CITY OF ALEXANDRIA

SUGAR HOUSE ROAD EXTENSION
RAPIDES PARISH, LOUISIANA

Federal Aid Project No. H008721
State Project No. H.008721

DRAFT
ENVIRONMENTAL ASSESSMENT

OCTOBER 2026

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Alexandria Louisiana

U.S. Department of Transportation
Federal Highway Administration

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APPROVED FOR DISTRIBUTION

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Melinda Roberson
Division Administrator
Federal Highway Administration
Louisiana Division

SEPTEMBER 2026

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Alexandria Louisiana

U.S. Department of Transportation
Federal Highway Administration

SUMMARY OF PERMITS, MITIGATION, AND COMMITMENTS

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The following permits, mitigation, and commitments will be implemented by the Louisiana Department of Transportation and Development (LADOTD) and/or the City of Alexandria.

Permits, Mitigation, and Commitments

ITEM AND AUTHORITY	OVERSITE AGENCY/TIMING	MITIGATION/COMMITMENT
Section 404 Permit *Section 404 of the Clean Water Act as amended*	United States Army Corps of Engineers (USACE)/ Pre-construction	The City of Alexandria and LADOTD will obtain a Section 404 Permit through the USACE for unavoidable impacts to wetlands.
Levee District Permit Red River, Atchafalaya and Bayou Boeuf (RRABB) Levee District *Louisiana Revised Statutes Title 38 Chapter 4*	RRABB Levee District / Pre-construction	The City of Alexandria and LADOTD will request permission from the RRABB for activities within 1,500 feet of the toe of the levee and/or the bridge over Chatlin Lake Canal.
Louisiana Pollutant Discharge Elimination System (LPDES) Storm Water Discharge Permit *Section 402 of the CWA*	LDEQ/ Pre-construction	The City of Alexandria and LADOTD will apply LADOTD's LPDES General Permit for the discharge of storm water associated with construction. A Storm Water Pollution Prevention Plan will also be prepared.
Development Permit/Zero Rise Certificate Local Ordinance	City of Alexandria/ Pre-construction	The City of Alexandria will obtain the Zero Rise certificate required to apply for the development permit to construct the roadway in the floodway.
Protected Species *Endangered Species Act of 1973*	USFWS/LADOTD/ Pre/during construction	The City of Alexandria will follow USFWS guidelines as they apply to the tricolored bat and alligator snapping turtle.
Improvements to Hudson Boulevard	City of Alexandria/ Post-construction	The City of Alexandria has made commitments to improve Hudson Boulevard including re-construction, ditch enclosure, sidewalks, and lighting.

ENVIRONMENTAL CHECKLIST

ENVIRONMENTAL CHECKLIST

WBS No. H.008721
Name: Sugar House Road Extension
Route: Sugar House Road
Parish: Rapides

1. General Information

☐Conceptual Layout ☐Line and Grade ☐ Preliminary Plans

☒Survey ☒Plan-in-Hand ☒Advance Check Prints

2. Class of Action

☐ Environmental Impact Statement (E.I.S.)

☒ Environmental Assessment (E.A.)

☐ Categorical Exclusion (C.E.)

☐ State Funded Only (EE/EF/ER)

☐ Programmatic C.E. (P.C.E.)

☐ 23 CFR 771.177(c)_____

☐ 23 CFR 771.177(d)_____

3. Project Description

The Sugar House Road extension project extends Sugar House Road from the terminus of existing Sugar House Road to Louisiana Highway 1. The proposed extension will be two lanes, with a single-lane roundabout at LA 1. The existing Sugar House Road at Lincoln Road intersection is proposed to remain a one-way stop control intersection.

4. Public Involvement

☒ Views were solicited. (See Section 11)

☐ Views were not solicited.

☒ Public Involvement events held. (see Section 11)

☒ A public hearing/opportunity for requesting a public hearing required. (see Section 11)

☐ A public hearing/opportunity for requesting a public hearing not required.

5. Real Estate

	NO	YES	N/A
a. Will additional **right-of-way** be required?	☐	☒	☐
Is right of way required from a **burial/cemetery** site?	☒	☐	☐
Is right-of-way required from a Wetland Reserve Program (**WRP**) property?	☒	☐	☐
Is required right-of-way prime **farmland**? (Use form AD 1006, if needed) .	☐	☒	☐
b. Will any relocation of residences or businesses occur?	☒	☐	☐
c. Are construction or drainage servitudes required?	☒	☐	☐

6. Section 4(f) and Section 6(f)

	NO	YES	N/A
a. Will historic sites or publicly owned parks, recreation areas, wildlife or waterfowl refuges (**Section 4f**) be affected?	☒	☐	☐
b. Are properties acquired or improved with **L&WC** funds affected?	☒	☐	☐

7. Cultural Section 106

	NO	YES	N/A
a. Are any **known historic properties** adjacent or impacted by the project? (If so, list below).....	☒	☐	☐
b. Are any k**nown archaeological sites** adjacent or impacted by the project? (If so, list site # below)	☒	☐	☐
c. Would the project affect property owned by or held in trust for a federally recognized **tribal government**?	☒	☐	☐

8. Natural & Physical Environment

	NO	YES	N/A
a. Are **wetlands** affected?	☐	☒	☐
b. Are **Other Waters** of the U.S. affected?	☐	☒	☐
c. Are **Endangered/Threatened Species**/Habitat affected?	☒	☐	☐
d. Is project within 100 Year **Floodplain**?	☐	☒	☐
e. Is project in **Coastal Zone** Management Area?	☒	☐	☐
f. Is project in a **Coastal Barrier Resources** area?	☒	☐	☐
g. Is project on a **Sole Source Aquifer**?	☐	☒	☐
h. Is project impacting a **navigable waterway**?	☒	☐	☐
i. Are any State or Federal **Scenic Rivers/Streams** impacted?	☒	☐	☐
j. Is a **noise** analysis warranted (Type I project)	☐	☒	☐
k. Is an **air** quality study warranted?	☐	☒	☐
l. Is project in a **non-attainment** area?	☒	☐	☐
m. Is project in an approved Transportation Plan, Transportation Improvement Program (TIP) and State Transportation Improvement Program (**STIP**)?	☐	☒	☐
n. Are **construction** air, noise, & water impacts major?	☒	☐	☐

o. Will the project affect or be affected by a **hazardous waste site**, leaking underground storage tank, oil/gas well, or other potentially contaminated site? *See Section 11 below for details*.	☐	☒	☐

9. Social Impacts

	NO	YES	N/A
a. Will project change **land use** in the area? ……	☒	☐	☐
b. Are any c**hurches and schools** impacted by or adjacent to the project? …... (If so, list below)	☒	☐	☐
c. Has **Title VI** been considered? ……	☐	☒	☐
d. Will any **specific groups** be adversely affected? (i.e., *minorities, low-income, elderly, disabled,* etc.) ……..…	☒	☐	☐
e. Are any h**ospitals, medical facilities, fire police** facilities impacted by or adjacent to the project? (If so, list below)……	☒	☐	☐
f. Will **Transportation patterns** change? ……..…..	☐	☒	☐
g. Is **Community cohesion** affected by the project? ……	☒	☐	☐
h. Are **short-term social/economic** impacts due to construction considered major?	☒	☐	☐
i. Do conditions warrant **special construction times?** (i.e., *school in session, congestion, tourist season, harvest*) …….	☒	☐	☐
j. Were **Context Sensitive Solutions** considered? (If so, explain below)…….	☐	☒	☐
k. Were **bike and pedestrian** accommodations considered? (explain below)…..	☐	☒	☐
l. Will the **roadway/bridge be closed?** (If yes, answer questions below)…….	☒	☐	☐
Will a **detour bridge** be provided?	☒	☐	☐
Will a **detour road** be provided?	☒	☐	☐
Will a **detour route** be signed?	☒	☐	☐

10. Permits (Check all permits that may be required)

☐Corps Nationwide	☐CUP/Consistency Determination	☐LA Scenic Stream
☒Corps Section 404/10	☐USCG Bridge	☒DEQ WQC
☒Levee	☐USCG Navigational Lights	☒LPDES Stormwater
☐Other (explain below)		

11. Other (Use this space to explain or expand answers to questions above.)

Item 4: Solicitation of Views letters were sent out for the project in 2010 and again in 2024 (see Appendix A). Public meetings were held in 2010 and in November 2024. A public hearing will be held once the draft EA has been approved. The 2024 Public Meeting Summary is in Appendix H.

Item 5.a and c: Right-of-way maps are in Appendix B.

Item 8.b: The project may affect up to 16.7 acres of jurisdictional wetlands.

Item 8.d: Portions of the project area fall within the 100-year floodplain.

Item 8.g: The Chicot SSA is below the project area.

Item 8.j: The Noise Analysis is in Appendix E.

Item 8.k: The Air Quality Analysis is in Appendix D.

Item 8.o: A drum was located at the edge of proposed ROW. It is open to rainwater and has a small hole in the side, below which is the level of material, suggesting the material has leaked in the past. While the surrounding area supports live vegetation, localized soil contamination is possible.

Item 9.d: A minority population exists in the project area off Hudson Boulevard.

Item 9.f: The project will affect traffic patterns, as it will increase connectivity and install a roundabout on LA 1.

Item 9.k: Bike and pedestrian accommodations were considered, and complete streets designs will be incorporated into the project.

Preparer: Kerry Oriol
Title: Project Manager
Date: August 6, 2025/February 25,2026

Attachments

- ☒ S.O.V. and Responses (see *Appendix C*)
- ☒ Wetlands Finding (see *Appendix F*)
- ☒ Project Description Sheet (see *Chapter 1 and Appendix A*)
- ☐ CSRP (not required)
- ☒ Noise Analysis (see *Appendix E*)
- ☒ Air Quality Analysis (see *Appendix D*)
- ☒ Exhibits and/or Maps (see figures located throughout the EA)
- ☐ 4(f) Evaluation (not required)
- ☒ 106 Documentation (see SHPO correspondence in *Appendix C*)
- ☒ Form AD 1006 (Farmlands, *Appendix C*)
- ☒ Other: Line and Grade Plan/Profile Sheets and Detailed Cost (see *Appendix A*)
  Traffic Studies (see *Appendix B*)
  Phase I Environmental Site Assessment (see *Appendix G)*
  Public Outreach Summary (see *Appendix H*)

LIST OF ACRONYMS

LIST OF ACRONYMS

AAI	All Appropriate Inquiry
ac	acres
ACS	American Community Survey
AADT	Annual Average Daily Traffic
APE	Area of Potential Effect
AQIA	Air Quality Impact Assessment
ASTM	American Society for Testing and Materials
BMP	Best Management Practice(s)
CAAA	Clean Air Act Amendments
CFR	Code of Federal Regulations
CO_2	Carbon Dioxide
CO	Carbon Monoxide
CRS	Cultural Resources Survey
CSRP	Conceptual Stage Relocation Plan
CWA	Clean Water Act
dB	decibels
dBA	decibels, A-weighted average
DOI	Department of the Interior
DOT	Department of Transportation
DOTA	Department of Transportation Act
EA	Environmental Assessment
ECOS	Environmental Conservation Online System
EDR	Environmental Data Resources, Inc.
EDSM	Engineering Directives and Standards Manual
EO	Executive Order
EPA	United States Environmental Protection Agency
ESA	Environmental Site Assessment
FEMA	Federal Emergency Management
FHWA	Federal Highway Administration
FIRMS	Flood Insurance Rate Maps
FONSI	Finding of No Significant Impact
FR	Federal Register
ft	Foot/Feet
GIS	Geographic Information Systems
H&H	Hydrologic and Hydraulic
ha	hectare
I-49	Interstate 49
IPaC	Information, Planning and Conservation
ISTEA	Intermodal Surface Transportation Efficiency Act
LA	Louisiana
LA 1	Louisiana Highway 1
LDC&E	Louisiana Department of Conservation and Energy
LDCRT	Louisiana Department of Culture, Recreation, and Tourism
LDEQ	Louisiana Department of Environmental Quality
LADOA	Louisiana Department of Archaeology
LADOTD	Louisiana Department of Transportation and Development
LDWF	Louisiana Department of Wildlife and Fisheries
LPDES	Louisiana Pollutant Discharge Elimination System
LWCF	Land and Water Conservation Fund
m	meters
MGD	Million Gallons per Day
MOVES	Motor Vehicle Emission Simulator
MPH	Miles per Hour
MPO	Metropolitan Planning Organization
MSATs	Mobile Source Air Toxics

NAAQS	National Ambient Air Quality Standards
NAC	Noise Abatement Criteria
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NO_x	Nitrogen Oxides
NOI	Notice of Intent
NPS	National Park Service
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
NWI	National Wetlands Inventory
O_3	Ozone
OSHA	Occupational Safety and Health Administration
Pb	Lead
PM_{10}	Particulate Matter 10 microns
$PM_{2.5}$	Particulate Matter 2.5 microns
ppm	parts per million
PWS	Public Water System
RAB	Roundabout
REC	Recognized Environmental Condition
ROW	Right-of-Way
RRABB	Red River, Atchafalaya, Bayou Boeuf Levee District
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SHPO	State Historic Preservation Office
SIP	State Implementation Plan
SO_x	Sulfur Oxides
SONRIS	Strategic Online Natural Resources Information System
SOV	Solicitation of Views
SSA	Sole Source Aquifer
SWPPP	Stormwater Pollution Prevention Plan
TSM	Transportation Systems Management
US	United States
USACE	United States Army Corps of Engineers
USC	United States Code
USCB	United States Census Bureau
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
VHT	Vehicle Hours Traveled
VMT	Vehicle Miles Traveled
vpd	vehicles per day
WQC	Water Quality Certification
WRP	Wetland Reserve Program

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1.0 Project Description and Purpose and Need

1.1 Project Description

The City of Alexandria, along with the Louisiana Department of Transportation and Development (LADOTD), proposes extending Sugar House Road to Louisiana Highway (LA) 1 in Alexandria, Rapides Parish, Louisiana (**Figure 1**).

The proposed project is an extension of the previously constructed Sugar House Road Reconstruction project (H.008265). The Sugar House Road extension project allows for a connection with the Sugar House Road reconstruction project that has been completed and upgraded Sugar House Road from Eddie Williams Avenue to 950 feet east of Lincoln Road. The proposed extension will be two lanes, with a single-lane roundabout at LA 1. The existing Sugar House Road at Lincoln Road intersection (Latitude 31°15'40.6" North, Longitude 92°25'36.3" West) is proposed to remain a one-way stop control intersection. The existing intersection of Sugar House Road at Eddie Williams Avenue (Latitude 31°15'26.85" North, Longitude 92° 25'54.59" West) may be upgraded to single lane roundabout in the future.

Additional right-of-way (ROW) will be required and an Environmental Assessment (EA), provided herein, has been prepared.

1.2 Purpose and Need

The project is needed to provide an alternative route between Lincoln Road and LA 1.

The project's purpose is to provide increased connectivity between Sugar House Road and LA 1 and Interstate 49 (I-49); Sugar House Road supports a partial interchange with I-49.

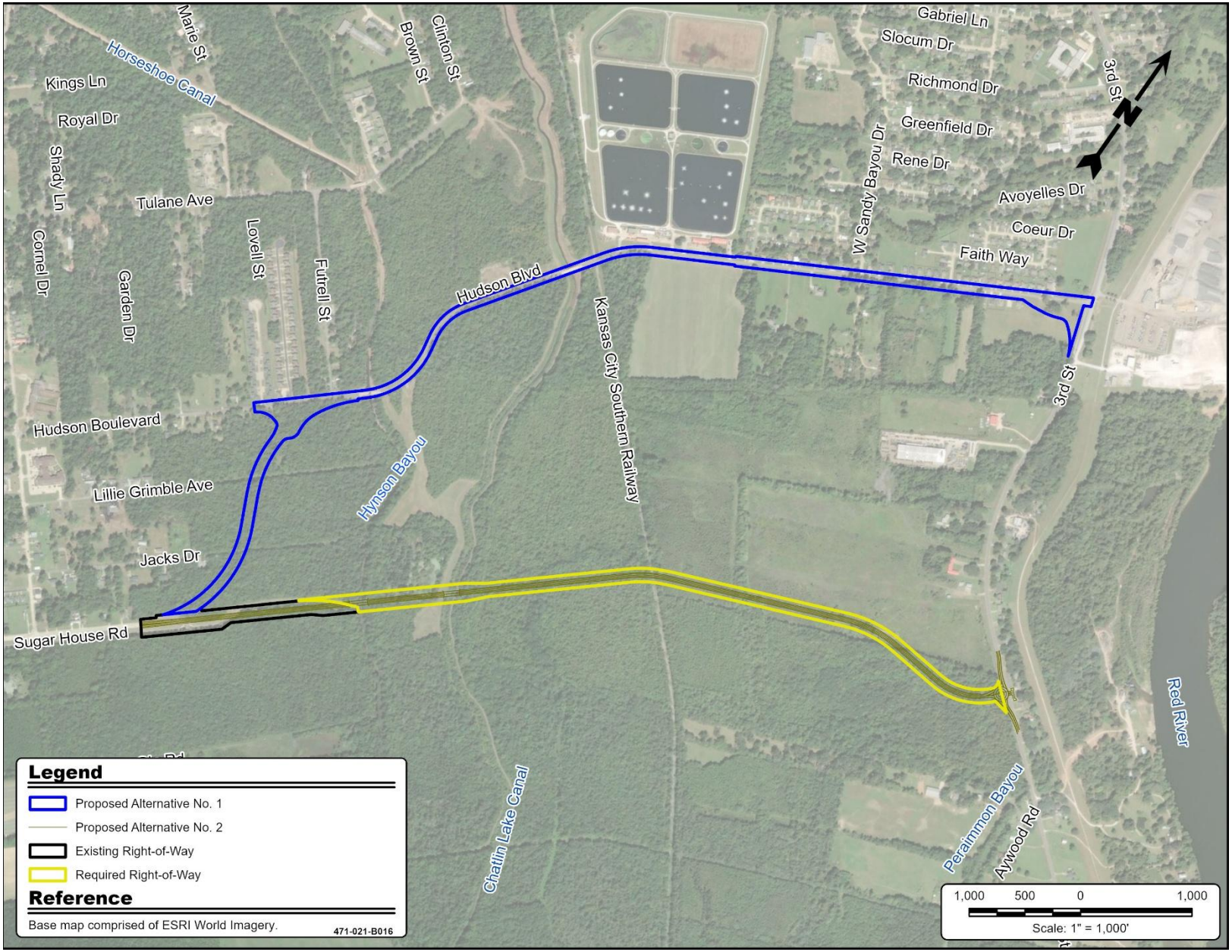
1.3 Project Background

The proposed project was approved in an EA Finding of No Significant Impact (FONSI) in 1992. The 1992 EA presented three phases of upgrading, reconstructing, and extending Sugar House Road, noting that the extension would satisfy the need to connect Sugar House Road with LA 1. Due to funding constraints, the project as approved in 1992 was not completed, only upgrading of Sugar House Road was completed prior to 2006. In 2006, the FONSI was reauthorized for the reconstruction portion of the project (Phase I). The City of Alexandria initiated additional studies in 2010 for the reconstruction phase and

the future extension. Two public meetings were held in 2010 as well as solicitation of views provided to federal, state, local entities, and interested parties.

The reconstruction of Sugar House Road was completed; however, the extension was not initiated due to shifts in project priority. In consideration of the passage of time since the 1992 FONSI and multiple studies during the intervening years, the Federal Highway Administration (FHWA) requested the EA process be started a new for the extension of Sugar House Road to LA 1. This EA summarizes the study of new alternatives along with public and agency comments to develop a recommendation.

Figure 1- Site Location Map



2.0 Alternatives

In accordance with the National Environmental Policy Act (NEPA), an effort to develop and assess reasonable alternatives that met the purpose and need of the Sugar House Road Extension project was reinitiated in 2021, with the NEPA process starting in 2025. The following chapter outlines the alternatives analysis that was undertaken to *rigorously explore and objectively evaluate all reasonable alternatives* and provides a comparable level of detail for the alternatives. A reasonable alternative is one that is practical and/or feasible from a technical and financial perspective. NEPA guidance allows for a "reasonable range" of alternatives as opposed to attempting to define "all reasonable alternatives". Every alternatives analysis under NEPA also must include the no-build alternative. The no-build alternative is considered the baseline for comparison of the impacts anticipated from the proposed build alternatives.

2.1 Transportation Systems Management

Transportation Systems Management (TSM) improvements are designed to improve traffic flow without substantial changes to existing physical highway configurations. TSM improvements commonly include intersection modifications, turn lanes, through lanes, new traffic signals, and access control measures. Extending Sugar House Road to LA 1 requires new roadway; TSM improvements would only be applicable to the existing Sugar House Road. The existing stop control on Sugar House Road at its intersection with Eddie Williams Avenue is proposed to be replaced with a one lane roundabout to minimize traffic conflicts. The recommended roundabout at Eddie Williams Avenue action cannot fulfill the need to extend Sugar House Road.

2.2 No-Build Alternative

The No-build alternative represents not extending Sugar House Road to LA 1, it represents taking no action. Under this scenario, commercial traffic from LA 1 would continue to route to Broadway Avenue for access to I-49. Hudson Boulevard represents a less direct alternative route, primarily for residential traffic, as it is currently a two-lane rural neighborhood road. Hudson Boulevard does not provide a direct connection to Interstate 49 (I-49), users would have to use Lincoln Road or Eddie Williams Avenue to Sugar House Road or Broadway Avenue to access I-49. The No-build alternative does not meet the project's purpose and need and is provided as a baseline measure for the build alternatives.

2.3 Build Alternatives

Previous EAs considered up to three alternative routes originating at various locations along existing and reconstructed Sugar House Road and terminating

at various points along LA 1. Floodplain, wetland, and community impacts have been and remain important design considerations. Two viable build alternatives to extend Sugar House Road to LA 1 were studied in this EA. A third alternative considered in 2010 was removed from further study by the City of Alexandria at the request of the United States Army Corps of Engineers due to the potential to impact more wetland habitat than the other alternatives.

Alternative 1 routes northeasterly from the current terminus of Sugar House Road and merges with Hudson Boulevard prior to the bridge over Hynson Bayou. After crossing the bayou, the route continues to use Hudson Boulevard until it terminates in a roundabout at LA 1. Alternative 2 routes more easterly from Sugar House Road on new alignment. This route also crosses the bayou before entering more rural land areas enroute to LA 1. Both alternatives support a roundabout at the intersection of the extended Sugar House Road and LA 1 with no change to the existing stop control intersection at Lincoln Road. Separately, a new roundabout is proposed at Eddie Williams Avenue, which will allow for more fluid traffic movement in concert with the proposed extension project. Modification to the Eddie Williams Avenue intersection would be completed under a separate project once the extension is complete. **Figure 1** presents the two build alternatives.

2.4 Alternatives Screening

Table 2.1 was created to compare the footprint and potential impacts of each of the build alternatives on various resources. Most of the data in the table was generated using conceptual design and publicly available data. More detailed field surveyed data was scheduled to be obtained after the public meeting and the identification of a preferred alternative. **Table 2.1** was presented to the public during the public meeting on the project held November 13, 2025.

The data reflect that both build alternatives meet the project's purpose and need and both will provide an acceptable level of service regarding traffic movement. While Alternative 1 is longer by about a half mile, Alternative 2 requires more ROW due to being a new roadway. Approximately 9.6 acres of new ROW is required for Alternative 1 and approximately 20.5 acres of new ROW is necessary for Alternative 2.

Alternative 1 has more adverse effects to the built environment; Alternative 2 has more adverse effects to the natural environment. Acquisition of ROW in potential wetlands occurs under both build alternatives, with Alternative 2 affecting approximately 11.5 acres of wetlands (not field verified), close to five acres more than Alternative 1. Since it is predominately on new ROW, Alternative 2 would acquire more floodplain and prime farmland than

Alternative 1. Neither alternative is expected to have adverse impacts on protected species.

Table 2.1 was completed prior to the completion of the noise study and reflected that Alternative 1 may be more impactful; however, based on the noise study results, both build alternatives have similar noise impacts, affecting four residences on Sugar House Road prior to continuing to Hudson Boulevard and/or LA 1. Alternative 2 affects an additional residence on LA 1 at the new intersection. Alternative 1 utilizes Sugar House Road and Hudson Boulevard to make the connection to LA 1. Widening Hudson Boulevard to three lanes between the wastewater treatment plant and LA 1 was determined not necessary to achieve an adequate level of service. To accommodate the additional traffic and presumed increase in heavy vehicle traffic, reconstruction in this area would be required, and Hudson Boulevard would have to shift to the south at LA 1 for the proposed roundabout. There are approximately 37 residential driveways off Hudson Boulevard that would be impacted by both construction and the increase in traffic. There are three access drives to the adjoining neighborhoods that represent the only ingress and egress for some residents that would also be affected; the larger neighborhood off West Sandy Bayou does have the ability to exit or enter off LA 1. Multiple drives into the wastewater treatment plant would also be affected.

The shifting of Hudson Boulevard under Alternative 1 will impact a planned community, Rand Oaks, that features single family homes and commercial sites with frontage on LA 1. Several homes have been constructed on the Rand Oaks site, all of which will lose over half the length their driveways to construction, with the remainder of the drives in the new ROW. It is anticipated that these homes would require rear access driveways. One house, presently under construction, could be acquired depending on where on Hudson Boulevard the shift for the roundabout begins. A lift station could require relocation or could potentially remain if the former Hudson Boulevard were to dead-end at the lift station access. The need to acquire the lift station and home presently under construction and to develop rear access driveways for the Rand Oaks homes would be determined in final design if Alternative 1 were to be identified as the preferred alternative.

Table 2.1 – Sugar House Road Build Alternatives Effects Comparison

ISSUE	MEASURE	BUILD ALTERNATIVES	
		Alternative No.1	Alternative No. 2- Preferred Alternative
Purpose and Need	Meets Purpose and Need	Yes	Yes
Engineering/Traffic	Length (in miles including roundabout)	1.91	1.53
	Required Right-of-Way (acres)	9.6	20.5
	Adequate Level of Service (LOS) for the Alternatives	Yes	Yes
Preliminary Cost	Estimated Preliminary Construction Costs (in millions, only construction)	$14.77	$15.63
	Preliminary Wetland Mitigation Costs	$66,000	$176,000
Potential Wetlands and Water Resources	Potential Wetlands (acres per NWI/acres per survey)	6.6/Not surveyed	11.4/16.7
	Riverine Habitat (acres in the ROW)	0.04	0.33
	Potential Water Quality Adverse Impact	Low	Low
	Active Water Well Locations	0	0
Protected Species	Critical Habitat	None	None
	Tricolored Bat (Proposed Endangered)	Presumed Present	Presumed Present
	Red-cockaded Woodpecker (Threatened) Habitat	Presumed Absent	Presumed Absent
	Alligator Snapping Turtle (Proposed Threatened) Habitat	Potential Habitat	Potential Habitat
	Monarch Butterfly (Candidate Status) Habitat	Potential Habitat	Potential Habitat
Community Impacts (in the ROW)	Single Family Residential Driveways In Construction Servitude	38	0
	Community Cohesion Impact	Low	NA
	Visual Effects	Low	Low
	Potential for Noise Impacts to Residential Areas	Medium	Low
	Community Support For Alternative	None	High
Land Use	Prime Farmland (acres in corridor or within the ROW)	9.57	19.98
	100-yr Floodplain (acres in corridor or within the ROW)	7.13	20.00
Environmental Liability Concerns	Potential Impacts to Hazardous Sites	Low	Low
	Active Oil and Gas Well Locations	0	0

Notes: Numbers and/or data presented are derived from publicly available data unless stated. Wetlands were not surveyed on Alternative 1, increase in wetlands for Alternative 2 reflects the agricultural field as wetlands.

2.5 Preferred Alternative Identification

The nature of the impacts differs between the two build alternatives regarding community impacts and wetlands; therefore, public input on the proposed alternatives was considered one of the most important considerations in identifying the preferred alternative. Wetland acres identified using public data differ by about five acres, with Alternative 2 affecting approximately 11 acres versus the approximately seven acres affected by Alternative 1. Cost was not considered a major factor in determining the preferred alternative, since the difference between the two build alternatives is projected to be less than a million dollars.

The November 2025 public meeting was well attended by the affected neighborhoods and elected officials representing the project area. Of the 42 attendees that signed in to the meeting, 36 provided written or verbal comments; verbal comments were received by a court reporter. Five of the comments did not provide a preference between the two build alternatives, they indicated support for the project and/or requested information on how to view the meeting materials after the meeting. One written comment requested drone footage of the proposed routes for historical purposes. The remaining 31 written comments noted a preference for Alternative 2, none voiced support for Alternative 1. Safety concerns and community access and disruption were the most cited reasons for not supporting Alternative 1. Rationale provided for the support for Alternative 2 included the fact that it was shorter, would provide a greater opportunity for future growth while supporting current growth in the City of Alexandria, would be safer than Alternative 1, and community disruption would not occur.

Alternative 2 would involve greater impacts to wetlands and the floodplain. Two new bridges would be provided over Hynson Bayou and Chatlin Lake Canal. The required hydrologic and hydraulic study (H&H) addressed the options for preventing adverse impacts to drainage. This study recommended culverts/drainage pipes in the fill sections between and on both sides of the bridges over Hynson Bayou and Chatlin Lake Canal. Alternative 2 represents a more northern route than the alternative removed in 2010 due to comments from the United States Army Corps of Engineers (USACE) and affects less wetland acreage.

Alternative 2 has been determined to be the preferred alternative based on overwhelming public preference, the avoidance of adverse impacts to a minority community and public facilities, and lack of acquisitions. It is noted that Alternative 2 affects less wetland acreage than previously considered alternatives that were not viewed favorably by the USACE. A full wetlands

assessment was conducted on Alternative 2, the findings of which are in Section 3.7.2. The estimated total cost for Alternative 2 is $17,100,000.

Line and grade documentation, including the Opinion of Probable Cost for Alternative 2 is in **Appendix A. Figure 2** shows Alternative 2.

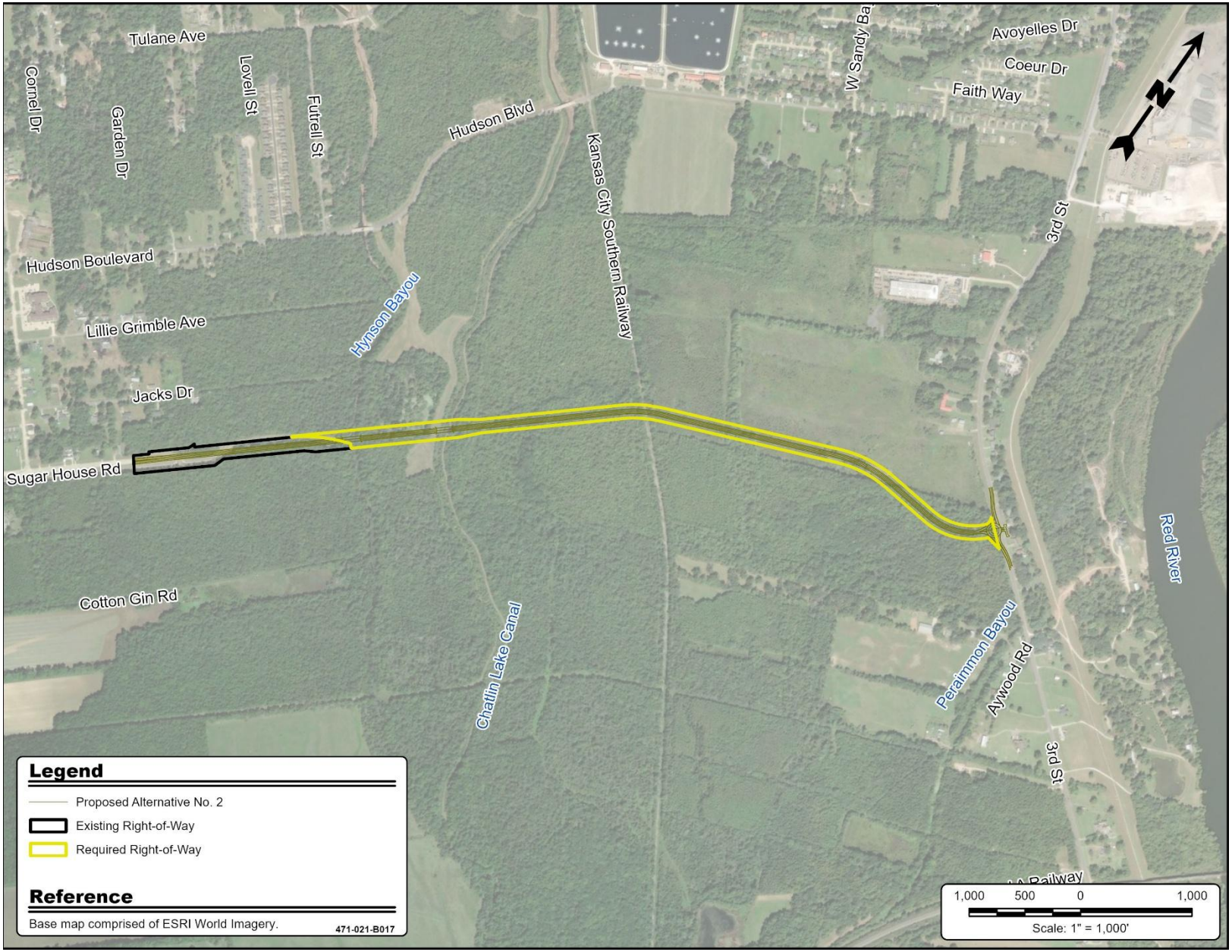
2.6 Traffic Study

Two traffic studies were conducted for the Sugar House Road Extension project, the first in 2010 and then an update in 2023. The traffic studies are in **Appendix B**. Regardless of the alternative selected, the 2010 traffic data indicated that an extension of Sugar House Road would provide adequate capacity to accommodate anticipated 2035 traffic volumes.

The study also noted that a roundabout at Eddie Williams Avenue, while outside the limits of the proposed project, would resolve traffic conflict points. Roundabouts at LA 1 were not studied in 2010.

The updated traffic study from 2023 evaluated intersection control and geometry. Intersections were evaluated in their present condition, where they exist, and with two concepts: two-way stop control and a roundabout. Data reflected that both intersection designs would operate with minor delays at the intersections of Sugar House Road with LA 1 and with Lincoln Road. Eddie Williams Avenue was also evaluated with two variations of a two-way stop control concept and a roundabout. Relative to safety, the roundabout intersection design at LA 1 was shown to have eight conflict points, 10 less than the 18 conflict points present under the two-way stop control concept. At Lincoln Road, the roundabout had six conflict points compared to nine for the two-way stop control. The study recommended a roundabout at Sugar House Road and LA 1 and two-way stop control at Sugar House Road and Lincoln Road. The Eddie Williams Avenue intersection evaluation reflected total conflict points of 30 to 31 for the two stop control concepts and only eight for the roundabout concept. A roundabout at the Eddie Williams Avenue intersection with Sugar House Road was recommended.

Figure 2 – Alternative 2



3.0 Affected Environment and Environmental Consequences

This chapter explores the current conditions of the area in and around the proposed project and its alternatives. Impacts that may be expected to result from the construction and operation of the project are presented.

The project is in central Louisiana in Rapides Parish. Rapides Parish, the geographic center of Louisiana and the second largest parish in the state, is most often associated with the City of Alexandria on the Red River, from where the parish takes its name. Central Louisiana, comprised of around eight parishes, supports significant natural and agricultural areas. The Evangeline Unit of the Kisatchie National Forest, Louisiana's only national forest, occupies approximately 97,000 acres of Rapides Parish and is home to Louisiana's longest hiking trail, the Wild Azalea Trail. Historically, cotton, cattle, and forest products were the heart of the Rapides Parish economy. The project is just south of the City of Alexandria.

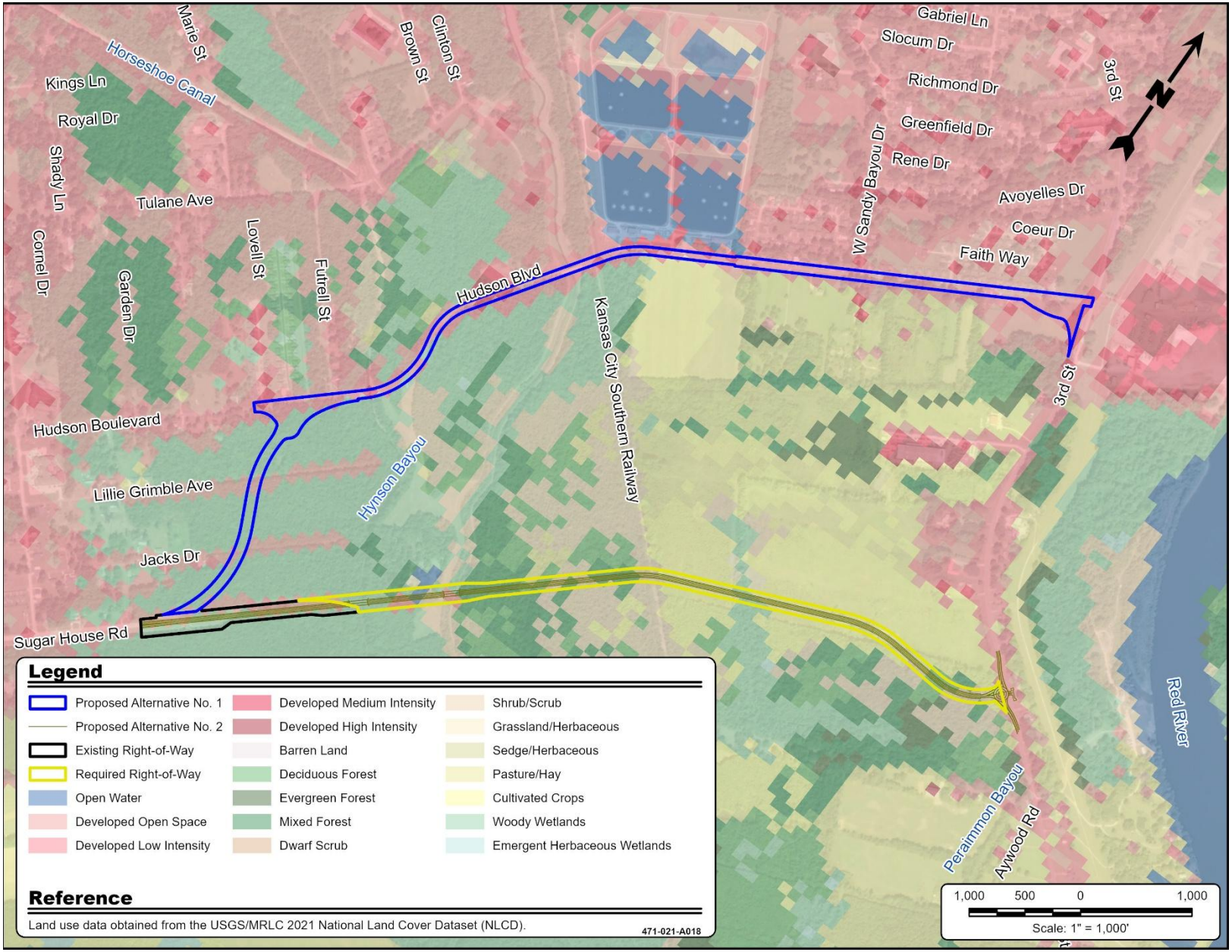
3.1 Land Use Impacts

Current land use is represented in **Figure 3**. As demonstrated in **Figure 3**, the central portion of the study area is a natural floodway associated with Hynson Bayou and Chatlin Lake Canal. Suburban neighborhoods are primarily to southwest and northwest of the project study area. Rural and dispersed homesteads are off LA 1. Commercial developments are along I-49, United States (US) Highway 71, and Eddie Williams Avenue in the western portion of the study area. The City of Alexandria operates a wastewater treatment plant off Hudson Boulevard in the northwestern corner of the study area.

Alternative 1 is not expected to have an adverse impact on existing land use, as much of its route involves widening existing Hudson Boulevard. While new roadway would be placed within the floodway to connect existing Sugar House Road with Hudson Boulevard, there would be no induced development expected along this new section of roadway. A new residential development is advertised as coming at the intersection of Hudson Boulevard with LA 1 that would be affected under Alternative 1 due to the roundabout proposed at LA 1. Several houses have already been constructed and at least one would be acquired under Alternative 1.

Alternative 2 would also result in roadway being constructed in the floodway. Additionally, this alternative would convert existing farmland into a transportation facility. It is possible with the introduction of a connection with I-49, farmland adjacent to the new Sugar House Road could be converted to other uses. Land adjacent to new facility would remain privately owned and subject to local ordinances and permit approvals for any non-agricultural development.

Figure 3 – Land Use Map



3.2 Farmland Impacts

Prime farmland soils are defined by the Natural Resources Conservation Service (NRCS) as those that are best suited to produce food, feed, forage, fiber, and oilseed crops. Prime farmland soils in the project area are not necessarily in use for crop production, they may be supporting forest land or other uses. Urban areas are not considered prime farmland.

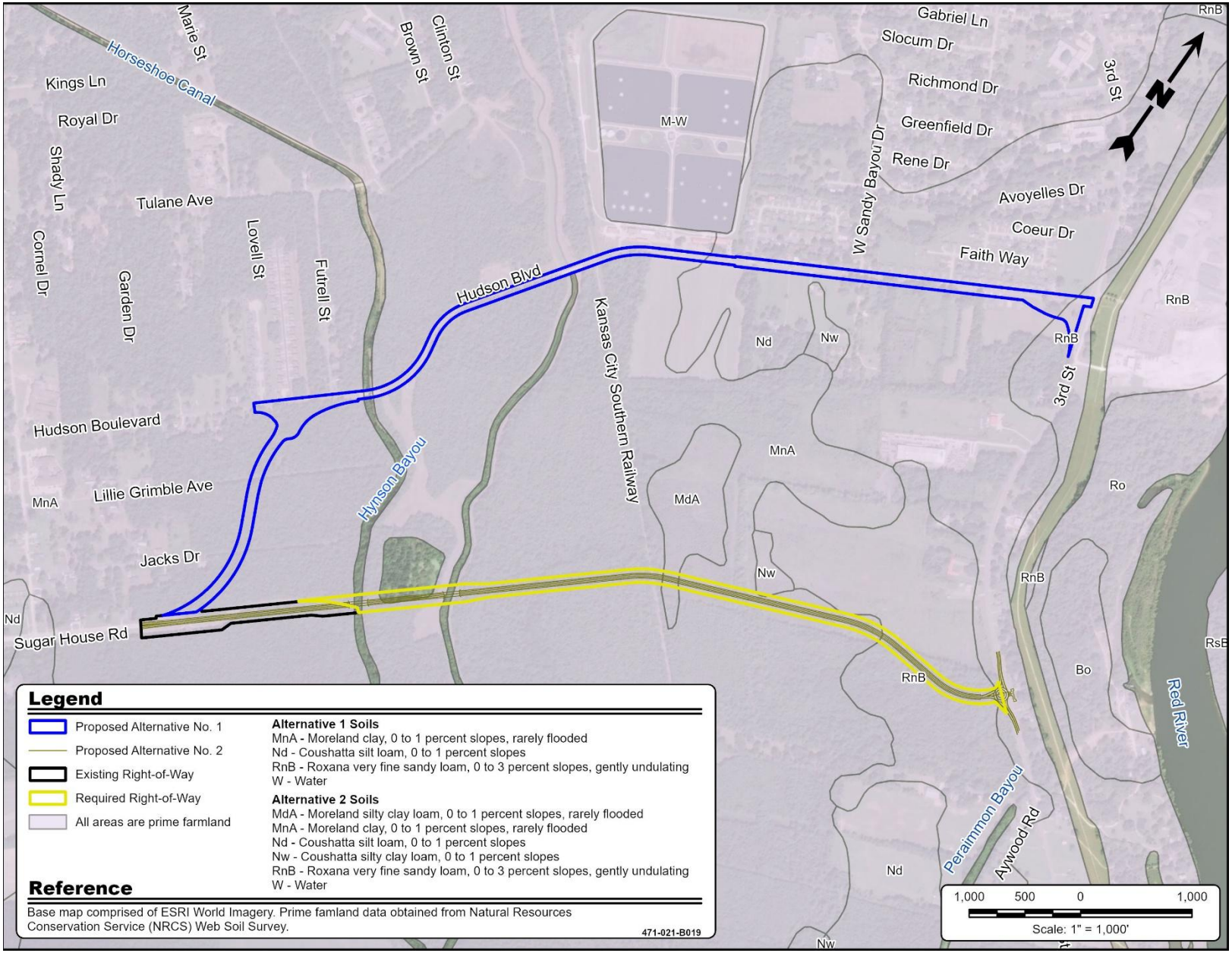
Prime farmland soils affected by the build alternatives are shown on **Figure 4**. Early correspondence with the NRCS indicated that Alternative 1 may affect 6.1 acres of Moreland clay and Alternative 2 may affect 17.6 acres of Moreland clay, 0.3 acres of Coushatta silt loam, and 2.8 acres of Roxana very fine sandy loam. The preliminary alternatives provided to the NRCS were shifted to allow for roundabout intersections at LA 1 and to minimize a larger potential wetland area (Alternative 2).

With the shifts, most of the acreage of Moreland Clay associated with both build alternatives is in the floodway and is not currently nor is it anticipated to be used for crop production. There are two historically farmed areas affected by Alternative 1, both are off the south side of Hudson Boulevard east of the floodway. Approximately 6.7 acres of Moreland clay, 2 acres of Coushatta silt loam and 1 acre of Roxana very fine sandy loam would be affected by construction and installation of the new roadway under this alternative.

Alternative 2 affects a historically farmed tract off LA 1. Approximately 12.8 acres of Moreland clay, 0.4 acres of Moreland silty clay loam, 0.2 acre of Coushatta silt loam and 2.4 acres of Roxana very fine sandy loam would be affected by construction and installation of the new roadway under this alternative.

Since the adverse impact on prime farmland soils that have been used for crop production is minimal, linear in nature, and would not affect the ability to continue farming the remaining tracts, impacts to prime farmland soils are considered minimal regardless of the alternative. **Appendix C** contains copies of agency correspondence.

Figure 4 – Prime Farmland Soils



3.3 Social Impacts

Social impacts are the beneficial or adverse effects to people living in or that use the project area that may be expected to occur with the implementation of the project. Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d et seq.) prohibits discrimination based on race, color, and national origin in programs and activities that receive federal assistance. Essentially, the law and the United States Department of Transportation (DOT) implementing regulations at 49 CFR Part 21 are designed to ensure that no people in the US should be excluded from participating in or denied benefits from federal activities. The two build alternatives are in Census Tracts 127 and 130 and in Rapides Parish. Less than four percent (%) of the parish's population resides in the two directly affected census tracts.

3.3.1 Community Resources

Schools and Libraries

There are four schools in the project study area, two off Lincoln Road north of Hudson Boulevard, one off Eddie Williams Avenue north of Payne Street, and one on Aaron Street south of Chatlin Lake Canal and the wastewater treatment plant. Phoenix Magnet Elementary School is accessible from both Lincoln Road and Payne Street. JB Lafargue Special Education Center is just west of the elementary school on Eddie Williams Boulevard. The Rapides Academy for Advanced Academics is on Lincoln Road at Hudson Boulevard. Hadnot-Hayes Elementary School is accessible from Aaron or Brown Streets from Willow Glen River Road or Tulane Avenue. There are no libraries in the project study area.

Neither build alternative will adversely affect these schools. Providing a route for commercial traffic to the south of the schools would serve to remove truck traffic that may currently use Hudson Boulevard to access Eddie Williams Avenue or Lincoln Road enroute to Sugar House Road or Broadway Avenue for interstate access.

Houses of Worship and Cemeteries

Six churches are in the project study area; the nearest cemetery is Cimetière Jardin de Memoire de Alexandria off Broadway Avenue. Three churches, Mars Hill Baptist Church, Second New Light Baptist Church, and Church of the Lord Jesus are north of Hudson Boulevard and south of Chatlin Lake Canal. Three churches, Christian Love Baptist Church, Galilee Baptist Church and Woodside Church-God in Christ are south of Hudson Boulevard and west of Lincoln Road.

Neither build alternative would adversely affect area churches.

Recreation Areas

There are no federal, state, or local parks or recreation areas in the project study area.

Emergency Services

Emergency services include police and fire stations and hospitals, none of which are in the project study area.

3.3.1.1 Social Assessment

The demographic assessment was initiated using demographic data from the United States Census Bureau (USCB), 2020 Decennial Census. **Table 3.1** provides details on the population present in the census tracts in which the project lies as well as for Louisiana and Rapides Parish, providing a larger frame of reference. **Figures 5** and **6** present minority and low-income designated populations in the project area, respectively. Data on these two figures are presented as percentiles. A percentile puts the data in perspective as to whether it is high or low, relative to the rest of the US. For example, if the data shows as *in the 80th to 90th percentile*, it means that 10 to 20% of the US population is at a higher value.

Using the USCB definitions, minority populations include persons who identify as Black or African American, Asian American, American Indian/Alaskan Native, Native Hawaiian/Other Pacific Islander, or Hispanic (regardless of race). A population is considered minority if either the minority population in the affected area exceeds 50% or the minority population percentage in the affected area is meaningfully greater than that of the general population.

A low-income population should be identified in an affected area when the percentage with incomes below the poverty level either exceeds 50% or is meaningfully greater than in the general population of the larger surrounding area (EPA 1998).

Select community social and economic characteristics for the parish and affected census tracts are shown in **Tables 3.2** and **3.3**. These data, along with the population data in **Table 3.1** establish the basis for assessing the presence of minority populations and associated social and economic characteristics in the project area.

Table 3.1
Population Data for Louisiana, Rapides Parish, and Project Area Census Tracts

Affected Census Tracts	Subject	Total Population (all races)	White Alone	Black or African American Alone	American Indian and Alaska Native Alone	Asian Alone	Native Hawaiian and Other Pacific Islander Alone	Some Other Race Alone	Hispanic [1]	Minority Calculation [2]
Louisiana	Number	4,657,757	2,596,702	1,452,420	25,994	85,336	1,706	16,954	322,549	2,061,055
	Percent	-	55.8%	31.2%	0.6%	1.8%	0.0%	0.4%	6.9%	44.2%
Rapides Parish	Number	130,023	76,323	40,261	901	1,805	33	459	5,090	53,700
	Percent	-	58.7%	31.0%	0.7%	1.4%	0.0%	0.4%	3.9%	41.3%
Census Tract 127	Number	2,810	196	2,489	8	5	6	4	18	2,614
	Percent	-	7.0%	88.6%	0.3%	0.2%	0.2%	0.1%	0.6%	93.0%
Census Tract 130	Number	2,166	168	1,910	5	1	0	8	14	1,998
	Percent	-	7.8%	88.2%	0.2%	0.0%	0.0%	0.4%	0.6%	92.2%

NOTES:

1. Since all Hispanics regardless of race are considered a minority, the population with Hispanic ethnicity is identified in this column, and all the other race categories do not include Hispanic ethnicity.
2. Minority means a person who is Black, Asian American, American Indian/Alaskan Native, or Hispanic (regardless of race). To determine the number of minorities, the total population minus the "white alone" population was determined.

Source: USCB, 2020 Decennial Census (Table P9)

Figure 5 - Project Area Minority Population

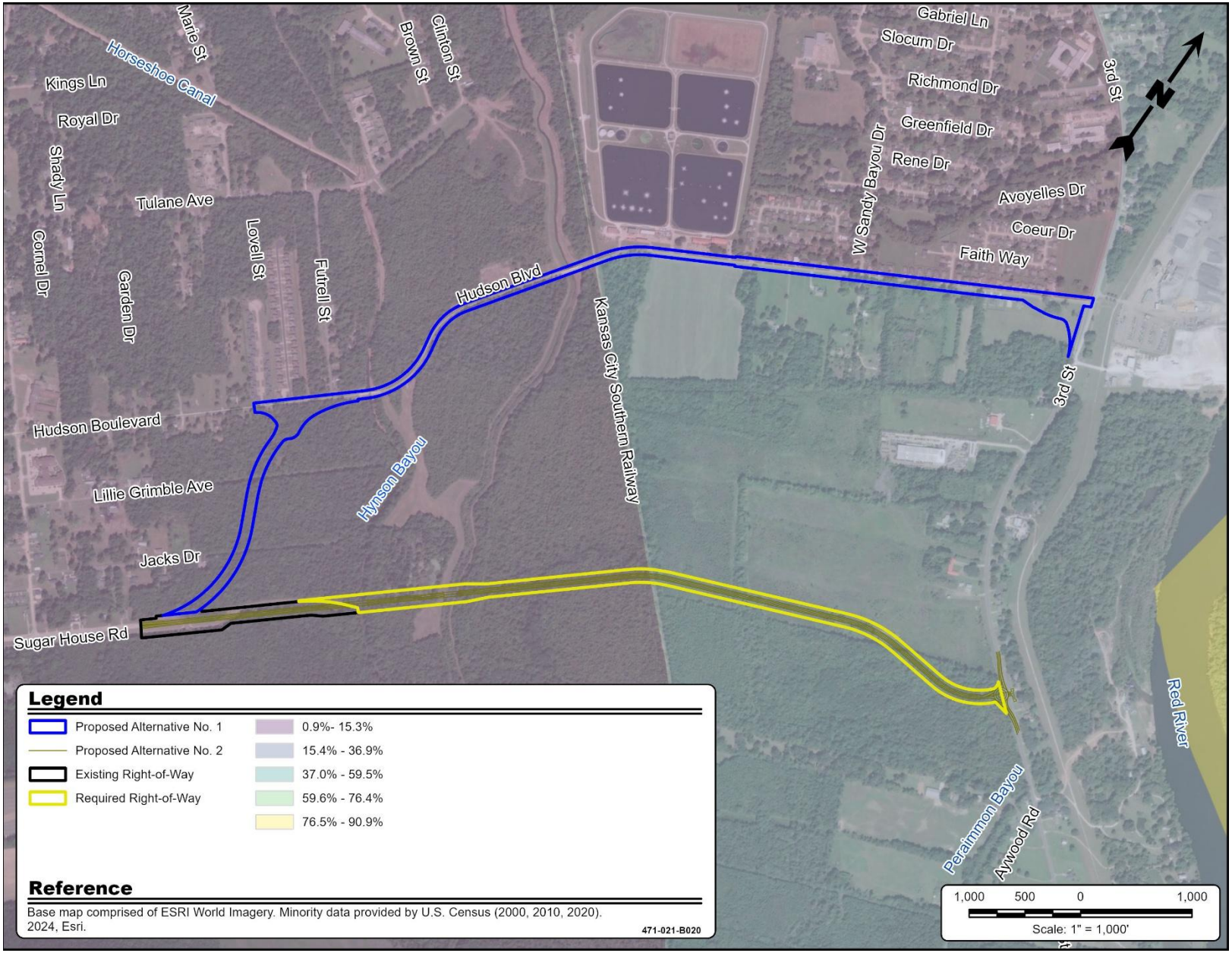


Figure 6 - Project Area Low Income Population

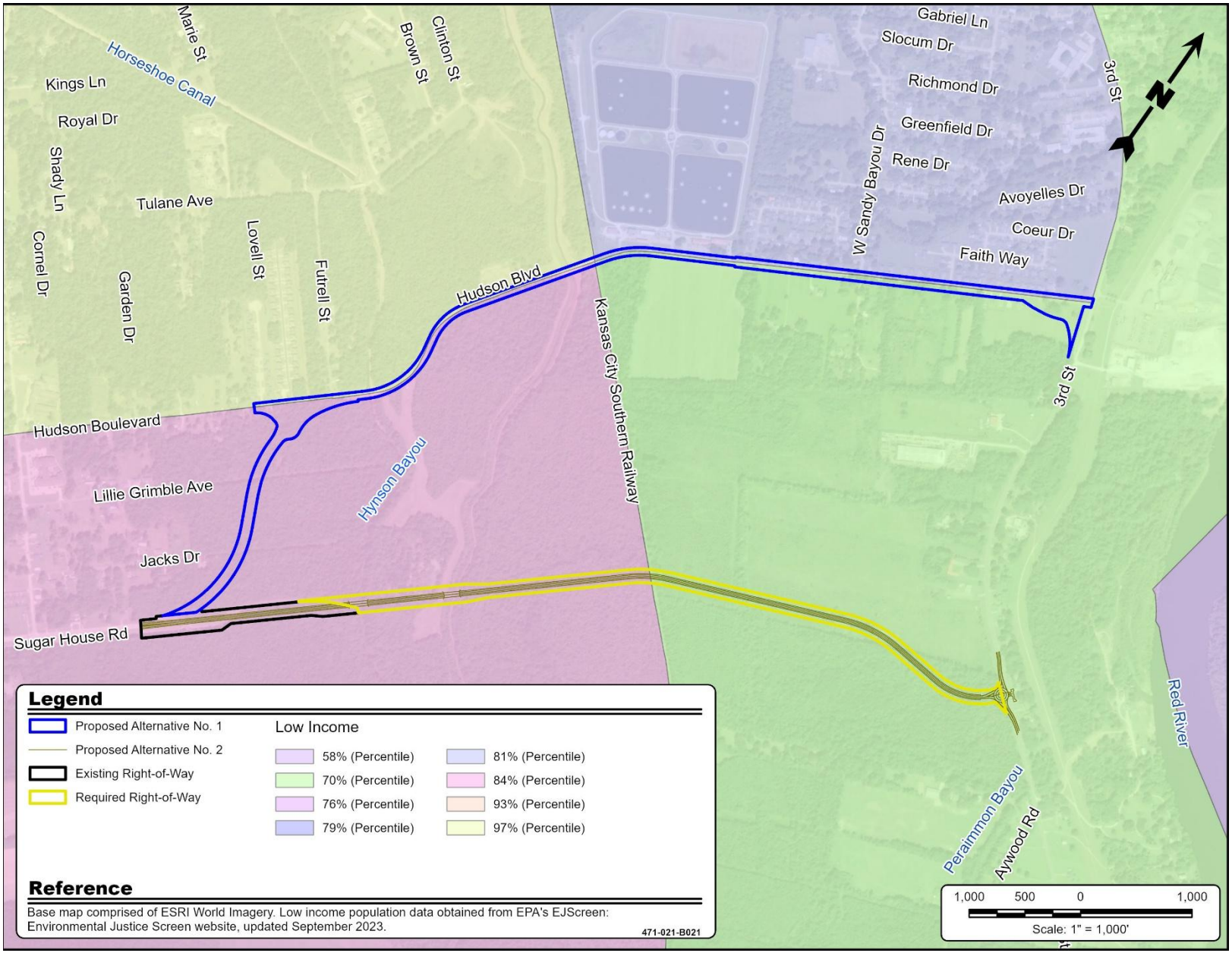


Table 3.2
Select Community Social Characteristics in Proximity to the Project Site

Census Tract	Select Community Social Characteristics								
	Language Spoken at Home (5 years +, English only)	School Enrollment (3 years + enrolled)	Education-Bachelor's Degree or higher	Average Household Size	Households with Computers	Household with Broadband Internet	Median Age	Disability (disabled population)	Veterans
Louisiana	**92.4%**	**1,143,045**	**26.1%**	**2.56**	**91.0%**	**83.0%**	**38.2**	**16.8%**	**6.5%**
Rapides Parish	**95.4%**	**32,438**	**22.3%**	**2.59**	**90.6%**	**84.5%**	**37.7**	**17.8%**	**8.8%**
Census Tract 127	98.9%	599	10.8%	2.10	97.7%	73.7%	34.4	26.0%	6.2%
Census Tract 130	99.1%	470	17.0%	2.62	97.8%	74.9%	42.5	21.0%	14.0%

Source: USCB 2022 ACS 5yr Estimates Tables DP02 and S0101

Table 3.3
Select Community Economic Characteristics in Proximity to the Project Site

Census Tract	Select Community Economic Characteristics								
	Employment Rate	Commuting to Work - Drive Alone	Commuting to Work - Public Transportation	Commuting to Work - Mean Travel Time (minutes)	Median Household Income	Poverty (all people)	Cash/Public Assistance Income	Food Stamp Benefit in Past 12 months	Without Health Care Coverage
Louisiana	**55.7%**	**80.3%**	**1.0%**	**26**	**$55,416**	**18.6%**	**2.0%**	**16.1%**	**6.9%**
Rapides	**58.6%**	**80.7%**	**2.3%**	**23.4**	**$55,407**	**18.3%**	**1.2%**	**18.2%**	**8.9%**
Census Tract 127	68.8%	74.4%	5.0%	16.0	$23,199	40.3%	3.8%	42.4%	5.2%
Census Tract 130	50.8%	77.3%	4.8%	17.7	$32,270	28.4%	0.0%	21.3%	10.8%

Source: USCB 2022 ACS 5yr Estimates Table DP03

The poverty rate for the Rapides Parish census tracts crossed by the project's alternatives ranges from 28.4% in Census Tract 130 to 40.3% in Census Tract 127. These rates exceed both the State of Louisiana's poverty rate of 18.6% and Rapides Parish's poverty rate of 18.3%. Low-income populations are present in the immediate project area.

The data in **Table 3.2**, which present social characteristics, reflects that households in the general project area have fewer households with broadband internet services and a lower percentage of individuals holding a bachelor's or higher college degree than either Rapides Parish or Louisiana. Both project area census tracts also demonstrate a higher percentage of individuals with disabilities than Rapides Parish and Louisiana.

Economic summary data for the two area census tracts presented in **Table 3.3** reflect measurably lower median household income and a higher percentage of poverty populations than Rapides Parish and Louisiana. Both tracts also exhibit higher food stamp/SNAP benefit use and higher use of public transportation than Rapides Parish and Louisiana.

3.3.1.2 Effects and Mitigation

Existing Sugar House Road has been reconstructed as a three-lane facility with improved drainage. Reconstruction was the first portion of the larger Sugar House Road expansion project, conducted in anticipation of the extension of the road to LA 1; impacts to the residents in this area have already occurred. There are multiple (less than 25) individual driveways of approximately 80 feet long that access the newly reconstructed Sugar House Road.

Alternative 1 requires the realignment or shifting of approximately 1,300 feet of Hudson Boulevard to accommodate a roundabout at LA 1. It is likely that one residence presently under construction would be acquired. Portions of the driveways along Hudson Boulevard are in the existing ROW; however, at the shift, entire driveways would be in the ROW. Rear access would be required for the five residences affected.

There are four access drives to internal neighborhoods that use Hudson Boulevard, only one has an alternative access off LA 1. The

purpose and need of the project is to provide connectivity and a more direct route for commercial traffic between LA 1 and I-49. Hudson Boulevard would be expected to receive more commercial traffic, including truck traffic, than it currently supports as a two-lane mostly residential access road. Traffic studies did not indicate a need for signalization at the neighborhood roads, but it may be necessary to reassess that need if more commercial traffic is drawn to the new route or more homes are constructed in the area. Realigning Hudson Boulevard at LA 1 for the roundabout may require the relocation of a lift station and one house.

Alternative 2 would not directly affect communities on Hudson Boulevard and would not adversely impact existing Sugar House Road. The proposed roundabout at LA 1 would result in the development of a connecting drive between two residences to maintain access to LA 1. The other homes on the east side of LA 1 at the roundabout will continue to have access to LA 1.

3.3.1.3 Relocations

The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, provides important protection and assistance for people affected by federally funded projects. Assistance provided could be the form of replacement housing, rental assistance, replacement buildings (for business relocations), moving expenses, re-establishment expenses, and/or housing of last resort.

As designed, Alternative 2 does not result in the relocation of residences or businesses. Alternative 1 could require the relocation of one lift station and the likely acquisition of one residence. Acquisition of residential driveways and installation of rear access driveways for four to five residences would also be necessary, or these residences would also be acquired. Alternative 2 includes a short connecting drive to maintain access for two residential properties with driveways that would lose access to LA 1 with the installation of the roundabout.

3.4 Economy

Louisiana State University of Alexandria's Business College prepares an annual economic dashboard for central Louisiana. Based on their January 2025 dashboard, the Alexandria Metropolitan Statistical Area experienced slight increases in employment and a decrease in unemployment to 4.1% in 2024. In

the 11-parish central Louisiana area, positive increases in sales tax collection occurred in eight of the 11 tax districts, but the housing market was less than robust due to high mortgage rates. Statewide and reflected in Rapides Parish, new business formation declined in 2024 as compared to 2023.

While the data presented in the economic dashboard for 2024 was mixed, Louisiana State University economists project growth in the region in the coming years, much of it attributed to renewable energy. Several large projects are expected to be underway by 2027, including a carbon sequestration project in Boyce, a new methanol plant in Pineville, and a rare earth facility at England Airport in Alexandria.

Relative to the project area's economy, as noted in Section 3.3.2, the 2020 Decennial Census data showed measurably lower median household income and a higher percentage of poverty populations than Rapides Parish and Louisiana. Both tracts also exhibited higher food stamp benefit use and higher use of public transportation than Rapides Parish and Louisiana. With new investment in the central Louisiana area, there are opportunities for economic improvement.

3.5 Air Quality

Either build alternative could affect air quality in the project area. The Air Quality Impact Assessment (AQIA) evaluated those potential air quality effects per current federal regulations and guidance and current LADOTD guidance. The AQIA in **Appendix D** addresses transportation conformity, the potential for the project to violate current carbon monoxide (CO) air quality standards, Mobile Source Air Toxics (MSATs), construction air quality, and reasonably foreseeable effects.

3.5.1 Transportation Conformity

Transportation conformity is a process required of Metropolitan Planning Organizations (MPOs) in the Clean Air Act Amendments of 1990 (CAAA). The CAAA require that transportation plans, programs, and projects in nonattainment or maintenance areas that are funded or approved by the FHWA be in conformity with the State Implementation Plan (SIP) that represents the state's plan to either achieve or maintain the National Ambient Air Quality Standards (NAAQS) for a particular pollutant. Rapides Parish is classified as an attainment parish with the NAAQS for all criteria air pollutants; therefore, a transportation conformity analysis is not required.

3.5.2 National Ambient Air Quality Standards (NAAQS)

The United States Environmental Protection Agency (EPA) has established allowable concentrations and exposure limits called the NAAQS for various "criteria" pollutants. These pollutants include carbon monoxide (CO), nitrogen oxides (NO_x), ozone (O_3), particulate matter (PM_{10} and $PM_{2.5}$), sulfur oxides (SO_x), and lead (Pb).

EPA identifies areas that do not meet the NAAQS for the criteria pollutants and designates them as "nonattainment" areas per the CAAA of 1990. When a nonattainment area meets the NAAQS, EPA redesignates it as a "maintenance" area. Rapides Parish is classified as in attainment.

3.5.3 Carbon Monoxide

CO is a colorless, odorless gas that interferes with the delivery of oxygen to a person's organs and tissues. CO concentrations are usually higher during the winter months because vehicles emit higher CO emissions in cold weather due to the characteristics of internal combustion engines. The NAAQS for CO include a 1-hour standard of 35 parts per million (ppm) and an 8-hour standard of 9 ppm. Rapides Parish is in attainment of the CO NAAQS.

To develop a baseline reference for project to demonstrate compliance with the CO NAAQS, LADOTD conducted a worst-case CO hotspot analysis for the signalized intersections associated with the I-10 widening project in East and West Baton Rouge Parishes. The analysis concluded that the I-10 project would not cause violations of the NAAQS. The traffic projections are substantially lower for the Sugar House Road extension and there are no signalized intersections proposed. For these reasons, the Sugar House Road Extension Project would not cause violations of the CO NAAQS.

3.5.4 Mobile Source Air Toxics

On February 3, 2006, the FHWA released "*Interim Guidance on Air Toxic Analysis in NEPA Documents.*" This guidance was superseded on September 30, 2009, December 6, 2012, October 18, 2016, and most recently on January 18, 2023, by FHWA's "*Updated Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents.*" (FHWA 2023). FHWA's guidance advises on when and how to analyze Mobile Source Air

Toxics (MSAT) in the NEPA process for highways. This guidance is interim, because MSAT science is still evolving. As science progresses, FHWA will continue to revise and update the guidance.

The qualitative analysis presented below provides a basis for identifying and comparing the potential differences among MSAT emissions, if there are any, from the alternatives. The assessment is derived in part from a study conducted by the FHWA entitled *"A Methodology for Evaluating Mobile Source Air Toxic Emissions Among Transportation Project Alternatives"* (Claggett, 2006). Appendix C provides additional information regarding MSAT.

FHWA's Interim Guidance groups projects into the following categories:

- Exempt Projects and Projects with no Meaningful Potential MSAT Effects
- Projects with Low Potential MSAT Effects
- Projects with Higher Potential MSAT Effects

FHWA's Updated Interim Guidance provides examples of "Projects with Low Potential MSAT Effects." These projects include minor widening projects and new interchanges, such as those that replace a signalized intersection on a surface street, or where design year traffic projections are less than 140,000 to 150,000 annual average daily traffic (AADT).

The project includes the construction of a road on a new alignment. The highest design year 2042 AADT on the Sugar House Road extension is 5,986 vehicles per day (vpd) and substantially lower than the FHWA criterion. Therefore, the project meets the criteria for a "Project with Low Potential MSAT Effects."

For both the No-Build and build alternatives, the amount of MSAT emitted would be proportional to the vehicle miles traveled, or VMT, assuming that other variables such as fleet mix are the same for each alternative.

The extension will provide direct connectivity between LA 1 and I-49, eliminating the need for vehicles to use the more circuitous route using I-49, Broadway Avenue, and LA 1, approximately 5.4 miles; the extension is 1.5 miles. The estimated VMT for Alternative 1 is 28,540 miles, a reduction of 3.6 percent (%). Alternative 2 has an estimated VMT of 27,137 miles, a reduction of 8.3%.

The project may also reduce emissions by increasing speeds; according to EPA's MOVES3 model, emissions of all the priority MSAT decrease as speed increases. Travel speeds for the build alternatives are expected to be higher than for the No-Build Alternative.

Also, regardless of the alternative selected, emissions are virtually certain to be lower than present levels in the design year because of EPA's national control programs that are projected to reduce annual MSAT emissions by 76 percent between 2020 and 2060. Local conditions may differ from these national projections in terms of fleet mix and turnover, VMT growth rates, and local control measures. However, the magnitude of the EPA-projected reductions is so great (even after accounting for VMT growth) that MSAT emissions in the study area are likely to be lower in the future in nearly all cases.

The additional travel lanes contemplated as part of the project will move some traffic closer to nearby sensitive land uses; therefore, there may be localized areas where ambient concentrations of MSAT would be higher under the build alternatives. The localized increases in MSAT concentrations would likely be most pronounced at locations near the segments that will be constructed on a new alignment under Alternatives 1 and 2, and near Hudson Boulevard where it would shift under Alternative 1.

However, the magnitude and duration of any potential increases compared to the No-Build Alternative cannot be reliably quantified due to incomplete or unavailable information in forecasting project-specific MSAT health impacts. Further, under both alternatives, future MSAT are expected to be substantially lower than today due to the implementation of the EPA vehicle and fuel regulations.

In summation, the localized level of MSAT emissions for the build alternatives could be higher relative to the No-Build Alternative, but this could be offset due to increases in speeds and reductions in congestion (which are associated with lower MSAT emissions). Also, MSAT will be lower in other locations when traffic shifts away from them. However, on a regional basis, EPA's vehicle and fuel regulations coupled with fleet turnover, will cause substantial reductions that, in almost all cases, will cause region-wide MSAT levels to be significantly lower than today.

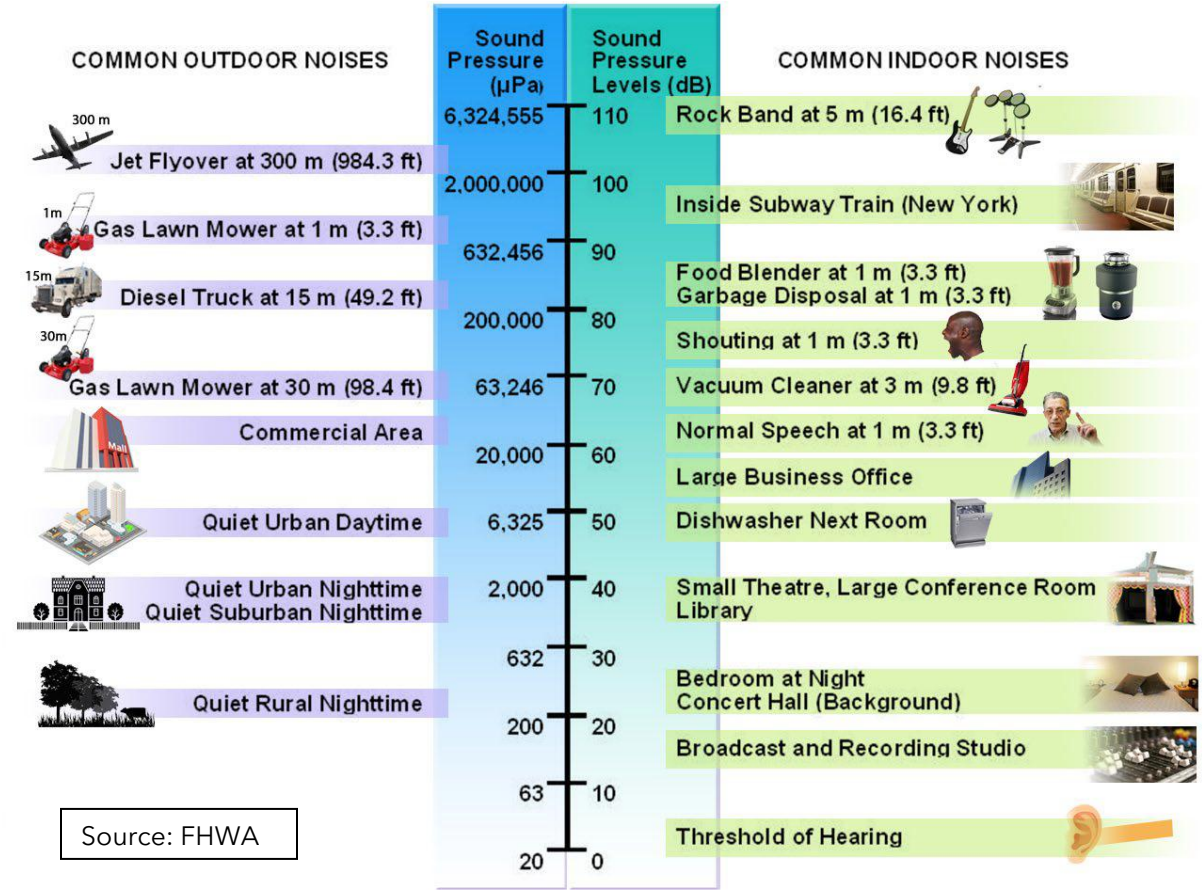
Substantial construction-related MSAT emissions are not anticipated for this project as construction is not planned to occur over an extended

building period. However, construction activity may generate temporary increases in MSAT emissions in the project area.

3.6 Noise

Decibels (dB) relate the sound pressure of a noise to the faintest sound the human ear can hear. Generally, when the sound level exceeds the mid-60 dB range, outdoor conversation in normal tones at a distance of three feet becomes difficult. Common indoor and outdoor sound levels are shown in the exhibit below.

Exhibit 1 – Common Sound Levels



Source: FHWA

A 9-10 dB increase in sound level is typically judged by the listener to be twice as loud as the original sound while a 9-10 dB reduction is judged to be half as loud. Traffic noise levels are expressed in terms of an hourly, A-weighted equivalent sound level in decibels (dBA).

Noise impact is determined by comparing the design year (future) worst-hour noise levels with the project operational to FHWA's noise abatement criteria (NAC) for various land use activity categories and existing noise levels. Traffic noise impacts occur when:

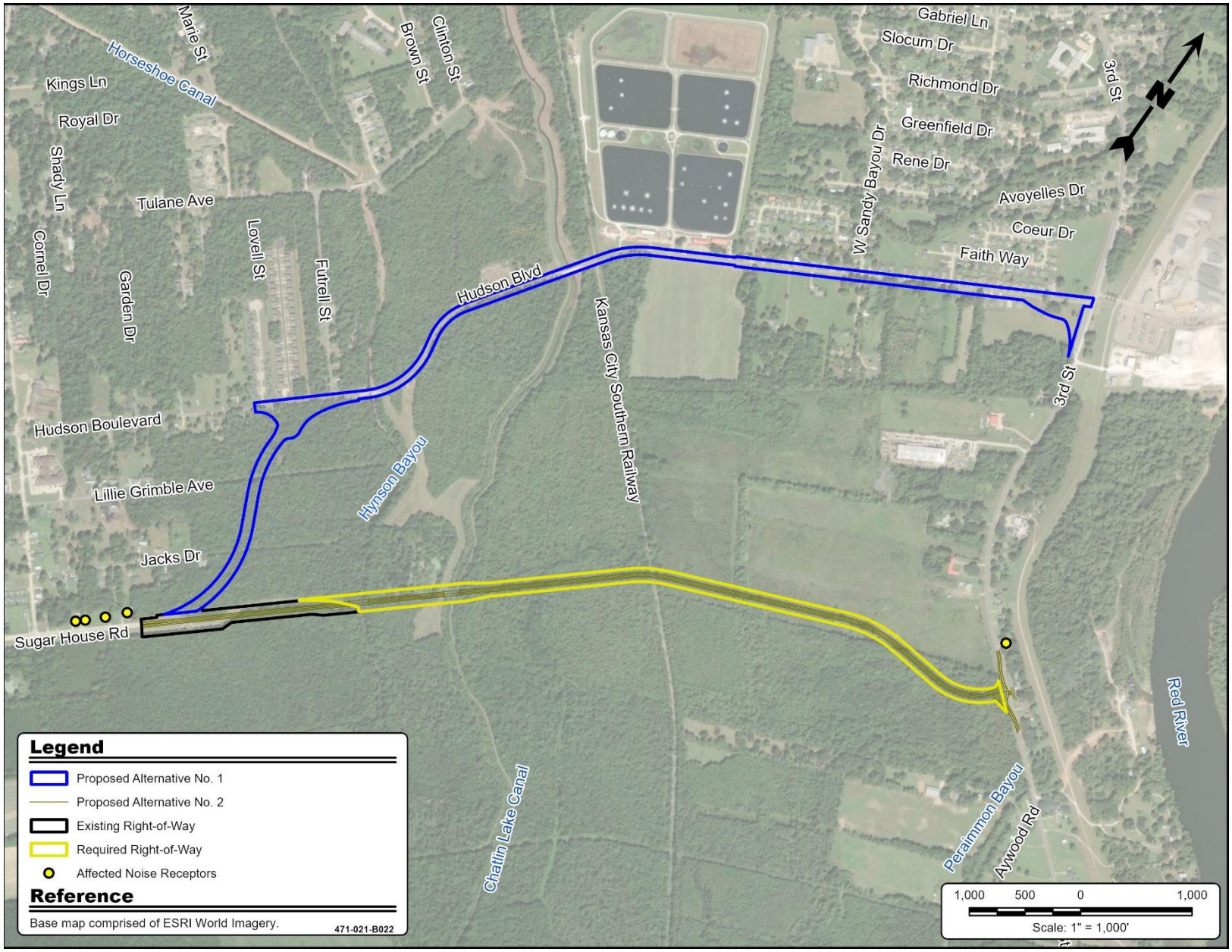
- The predicted worst-hour noise level in the design year approaches or exceeds the NAC.
- The predicted worst-hour noise level in the design year exceeds the existing noise level by 10 dBA or more, even if it does not approach or exceed the NAC.

A noise analysis for the proposed project was conducted in accordance with the LADOTD noise guidelines and consistent with national guidelines established by the FHWA. The full traffic noise analysis conducted for this project is in **Appendix E**.

The project area was divided into eight noise sensitive areas that were evaluated for noise impacts using the difference in noise between measured existing noise levels and design year projected noise levels. Five impacted residences were identified, four on Sugar House Road and one off LA 1.

When a traffic noise impact occurs, noise abatement measures are considered. A noise abatement measure is any positive action taken to reduce the impact of traffic roadway noise on an activity area including construction of noise barriers, traffic management measures, alteration of horizontal and vertical alignments, acquisition of property rights to serve as a buffer zone, or speed limit minimization. Noise barriers were evaluated for the five impacted residences shown on **Figure 7**. Per LADOTD's noise policy, a barrier must be feasible, and if feasible, reasonable, to be deemed "likely" for construction. Because all the residences have direct driveway access, noise barriers would limit access from these and adjoining properties. Noise abatement is not feasible, so it is therefore not proposed.

Figure 7 – Identified Noise Receptors



3.7 Water Resources/Water Quality

3.7.1 Surface Water

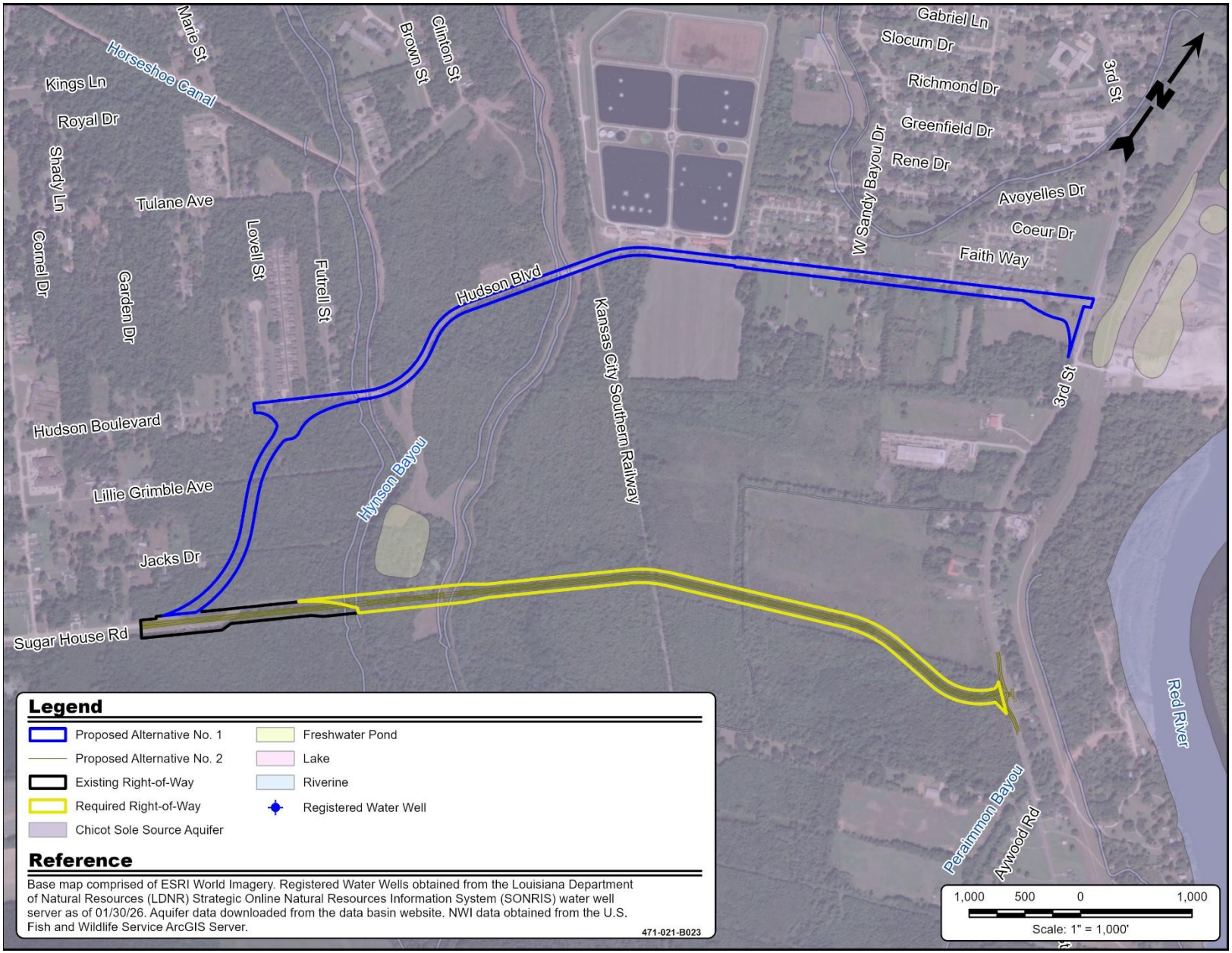
Surface water exists in the project study area in rivers, bayous, canals, and other drainage ways, and occasionally, wetlands. **Figure 8** shows area water resources. Water quality in the project study area is affected by both point source and nonpoint source discharges. Point sources include mainly industrial, municipal, and sewer discharges. Nonpoint sources include agricultural or urban water runoff and runoff from construction, mining and forestry activities (LDEQ, 2024).

Sub-segment 060212 of the Vermilion-Teche Water Quality Management Basin drains the project study area. Waterbodies in the general project area with this sub-segment include Chatlin Lake Canal and Hynson Bayou, and numerous man-made drainage canals. The Red River, sub-segment 100201 is in the adjacent Red River Water Quality Management Basin just east of LA 1. The following defines the area subsegments:

- Subsegment 060212 Chatlin Lake Canal and Bayou Dulac, from Alexandria to Bayou des Glaises Diversion Canal, has designated uses of primary and secondary contact recreation and fish and wildlife propagation.
- Subsegment 100201, Red River, from US 165 to Old River Control Structure Outflow Channel, has designated uses of primary and secondary contact recreation, fish and wildlife propagation.

The *2024 Louisiana Water Quality Inventory: Integrated Report - Fulfilling the Requirements of the Federal Clean Water Act Sections 305(b) and 303(d)* (LDEQ, 2024) identifies Subsegment 100201 (Red River) as fulfilling all its designated uses. Subsegment 060212 (Chatlin Lake Canal and Bayou Dulac) is only fulfilling the designated use of secondary contact recreation. The uses of primary contact recreation and fish and wildlife propagation are not being met, primarily due to discharges from municipal separate storm sewer systems, agricultural runoff, and discharges from unsewered areas. This subsegment is on Louisiana's 2024 Section 303(d) List, which represents water bodies that are considered water quality limited and require development of strategies to reduce pollutants so that water quality standards are met.

Figure 8 – Water Resources



According to the joint DOTD/US Geological Survey (USGS) report, *Water Use in Louisiana, 2015, published in 2018*, daily surface water withdrawals in Rapides Parish amounted to 743.20 million gallons per day (MGD). The largest use of surface water in the parish is for power generation, which accounted for 726.60 MGD of total surface water withdrawals. Rice irrigation is second, using 11.28 MGD.

The proposed project is the extension of Sugar House Road, which will be elevated over Chatlin Lake Canal and Hynson Bayou. A construction storm water pollution prevention plan (SWPPP) will be prepared and best management practices (BMPs) implemented to ensure construction of the project does not result in sediment migrating offsite during construction. Control measures include clearing only as needed, spraying for dust control, and using silt fence, coconut logs, hay bales, and similar products to ensure sediments stay within the construction area. Such controls will be part of the construction stormwater and Section 404 permits required prior to construction. Operationally, roadways may contribute highway-related pollutants (oils, grease, rubber particles) to surrounding waterways through storm water runoff during rains. The presence of the existing vegetation adjacent to and under the structure will serve to filter runoff prior to entering area surface waters. No adverse effects to area surface waters are expected from either of the build alternatives.

3.7.2 Wetlands

In compliance with Executive Order (EO) EO 11990, utilizing publicly available data, potential wetland areas were mapped with the goal of understanding the potential of the build alternatives to adversely affect wetland habitats. A full wetland delineation was to be conducted on the identified preferred alternative. **Figure 9** represents these findings and presents the acreages of wetlands as determined through these sources.

Both build alternatives have the potential to affect potential wetlands to varying degrees. Alternative 1 would have less impact, as wetland areas are limited to the floodway and once the extension merges with Hudson Boulevard, only widening of the existing roadway will occur. Using National Wetlands Inventory (NWI) data, Alternative 1 would be projected to adversely affect approximately 6.6 acres of potential wetlands.

Alternative 2 is on new alignment and while NWI suggested approximately 11.4 acres of potential wetlands may be adversely

affected, a field survey indicated the number is larger, as the agricultural field off of LA 1 demonstrated wetland characteristics.

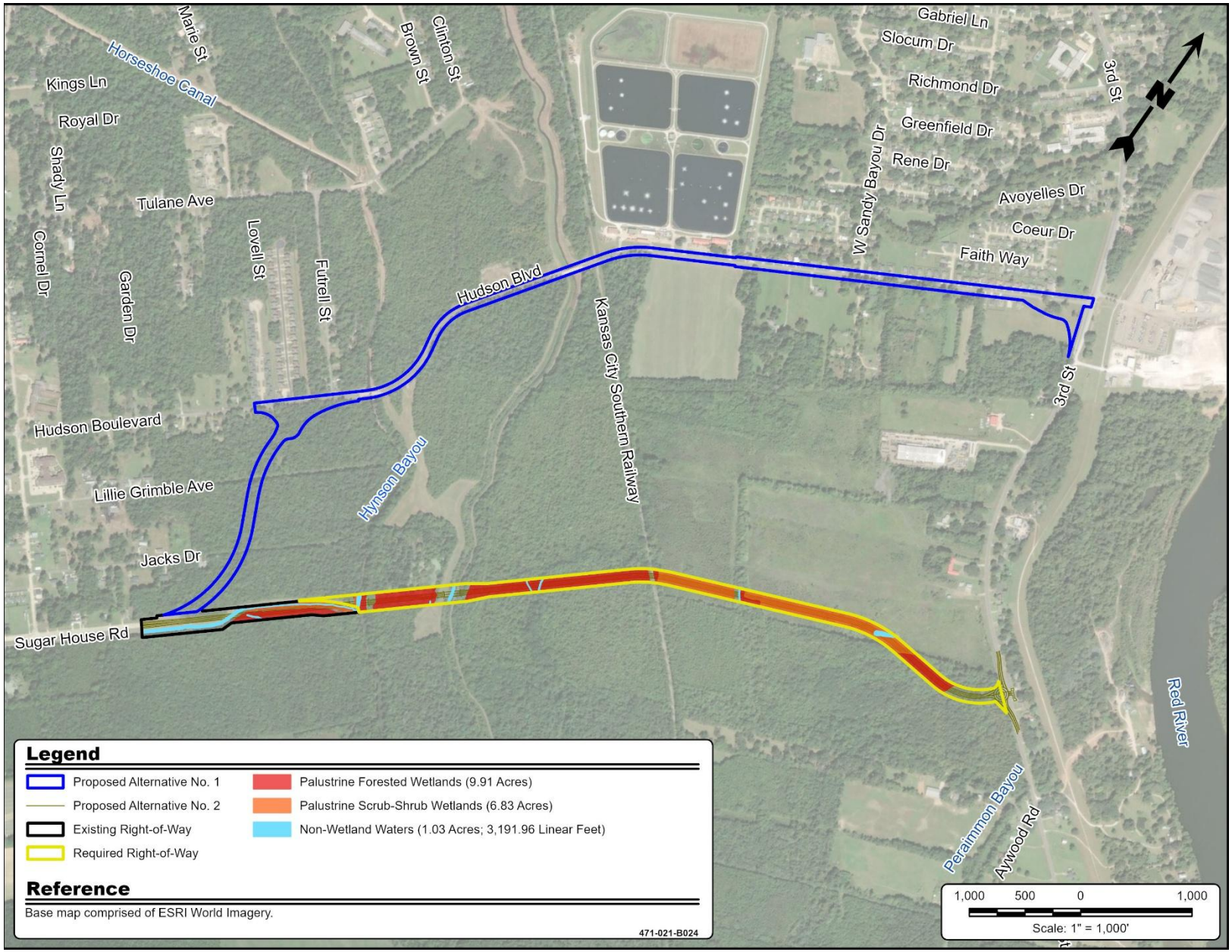
Based on a wetland delineation of the proposed ROW for Alternative 2, approximately 16.7 acres of wetlands are in the proposed ROW. This number reflects 9.9 of palustrine forest wetlands and 6.8 acres of palustrine scrub shrub wetlands associated with the agricultural field. The roadway is expected to permanently impact approximately 6 acres of jurisdictional wetlands, including 3.3 acres of palustrine forested wetlands and 2.4 acres of palustrine scrub shrub wetlands. Permanent impacts involve a change in use. The project will convert the use of some of the wetland area to roadway, resulting in a loss of wetland habitat that is considered permanent. Approximately 10 acres of potential wetlands may be temporarily impacted during construction, some of which may not be restored due to ROW requirements. Temporary impacts do not represent a presumed permanent loss of use. During construction, it may be necessary to clear or fill wetland habitat for access, but the affected areas would be restored to pre-project conditions to the extent practicable upon completion of construction. The wetlands finding will be submitted to the USACE for an official jurisdictional determination upon approval by LADOTD. Only the USACE has the authority to declare wetlands jurisdictional.

The proposed project involves two bridge structures and at-grade roadway that must meet a zero rise designation to obtain a development permit from the City of Alexandria. Zero rise means the project has been shown not to result in an increase in water elevation/flooding, in areas adjacent to the floodway. Construction is limited to the ROW; no laydown areas will be adjacent to the construction area in wetlands.

Based on the type and amount of wetlands anticipated to be temporarily and permanently affected and current market rates, mitigation in the range of $142,000 to $176,000 may be expected to be required for the project to be granted a Section 404 permit from the USACE. Required mitigation is calculated based on type and acres of wetlands impacted, and whether the impact is permanent or temporary.

A copy of the Wetlands Finding report is in **Appendix F**.

Figure 9 - Wetlands



The Wetland Reserve Program merged into the Agricultural Conservation Easement Program managed by the NRCS. Correspondence with the NRCS indicated that no NRCS projects would be adversely affected by the project.

3.7.3 Aquifers and Water Wells

The project area lies above the Chicot aquifer system, which is a designed sole source aquifer. A sole source aquifer (SSA) is one whereby the aquifer supplies 50% of the drinking water for its service area. **Figure 8** shows the limits of Chicot aquifer in the project area and existing water wells. Correspondence with the EPA's Sole Source Aquifer Program indicated that "no adverse effect to the quality of the groundwater underlying the project site" is expected from the project as proposed (see **Appendix C**).

Water Use in Louisiana, 2015 reported that daily groundwater withdrawals in Rapides Parish amounted to 27.53 MGD. The largest use of groundwater in the parish is for public supply, which accounted for 19.13 MGD of total groundwater withdrawals. Aquaculture and general irrigation are the next largest groundwater uses, but at significantly less volumes, 2.82 MGD, and 2.77 MGD, respectively.

A search was performed using the Louisiana Department of Conservation and Energy (LDC&E) Strategic Online Natural Resources Information System (SONRIS) database for Public Water System (PWS) wells in the project study area. The SONRIS database includes all water wells registered with DOTD. A PWS is any water system that provides water to at least 25 people for at least 60 days annually. There is one registered water well located in proximity to Alternative 1 and another located northwest of Alternative 1. This search was conducted in January 2026, it is possible that additional wells have been drilled but are not registered.

All water wells are shown on **Figure 8**. No adverse effects to aquifers or water wells are expected from either of the alternatives.

3.7.4 Floodplains

In accordance with EO 11988 and FHWA implementing guidelines at 23 CFR Part 650, Federal Emergency Management (FEMA) Flood Insurance Rate Maps (FIRMS) were used to determine the extent of the 100-year floodplain in the project area**.** The 100-year floodplain is represented by Zones A and AE on **Figure 10.**

Both build alternatives would traverse the floodplain associated with Chatlin Lake Canal and Hynson Bayou. As required by Rapides Parish, a hydraulics and hydrology study was conducted on the identified preferred alternative to determine the exact size and placement of culverts necessary to ensure no adverse effect to the floodplain or developments up or downstream of the Sugar Road Extension. The Line and Grade study in Appendix A shows the proposed location of culverts along Alternative 2.

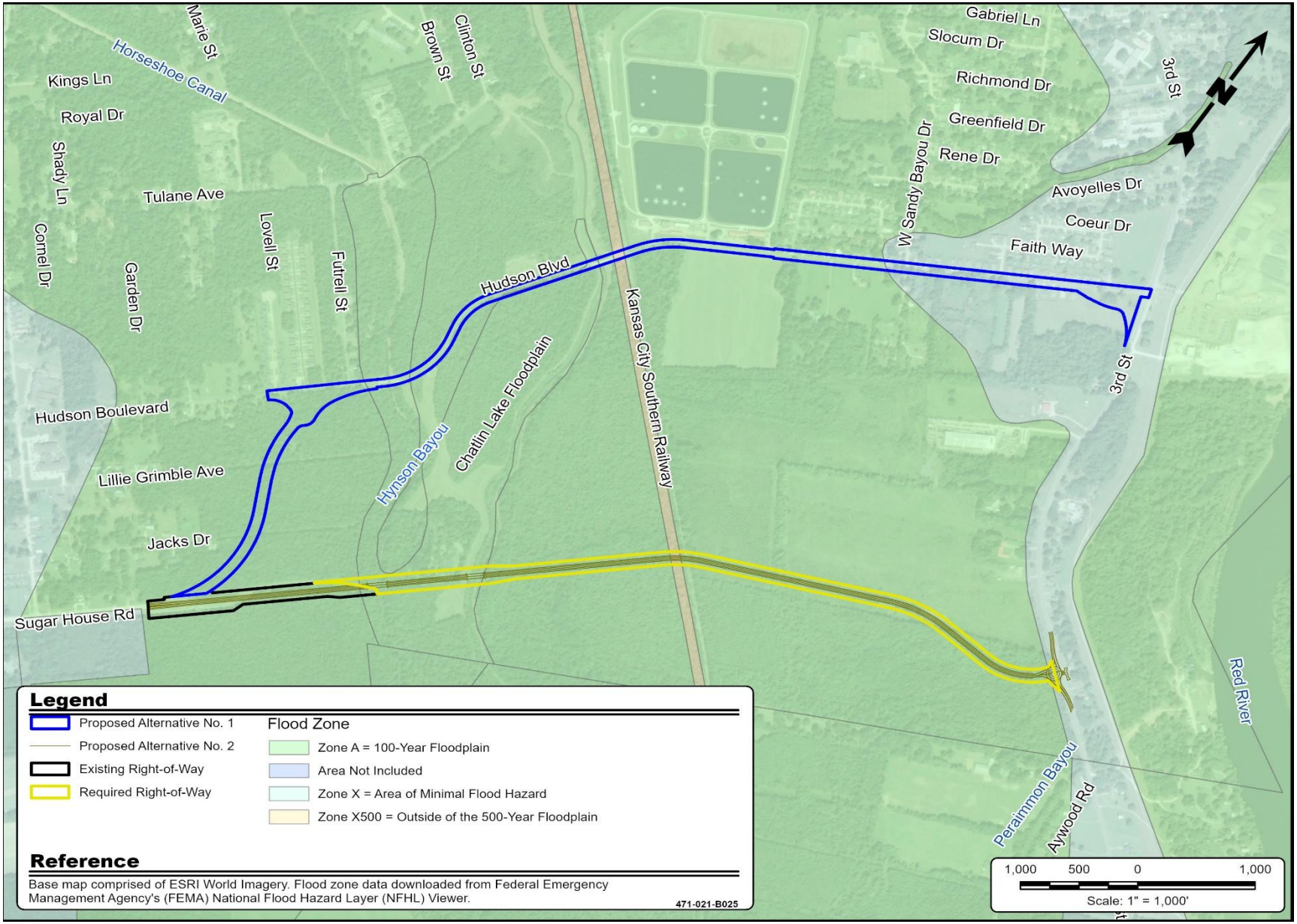
3.7.5 Wild and Scenic Rivers

The Louisiana Natural and Scenic River Act of 1970 established the Louisiana Natural and Scenic River System. There are three designated scenic rivers in Rapides Parish: Spring Creek, the Calcasieu River, and Ten Mile Creek. None of these rivers are near the project area. A letter from the Louisiana Department of Wildlife and Fisheries (LDWF) regarding the absence of managed resources in the project study area is in **Appendix C**.

The National Park Service (NPS) manages the National Wild and Scenic Rivers System, which was created by Congress in 1968 to preserve rivers throughout the country demonstrating "outstanding natural, cultural, and recreational values in a free-flowing condition". There is only one waterway in Louisiana protected under this program, Saline Bayou, and it is not in Rapides Parish. The NPS also maintains the Nationwide Rivers Inventory, a listing of free-flowing river segments in the US believed to "possess one or more outstanding remarkable value". There are 10 river segments in Louisiana that are in the Nationwide Rivers Inventory, two, Spring Creek and the Calcasieu River are in Rapides Parish.

No adverse impacts to wild and scenic rivers are expected from either of the build alternatives.

Figure 10 – Floodplains



3.8 Wildlife and Habitat Impacts

3.8.1 Protected Species

The Endangered Species Act of 1973 allows the USFWS to manage threatened and endangered species and their ecosystems. Early correspondence with the USFWS and LDWF confirmed no threatened or endangered species or protected habitats listed for the project study area (see **Appendix C).** However, as the project evolved and traffic studies were commissioned and completed, time passed, and a new inquiry was initiated in August 2025.

Utilizing the USFWS Environmental Conservation Online System (ECOS) Information, Planning, and Conservation (IPaC) tool, three proposed, one listed threatened, and one Non-essential experimental population were noted as potentially present in the project area.

The tricolored bat (*Perimyotis subflavus*), a proposed endangered species without a designated critical habitat, may be present throughout much of the year. This species has been known to utilize culverts in lieu of caves for roosting in winter months in the southern US. The rest of the year, the tricolored bat is found in forested habitat, roosting often among leaves. As this species is proposed and could become listed during the project's construction, guidelines provided by the USFWS would be required to be followed unless absence of the tricolored bat could be confirmed. Refer to Section 3.15 Permits, Mitigation, and Commitments for construction guidelines from the USFWS applicable to the tricolored bat. Both build alternatives would result in the removal of trees and be subject to the same guidelines.

A proposed threatened species, the alligator snapping turtle (*Macrochelys temminckii*), is present throughout Louisiana in and near freshwater rivers, lakes, wetlands, streams, and creeks. No critical habitat has been identified, but habitat that supports the turtle is present in the project area. Refer to Section 3.15 for commitments relative to possible encounters with the alligator snapping turtle, as either of the proposed build alternatives could encounter this species.

The Monarch butterfly (*Danaus plexippus*) is a proposed threatened species that is expected to inhabit project areas that may support milkweed (*Asclepias sp*.), a plant on which the butterfly's life cycle is dependent. Milkweed was not observed during the field activities. Since the project involves linear construction in wooded and/or agricultural

fields that were not observed to be supporting milkweed plants, no impact to this proposed species is anticipated.

The red-cockaded woodpecker (*Dryobates borealis*) is a listed threatened species with no critical habitat designated, but specific habitat requirements. Red-cockaded woodpeckers prefer old growth pine that is infected with heart fungus. This habitat is not known to exist in or around the ROW for any of the build alternatives. No adverse effects are expected.

In addition to these listed species, the IPaC also noted the potential presence of a non-essential, experimental population of whooping cranes (*Grus americana*). Whooping cranes are an endangered species, with one self-sustaining wild population that nests in Canada and overwinters in Texas. They exist in the wild in only three locations and in captivity in 12 locations. The USFWS reintroduced whooping cranes as a NEP to southwest Louisiana with the intent to establish a non-migratory flock. As an experimental population, there are no federal guidelines applicable to this population of whooping cranes.

3.8.2 Other Species

The general project area supports the floodway between Hynson Bayou and Chatlin Lake Canal and suburban and rural agriculture areas. All these areas would be expected to support mammals such as deer, squirrels, raccoons, rabbits, opossum, and small rodents. Avian species would be comprised of those using the Red River and the floodway and those common to agricultural areas, including a variety of wading birds, waterfowl, neotropical songbirds, woodpeckers, and raptors. Area water ways are expected to support freshwater fish species, such as bluegill and buffalo, and numerous reptiles and amphibians, including turtles, snakes, and salamanders.

Neither build alternative is expected to adversely affect area wildlife. Wildlife often temporarily relocate when their general environment is disturbed and return when conditions return to normal, they also adapt to consistent noises in their environment. Hynson Bayou and Chatlin Lake Canal will be spanned by bridges, no construction within the waterways is expected that would disturb aquatic or semiaquatic species.

3.9 Cultural Resources

Identification and evaluation of historic and archaeological properties are required under Section 106 of the National Historic Preservation Act (NHPA). The process that LADOTD and FHWA follow for this evaluation is termed the Section 106 Process. A Phase I Cultural Resources Survey (CRS) was conducted for the Sugar House Road Extension project. This section provides a summary of the cultural resources survey, which was submitted under separate cover and is not appended to this EA.

The CRS proposed a direct area of potential effect (APE) measuring approximately 26.30 acres (ac) [10.64 hectares (ha)]. The visual or indirect APE was set as an additional 300-foot (ft) [91.44 meter (m)] buffer from the direct APE. The survey consisted of a pedestrian survey and the excavation of 90 out of 92 pre-plotted shovel test pits. A portion of the direct APE had been surveyed previously, leading to the designation of 23.10 acres as the project area. This area was surveyed as part of the archaeological component of the current investigation. Based on the survey, no new cultural material or archaeological sites were encountered. Fifteen aboveground resources 50 years or older were identified using the Louisiana Division of Archaeology (LADOA) Cultural Resources online database, historic aerials, topographic maps, and verified during fieldwork. All aboveground resources are recommended not eligible for listing in the National Register of Historic Places (NRHP). A report was provided to the Louisiana State Historic Preservation Office (SHPO)on March 27, 2026 detailing the findings of the survey. The SHPO concurred that there were no historic properties in or eligible for listing on the NRHP, that the office had no concerns with the project, and that no further submissions were necessary.

3.10 Section 4(f) and Land and Water Conservation Fund Resources

Significant publicly owned parks, recreational areas, wildlife and waterfowl refuges, and/or public and private historical sites are protected resources under Section 4(f) of the Department of Transportation Act of 1966. A Section 4(f) resource may be adversely affected or "taken" if a determination is made that there is no feasible and prudent alternative to the use of the land and the action includes all possible planning to minimize harm to the property resulting from use.

The FHWA determines the application of Section 4(f) unless the federal, state, or local officials having jurisdiction over the land determines that the entire site is not significant. In the absence of a determination, the Section 4(f) land is presumed to be significant. Safe, Accountable, Flexible, Efficient Transportation

Equity Act: A Legacy for Users (SAFETEA-LU) Section 6009 simplified the process and approval for projects that have only *de minimis* impacts.

No publicly owned parks, recreational areas, refuges, or historic sites are in, adjacent, or within the ROW or viewshed of either of the two build alternatives. As there are no Section 4(f) resources, there will be no use or adverse effect expected of or to such resources.

The NPS Land and Water Conservation Fund (LWCF) provides grants to state and local governments for the acquisition and development of public outdoor recreation areas and facilities. Section 6(f) of the Land and Water Conservation Act (CFR Title 36, Chapter 1, Part 59) requires the acquisition of an LWCF Boundary site with its associated facilities be coordinated with the Department of the Interior (DOI). Correspondence with the LDCRT dated April 2024, noted no conflicts with outdoor recreation areas (**Appendix C**).

3.11 Hazardous Waste Sites

A Phase I Environmental Site Assessment (ESA) was performed in general conformance with the requirements of the United States Environmental Protection Agency (EPA) in the American Society for Testing and Materials (ASTM) Standard practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process, ASTM E1527-21 and the All Appropriate Inquiry (AAI) Standard [40 Code of Federal Regulations (CFR) §312]. The 2026 Phase I ESA provides information on potential liability concerns associated with the three proposed alternatives and nearby and/or adjoining properties which may impact future construction. Specifically, the assessment determines the presence of Recognized Environmental Conditions (RECs). The term recognized environmental condition means (1) the presence of hazardous substances or petroleum products in, on, or at the subject property due to a release to the environment; (2) the likely presence of hazardous substances or petroleum products in, on, or at the subject property due to a release or likely release to the environment; or (3) the presence of hazardous substances or petroleum products in, on, or at the subject property under conditions that pose a material threat of a future release to the environment.

The assessment revealed two RECs in connection with the project route; no other concerns were identified on or adjacent to the property. The Property includes the proposed ROW for Alternative 2 and adjacent properties; it comprises approximately 19.8 acres of suburban and undeveloped land between Sugar House Road and LA 1 in Alexandria, Louisiana.

One REC is singular 55-gallon drum in the proposed ROW off LA 1; **Figure 11** shows the location of the drum. The drum was observed to have a small diameter hole and to contain an oil like substance, as observed from the opening at the top of the drum. The top of the oily substance was just below the hole, leading to the conclusion that the substance contained therein had leaked from the hole to the surrounding soils. The unknown nature of the substance coupled with the apparent release of the substance make the drum location a REC in association with the property. The second REC is an undefined, unpermitted former city dump site, the approximate boundary of which is shown on **Figure 11**. There is little known about this site, other than dumping occurred in the area in the past. Further investigation during design is recommended to assess if there is buried waste in the ROW. Further investigation would be conducted by the City of Alexandria in coordination with LADOTD.

Appendix G contains the draft Phase I ESA.

3.12 Mineral Resources

Mineral resources information for the project study area was obtained by researching the LDNR's SONRIS database and USGS's publicly available data. The USGS *2014 Minerals Yearbook* for Louisiana included the adjacent figure illustrating principal major non-fuel mineral producing areas. Rapides Parish is shown as producing only construction sand and gravel.

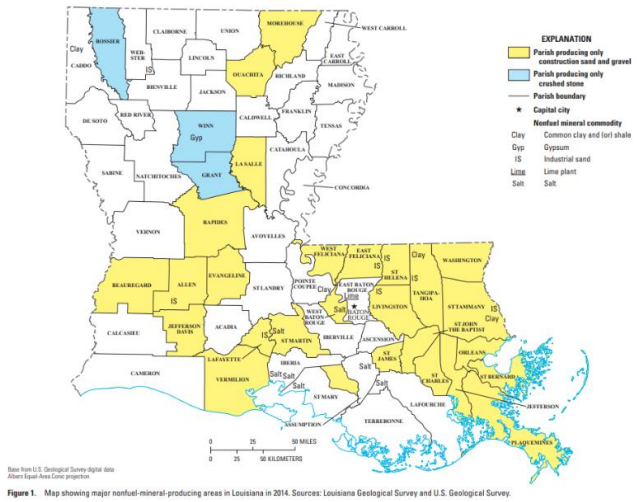
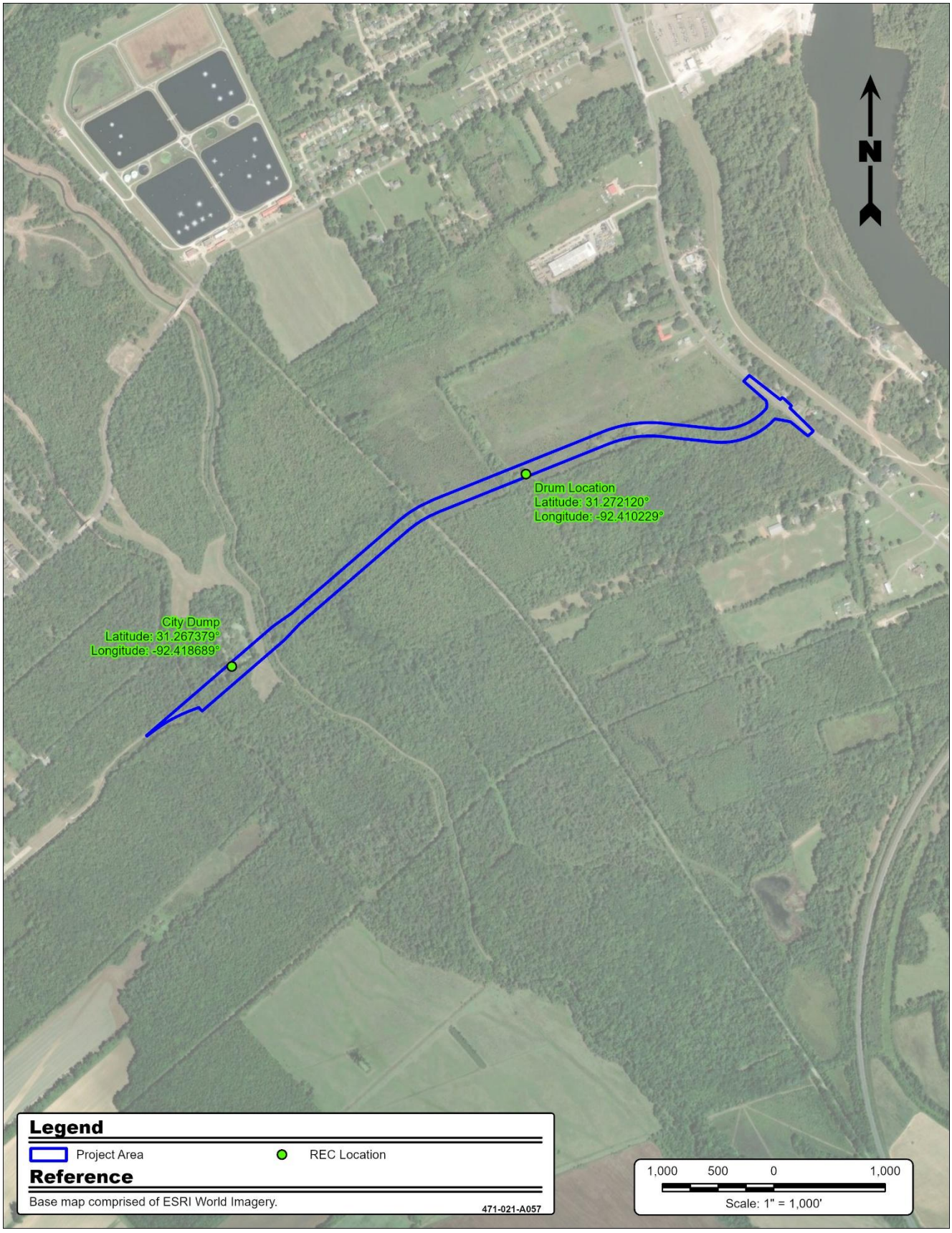


Figure 1. Map showing major nonfuel-mineral-producing areas in Louisiana in 2014. Sources: Louisiana Geological Survey and U.S. Geological Survey.

Active mineral leases in the project study area were researched through the State Mineral and Energy Board of the State of Louisiana, the entity that issues leases for exploring, prospecting, and/or drilling for and producing oil, gas, and any other liquid or gaseous minerals in solution and produced with oil and gas. There were no active mineral leases, oil and fields, or oil and gas wells in the project study area.

Neither build alternative is expected to adversely affect mineral resources.

Figure 11 – Environmental Liability/Hazardous Waste Site



3.13 Visual Impacts

The project area is mostly agricultural, suburban, and floodway. The extension would be in the viewshed of residences at the easternmost end of existing Sugar House Road prior to entering the floodway, where there are no homes. North and east of the floodway, the extension is either merged with Hudson Boulevard or will run through an agricultural field in route to LA 1.

Build Alternative 1 uses Hudson Boulevard from the floodway east to LA 1. Neighborhoods off Hudson Boulevard are adjacent to a wastewater treatment plant and have views of other residences and agricultural fields across the boulevard. While the project would shift the alignment of Hudson Boulevard at LA 1 to accommodate the roundabout, no adverse effects to the viewshed are expected.

Build Alternative 2 is on new alignment that is proposed to cross an agricultural field adjacent to a wooded area, which it enters to allow for the roundabout at LA 1. Rural residences along LA 1 have a view of agricultural fields, wooded areas, roadways, a railway, and the Red River levee system. The introduction of the extension is not expected to negatively impact the viewshed, as most residences face LA 1 and are accustomed to roadway views and existing Sugar House Road supports residences.

3.14 Other Considerations

3.14.1 Utilities

Since most of the roadway is on new alignment though an undeveloped area, no existing utilities are expected to be affected outside the new interchange at LA 1. The new roundabout at LA 1 will involve moving approximately 830 linear feet of power line and realigning approximately 736 feet of drainage ditch in total from both sides of LA 1.

3.14.2 Traffic patterns

The project extends Sugar House Road to LA 1, providing additional east-west connectivity and a wider roadway for commercial traffic between LA 1 and I-49. This connection is expected to provide an alternative route for commercial and residential traffic traveling between LA 1 and I-49 and US Highway 71. Presently, LA 1 in the project area does not have any traffic calming or signalization, intersecting roads have stop control and driveways may only yield to oncoming traffic on LA 1. The extension of Sugar House Road involves the installation of a roundabout at the

intersection of Sugar House Road and LA 1. The roundabout will serve to maintain the relative free flow condition of LA 1 with fewer conflict points, while indirectly serving as a traffic calming measure.

3.15 Reasonably Foreseeable Impacts

Implementation of the Sugar House Road extension project is expected to change traffic patterns by virtue of the project providing a connection between LA 1 and I-49. As noted in Section 3.14.2, the new roundabout at LA 1 will provide a traffic calming measure on LA 1, but there are no other traffic calming measures in place for the new route prior to its connection at Sugar House Road. Future traffic conditions have been shown to warrant a roundabout at Sugar House Road and Eddie Williams Avenue.

The project is required to obtain a development permit showing that the project will not adversely affect floodplains. The City of Alexandria should have a Zero Rise certificate by the end of 2026 demonstrating no increase in flood elevation resulting from the project. There are no side road connections provided in the project's design; therefore, the project is not expected to result in the potential for future development in the floodplain. The project is also not expected to spur development in the adjacent agricultural field, as this field currently has connectivity to LA 1.

3.16 Permits, Mitigation, and Commitments

Alternative 2 will involve the preparation and submittal of federal, state, and local permit applications listed in this section. Mitigation measures including those undertaken to avoid and minimize impacts are discussed along with project commitments.

3.16.1 Permits

Section 404 Permit

A Section 404 Permit is required by the USACE for dredging and filling activities in Waters of the US, including wetlands. The project proposes to permanently impact approximately 6 acres of potentially jurisdictional wetlands; temporary impacts could involve an additional 10 acres of jurisdictional wetlands. Exact impacted wetland acreage to be permitted will be determined in final design. The City of Alexandria and/or the LADOTD will apply for a Section 404 permit to allow for the project to fill wetlands. Mitigation required for this impact is discussed in the following section.

Storm Water General Permit for Construction Activities

The LDEQ requires construction projects obtain a General Permit for Storm Water Discharges from Construction Activities under the LPDES permit. LADOTD maintains LPDES General Permit for Storm Water Discharges Related to the LADOTD's Statewide Construction and Maintenance Activities Resulting in Land Disturbance, LAR6000000. Construction of the project is proposed to be conducted in accordance with this general permit, which requires the development of a SWPPP. The SWPPP identifies the handling of project storm water, BMPs, maintenance procedures, inspections, and remedial actions.

Flood Protection/Levees

While the project will not cross the Red River levee system, the project does involve construction within 1,500 feet of the centerline of the levee. Any activities within 1,500 feet of the levee centerline or within 300 feet of the toe of a federal or nonfederal levee require a permit from the Red River, Atchafalaya and Bayou Boeuf Levee District (RRABB). The City of Alexandria and/or LADOTD will pursue a permit for construction work along LA 1. The Chatlin Canal is also part of the RRABB, consultation relative to the crossing of the canal will also be necessary.

Local Development Permit

Since the project involves construction in a floodway, the development permit requires a Zero Rise certificate to reflect that the project will not result in an increase in flooding up or downstream of the project. The City of Alexandria is completing the hydrologic and hydraulic study required to obtain the certificate. Upon environmental clearance and final design, application for the development permit will be made.

3.16.2 Mitigation

Mitigation for impacts to wetlands is required for the Sugar House Road Extension project to be constructed. Mitigation was considered for noise impacts; however, noise barriers were not considered feasible.

As stated above, approximately 6 acres of potential wetland habitat are projected to be impacted by the construction and operation of the Sugar House Road Extension, with an additional estimated 10 acres of temporary impact. Based on the quality and quantity of wetlands to be impacted, up to 16.7 acres of mitigation may be required at a cost of up to $176,000. The City of Alexandria and/or LADOTD will enter into an

agreement with a regional mitigation banking entity to supply the required mitigation upon direction from the USACE

3.16.3 Commitments

The City of Alexandria and LADOTD have made the following commitments:

1. Protected Species

   The City of Alexandria and/or LADOTD and its contractors will be trained in the identification of the alligator snapping turtle by a qualified herpetologist. The turtles may be found in habitats associated with freshwater waterbodies having tree root masses, stumps, submerged trees, and other structures rather than open water. Habitat for the species can be found in a variety of water areas, ranging from large rivers to smaller canals and ditches. The following guidelines will be adhered to in habitat that may support snapping turtles:

   - If an alligator snapping turtle is observed within the active work zone during construction, the Environmental Inspector would suspend construction activities until the turtle has left the active work area; however, equipment-use, noise, and other pre-construction activities would likely cause alligator snapping turtles to leave the area before the start of construction.
   - To discourage the presence of nests in active work zones at locations where construction is planned during the alligator snapping turtle nesting season (May through July), the applicant would install turtle exclusion fencing on the bank prior to the nesting season and maintain the exclusion fencing until the initiation of construction.
   - To the extent feasible, the applicant would restore habitat at crossings to the pre-construction condition.

     The City of Alexandria and/or LADOTD and its contractors will not cut trees in the wetland area between Sugar House Road and the railroad during the pupping season for the tricolor bat, which is from May to July. Should the tricolor bat become a listed species prior to construction, additional guidelines may apply.

2. Hudson Boulevard improvements including re-construction, ditch enclosure, sidewalks, and lighting will be constructed after the Sugar House Road extension has been completed.

3. All appropriate permits/permissions will be obtained upon completion of final design (including Zero Rise certificate and Section 404 permit).

4. Mitigation for wetland impacts will be acquired prior to issuance of the Section 404 permit.

4.0 CONSULTATION

The Sugar House Road extension project allows for a connection with the Sugar House Road reconstruction project that has been completed and upgraded Sugar House Road from Eddie Williams Avenue to 950 feet east of Lincoln Road. The proposed project was approved in an EA with FONSI in 1992. The 1992 EA presented three phases of upgrading and extending Sugar House Road and provided agreement that a Sugar House Road connection with LA 1 was needed. Due to funding constraints, the project as approved in 1992 could not be completed. In 2007, the project was readvertised, and the FONSI was reauthorized for the reconstruction portion of the project (Phase I). The City of Alexandria initiated additional studies in 2010 for the reconstruction phase and the future phases of extension. Two public meetings were held as well as solicitation of views provided to federal, state, and local entities as well as interested parties.

Reconstruction of Sugar House Road was completed; however, the extension was not initiated. The potential routes for the extension have been under study and re-aligned to minimize impacts and improve traffic flow. The current study provided another round of solicitation of views letters and includes a public meeting and hearing to provide more opportunity for comment on the extension project. Stakeholder briefings will be conducted as part of this process.

4.1 Agency Coordination

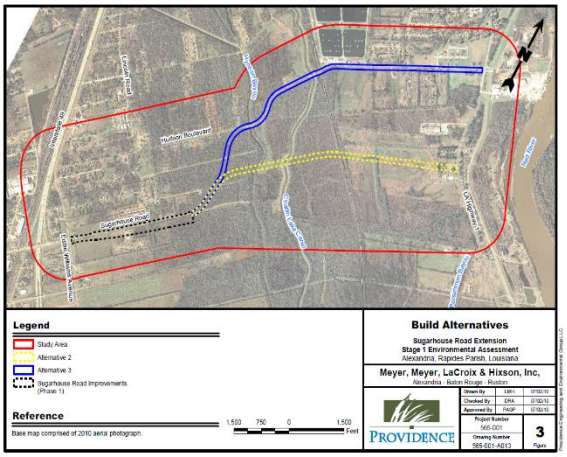
The agency coordination process was started anew in 2024 in anticipation of the start of the NEPA process. A Solicitation of Views (SOV) request was sent to 63 agencies, organizations and officials and regional Tribal entities in March 2024. Of those requests, the project team received 12 responses. **Appendix C** contains responses from the SOV request along with emails and other official agency correspondence.

Responses were generally positive relative to the purpose of the project. Agencies with specific resource management responsibilities provided details related to resources in the area and actions required that would allow the project to move forward into funding, design, and construction.

Coordination with the USACE, Rapides Parish, and the City of Alexandria continues relative to potential impacts to wetlands and floodplains. As noted in Section 3.15, a Zero Rise certificate is required by the City of Alexandria for construction in a floodplain and a Section 404 permit will be necessary for impacts to wetlands. The City of Alexandria will apply for the Section 404 permit if a Finding of No Significant Impact is received on this EA. The H&H study will be submitted to the City of Alexandria in 2026; the study shows the project will result in "zero rise" to the floodplain.

4.2 Public Outreach

While the initiation of the new EA in 2024 EA started a new public outreach process, public outreach was conducted in 2010 in the form of two public meetings and one public hearing. In 2010, there were three build alternatives presented in the first public meeting, the southernmost of which was eliminated for having a greater impact on wetlands than the other two (see visual to the right).



Comments from 2010 reflected support of the project, citing its importance relative to handling commercial truck traffic, providing greater access to the riverfront area (Red River), increasing connectivity with I-49, and spurring economic development. The need to improve Hudson Boulevard regardless of what route the extension of Sugar House Road would take remained a top priority among stakeholders and the public. By the end of 2010, the public and stakeholders supported improvements to Hudson Boulevard along with building the Sugar House Road extension on new alignment to the south of Hudson Boulevard (2010's Alternative 2).

Public outreach for the Sugar House Road Extension project was reinitiated in August 2025 with a public notice placed in the Alexandria Town Talk indicating that the project had been restarted with a new NEPA process and that a public meeting would be held in the fall 2025.

Comments received during the November 2025 public meeting reflected overwhelming support for the project and for Build Alternative 2. There were no comments suggesting that Build Alternative 1 would be beneficial for the community. Safety concerns and community access and disruption were the most cited reasons for not supporting Alternative 1. Rationale provided for the support for Alternative 2 included the fact that it was shorter, would provide a greater opportunity for future growth while supporting current growth in the City of Alexandria, would be safer than Alternative 1, and community disruption would not occur. These comments are consistent with the comments received in 2010 in that the community supports extending Sugar House Road to LA 1 on new alignment.

Copies of all public outreach materials and meeting summaries are in **Appendix H**.

5.0 References

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APPENDIX A

LINE AND GRADE

Sugar House Road Phase II

Roadway Extension

Opinion of Probable Cost April 2026

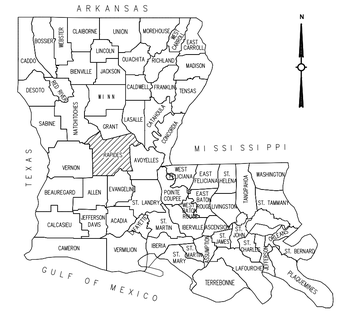
#	Item	Description	Unit	Quanity	Unit Price	Total
1	NA	Mobilization	LS	1	$ 790,000.00	$ 790,000.00
2	740-01-00100	Construction Layout	LS	1	$ 30,000.00	$ 30,000.00
3	NA	Storm Water Pollution Prevention Plan	LS	1	$ 200,000.00	$ 200,000.00
4	NA	Temporay Traffic Control	LS	1	$ 150,000.00	$ 150,000.00
5	NA	Clearing & Grubbing	AC	10	$ 10,000.00	$ 100,000.00
6	203-01-00100	General Excavation	CY	6,025	$ 20.00	$ 120,500.00
7	203-03-00100	Embankment	CY	123,350	$ 25.00	$ 3,083,750.00
8	302-02-08570	Class II Base Course (8.5" thick) (Crushed Stone or Recycled Portland Cement Concrete)	SY	40,100	$ 40.00	$ 1,604,000.00
9	304-02-00300	Type B Lime Treatment (9" thick)	SY	40,100	$ 22.00	$ 882,200.00
10	401-01-00100	Aggregate Surface Course (Net Section)	CY	1,950	$ 100.00	$ 195,000.00
11	502-03-00200	Asphalt Concrete (4" Thick)	TON	4,825	$ 250.00	$ 1,206,250.00
12	NA	Bridge	EA	2	$ 1,700,000.00	$ 3,400,000.00
13	NA	Railway At Grade Crossing	EA	1	$ 600,000.00	$ 600,000.00
14	NA	Roundabout	EA	1	$ 1,200,000.00	$ 1,200,000.00
15	711-04-00100	Geotextile Fabric	SY	40,100	$ 2.00	$ 80,200.00
16	701-01-01081	Cross Drain Pipe (48" RCP)	LF	300	$ 180.00	$ 54,000.00
17	701-01-01120	Cross Drain Pipe (60" RCP)	LF	540	$ 250.00	$ 135,000.00
18	805-13-00100	Reinforced Concrete Box Culvert (4'x4')	LF	320	$ 400.00	$ 128,000.00
19	805-13-00500	Reinforced Concrete Box Culvert (4'x8')	LF	480	$ 750.00	$ 360,000.00
20	805-13-00600	Reinforced Concrete Box Culvert (5'x5')	LF	450	$ 600.00	$ 270,000.00

SUBTOTAL	$	14,588,900.00
CONTINGENCIES (≈10%)	$	1,411,100.00
CONSTRUCTION TOTAL	**$**	**16,000,000.00**
ENGINEERING DESIGN	$	531,000.00
DESIGN SURVEY	$	76,000.00
RIGHT OF WAY MAPS	$	34,000.00
PERMITTING ASSISTANCE	$	72,000.00
TRAFFIC STUDY	$	104,500.00
ENGINEERING TOTAL	**$**	**817,500.00**
ROW (20.5 ACRES)	**$**	**102,500.00**
WETLAND MITIGATION	**$**	**180,000.00**
TOTAL	**$**	**17,100,000.00**

Crossing Summary

#	Approximate Station	Culvert Material	Culvert Shape	Culvert Size (ft)		Length (ft)	Notes
				Rise (diam)	Span		
1	49+98	Reinforced Concrete Pipe	Box	4	4	160	
2	67+53	Reinforced Concrete Pipe	Box	5	5	150	
3	76+63	Reinforced Concrete Pipe	Circular	4	N/A	100	
4	77+73	Reinforced Concrete Pipe	Circular	4	N/A	100	
5	87+65	Reinforced Concrete Pipe	Circular	5	N/A	100	≈ 200 ft north of proposed railroad crossing
6	87+65	Reinforced Concrete Pipe	Circular	5	N/A	100	≈ 100 ft north of proposed railroad crossing
7	89+28	Reinforced Concrete Pipe	Circular	5	N/A	150	
8	95+73	Reinforced Concrete Pipe	Box	4	8	120	
9	98+48	Reinforced Concrete Pipe	Circular	5	N/A	120	

CONSTRUCTION PLANS
FOR
SUGARHOUSE ROAD
PACKAGE 3 ROADWAY AND BRIDGE CONSTRUCTION
FOR THE
CITY OF ALEXANDRIA, LOUISIANA



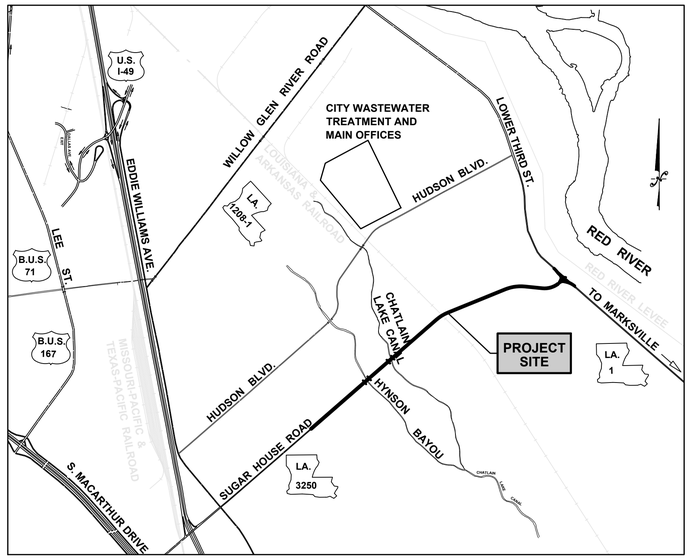
VICINITY MAP

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
T1	TITLE SHEET
2	TYPICAL ROADWAY SECTIONS
3	SUMMARY OF QUANTITIES
3a, 3b	SUMMARY OF QUANTITIES
3c	SUMMARY OF ESTIMATED QUANTITIES
4-20	PLAN AND PROFILE SHEETS WITH STORM SEWER
21	EXISTING DRAINAGE MAP
22-25	DESIGN DRAINAGE MAP & HYDROLOGIC SUMMARY TABLES
26-28	SUMMARY OF DRAINAGE STRUCTURES
29-32	GEOMETRIC & SUGGESTED JOINTING PLAN WITH INTERSECTION DETAILS
33	PAVEMENT STRIPING
34-36	SEQUENCE OF CONSTRUCTION & CONSTRUCTION SIGNING
37	SOIL SURVEY
201-246	STANDARD PLANS & SPECIAL DETAILS
401-419	CROSS SECTIONS

STANDARD PLANS REVISION DATE

SPECIAL DETAILS REVISION DATE



LAYOUT MAP
PROJECT CLASSIFICATION: (LRS 37:2163.C.)
HIGHWAY, STREET AND BRIDGE CONSTRUCTION

PRELIMINARY DOCUMENT
NOT TO BE USED FOR CONSTRUCTION, BIDDING, RECORDATION, CONVEYANCE, SALES, OR AS THE BASIS FOR THE ISSUANCE OF A PERMIT.

JOSHUA BARRETT, PE
LIC. NO. 33572
MEYER, MEYER, LaCROIX & HIXSON, INC.

APRIL 2026

PREPARED BY
MEYER, MEYER, LaCROIX & HIXSON
ENGINEERS AND LAND SURVEYORS
100 ENGINEER PLACE
(318) 448-0888
ALEXANDRIA, LOUISIANA
PROJECT NO. 6672

JACQUES M. ROY . . . . . MAYOR

COUNCILMEN:

MALCOLM LAVARDAIN . . . . . (DISTRICT 1)

GARY JOHNSON . . . . . (DISTRICT 2)

CYNTHIA PERRY . . . . . (DISTRICT 3)

LIZZIE FELTER . . . . . (DISTRICT 4)

CHARLES L. "CHUCK" FOWLER, JR. . . (DISTRICT 5)

JAMES "JIM" VILLARD . . . . . (AT LARGE)

JULES R. GREEN . . . . . (AT LARGE)

RECOMMENDED FOR APPROVAL

BY _____ _____
MIKE WILKINSON, P.E. **CITY ENGINEER** **DATE**

APPROVED BY MEYER, MEYER, LaCROIX & HIXSON
THIS _____ **DAY OF** _____ **, 2026**

BY _____
GLENN A. TURNER, P.E.

TYPE OF CONSTRUCTION :
HIGHWAY, STREET AND BRIDGE CONSTRUCTION

NOTE:
THE 2026 EDITION OF THE LOUISIANA DOTD STANDARD SPECIFICATIONS FOR ROADS AND BRIDGES, AS AMENDED BY THE PROJECT SPECIFICATIONS, SHALL GOVERN ON THIS PROJECT.

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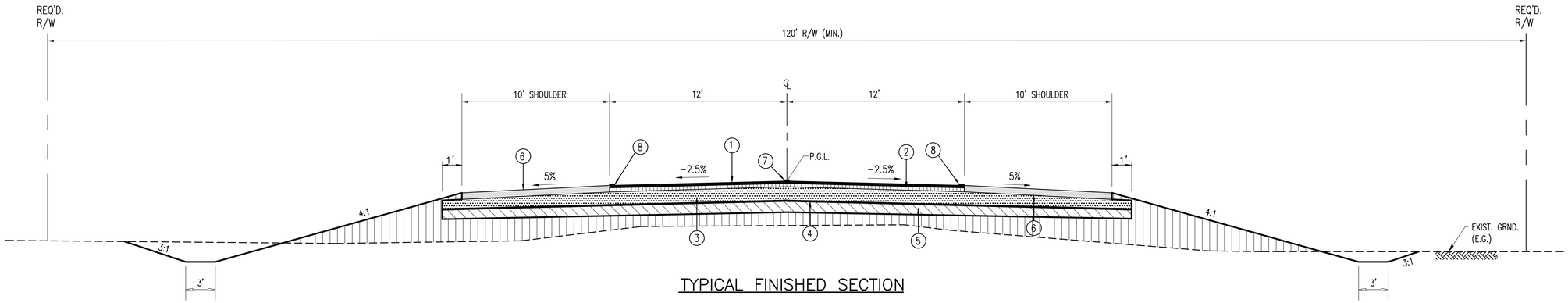

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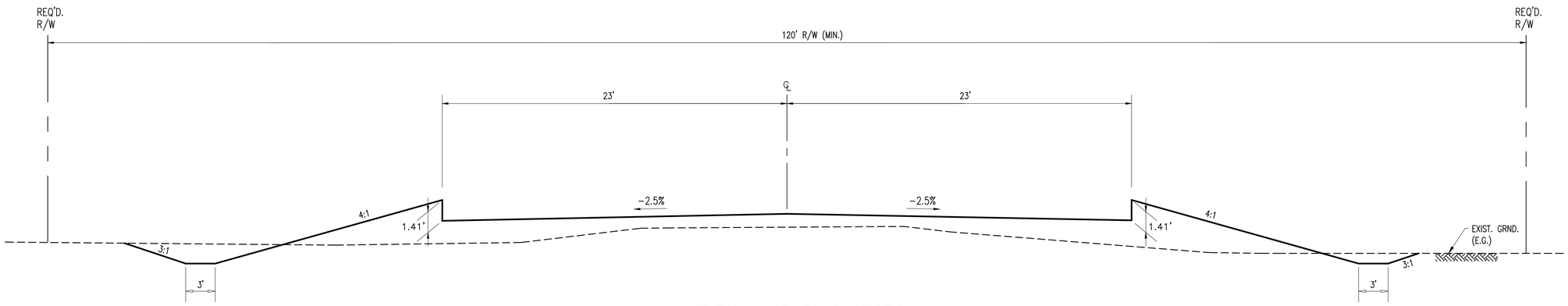
2. 2 1/2" ASPHALTIC CONCRETE (BINDER COURSE) (TYPE 3)
3. 8-1/2" CLASS II BASE COURSE (STONE OR RECYCLED PORTLAND CEMENT CONCRETE)
4. GEOTEXTILE FABRIC (CLASS D)
5. (9" THICK) TYPE B – LIME TREATMENT – 10% BY VOLUME
6. 4" AGGREGATE SURFACE COURSE
7. PAVEMENT STRIPING & REFLECTORIZED MARKERS
8. PAVEMENT STRIPING



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SCHEMATIC
PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
JOSHUA BARRETT

LICENSE #:
33572

DATE:
04-10-2026

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

TYPICAL SECTIONS AND DETAILS

SUGARHOUSE ROAD EXTENSION – EDDIE WILLIAMS TO LA HWY 1

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

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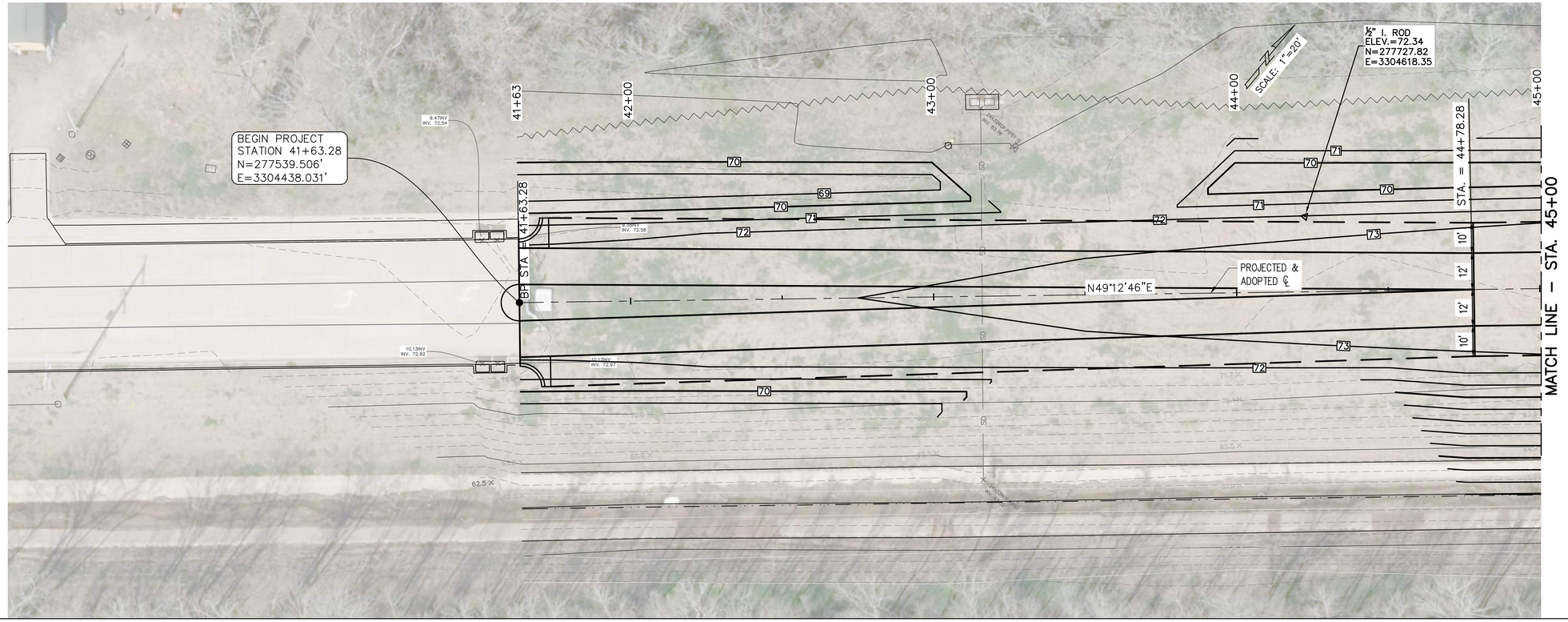

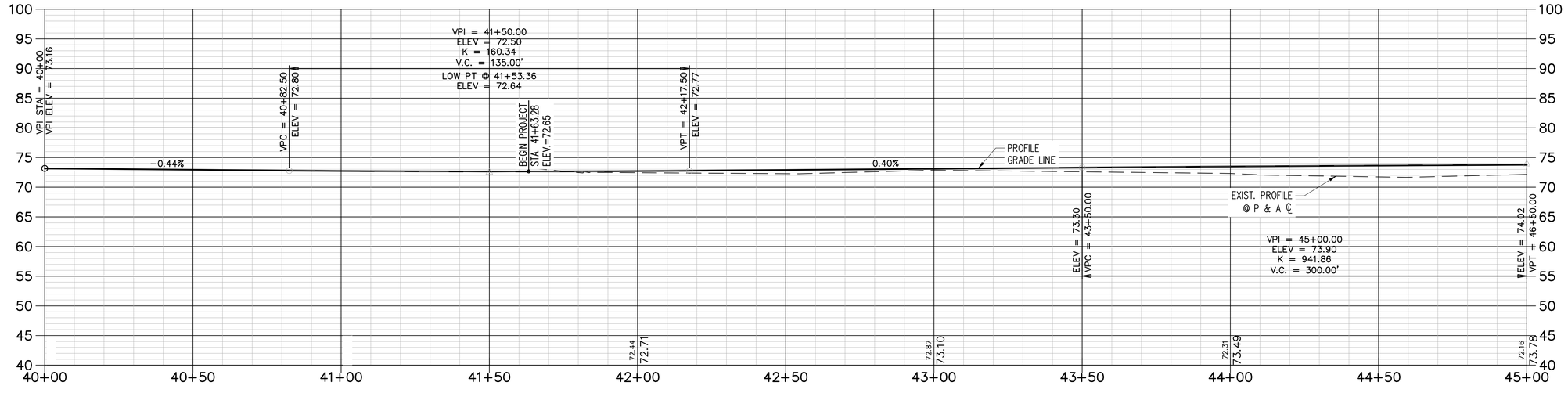

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CHECK	J. BARRETT
REVIEW	
SERIES #	1 OF 17

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PLAN AND PROFILE SHEET

SUGARHOUSE ROAD EXTENSION – EDDIE WILLIAMS TO LA HWY 1

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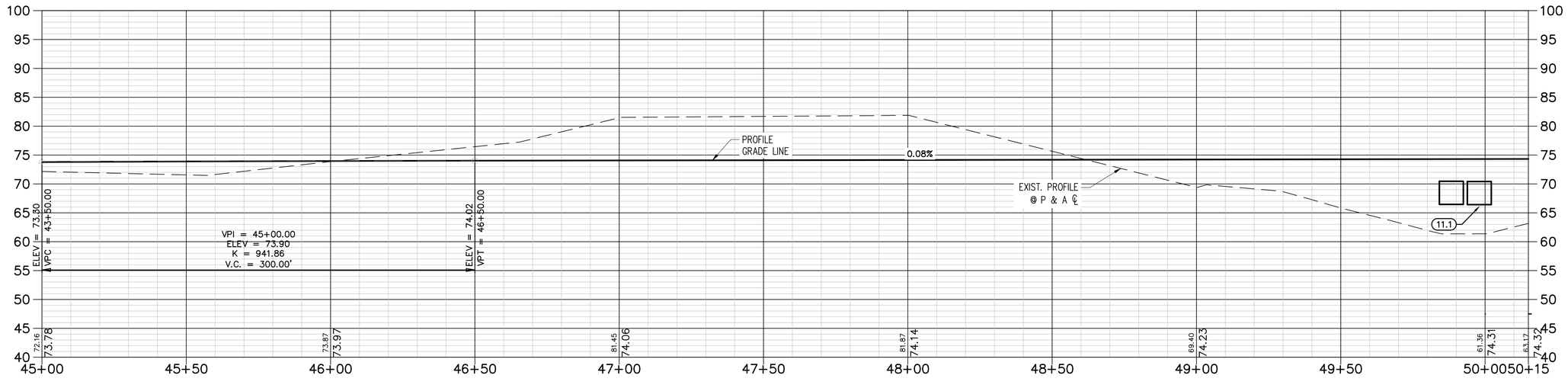

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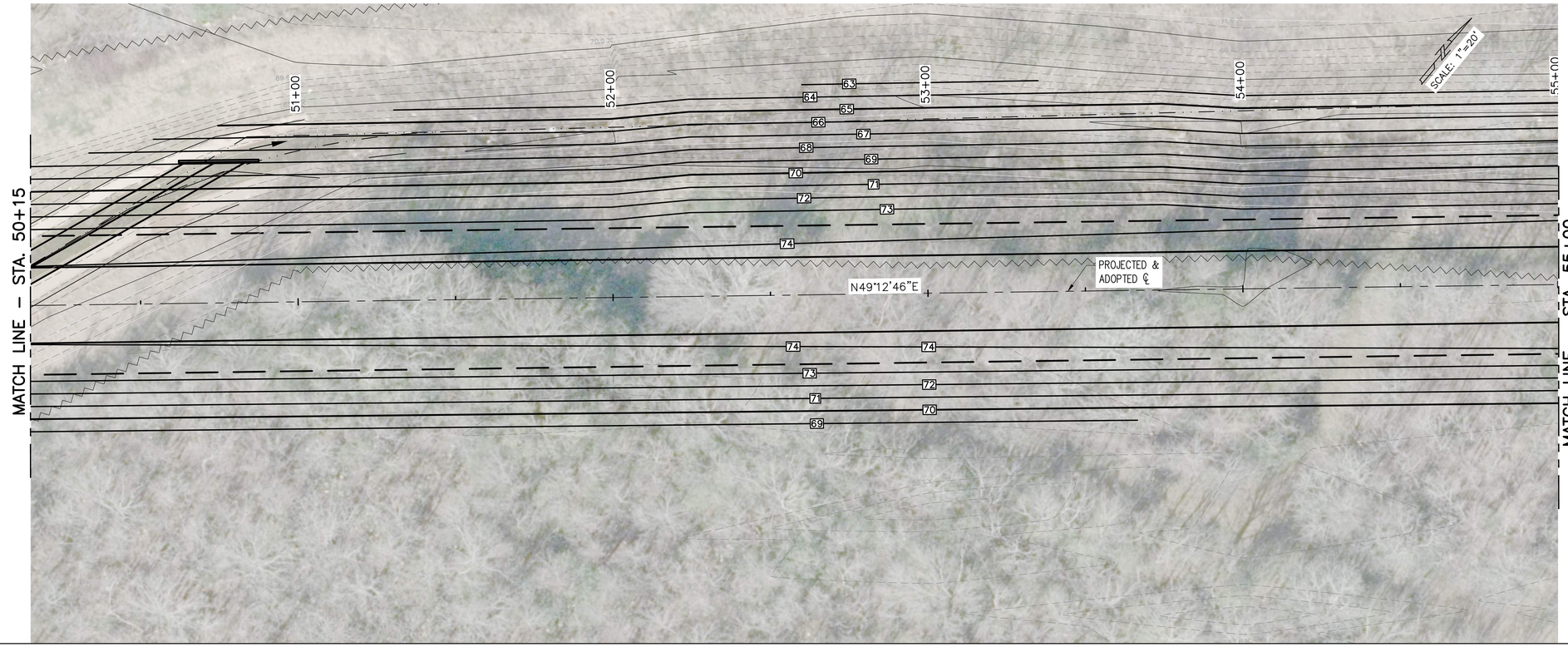

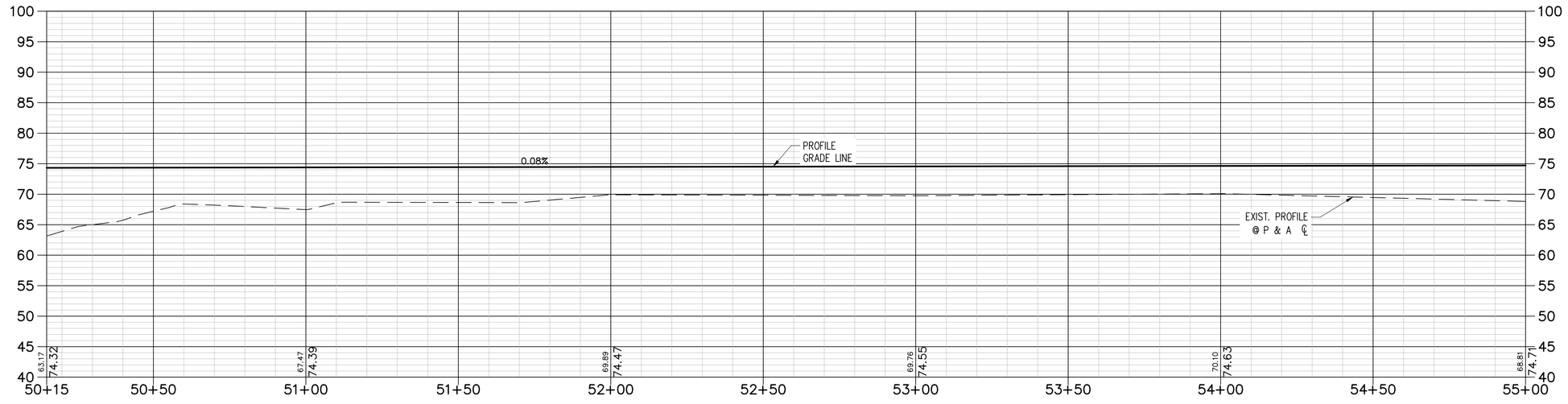

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SUGARHOUSE ROAD EXTENSION – EDDIE WILLIAMS TO LA HWY 1

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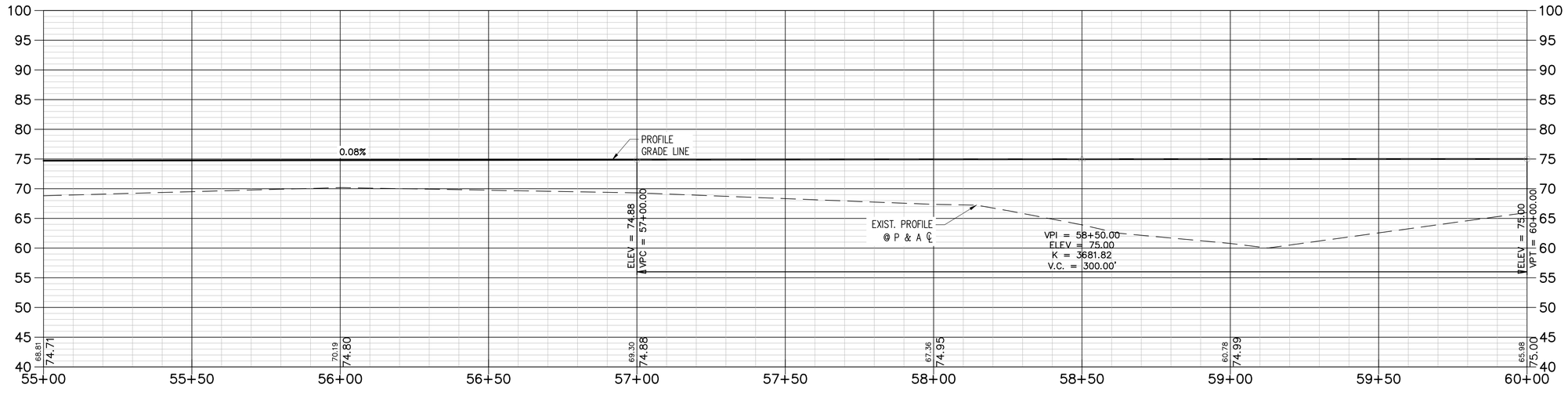

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SUGARHOUSE ROAD EXTENSION – EDDIE WILLIAMS TO LA HWY 1

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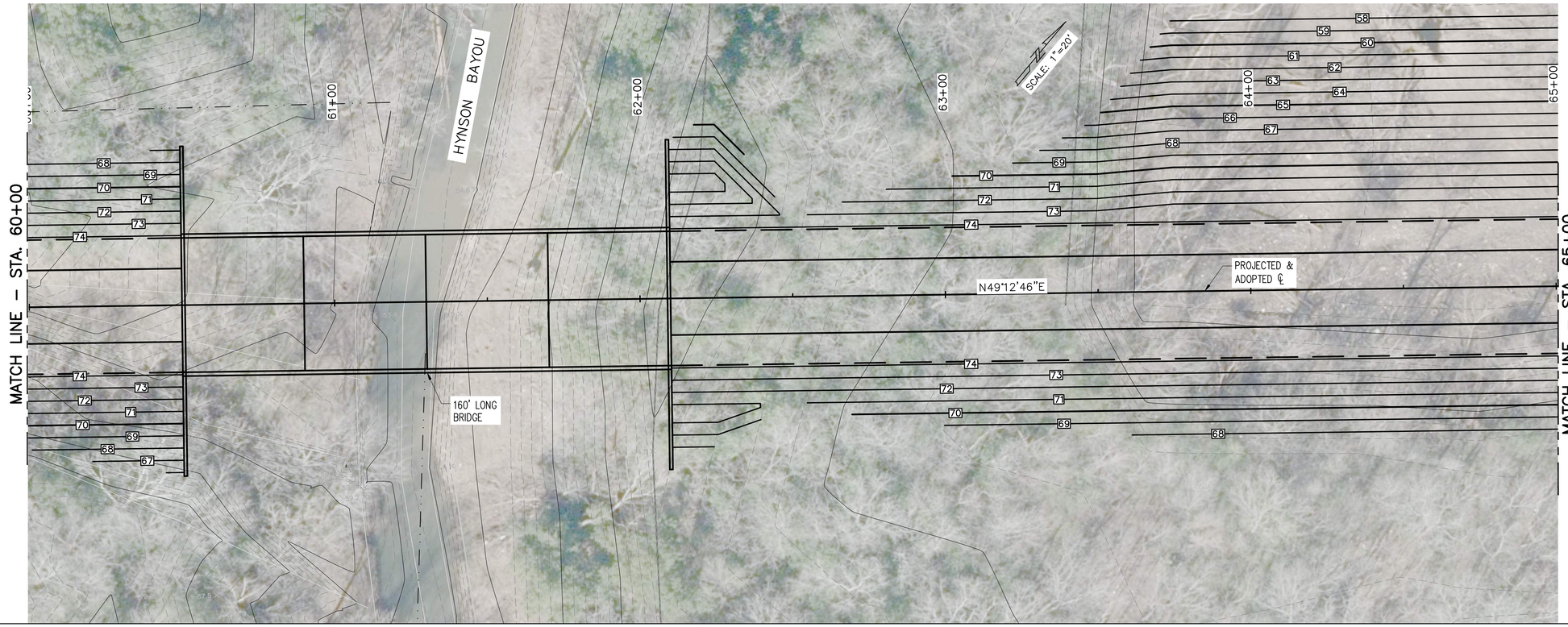

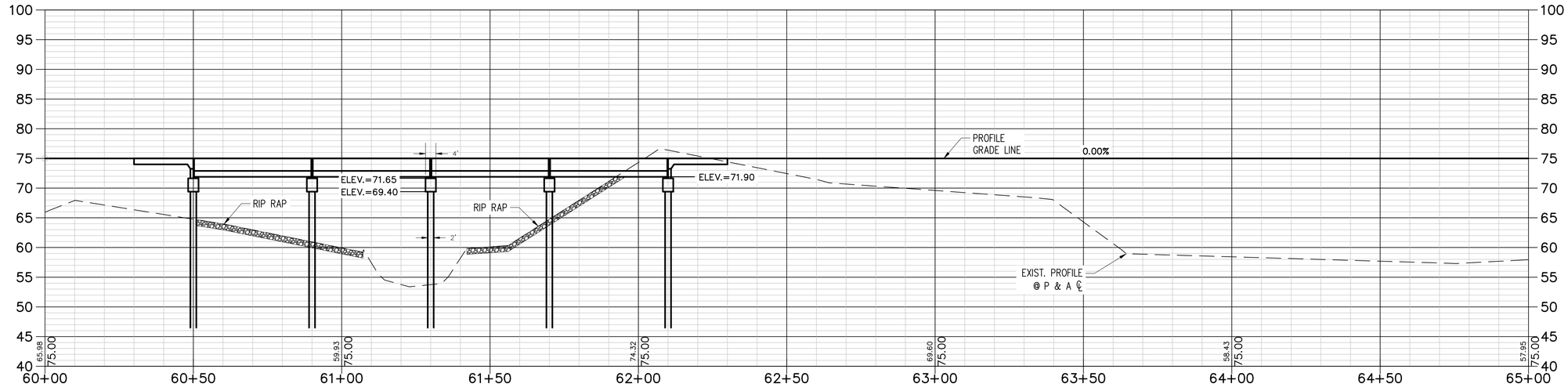

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SUGARHOUSE ROAD EXTENSION – EDDIE WILLIAMS TO LA HWY 1

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

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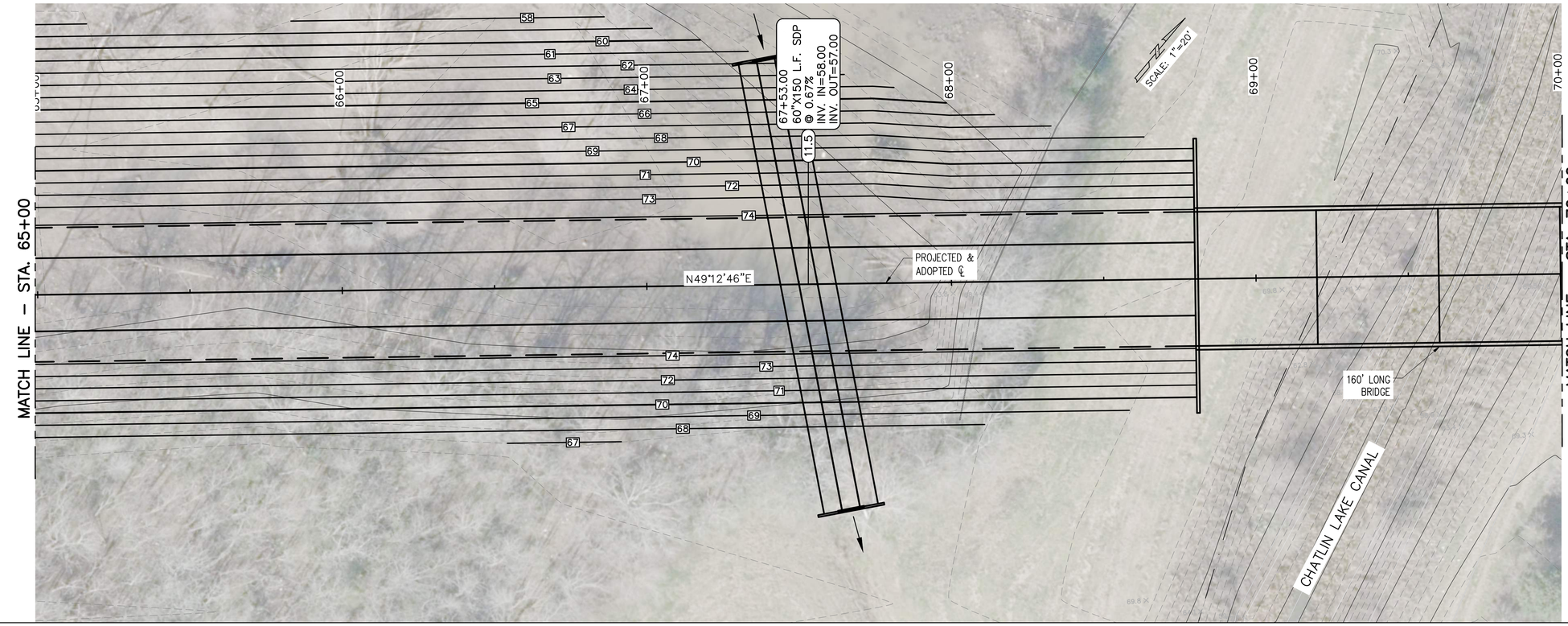

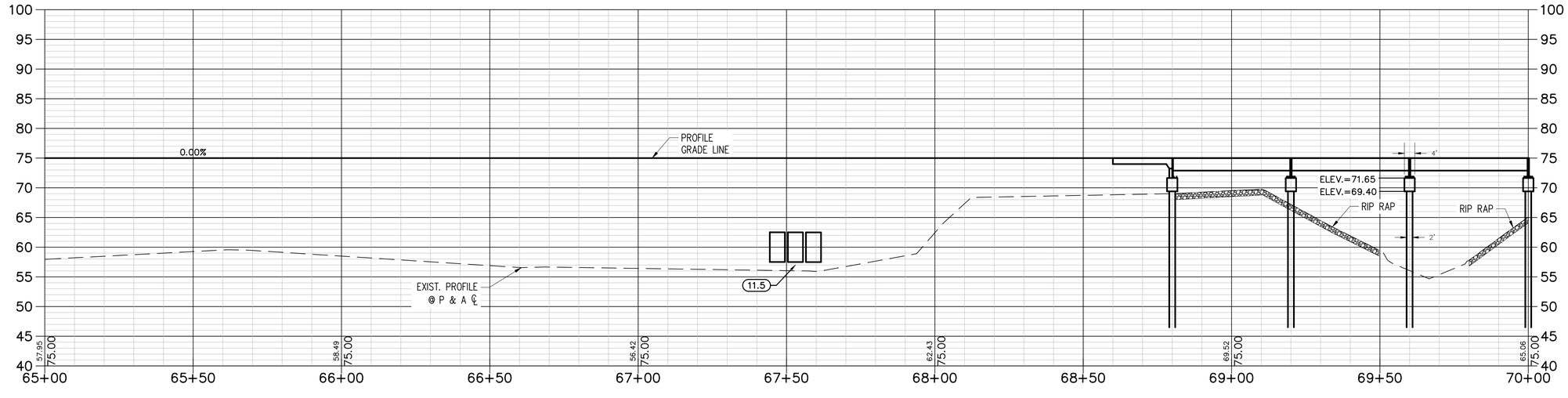

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DATE:
04-10-2026

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STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

PLAN AND PROFILE SHEET

SUGARHOUSE ROAD EXTENSION – EDDIE WILLIAMS TO LA HWY 1

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LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

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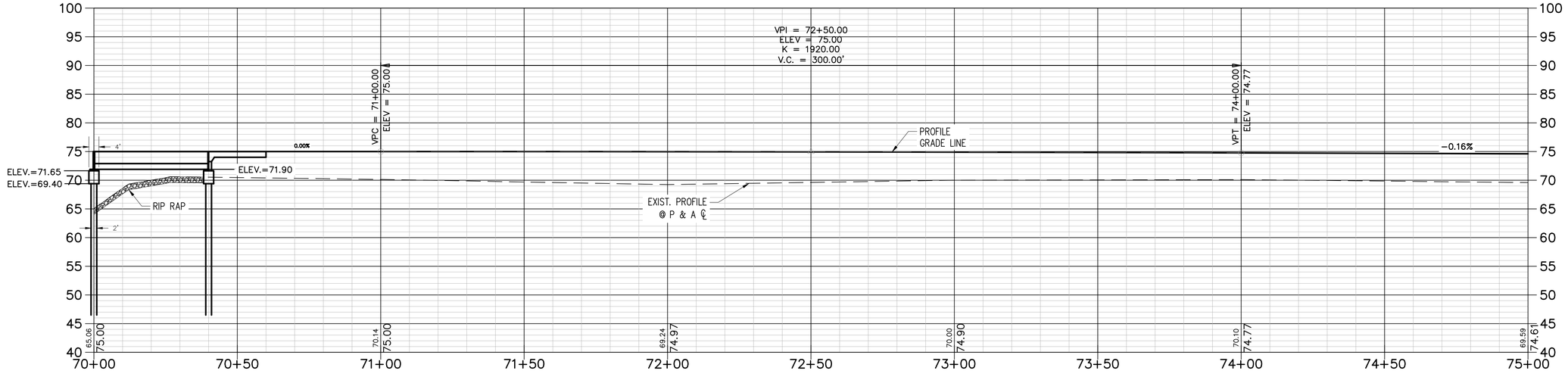

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SUGARHOUSE ROAD EXTENSION – EDDIE WILLIAMS TO LA HWY 1

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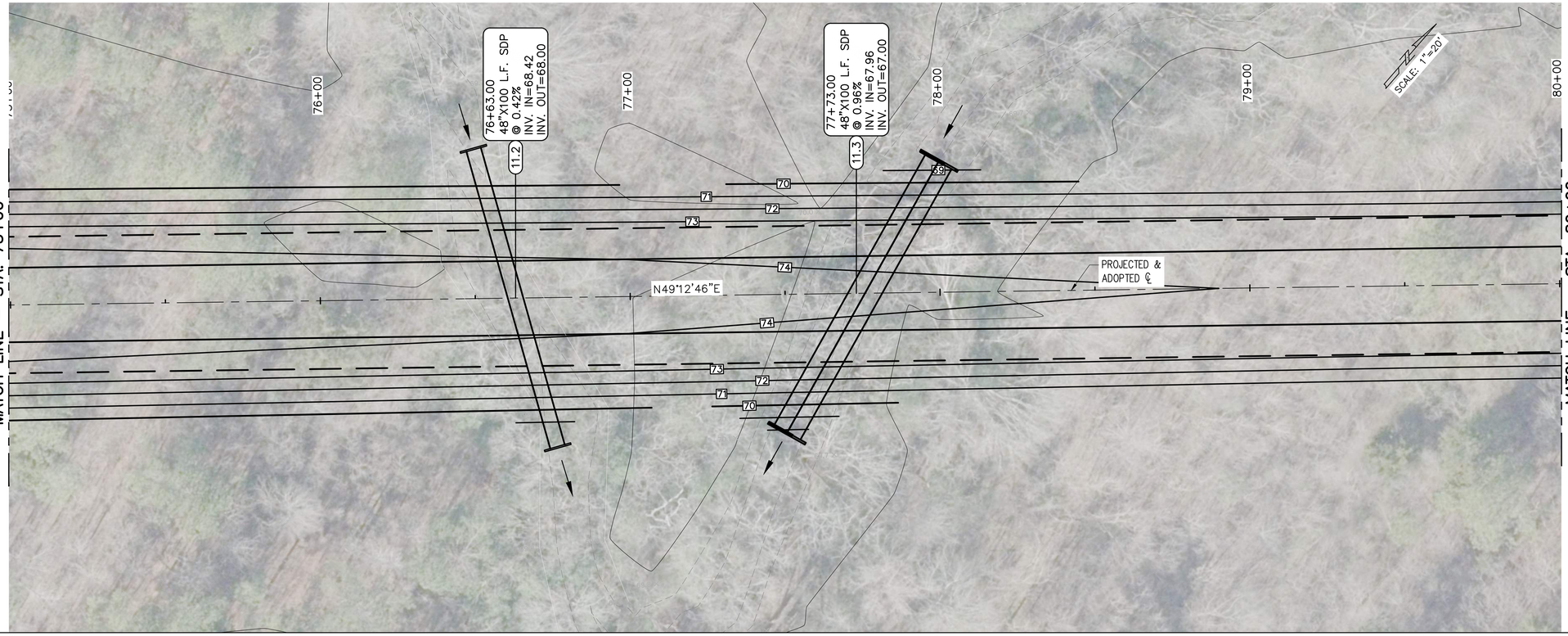

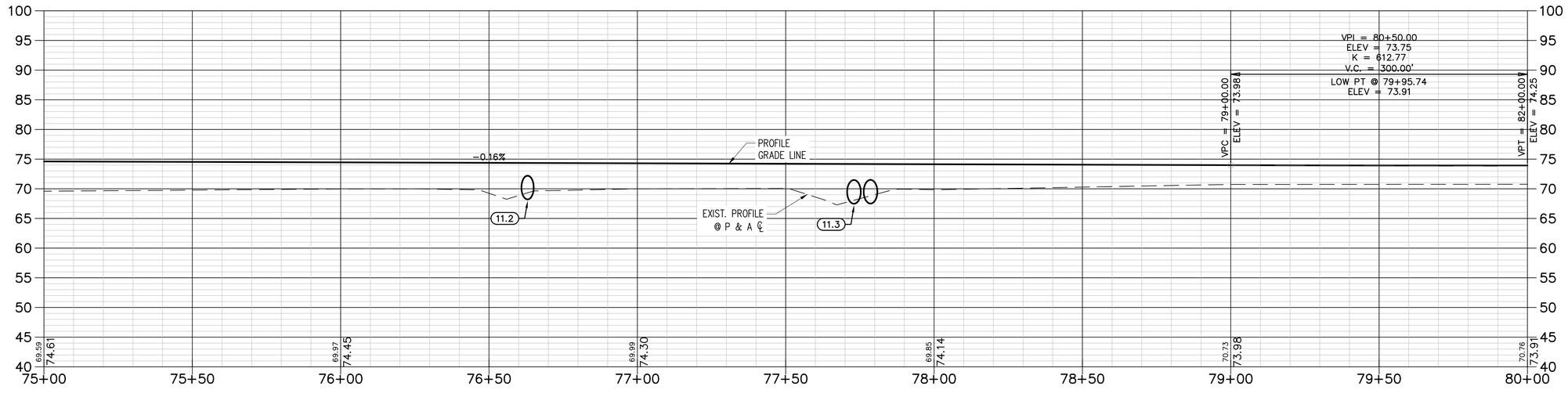

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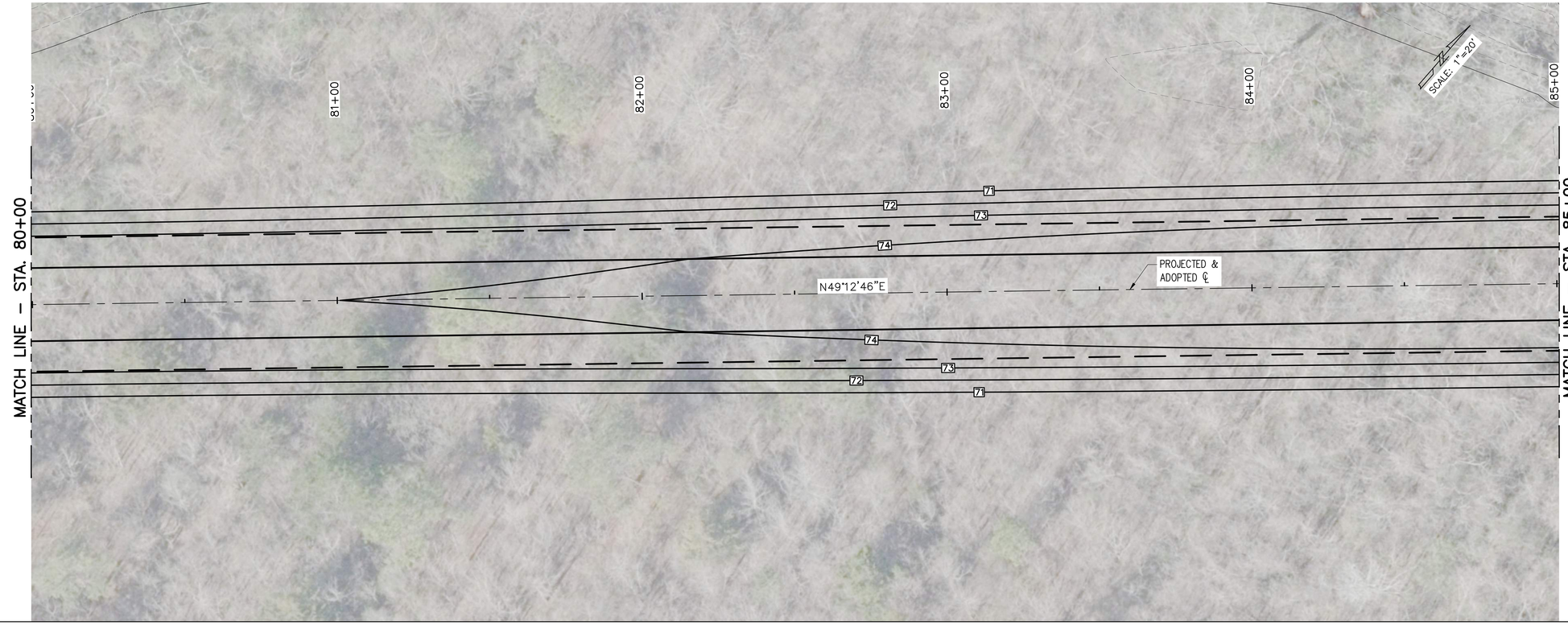

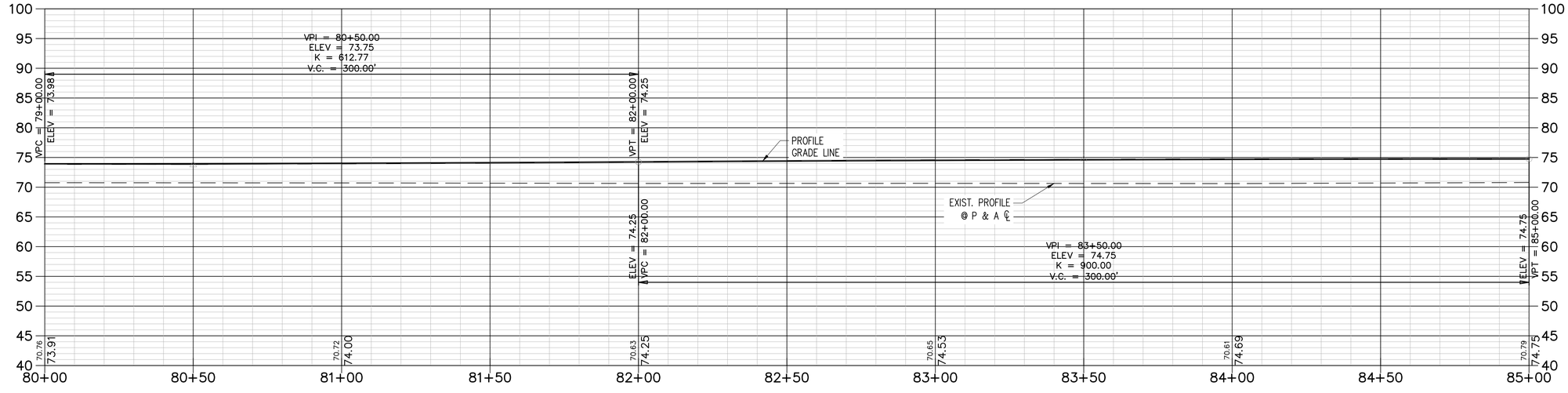

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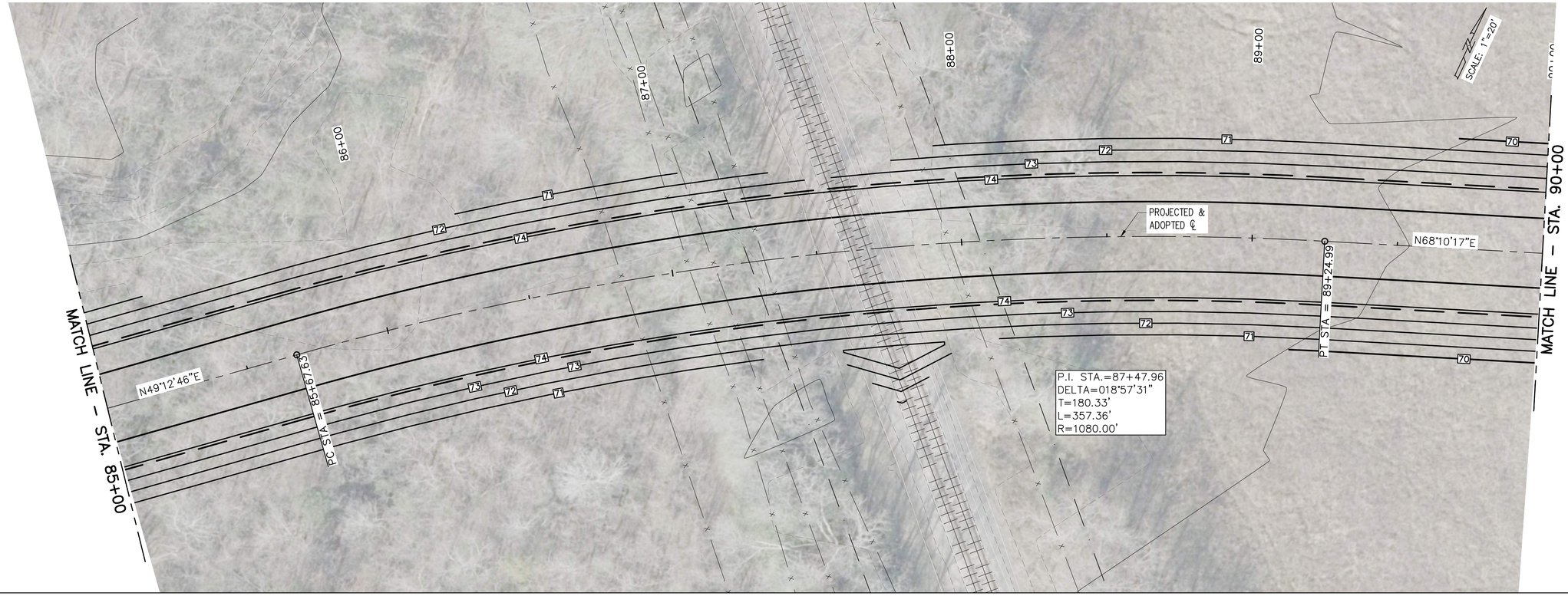

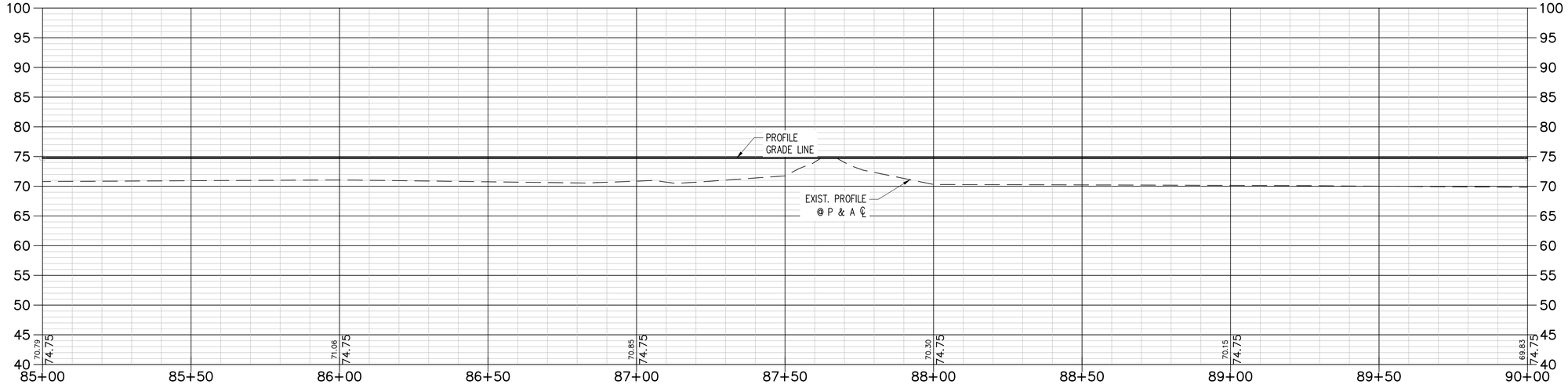

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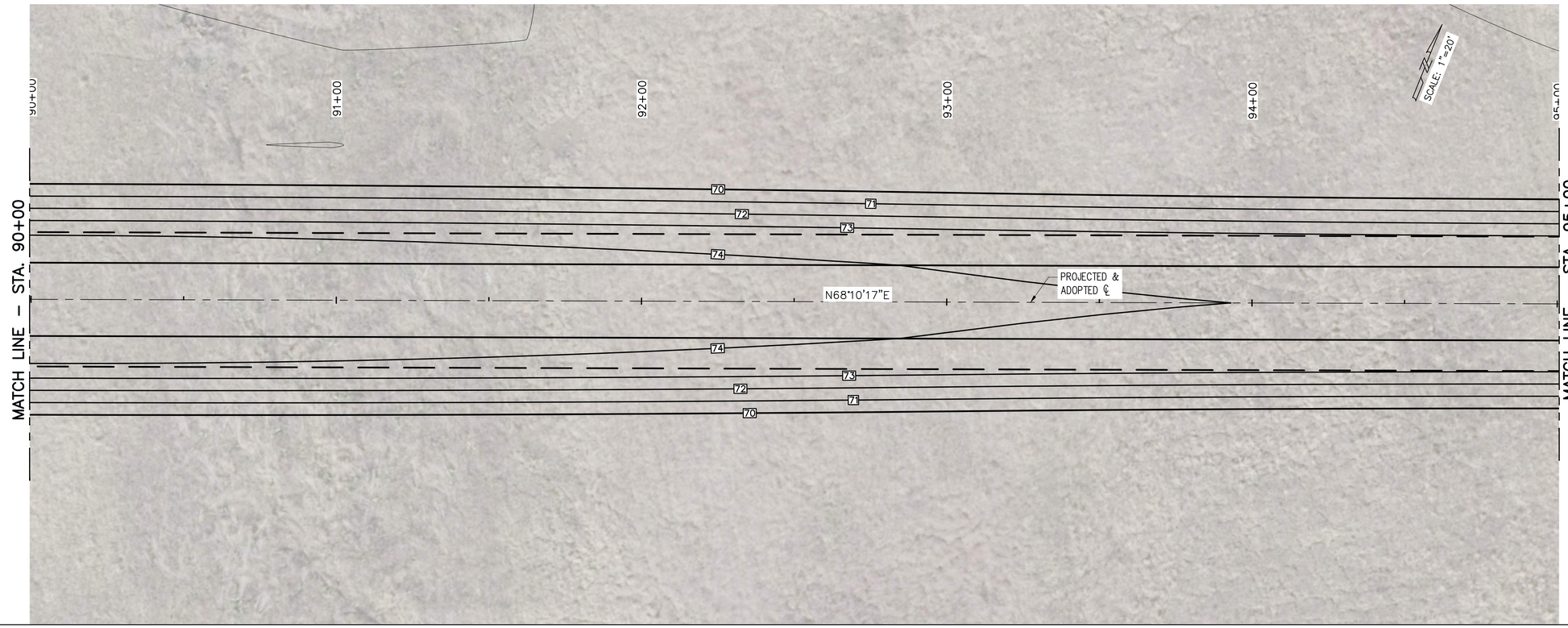

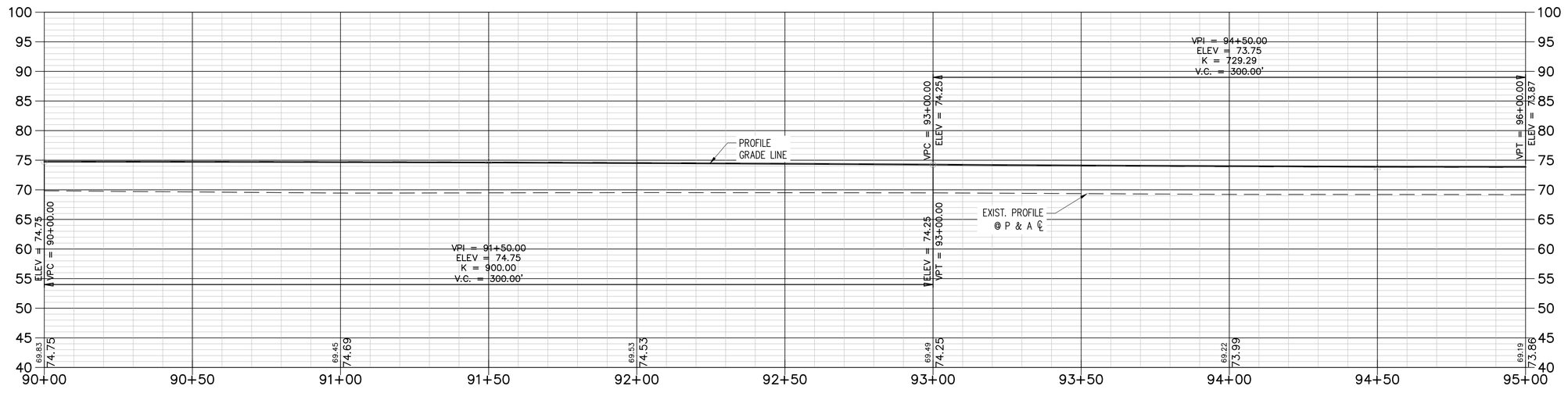

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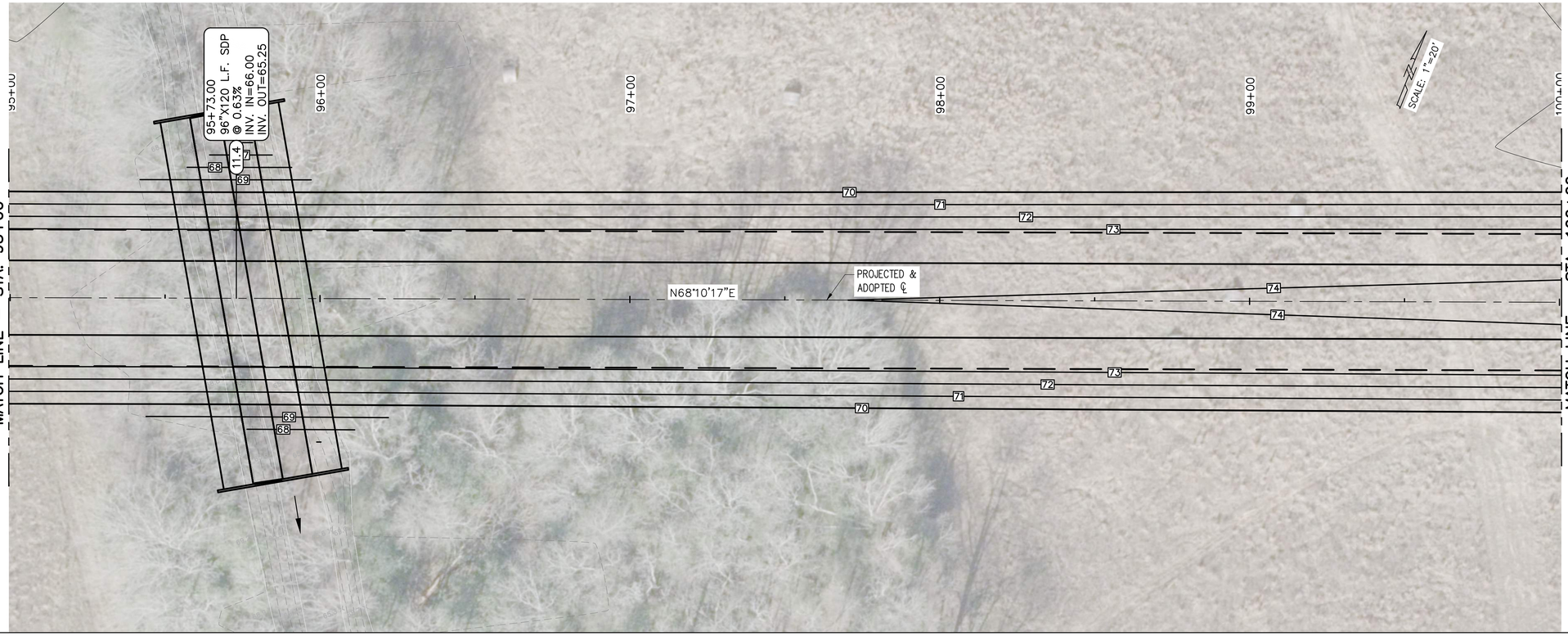

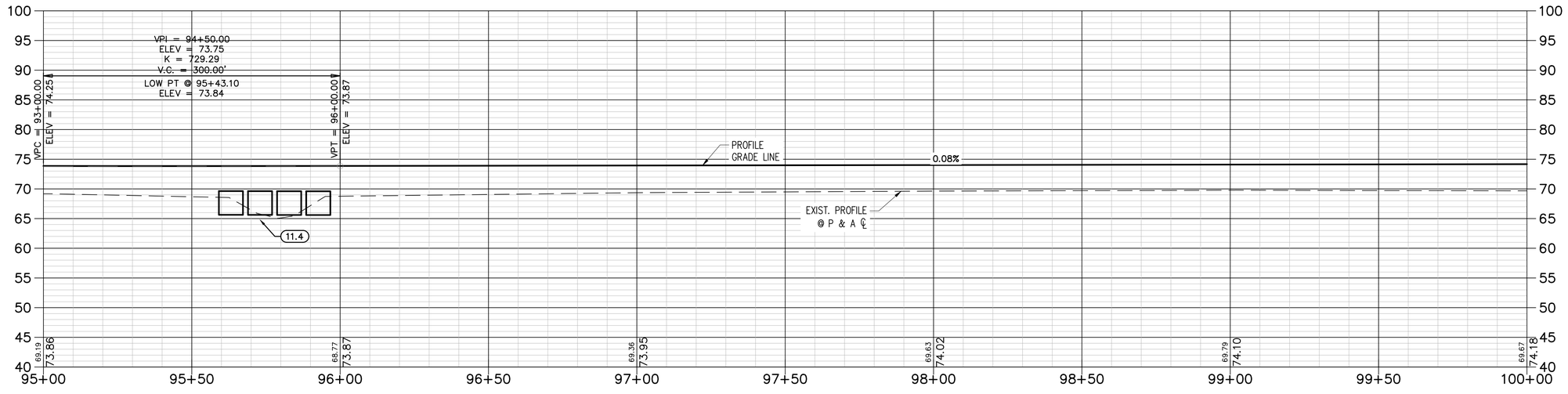

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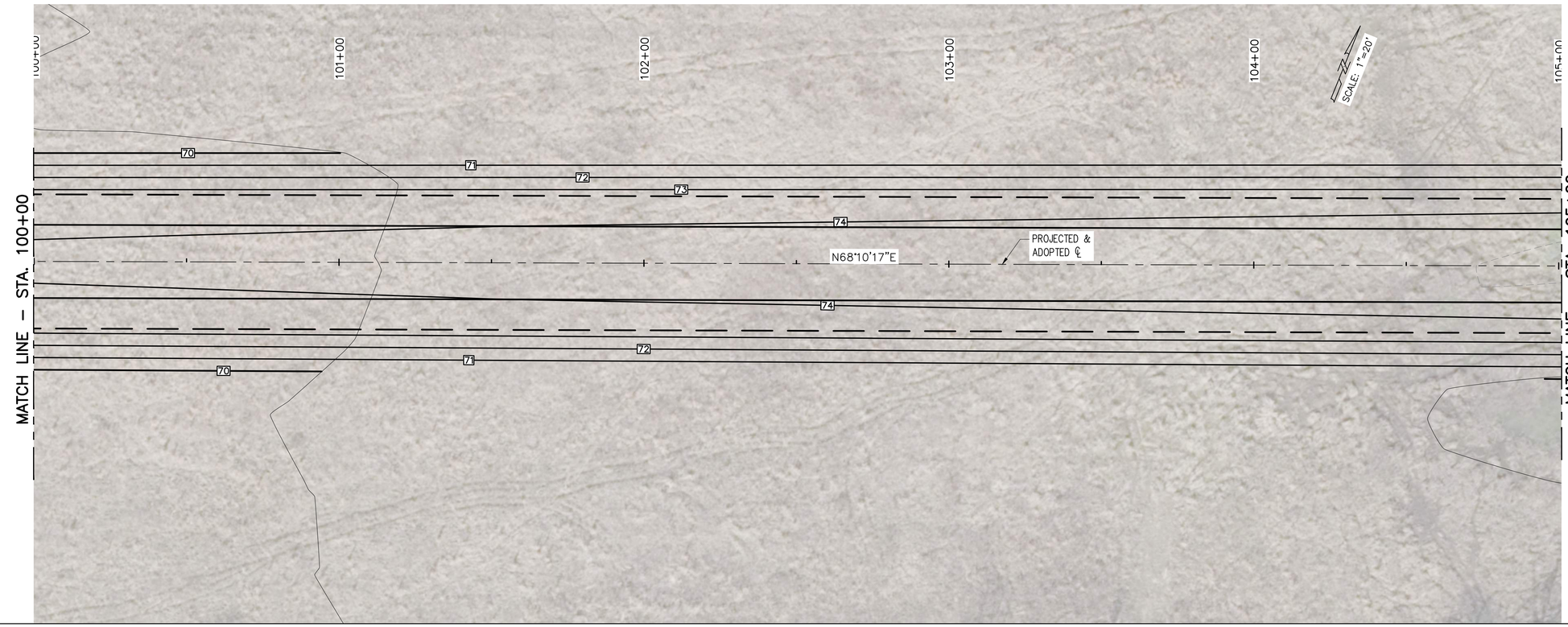

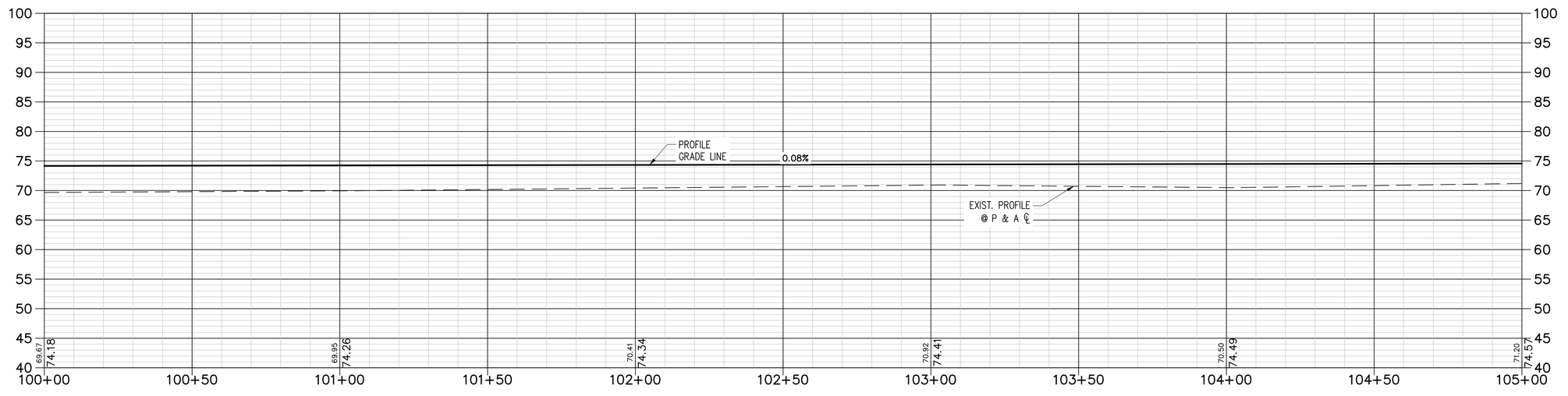

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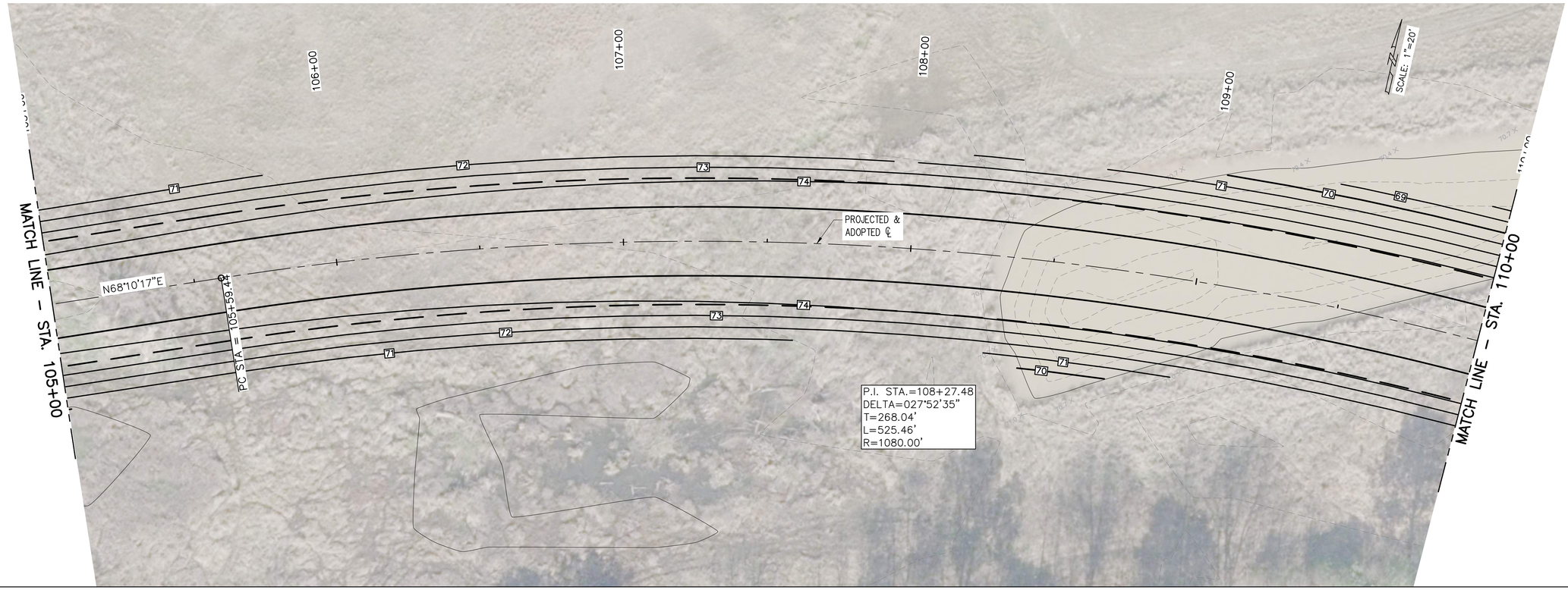

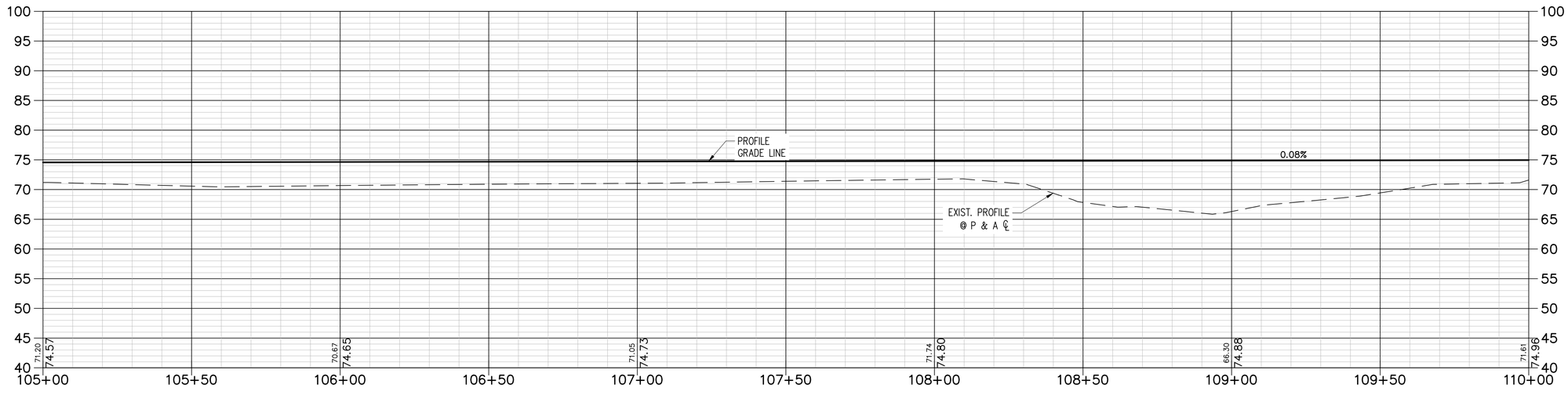

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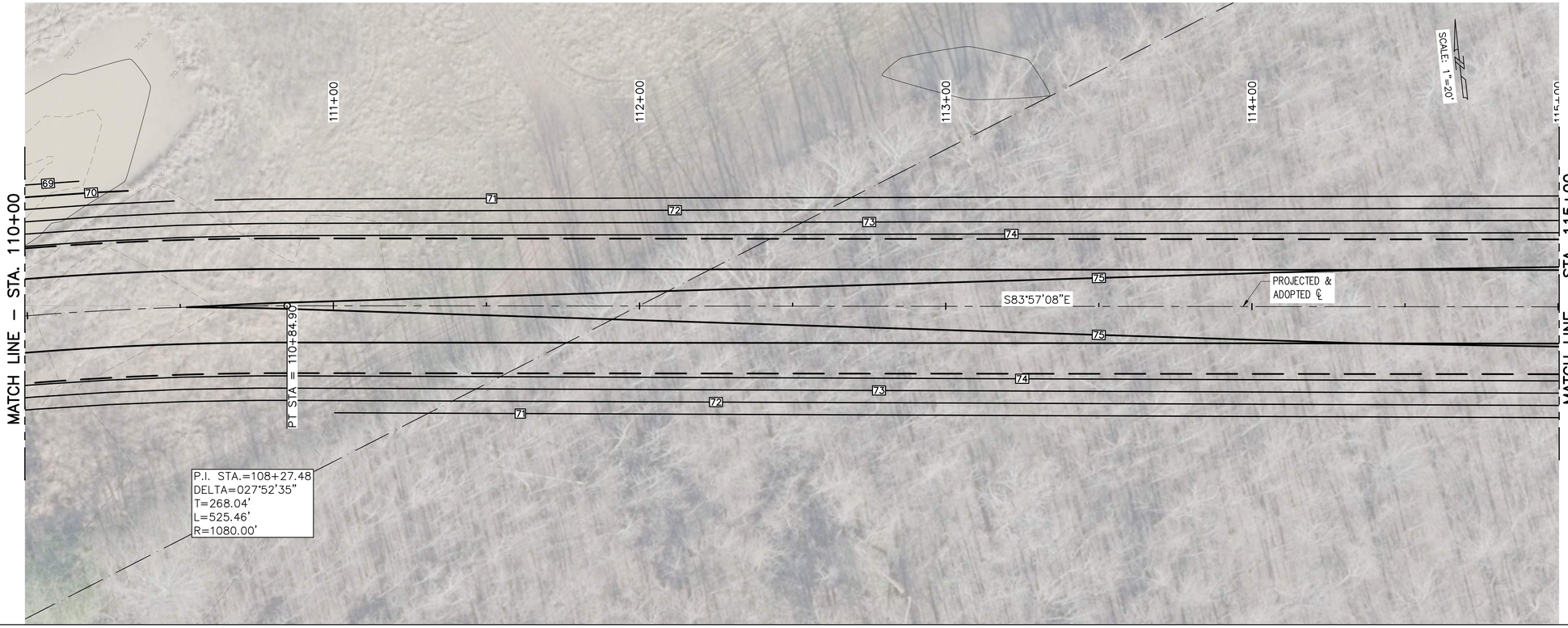

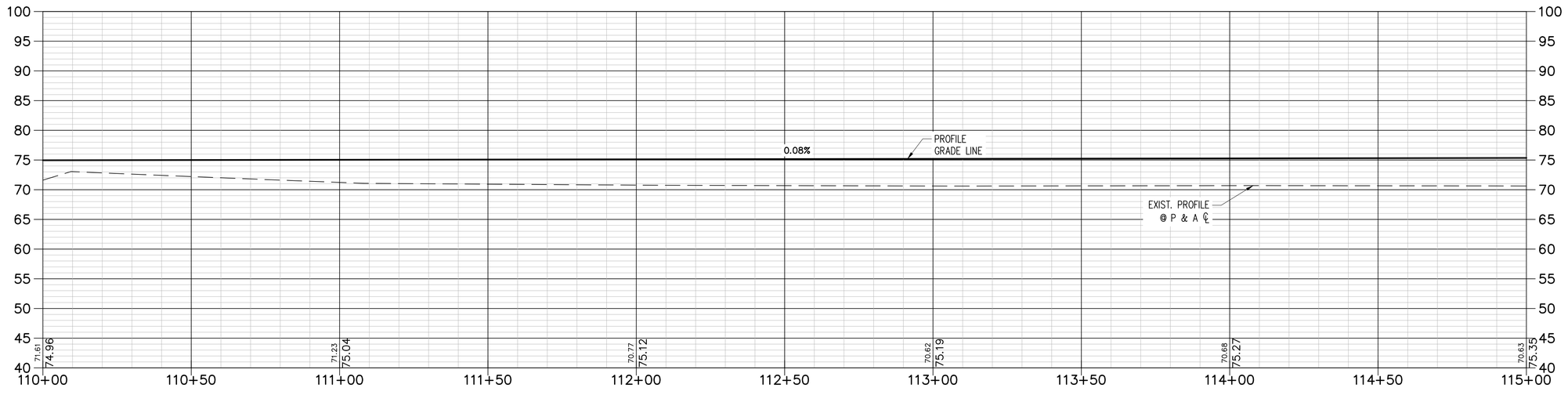

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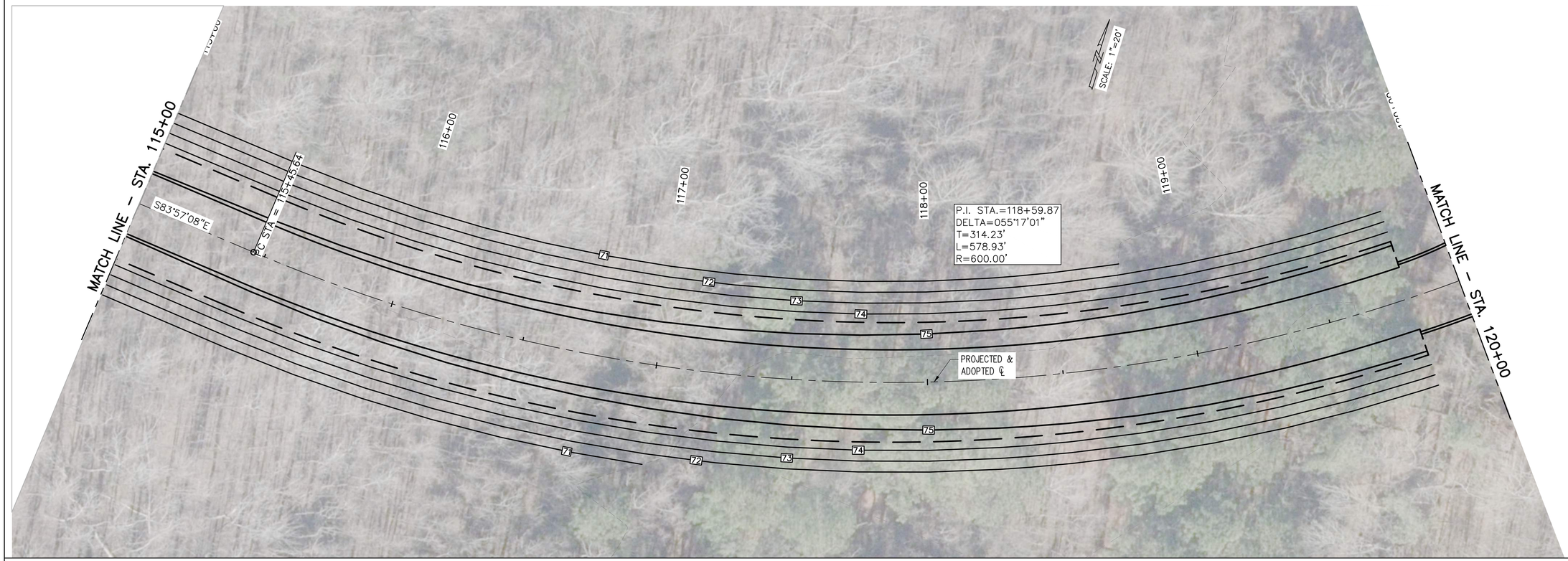

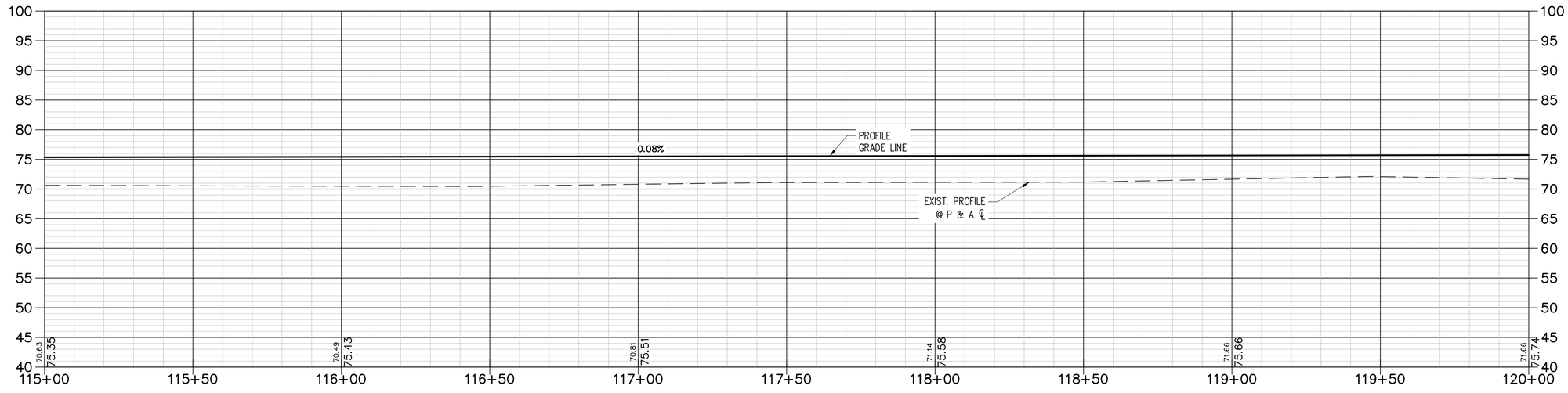

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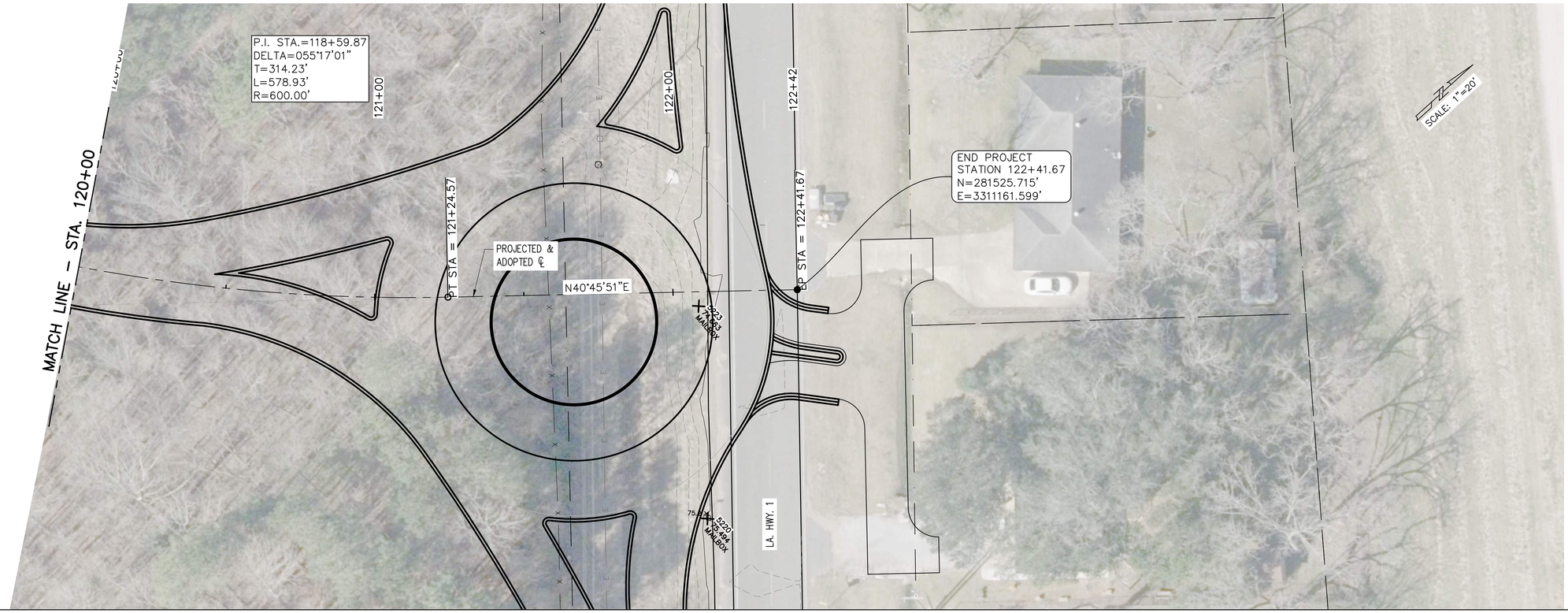

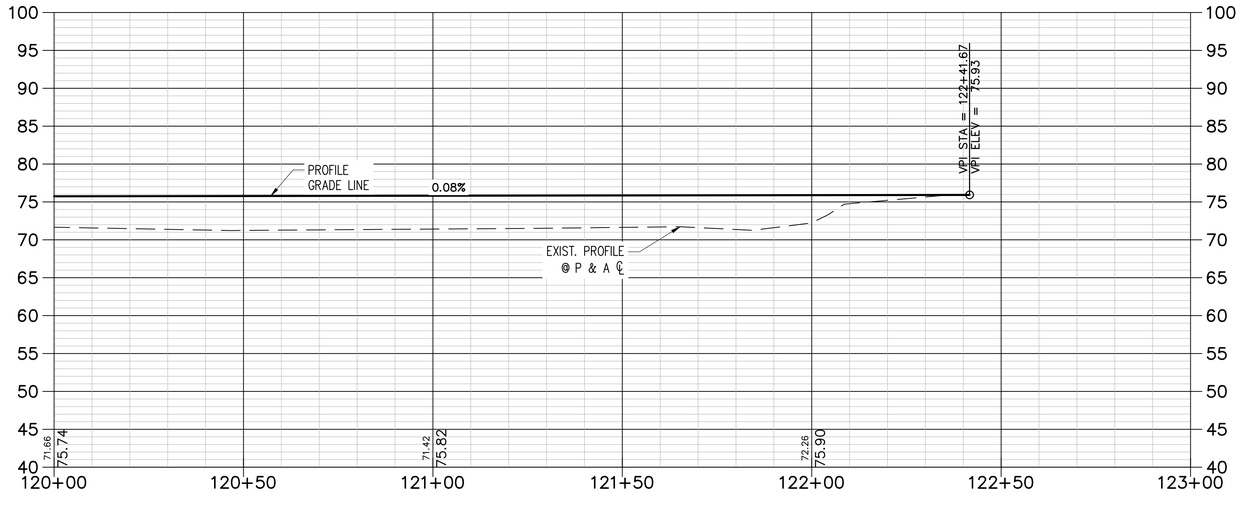

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APPENDIX B

TRAFFIC STUDIES

NEEL-SCHAFFER
Solutions you can build upon

Traffic Study
Final Report

Sugarhouse Road Extension
Alexandria, Louisiana
Rapides Parish

DRAFT

Prepared for:

Meyer, Meyer, LaCroix & Hixson, Inc.

June 30, 2010

Traffic Study

Sugarhouse Road Extension
Alexandria, Louisiana
Rapides Parish

Prepared for:

Meyer, Meyer, LaCroix & Hixson, Inc.
3666 Government St
Alexandria, LA 70669

Conducted by:
Neel-Schaffer, Inc.
12021 Bricksome Ave.
Baton Rouge, Louisiana 70816

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EXECUTIVE SUMMARY

The purpose of the study is to evaluate the proposed Sugarhouse Road Extension located west of I-49 in southeast Alexandria, Louisiana. The proposed Sugarhouse Road is a three-lane roadway with a continuous turn lane traversing from Lincoln Road to a new intersection with LA 1.

The future 2015 and 2035 intersection peak hour counts and roadway twenty-four (24) hour counts were developed using the Alexandria Transportation Travel Demand Model and existing twenty-four (24) hour counts. Using the travel demand model volumes for the years 2000, 2015 and 2035 a growth rate of 2% was determined for the study area.

Roadways and intersections within the study area were analyzed for Alternative 2 and Alternative 3 for the implementation (2015) and design (2035) years to determine the impact of the proposed Sugarhouse Road extension. Below is the summary of the recommended intersection improvements for Alternative 2 and Alternative 3 of the Sugarhouse Road extension. These improvements are based on the 2035 design year volumes.

<u>Sugarhouse Road at Eddie Williams Avenue</u>

Alternatives 2 and 3

Based on 2035 design year volumes, it is recommended that this intersection be converted to a signalized intersection once the traffic demands are sufficient to meet signal warrants.

As an alternative concept to the signalization concept, the conversion of this intersection to a single lane roundabout could also be considered. The use of roundabouts are typically considered as a feasible alternative to intersection signalization. If the roundabout concept is considered, the proper design studies and design should be in accordance with LADOTD EDSMs VI.1.1.5, “Roundabout Study and Approval” and VI.1.1.6, “Roundabout Design”.

<u>Sugarhouse Road at Lincoln Road</u>

Alternatives 2 and 3

Based on 2035 design year volumes, it is recommended that this intersection consist of one (1) exclusive left turn lane and one (1) through lane on the eastbound approach of Sugarhouse Road, a shared through/right lane on the westbound approach of Sugarhouse Road and a shared right/left lane on Lincoln Road. Additionally, the intersection control should consist of stop control on Lincoln Road.

Sugarhouse Road at LA 1

Alternatives 2

Based on 2035 design year volumes, it is recommended that this intersection consist of one (1) exclusive left turn lane and one (1) through lane on the northbound approach of LA 1, one (1) exclusive right turn lane and one (1) through lane on the southbound approach of LA 1 and one (1) exclusive left turn lane and one (1) exclusive right lane on Sugarhouse Road. Additionally, the intersection control should consist of stop control on Sugarhouse Road.

Alternatives 3

Based on 2035 design year volumes, it is recommended that this intersection consist of one (1) exclusive left turn lane and one (1) through lane on the northbound approach of LA 1, one (1) exclusive right turn lane and one (1) through lane on the southbound approach of LA 1 and one (1) exclusive left turn lane and one (1) exclusive right lane on Sugarhouse Road. Additionally, the intersection control should consist of stop control on Sugarhouse Road.

Sugarhouse Road at Hudson Road

Alternative 3

Based on 2035 design year volumes, it is recommended that this intersection consist of one (1) exclusive left turn lane and one (1) through lane on the eastbound approach of Sugarhouse Road, a shared through/right lane on the westbound approach of Sugarhouse Road and a shared right/left lane on Hudson Road. Additionally, Hudson Road should be realigned to intersect Sugarhouse Road at a 90 degree angle. The intersection control should consist of stop control on Lincoln Road.

I INTRODUCTION

The purpose of this traffic study is to evaluate traffic operations related to two alternatives for the Sugarhouse Road reconstruction and extension between Eddie Williams Road and LA 1. Alternatives were developed by Meyer, Meyer, LaCroix & Hixson, Inc (MML&H). While several alternatives have been developed, this study will evaluate Alternatives 2 and 3 as directed by MML&H. Alternative 2 includes the proposed Sugarhouse Road extension as a three-lane roadway with a continuous turn lane and a design speed limit of 55 mph intersecting LA 1, south of Hudson Road. Alternative 3 includes proposed Sugarhouse Road extension as a three-lane roadway with a continuous turn lane and a design speed limit of 45 mph intersecting Hudson Road east of Lincoln Road and connecting LA 1 along the existing Hudson Road alignment.

The proposed Sugarhouse Road extension will provide an east-west route between LA 1 and Eddie Williams Avenue in southeast Alexandria as shown in Figures 1 and 2.

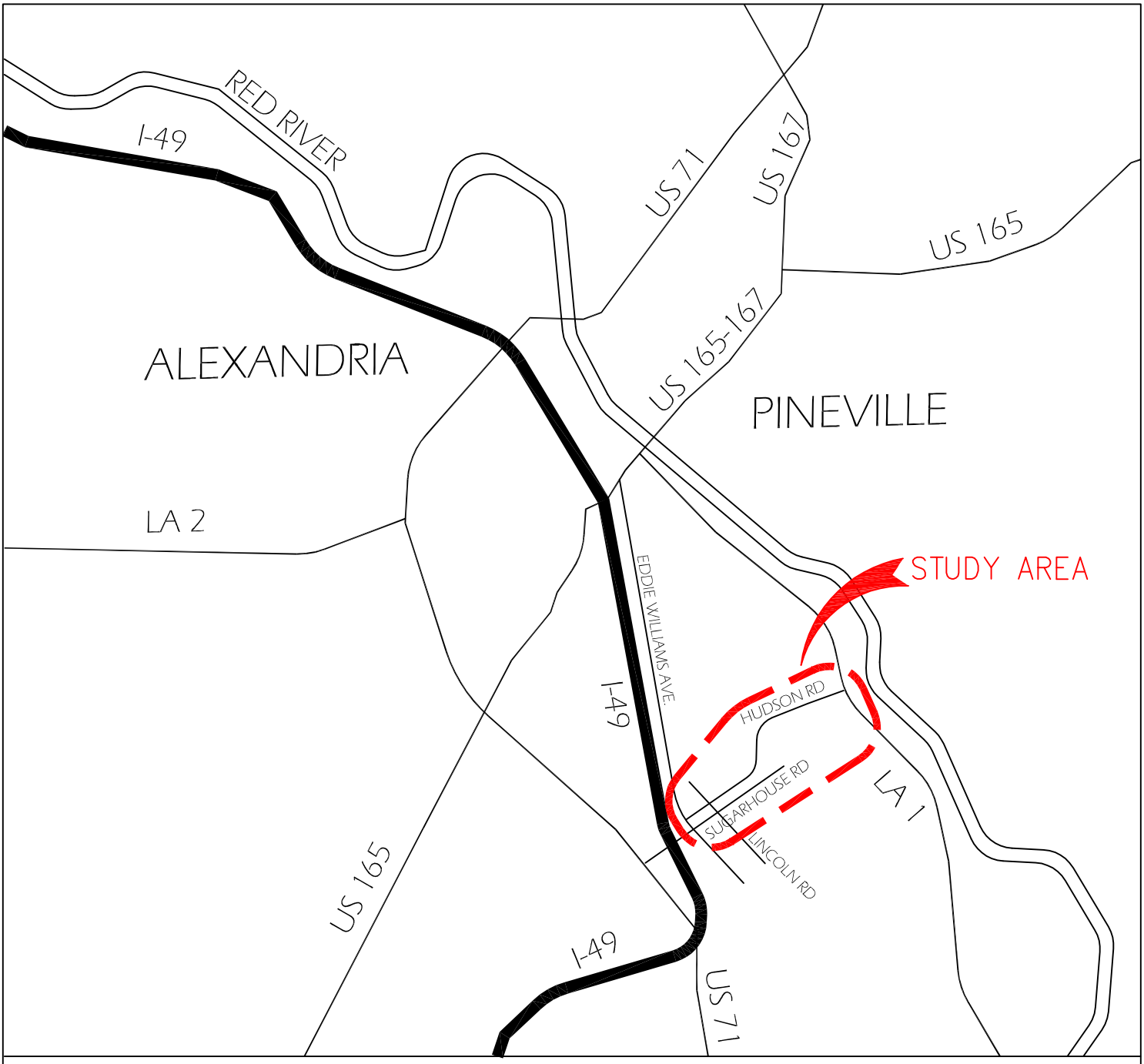
This study will determine the amount of traffic the proposed Sugarhouse Road extension will attract and if improvements (turn lanes, signalization, etc.) will be required at the following intersections:

- Eddie Williams Avenue at Sugarhouse Road
- Eddie Williams Avenue at Hudson Road
- Hudson Road at Lincoln Road
- Sugarhouse Road at Lincoln Road
- Proposed Sugarhouse Road/Hudson Road at LA 1 (Alternative 2)
- Proposed Sugarhouse Road at LA 1 (Alternative 3)
- Proposed Sugarhouse Road at Hudson Road (Alternative 3)

Methodology

The analyses within this report were performed following the methodology described below.

- Determination of existing (2010) traffic counts at relevant intersections to the study area from counts collected by LADOTD and the City of Alexandria.
- Determination of the opening (2015) and the design (2035) year volumes on the proposed Sugarhouse Road extension using the Alexandria Metropolitan Transportation Travel Demand Model.
- Determination of the Level of Service (LOS) for the proposed Sugarhouse Road extension as a three-lane facility using the *HCS+ (Version 5.3) software.*
- Determination of the existing, future 2015 and 2035 LOS at the study area intersections using *HCS+ (Version 5.3) software.*
- Performed turn lane analyses for future volumes at intersections within the study area using NCHRP Report #457 entitled "*Evaluating Intersection Improvements*".
- Development of recommendations based on analyses.



VICINITY MAP

ALEXANDRIA, LOUISIANA

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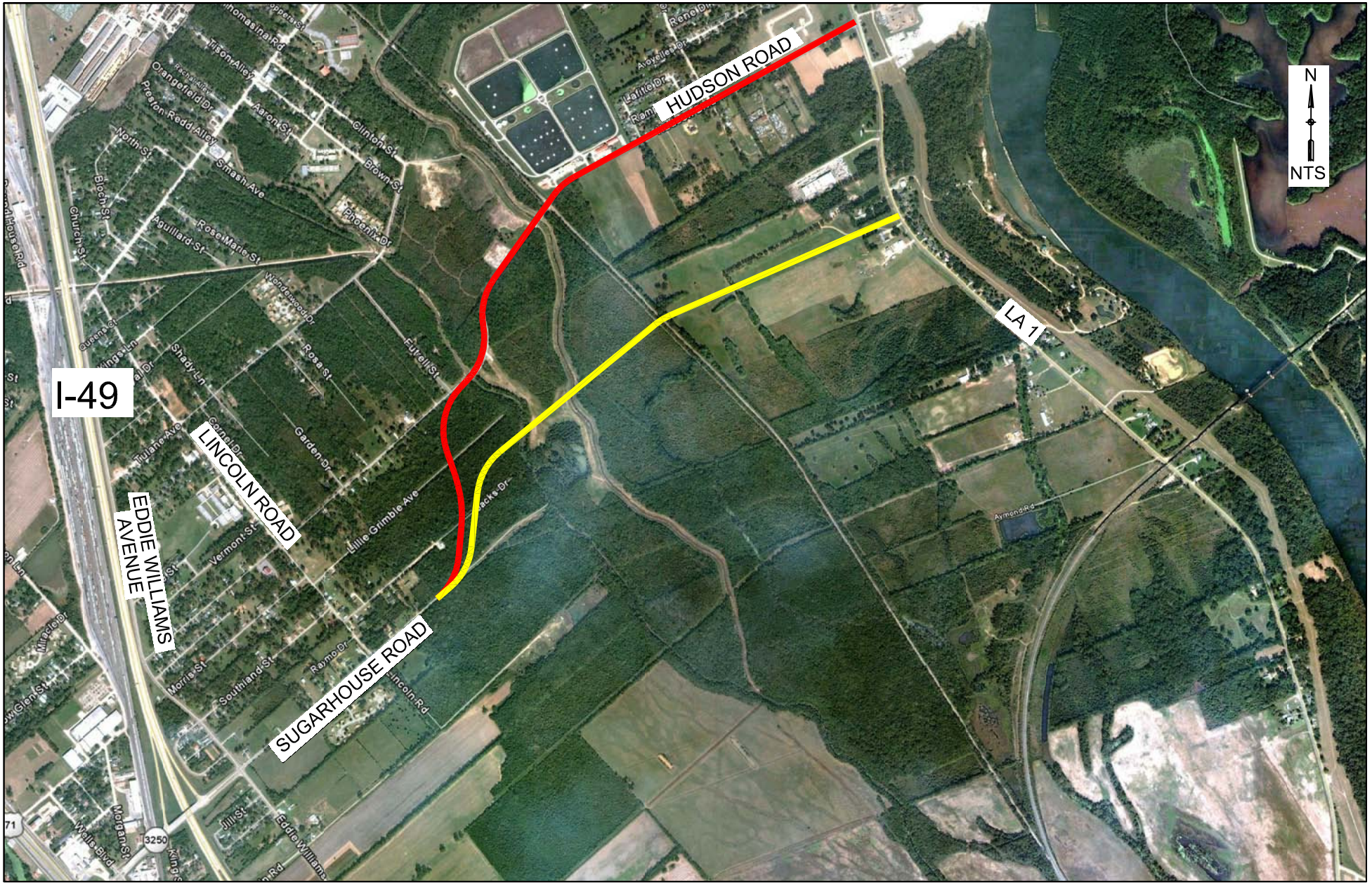
FIGURE 1

NEEL-SCHAFFER

Solutions you can build upon



PROPOSED ALTERNATIVES MAP

ALTERNATIVE 2
ALTERNATIVE 3

FIGURE 2

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Solutions you can build upon

II. EXISTING CONDITIONS

Sugarhouse Road east of Eddie Williams Avenue is a two-lane roadway with a posted speed limit of 25 miles per hour (mph) and is a four-lane roadway west of Eddie Williams Avenue. Eddie Williams Avenue is a two-lane roadway with a posted speed limit of 40 mph. Hudson Road is a two-lane roadway with a posted speed limit of 35 mph. Lincoln Road is a two-lane roadway with a posted speed limit of 25 mph. LA 1 south of Hudson Road is a two-lane roadway and north of Hudson Road is a four-lane roadway with a posted speed limit of 45 mph.

The intersection of Eddie Williams Avenue at Sugarhouse Road is an unsignalized four legged intersection with a stop control on Sugarhouse Road. The eastbound approach on Sugarhouse Road consists of one (1) exclusive left turn lane, one (1) through lane and one (1) exclusive right turn lane. The westbound approach on Sugarhouse Road consists of one (1) shared left/through/right lane. The northbound and southbound approaches on Eddie Williams Avenue consist of one (1) exclusive left turn lane and one (1) shared through/right lane.

The intersection of Eddie Williams Avenue at Hudson Road is an unsignalized three legged intersection with a stop control on Hudson Road. The westbound approach on Hudson Road consists of one (1) shared left/right lane. The northbound approach on Eddie Williams Avenue consists of one (1) shared through/right lane and the southbound approach consists of one (1) shared through/left lane.

The intersection of LA 1 at Hudson Road is an unsignalized three legged intersection with a stop control on Hudson Road. The eastbound approach on Hudson Road consists of one (1) shared left/right lane. The southbound approach on LA 1 consists of one (1) shared through/right lane and the northbound approach consists of one (1) shared through/left lane.

The intersection of Hudson Road at Lincoln Road is an unsignalized four legged intersection with a stop control on Hudson Road. All the intersection approaches consist of one (1) shared left/through/right lanes.

The intersection of Sugarhouse Road at Lincoln Road is an unsignalized three legged intersection with an all-way stop control. The eastbound approach on Sugarhouse Road consists of one (1) shared through/left lane and westbound approach consists of one (1) shared through/right lane. The southbound approach on Lincoln Road consists of one (1) shared left/right lane.

The existing lane geometry and intersection control intersections within the study area are shown in Figure 3. Additionally, the existing twenty-four (24) hour tube counts and turning movement counts for each of the study area intersections were provided by LADOTD and the City of Alexandria. The existing turning movement counts for the intersections within the study area are shown in Figure 4 and provided in the Appendix.

EXISTING INTERSECTION GEOMETRY AND INTERSECTION CONTROL

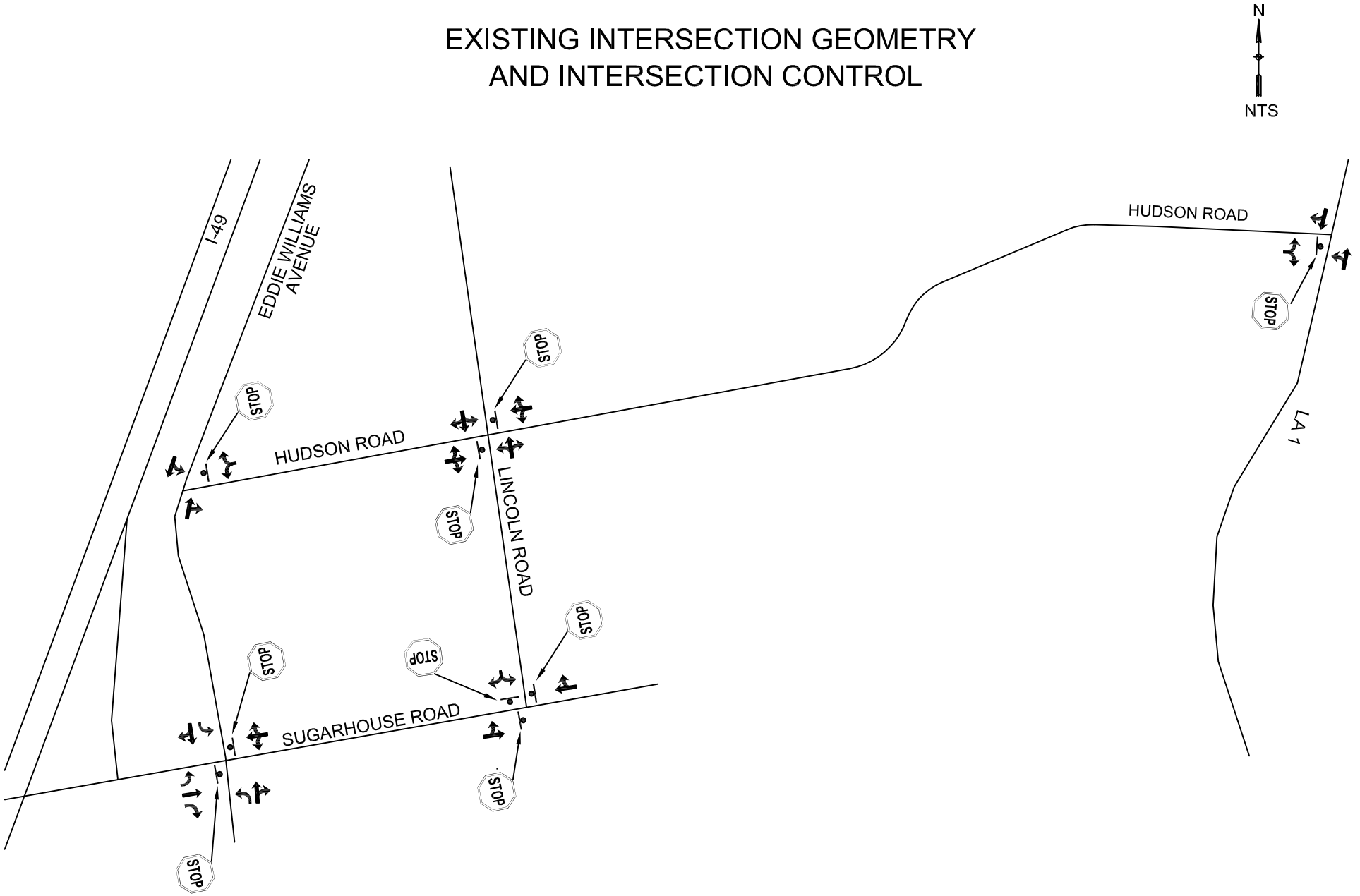

FIGURE 3

NEEL-SCHAFFER
Solutions you can build upon

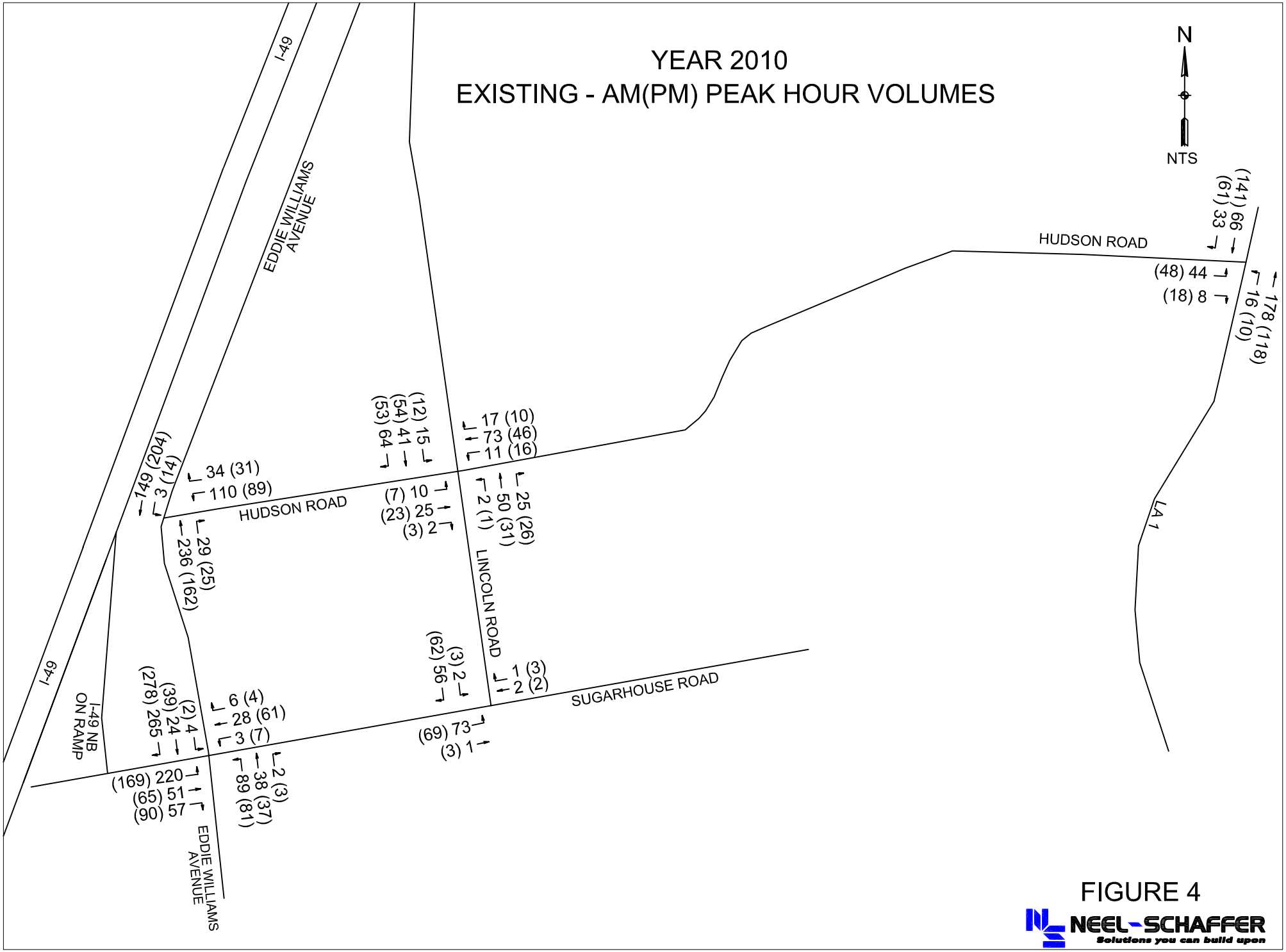

FIGURE 4

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Solutions you can build upon

III. FUTURE CONDITIONS

The future 2015 and 2035 intersection peak hour volumes and roadway twenty-four (24) hour volumes were developed using the Alexandria Transportation Travel Demand Model and existing twenty-four (24) hour counts.

The Alexandria Transportation Travel Demand Model is a tool that is used to test various future roadway improvements. This model was used to determine how much traffic the proposed Sugarhouse Road extension would attract as a three-lane facility. It should be noted that the 2015 and 2035 build models include all planned and committed projects within the Alexandria Metropolitan area.

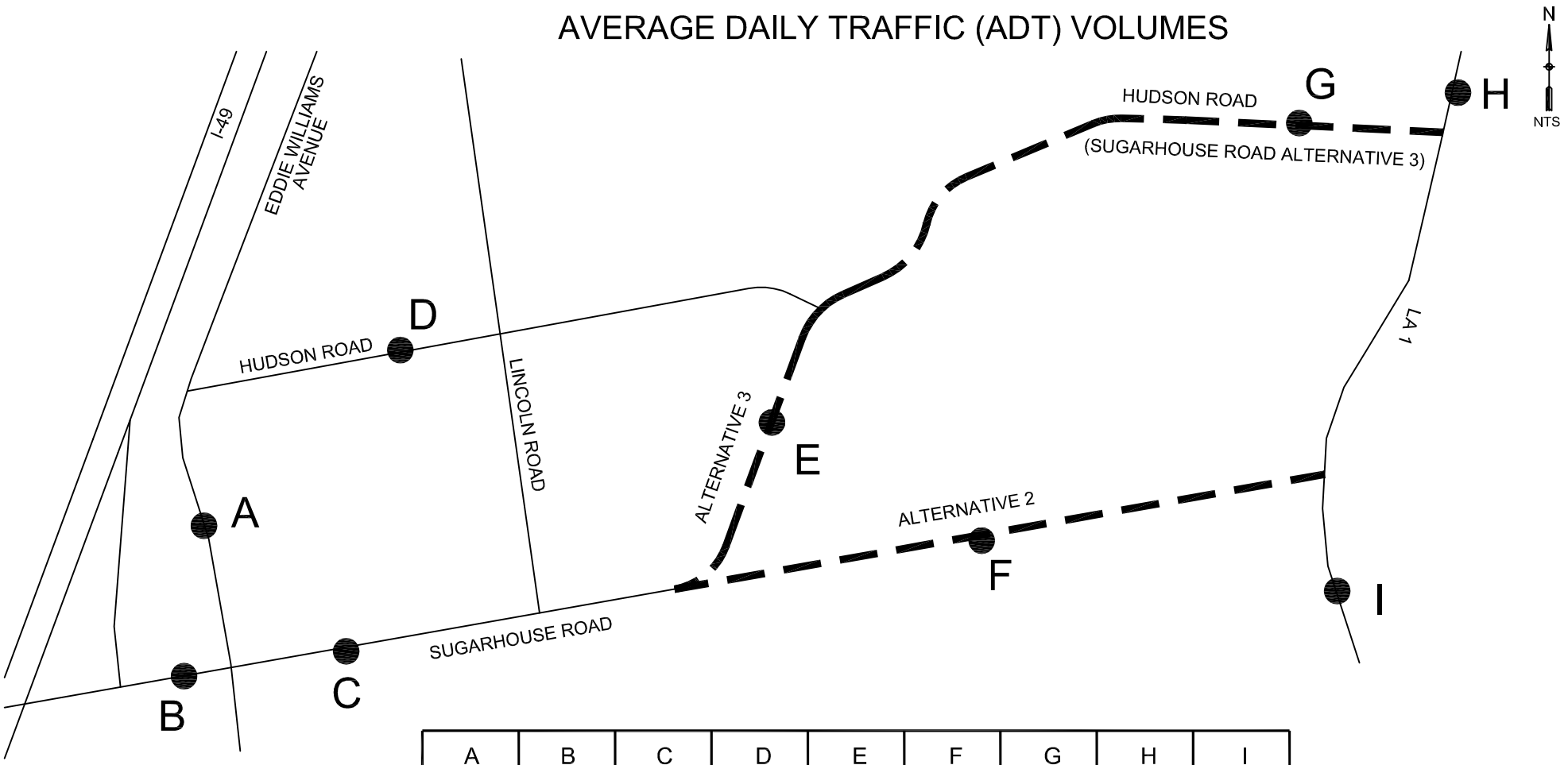
The 2015 and 2035 transportation roadway networks in the model were updated to include the proposed Sugarhouse Road extension. Once this was completed, trip assignments were performed for both the 2015 and 2035 years to determine the traffic that would utilize the proposed Sugarhouse Road extension for both Alternative 2 and Alternative 3. This traffic is provided as a twenty-four (24) hour traffic volume.

Based on the travel demand model, a growth rate of 2% was determined for the study area. Using the growth rate of 2% and the traffic distribution patterns from the travel demand model, the twenty-four (24) traffic volumes for Alternative 2 and Alternative 3 during the 2015 and 2035 years were determined from existing traffic counts. The existing and the anticipated twenty-four (24) hour traffic volumes for the proposed Sugarhouse Road extension are shown in Figure 5. The twenty-four (24) hour outputs from travel demand model and the existing counts are also shown in the Appendix.

Estimated traffic volumes on the proposed Sugarhouse Road extension alternatives are similar. One major reason being the proposed alternatives are of similar characteristics, providing connection between LA 1 and Eddie Williams.

All analyses in this study are based on peak hour intersection counts. The peak hour turning movement volumes for each of the intersections within the study during the 2015 and 2035 years were estimated from twenty-four (24) volumes, based on existing peak hour distributions. The 2010, 2015 and 2035 peak hour counts for the intersections with the study area are summarized in Figures 6-11.

AVERAGE DAILY TRAFFIC (ADT) VOLUMES



	A ADT	B ADT	C ADT	D ADT	E ADT	F ADT	G ADT	H ADT	I ADT
2010 EXISTING	4622	6600	1291	1421	N/A	N/A	1599	4902	3796
2015 NO BUILD	5103	7287	1425	1569	N/A	N/A	1765	5412	4191
2015 ALTERNATIVE 2	4450	8510	3550	880	N/A	2570	620	6250	4580
2015 ALTERNATIVE 3	4380	8530	3620	800	2710	N/A	3120	6250	4570
2035 NO BUILD	7583	10828	2118	2331	N/A	N/A	2623	8042	6228
2035 ALTERNATIVE 2	6990	12650	5260	1320	N/A	3830	940	9300	6790
2035 ALTERNATIVE 3	6500	12660	5390	1200	4050	N/A	4640	9290	6790

N/A = NOT APPLICABLE

FIGURE 5

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Solutions you can build upon

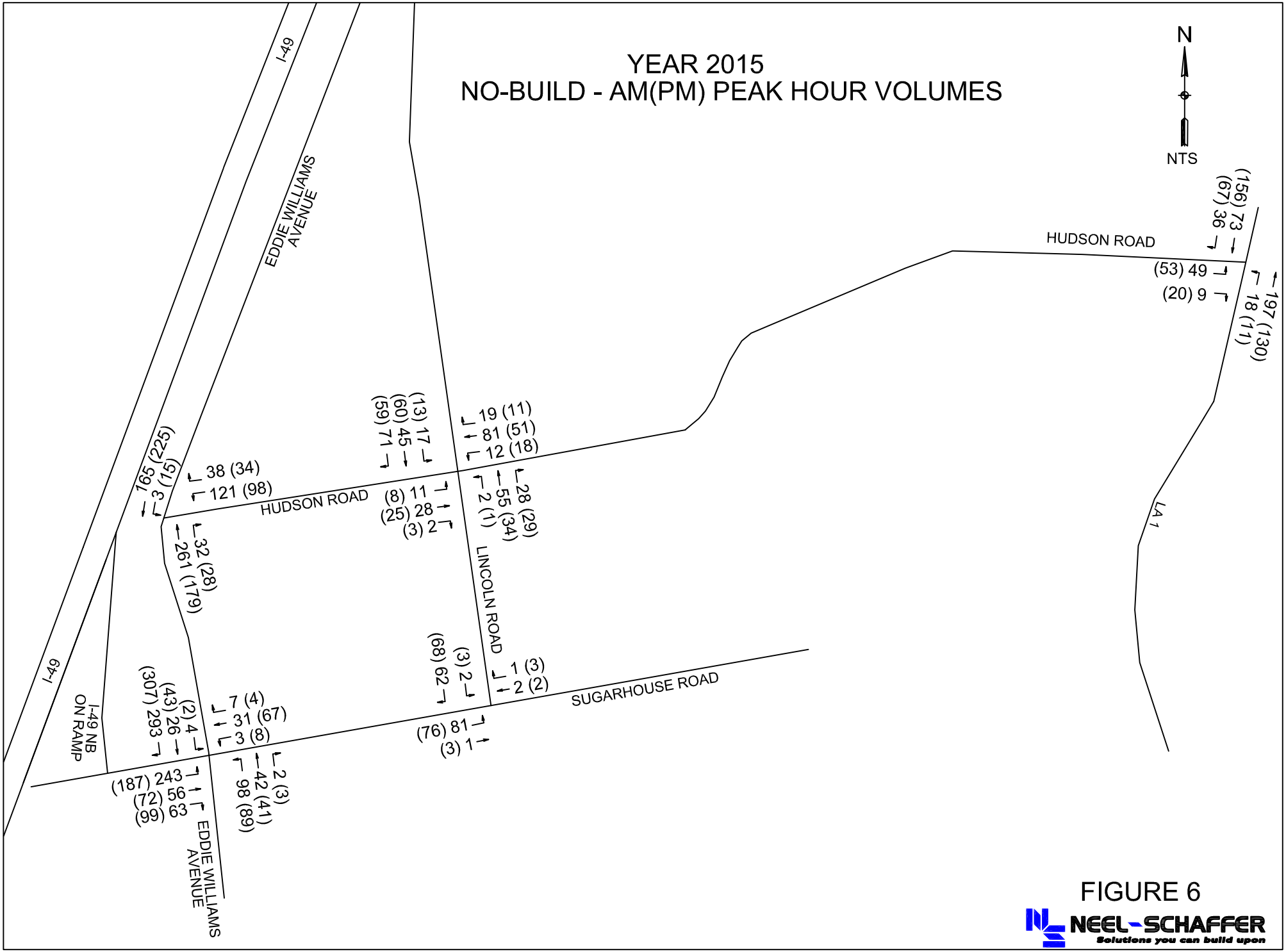

FIGURE 6

NEEL-SCHAFFER
Solutions you can build upon

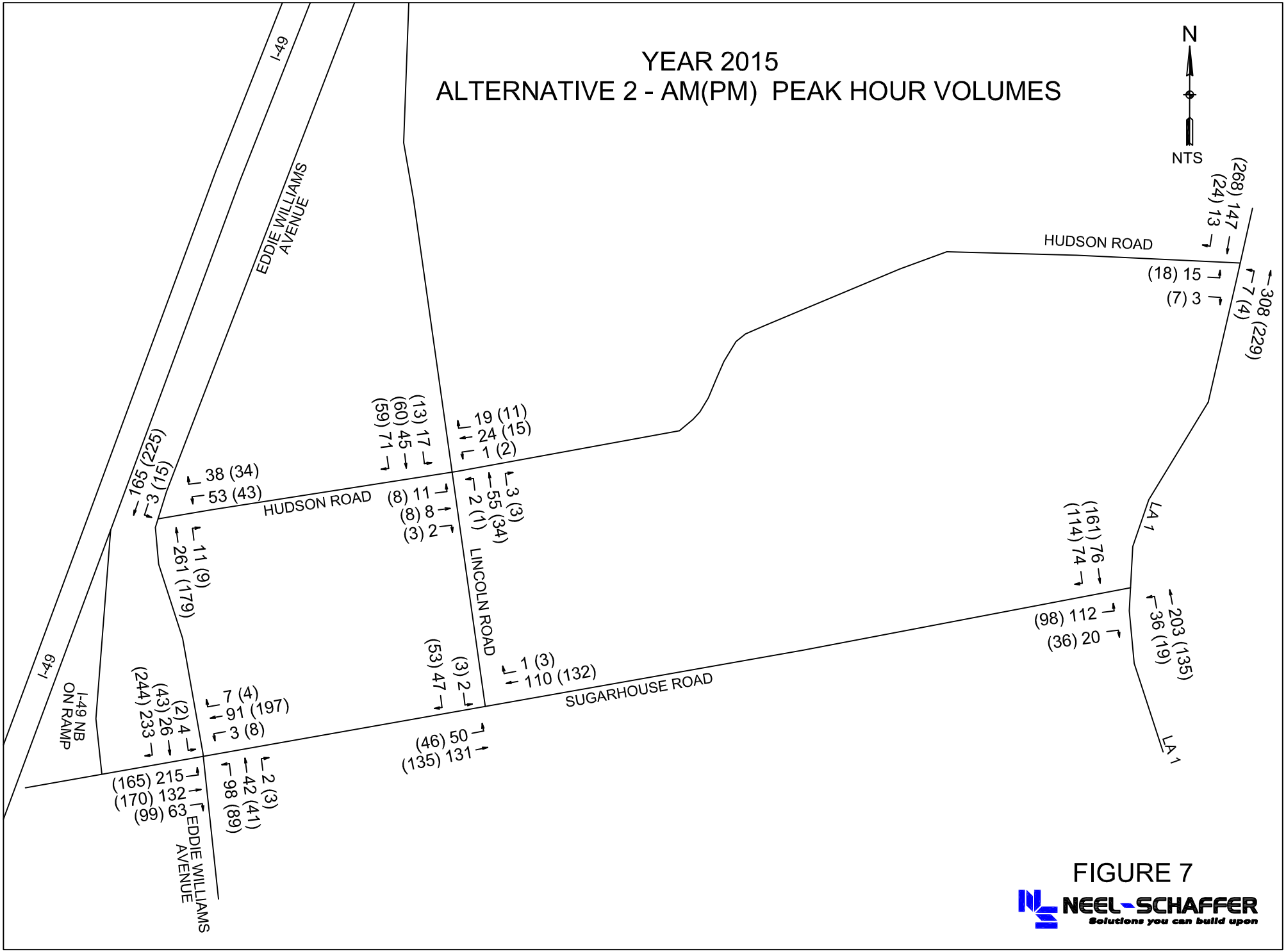

FIGURE 7

NEEL-SCHAFFER
Solutions you can build upon

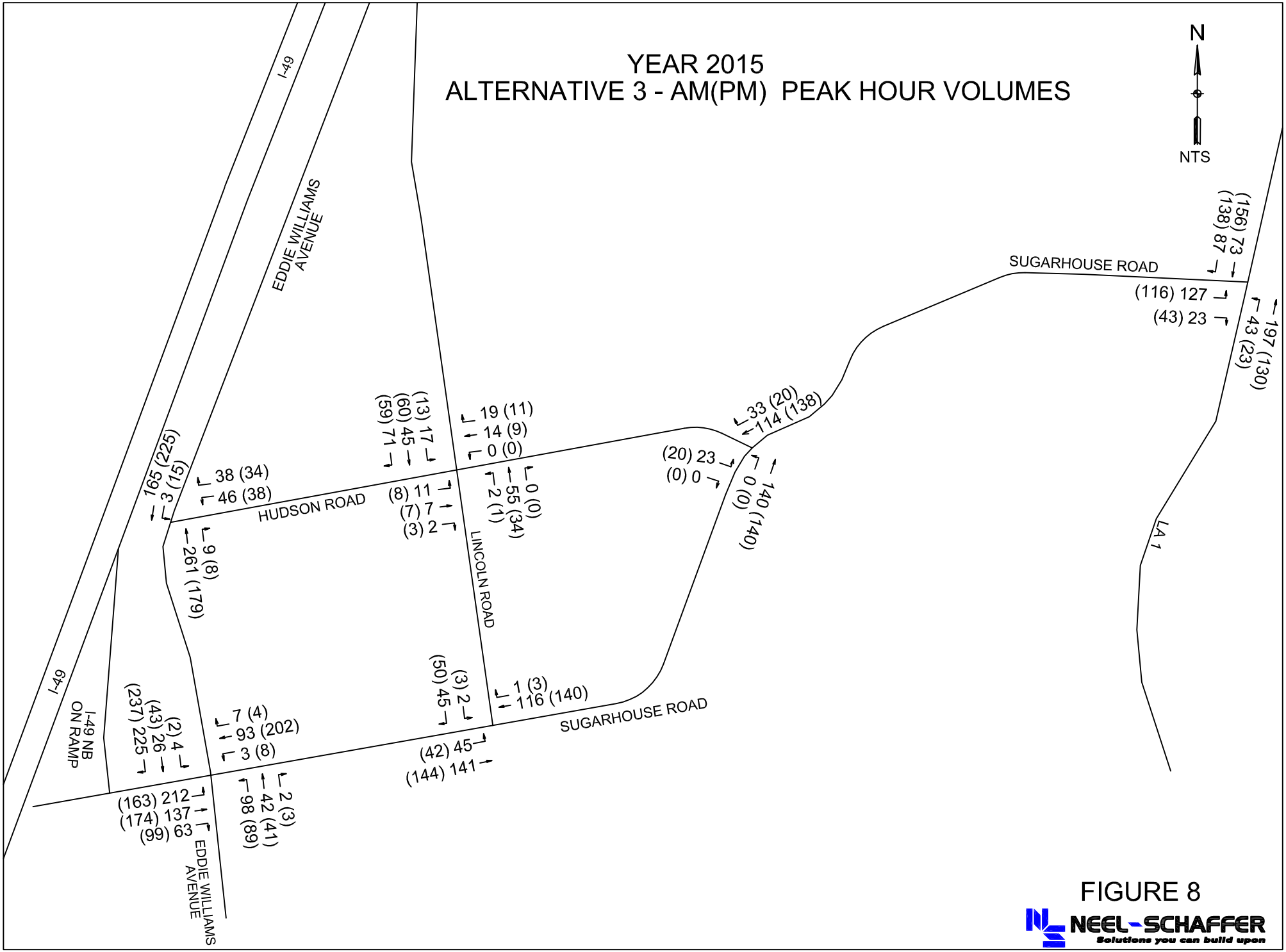

FIGURE 8

NEEL-SCHAFFER
Solutions you can build upon

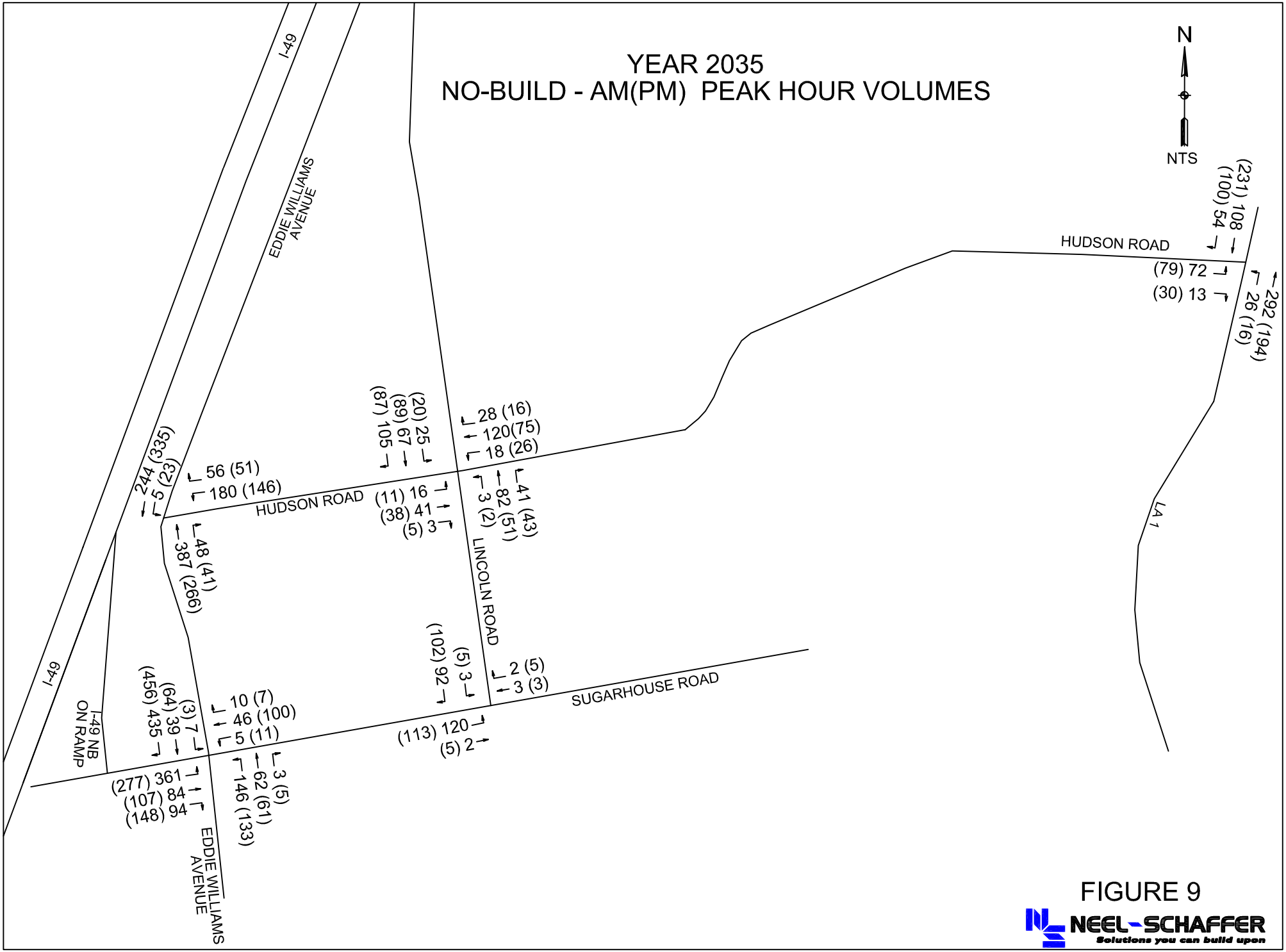

FIGURE 9

NEEL-SCHAFFER
Solutions you can build upon

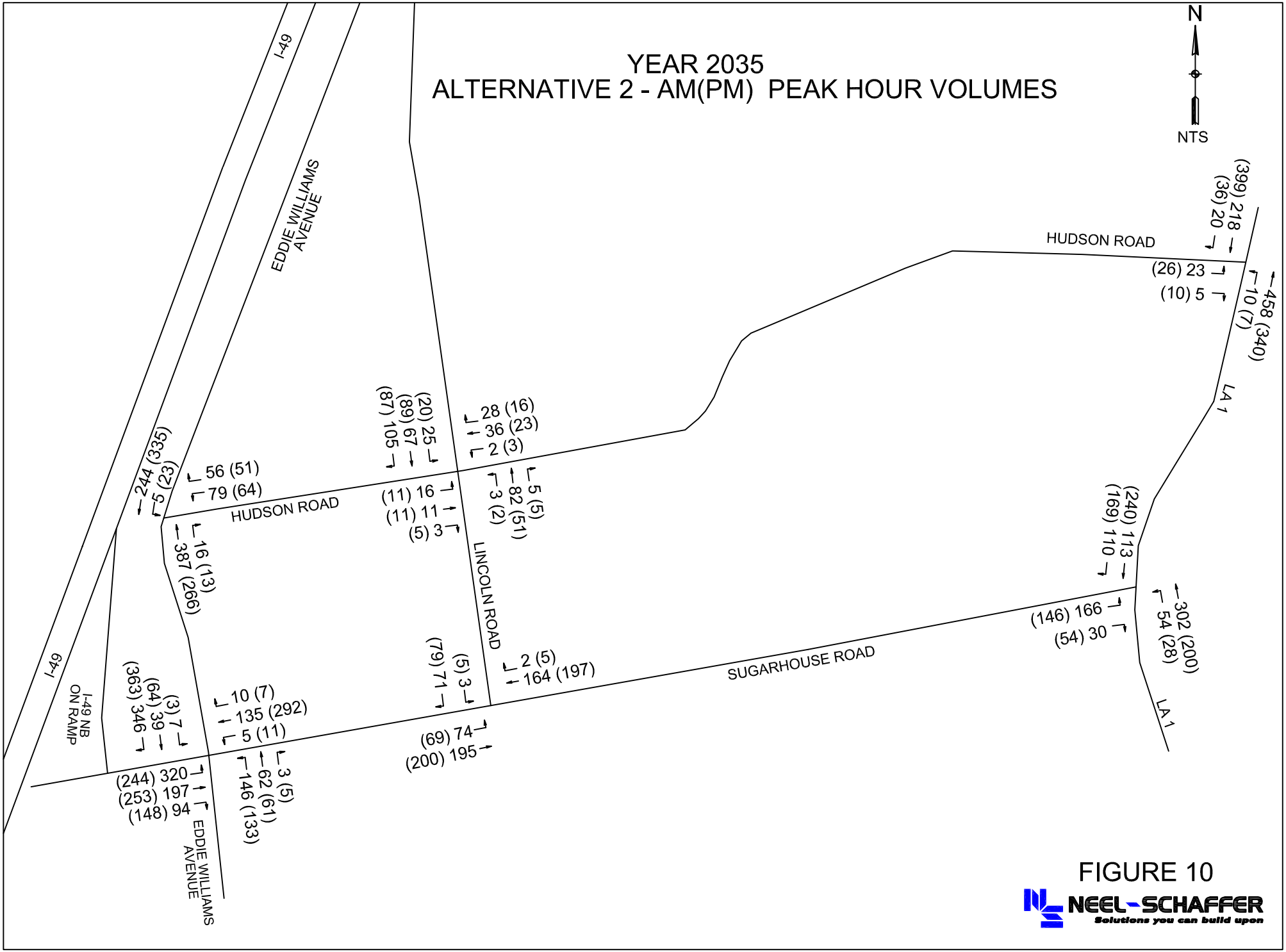

FIGURE 10

NEEL-SCHAFFER
Solutions you can build upon

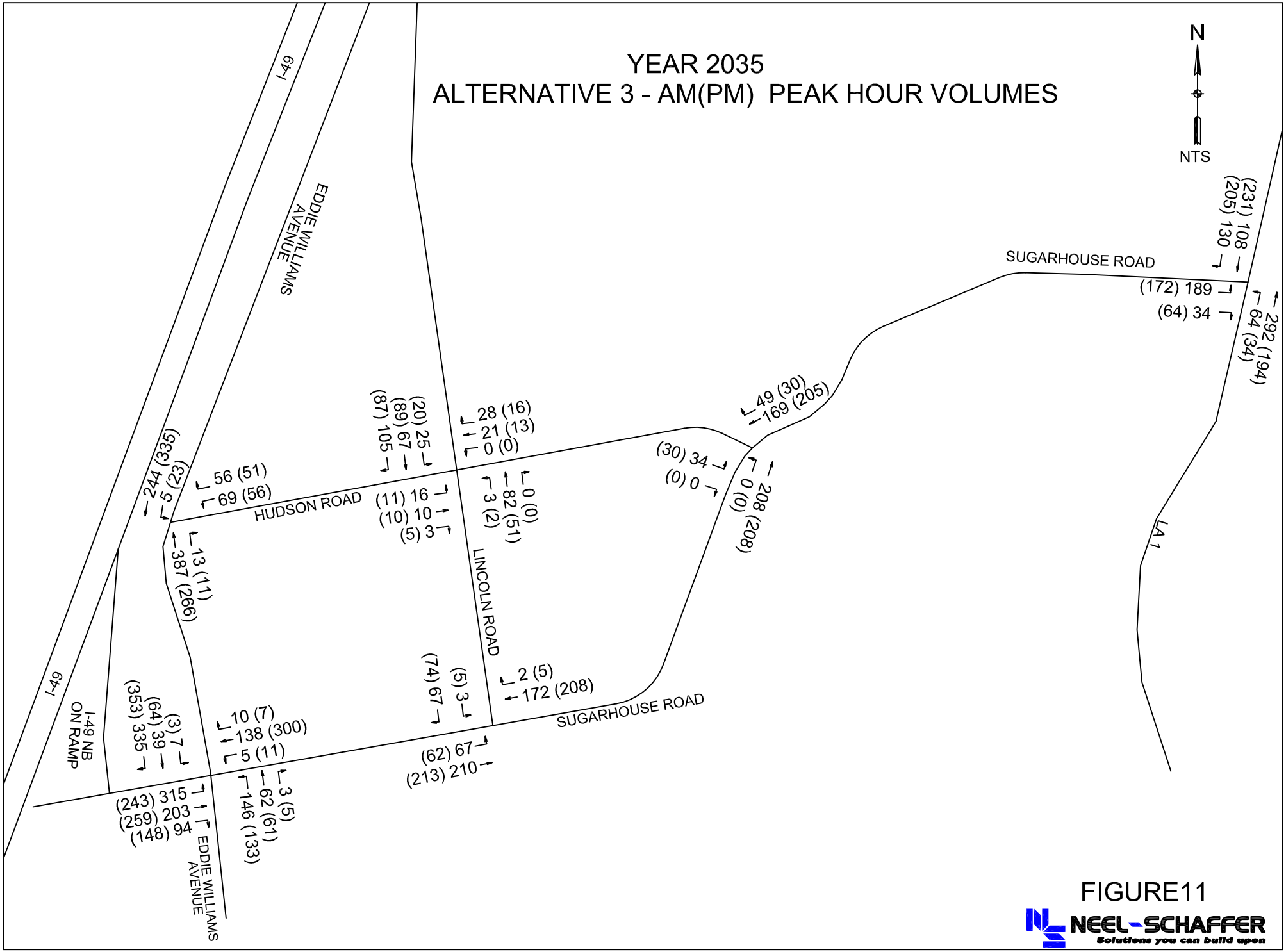

FIGURE11

NEEL-SCHAFFER
Solutions you can build upon

III ANALYSES

Unsignalized Intersection Analyses

By using traffic volumes for each proposed alternative the unsignalized intersection analyses were performed for the intersections within the study area for the existing, 2015 and 2030 AM and PM peaks for no-build and built alternatives. The unsignalized intersection analyses were performed using the *HCS+ (Version 5.3) software,* based on Highway Capacity Manual 2000 procedures.

Eddie Williams Avenue at Sugarhouse Road

For future build analyses, the proposed Sugarhouse Road is assumed to be a three lane roadway with a speed limit of 55 mph for Alternative 2 and a speed limit of 45 mph for Alternative 3. The westbound approach on Sugarhouse Road includes one (1) exclusive left turn lane and one (1) shared through/right lane.

The LOS analyses for this intersection for the AM and PM peaks for the existing, no-build, Alternative 2, and Alternative 3 during 2015 and 2035 are presented in Table 1.

Table 1: Intersection - Eddie Williams Avenue at Sugarhouse Road

Year	Scenario	EB LOS / Delay	WB LOS / Delay	NBL LOS / Delay	SBL LOS / Delay
AM Peak Hour					
2010	Existing	C / 17.3	B / 13.8	A / 8.1	A / 7.3
2015	No-Build	C / 21.0	B / 14.7	A / 8.3	A / 7.3
	Alternative 2	C / 21.3	C / 16.3	A / 8.1	A / 7.3
	Alternative 3	C / 21.0	C / 16.2	A / 8.0	A / 7.3
2035	No-Build	F / 198.1	C / 23.5	A / 9.0	A / 7.4
	Alternative 2	F / 268.5	D / 33.0	A / 8.7	A / 7.4
	Alternative 3	F / 258.6	D / 32.8	A / 8.6	A / 7.4
PM Peak Hour					
2010	Existing	C / 16.1	C / 16.1	A / 8.2	A / 7.3
2015	No-Build	C / 19.1	C / 17.7	A / 8.4	A / 7.3
	Alternative 2	D / 29.7	C / 24.1	A / 8.1	A / 7.3
	Alternative 3	D / 29.8	C / 24.3	A / 8.1	A / 7.3
2035	No-Build	F / 215.6	E / 42.9	A / 9.2	A / 7.4
	Alternative 2	F / *	F / 178.8	A / 8.2	A / 7.3
	Alternative 3	F / *	F / 183.7	A / 8.2	A / 7.3

** - Delay > 5000 seconds*

These analyses show that the eastbound and the westbound vehicles at this intersection fail to

operate at an acceptable LOS during 2035 AM and PM peak hours for both the alternatives with existing geometry. Additionally, a southbound right turn lane is warranted at this intersection for the 2015 no-build PM peak hour volumes. The requirement for the right turn lane is based on *NCHRP Report 457 – Evaluating Intersection Improvements.*

Due to the increase in delay during the 2035 AM and PM peak periods for the eastbound and westbound approaches, additional analyses were performed at this intersection to evaluate how this intersection might operate as a signalized intersection as well as a single lane roundabout.

Intersection Alternative Analyses Year (2035) Conditions

Using forecasted 2035 build volumes, the intersection of Eddie Williams Avenue at Sugarhouse Road was analyzed as a signalized intersections using *HCS+ (Version 5.3) software*. For this analysis, the northbound and southbound approaches on Eddie Williams Avenue and the westbound approach on Sugarhouse Road included one (1) exclusive left turn lane and one (1) shared left/through/right lane. The eastbound approach on Sugarhouse Road included one (1) exclusive left turn lane, one (1) through lane and one (1) exclusive right turn lane.

In addition, the intersection was also analyzed as a single lane roundabout using *Sidra Intersection Software*. For this analysis, the northbound and southbound approaches on Eddie Williams Avenue included one (1) entry lane with shared left/through/right lane and one (1) exit lane. The westbound approach on Sugarhouse Road included one (1) entry lane with shared left/through/right lane and one (1) exit lane. The eastbound approach on Sugarhouse Road included two entry lanes with one (1) shared left/through lane and one (1) exclusive channelized right turn lane. The results of the roundabout and signalized intersection analyses are presented in Table 2. These analyses are included in the Appendix.

Table 2: Intersection - Eddie Williams Avenue at Sugarhouse Road
Additional Analyses (Year 2035)

Scenario	Concept	EB LOS / Delay	WB LOS / Delay	NB LOS / Delay	SB LOS / Delay	Overall LOS / Delay
AM Peak						
No-Build	Signal	B / 10.3	C / 22.1	B / 15.6	B / 17.9	B / 14.5
	Roundabout	B / 10.4	A / 5.5	B / 14.3	A / 8.5	B / 10.1
Alternative 2	Signal	A / 8.4	B / 19.3	B / 17.3	B / 18.6	B / 13.7
	Roundabout	B / 13.7	B / 14.5	B / 15.1	A / 9.4	B / 12.8
Alternative 3	Signal	A / 8.1	B / 19.0	B / 17.3	B / 18.4	B / 13.4
	Roundabout	B / 10.9	B / 11.6	B / 15.1	A / 9.4	B / 11.2
PM Peak						
No-Build	Signal	A / 9.3	B / 19.8	B / 19.9	C / 23.1	B / 16.6
	Roundabout	A / 9.6	A / 4.7	B / 13.4	A / 9.7	A / 9.8
Alternative 2	Signal	A / 9.0	B / 19.5	B / 18.5	C / 21.1	B / 15.3
	Roundabout	B / 13.0	B / 15.1	B / 14.8	B / 15.4	B / 14.3
Alternative 3	Signal	A / 8.8	B / 19.7	B / 18.4	C / 21.0	B / 15.2
	Roundabout	B / 10.2	B / 12.1	B / 14.7	B / 14.5	B / 12.3

These analyses indicate that a both intersection concepts improves the intersection operations to an acceptable LOS for all movements during both the 2035 AM and PM peak hours. A layout of each concept is shown in Figures 12 and 13.

SUGARHOUSE ROAD AT EDDIE WILLIAMS AVENUE - ALTERNATIVES 2/3

TRAFFIC SIGNAL CONCEPT

ALEXANDRIA, LOUISIANA

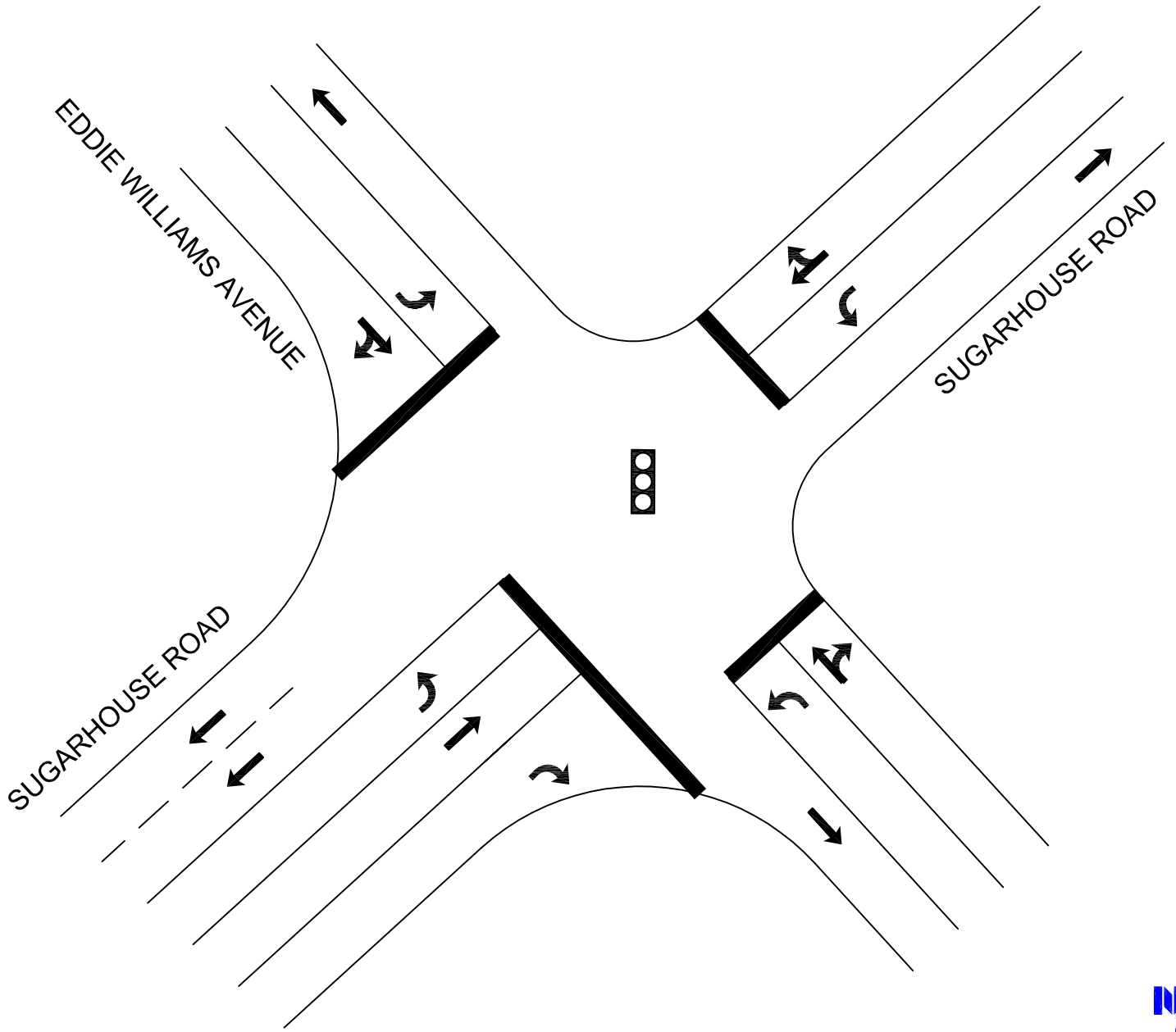

FIGURE 12

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SUGARHOUSE ROAD AT EDDIE WILLIAMS AVENUE - ALTERNATIVES 2/3

ROUNDABOUT CONCEPT

ALEXANDRIA, LOUISIANA

FIGURE 13

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Eddie Williams Avenue at Hudson Road

The LOS analyses for this intersection for the AM and PM peaks for the existing, no-build, Alternative 2 and Alternative 3 during 2015 and 2035 are presented in Table 3.

Table 3: Intersection - Eddie Williams Avenue at Hudson Road

Year	Scenario	WB LOS / Delay	SBL LOS / Delay
AM Peak Hour			
2010	Existing	B / 13.1	A / 7.8
2015	No-Build	B / 14.2	A / 7.9
	Alternative 2	B / 12.1	A / 7.9
	Alternative 3	B / 11.9	A / 7.9
2035	No-Build	D / 26.8	A / 8.3
	Alternative 2	C / 16.4	A / 8.2
	Alternative 3	C / 15.8	A / 8.2
PM Peak Hour			
2010	Existing	B / 12.5	A / 7.7
2015	No-Build	B / 13.2	A / 7.7
	Alternative 2	B / 11.5	A / 7.7
	Alternative 3	B / 11.4	A / 7.7
2035	No-Build	C / 21.7	A / 8.0
	Alternative 2	B / 15.0	A / 7.9
	Alternative 3	B / 14.5	A / 7.9

These analyses indicate that the proposed Sugarhouse Road extension is not likely to significantly increase delays during both the AM and PM peaks at this intersection. No intersection improvements are recommended at this location.

LA 1 at Hudson Road/Sugarhouse Road (Alternative 3)

For the future Alternative 3 analyses, Hudson Road will be become Sugarhouse Road at the intersection of LA 1. Sugarhouse Road will include a three lane roadway with a speed limit of 45 mph. The eastbound approach on Sugarhouse Road will include one (1) exclusive left turn lane and one (1) shared through/right lane at the intersection of LA 1.

The LOS analyses for this intersection for the AM and PM peaks for the existing, no-build, Alternative 2 and Alternative 3 during 2015 and 2035 are presented in Table 4.

Table 4: Intersection - LA 1 at Hudson Road

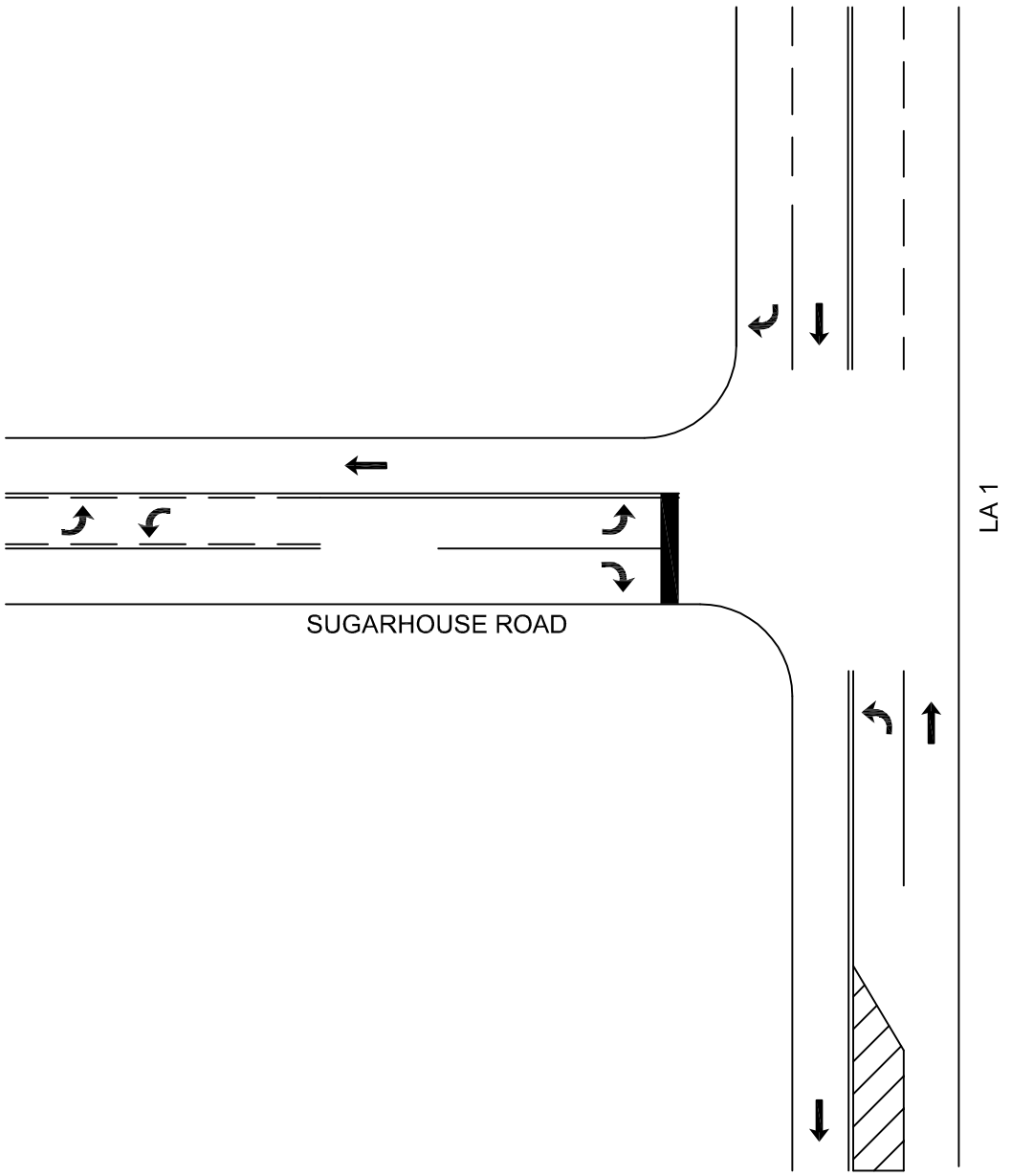
Year	Scenario	EB LOS / Delay	NBL LOS / Delay
AM Peak Hour			
2010	Existing	B / 10.6	A / 7.5
2015	No-Build	B / 11.0	A / 7.5
	Alternative 2	B / 11.8	A / 7.6
	Alternative 3	B / 13.0	A / 7.7
2035	No-Build	B / 13.2	A / 7.6
	Alternative 2	B / 14.9	A / 7.8
	Alternative 3	C / 21.0	A / 7.9
PM Peak Hour			
2010	Existing	B / 10.8	A / 7.7
2015	No-Build	B / 11.2	A / 7.8
	Alternative 2	B / 12.2	A / 7.9
	Alternative 3	B / 12.4	A / 8.0
2035	No-Build	B / 13.7	A / 8.1
	Alternative 2	C / 15.7	A / 8.4
	Alternative 3	C / 18.2	A / 8.5

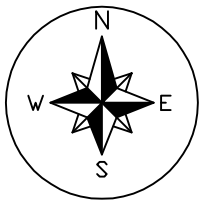
These analyses indicate that the proposed Sugarhouse Road extension is not likely to significantly increase delays during the AM and PM peaks at this intersection. However, a southbound right turn lane is warranted on LA 1 at this intersection during 2035 for No-Build and 2015 Alternative 3 PM peak hour volumes. Additionally, a northbound left turn lane is warranted during 2035 for Alternative 3 AM peak hour volumes. The requirement for turn lanes is based on *NCHRP Report 457 – Evaluating Intersection Improvements.*

Currently, LA 1 is a four-lane roadway north of Hudson Road and two-lane roadway south of Hudson Road. Therefore, with appropriate signing and marking of an exclusive southbound right turn lane can be provided on LA 1. A concept layout of the proposed recommendations at this intersection is shown in Figure 13.

LA 1 AT SUGARHOUSE ROAD - ALTERNATIVE 3 CONCEPT

ALEXANDRIA, LOUISIANA





NTS

FIGURE 14

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Hudson Road at Lincoln Road

The LOS analyses for this intersection for the AM and PM peaks for the existing, no-build, Alternative 2 and Alternative 3 during 2015 and 2035 are presented in Table 5.

Table 5: Intersection - Hudson Road at Lincoln Road

Year	Scenario	EB LOS / Delay	WB LOS / Delay	NBL LOS / Delay	SBL LOS / Delay
AM Peak Hour					
2010	Existing	B / 10.6	B / 10.9	A / 7.4	A / 7.4
2015	No-Build	B / 10.9	B / 11.3	A / 7.5	A / 7.4
	Alternative 2	B / 10.2	A / 9.9	A / 7.5	A / 7.4
	Alternative 3	B / 10.1	A / 9.6	A / 7.5	A / 7.4
2035	No-Build	B / 12.5	B / 13.7	A / 7.6	A / 7.5
	Alternative 2	B / 11.3	B / 10.8	A / 7.6	A / 7.4
	Alternative 3	B / 11.1	B / 10.2	A / 7.6	A / 7.4
PM Peak Hour					
2010	Existing	B / 10.2	B / 10.4	A / 7.5	A / 7.4
2015	No-Build	B / 10.4	B / 10.7	A / 7.5	A / 7.4
	Alternative 2	A / 9.8	A / 9.7	A / 7.5	A / 7.3
	Alternative 3	A / 9.8	A / 9.4	A / 7.5	A / 7.3
2035	No-Build	B / 11.6	B / 12.3	A / 7.6	A / 7.5
	Alternative 2	B / 10.6	B / 10.4	A / 7.6	A / 7.4
	Alternative 3	B / 10.5	A / 9.8	A / 7.6	A / 7.4

These analyses indicate that the proposed Sugarhouse Road extension is not likely to significantly increase delays during the AM and PM peaks at this intersection. No intersection improvements are recommended at this location.

Sugarhouse Road at Lincoln Road

For future analyses, the proposed Sugarhouse Road is assumed to be a three lane roadway. The eastbound approach on Sugarhouse Road includes one (1) exclusive left turn lane and one (1) through lane. The intersection would be modified as an unsignalized intersection with a stop control on Lincoln Road. These conditions would be the same for both Alternative 2 and Alternative 3.

The LOS analyses for this intersection for the AM and PM peaks for the existing, no-build, Alternative 2 and Alternative 3 during 2015 and 2035 are presented in Tables 6 and 7.

Table 6: Intersection - Sugarhouse Road at Lincoln Road – All-Way Stop Control

Year	Scenario	EB LOS / Delay	WB LOS / Delay	SB LOS / Delay	Overall LOS / Delay
AM Peak Hour					
2010	Existing	A / 7.7	A / 6.9	A / 6.8	A / 7.3
2015	No-Build	A / 7.8	A / 7.0	A / 6.8	A / 7.4
2035	No-Build	A / 8.2	A / 7.1	A / 7.1	A / 7.7
PM Peak Hour					
2010	Existing	A / 7.7	A / 6.8	A / 6.8	A / 7.3
2015	No-Build	A / 7.8	A / 6.8	A / 6.9	A / 7.3
2035	No-Build	A / 8.2	A / 7.0	A / 7.2	A / 7.7

Table 7: Intersection - Sugarhouse Road at Lincoln Road – Two-Way Stop Control

Year	Scenario	EBL LOS / Delay	SB LOS / Delay
AM Peak Hour			
2015	Alternative 2	A / 7.6	A / 9.2
	Alternative 3	A / 7.6	A / 9.2
2035	Alternative 2	A / 7.8	A / 9.8
	Alternative 3	A / 7.8	A / 9.8
PM Peak Hour			
2015	Alternative 2	A / 7.6	A / 9.4
	Alternative 3	A / 7.6	A / 9.4
2035	Alternative 2	A / 7.8	B / 10.2
	Alternative 3	A / 7.9	B / 10.3

These analyses indicate that the proposed Sugarhouse Road extension with two-way stop control and the proposed intersection geometry is not likely to experience significant delays during the AM and PM peaks at this Intersection. A concept layout of the proposed recommendations at this intersection is shown in Figure 14.

SUGARHOUSE RD AT LINCOLN ROAD - ALTERNATIVES 2/3 CONCEPT

ALEXANDRIA, LOUISIANA

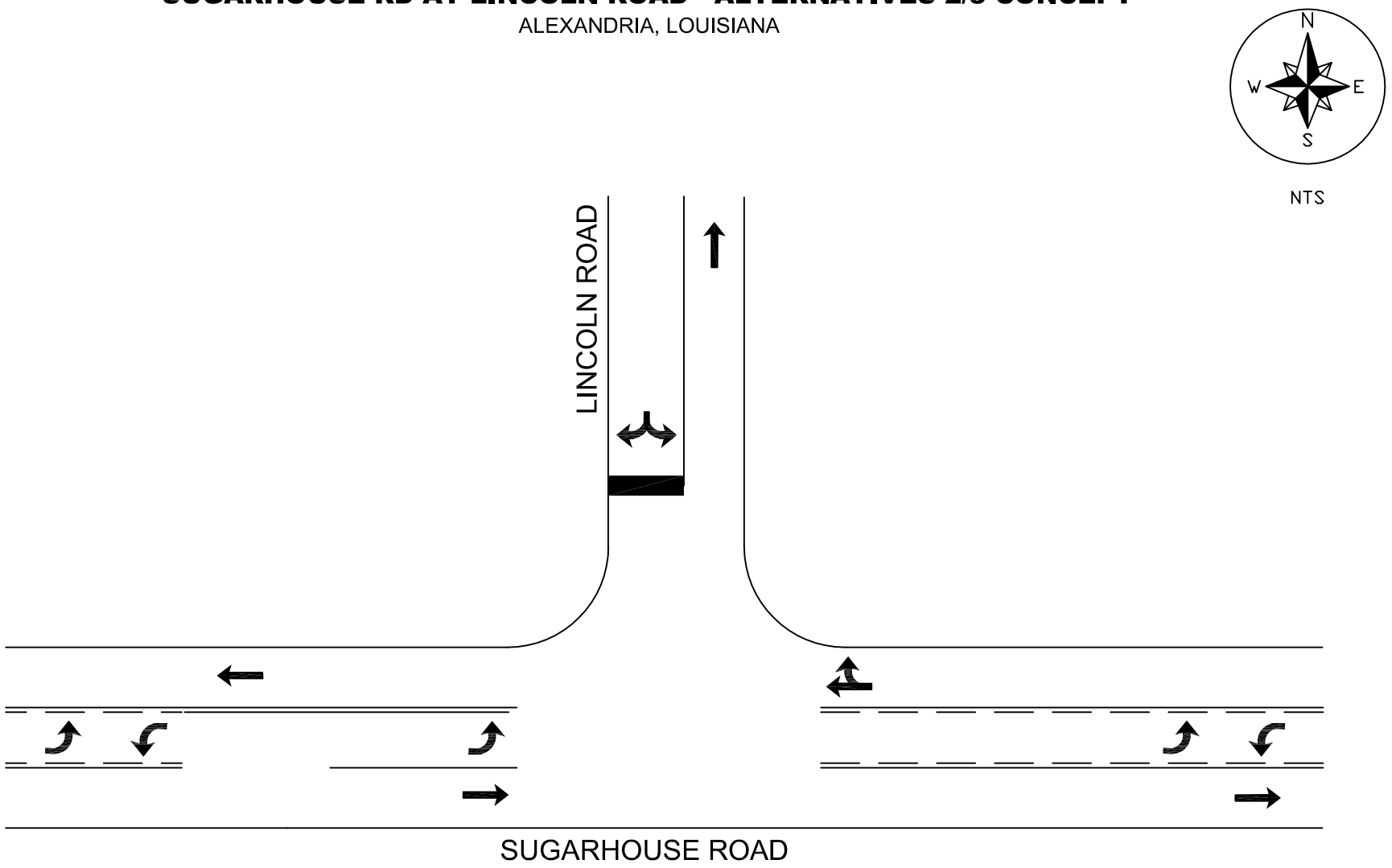

FIGURE 15

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LA 1 at Sugarhouse Road (Alternative 2)

Alternative 2 of the proposed Sugarhouse Road extension is to extend the existing roadway that will form a new intersection with LA 1. The proposed intersection of LA 1 at Sugarhouse Road is an unsignalized three legged intersection with stop control on Sugarhouse Road. At this intersection, LA 1 is a two-lane roadway with a posted speed limit of 45mph. The proposed Sugarhouse Road is a three lane roadway with a posted speed limit of 55mph.

The turn lane analyses at this intersection results in a warranted southbound right turn lane during the 2035 PM peak and a northbound left turn lane during the 2035 AM peak. The requirement for turn lanes is based on *NCHRP Report 457 – Evaluating Intersection Improvements.*

For the intersection analyses, the northbound approach on LA 1 includes one (1) exclusive left turn lane and one (1) through lane and the southbound approach includes one (1) exclusive right turn lane and one (1) through lane. The eastbound approach on Sugarhouse Road extension includes one (1) exclusive left turn lane and one (1) exclusive right turn lane.

The LOS analyses for this intersection for the AM and PM peaks for Alternative 2 during 2015 and 2035 are presented in Table 8.

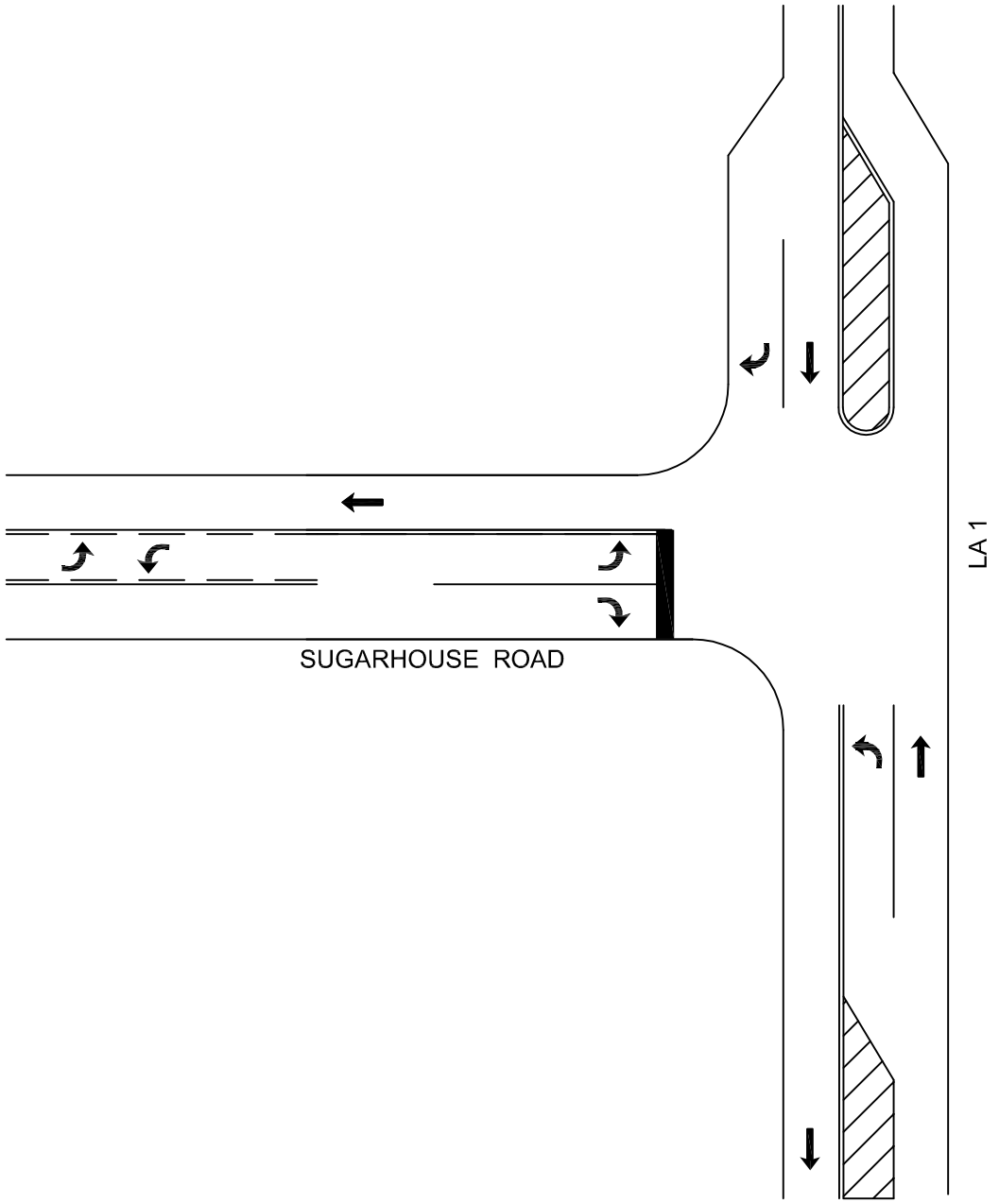
Table 8: Intersection - LA 1 at Sugarhouse Road

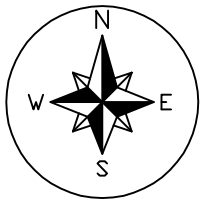
Year	Scenario	EB LOS / Delay	NBL LOS / Delay
AM Peak Hour			
2015	Alternative 2	B / 12.0	A / 7.6
2035	Alternative 2	C / 16.8	A / 7.9
PM Peak Hour			
2015	Alternative 2	B / 11.3	A / 7.9
2035	Alternative 2	B / 14.5	A / 8.3

These analyses indicate that the proposed intersection of LA 1 at Sugarhouse Road extension will operate at an acceptable LOS with proposed intersection geometry. A concept layout of the proposed recommendations at this intersection is shown in Figure 15.

LA 1 AT SUGARHOUSE ROAD - ALTERNATIVE 2 CONCEPT

ALEXANDRIA, LOUISIANA





NTS

FIGURE 16

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Sugarhouse Road at Hudson Road (Alternative 3)

Alternative 3 of the Sugarhouse Road extension is proposed to traverse to the north and ultimately maintain the general existing alignment of the existing Hudson Road. Therefore, it is recommended that Hudson Road be realigned to make a 90 degree intersection with the Sugarhouse Road extension, making Sugarhouse Road the major street and Hudson Road as a minor street. The proposed intersection of Sugarhouse Road at Hudson Road will be an unsignalized three legged intersection with stop control on west leg of the intersection on Hudson Road. At this intersection, Sugarhouse Road is a three lane roadway with a posted speed limit of 45mph. Hudson Road is a two-lane roadway with a posted speed limit of 35mph.

For the intersection analyses, the eastbound approach on Hudson Road includes one (1) shared left/right lane. The southbound approach on Sugarhouse Road includes one (1) shared through/right lane and the northbound approach on Sugarhouse Road includes of one (1) exclusive left turn lane and a through lane.

The LOS analyses for this intersection for the AM and PM peaks for the Alternative 3 during 2015 and 2035 are presented in Table 9.

Table 9: Intersection - Sugarhouse Road at Hudson Road

Year	Scenario	EB LOS / Delay	NBL LOS / Delay
AM Peak Hour			
2015	Alternative 3	B / 10.4	A / 7.5
2035	Alternative 3	B / 11.7	A / 7.7
PM Peak Hour			
2015	Alternative 3	B / 10.5	A / 7.6
2035	Alternative 3	B / 11.9	A / 7.8

These analyses indicate that the proposed intersection of Sugarhouse Road at Hudson Road will operate at an acceptable LOS with proposed intersection geometry. A concept layout of the proposed recommendations at this intersection is shown in Figure 16.

SUGARHOUSE ROAD AT HUDSON ROAD - ALTERNATIVE 3 CONCEPT

ALEXANDRIA, LOUISIANA

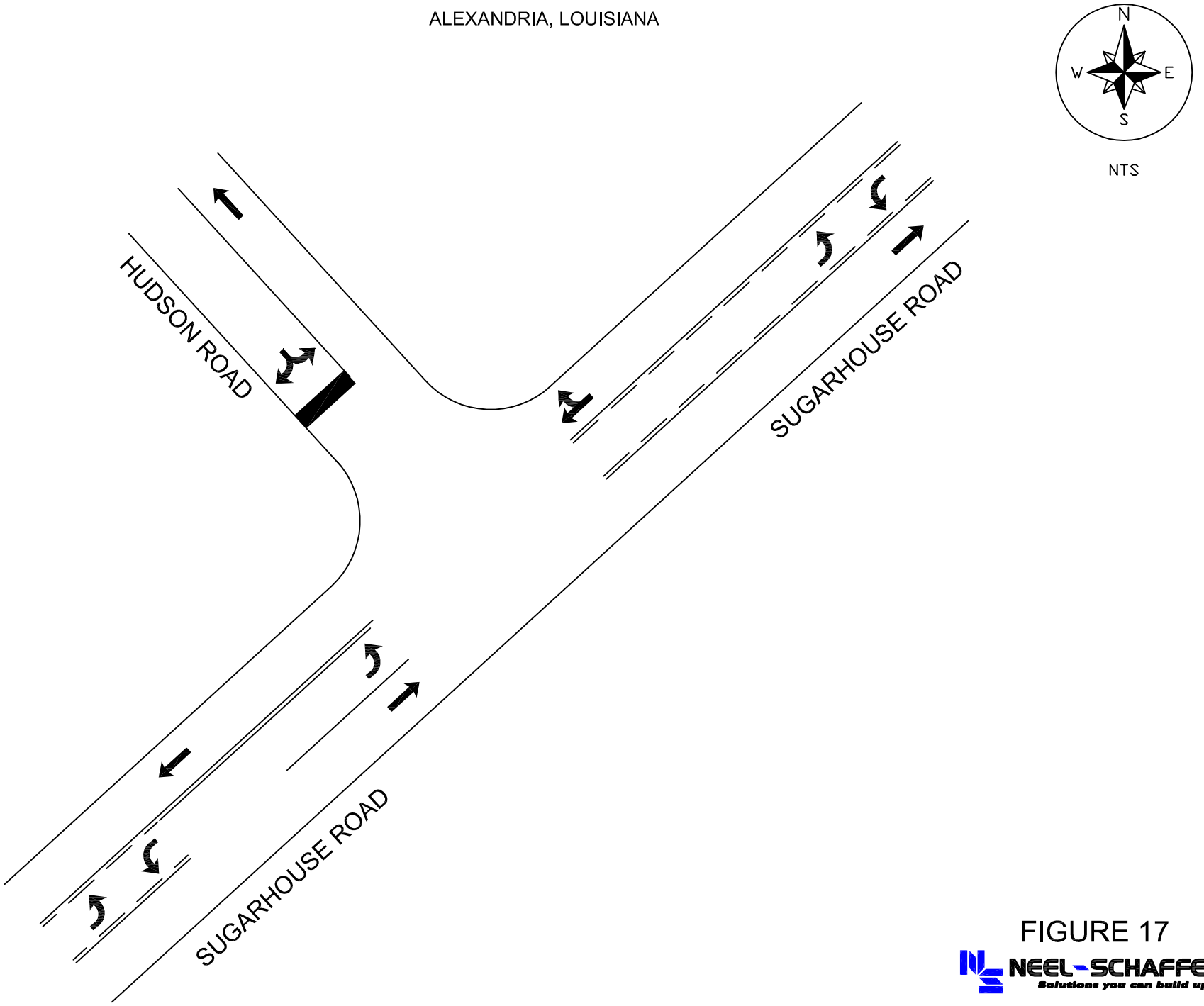

FIGURE 17

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IV. ROADWAY ANALYSES

In addition to the intersection analysis, roadway analyses were performed on Eddie Williams Avenue, Hudson Road and Sugarhouse Road. There are no direct methodologies available in *Highway Capacity Manual* to analyze three-lane segments and also roadways with speed limit less than 45 mph. For this study, the proposed Sugarhouse Road Extension, a three-lane facility, is analyzed using two-lane roadway analysis with 100 percent no-passing zones. Eddie Williams Avenue and Hudson Road are analyzed using two-lane roadway analysis with a base free flow speed of 45 mph.

Two-lane roadway analyses were performed using *HCS+ Software (Version 5.3)*. The roadway LOS analyses for the AM and PM peaks for the existing, no-build, Alternative 2 and Alternative 3 during 2015 and 2035 are presented in Table 10.

Table 10: Roadway Analyses

Street Name	Description From / To	Existing (LOS)	2015 (LOS)			2035 (LOS)		
			No-Build	Alt 2	Alt 3	No-Build	Alt 2	Alt 3
AM Peak								
Eddie Williams Ave	Sugarhouse Rd / Hudson Rd	B	B	B	A	C	B	B
Hudson Rd	Eddie Williams Ave / Lincoln Rd	B	B	B	B	B	B	B
Hudson Rd	Lincoln Rd / LA 1	A	B	A	B	B	A	C
Sugarhouse Rd	East of Lincoln Rd	N / A	N / A	B	B	N / A	B	B
PM Peak								
Eddie Williams Ave	Sugarhouse Rd / Hudson Rd	B	B	A	A	C	B	B
Hudson Rd	Eddie Williams Ave / Lincoln Rd	B	B	A	A	B	B	B
Hudson Rd	Lincoln Rd / LA 1	A	A	A	B	B	A	C
Sugarhouse Rd	East of Lincoln Rd	N / A	N / A	B	B	N / A	C	C

These analyses indicate that the proposed three-lane Sugarhouse Road will provide adequate capacity to accommodate anticipated 2015 and 2035 traffic volumes.

IV. CONCLUSIONS AND RECOMMENDATIONS

The purpose of the study is to evaluate the proposed Sugarhouse Road Extension located west of I-49 in southeast Alexandria, Louisiana. The proposed Sugarhouse Road is a three-lane roadway with a continuous turn lane traversing from Lincoln Road to a new intersection with LA 1.

The future 2015 and 2035 intersection peak hour counts and roadway twenty-four (24) hour counts were developed using the Alexandria Transportation Travel Demand Model and existing twenty-four (24) hour counts. Using the travel demand model volumes for the years 2000, 2015 and 2035 a growth rate of 2% was determined for the study area.

Roadways and intersections within the study area were analyzed for Alternative 2 and Alternative 3 for the implementation (2015) and design (2035) years to determine the impact of the proposed Sugarhouse Road extension. Below is the summary of the recommended intersection improvements for Alternative 2 and Alternative 3 of the Sugarhouse Road extension. These improvements are based on the 2035 design year volumes.

Sugarhouse Road at Eddie Williams Avenue

Alternatives 2 and 3

Based on 2035 design year volumes, it is recommended that this intersection be converted to a signalized intersection once the traffic demands are sufficient to meet signal warrants.

As an alternative concept to the signalization concept, the conversion of this intersection to a single lane roundabout could also be considered. The use of roundabouts are typically considered as a feasible alternative to intersection signalization. If the roundabout concept is considered, the proper design studies and design should be in accordance with LADOTD EDSMs VI.1.1.5, “Roundabout Study and Approval” and VI.1.1.6, “Roundabout Design”.

Sugarhouse Road at Lincoln Road

Alternatives 2 and 3

Based on 2035 design year volumes, it is recommended that this intersection consist of one (1) exclusive left turn lane and one (1) through lane on the eastbound approach of Sugarhouse Road, a shared through/right lane on the westbound approach of Sugarhouse Road and a shared right/left lane on Lincoln Road. Additionally, the intersection control should consist of stop control on Lincoln Road.

Sugarhouse Road at LA 1

Alternatives 2

Based on 2035 design year volumes, it is recommended that this intersection consist of one (1) exclusive left turn lane and one (1) through lane on the northbound approach of LA 1, one (1) exclusive right turn lane and one (1) through lane on the southbound approach of LA 1 and one (1) exclusive left turn lane and one (1) exclusive right lane on Sugarhouse Road. Additionally, the intersection control should consist of stop control on Sugarhouse Road.

Alternatives 3

Based on 2035 design year volumes, it is recommended that this intersection consist of one (1) exclusive left turn lane and one (1) through lane on the northbound approach of LA 1, one (1) exclusive right turn lane and one (1) through lane on the southbound approach of LA 1 and one (1) exclusive left turn lane and one (1) exclusive right lane on Sugarhouse Road. Additionally, the intersection control should consist of stop control on Sugarhouse Road.

Sugarhouse Road at Hudson Road

Alternative 3

Based on 2035 design year volumes, it is recommended that this intersection consist of one (1) exclusive left turn lane and one (1) through lane on the eastbound approach of Sugarhouse Road, a shared through/right lane on the westbound approach of Sugarhouse Road and a shared right/left lane on Hudson Road. Additionally, Hudson Road should be realigned to intersect Sugarhouse Road at a 90 degree angle. The intersection control should consist of stop control on Lincoln Road.

APPENDIX

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Sugarhouse Road Extension – Lincoln Road to LA 1

Intersection Control Evaluation Study

NSI Project Number 17296

City of Alexandria, Louisiana

In Association with

Meyer, Meyer, Lacroix and Hixson, Inc.

STATE OF LOUISIANA
KATHERINE SLOAN OBENTHAL
License No. 40920
PROFESSIONAL ENGINEER
IN ENGINEERING
7/17/2023

Prepared for:
The City of Alexandria

July 2023

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Executive Summary

This study was initiated to investigate the effects of extending Sugarhouse Road from its current terminus east of Lincoln Road to connect to LA 1 (3rd Street) in Alexandria, LA. This extension will improve connectivity within the study area. A study area map is provided below with the proposed extension illustrated in orange.

Figure ES-1: Study Area

The Sugarhouse Road Extension will provide an alternate route between Lincoln Road and LA 1 (3rd Street). The extension will connect these road by extending the existing Sugarhouse terminus that is east of Lincoln Road to a proposed intersection with LA 1 (3rd Street). The Sugarhouse Road Extension will be 2-lanes to accommodate future traffic demands. The proposed intersection of LA 1 (3rd Street) at Sugarhouse Road is recommended to be a single lane roundabout. The existing intersection of Sugarhouse Road at Lincoln Road is recommended to remain a two-way stop control intersection. The existing intersection of Sugarhouse Road at Eddie Williams Avenue is recommended to be upgraded to a single lane roundabout to address existing safety concerns.

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Introduction

This study was initiated to investigate the effects of extending Sugarhouse Road from its current terminus east of Lincoln Road to connect to LA 1 (3rd Street) in Alexandria, LA. This extension will improve connectivity within the study area.

The purpose of this traffic study is to determine the intersection control and geometry of the proposed intersection of LA 1 (3rd Street) at Sugarhouse Road Extension in order to accommodate future traffic demands. As well as, to evaluate the effects of the proposed extension on the existing intersections of Sugarhouse Road at Lincoln Road and Sugarhouse Road at Eddie Williams Avenue and to make recommendations for intersection improvements at these locations.

The process used to identify existing issues and develop improvements is described in detail in this report as follows.

Chapter 1 - Data Collection – Existing traffic data was collected within the study area between Monday, August 14, 2022 and Sunday, August 21, 2022. Based on this data, the AM and PM peaks were identified for use in the analysis. All detailed data is included in **Appendices A and B**.

Chapter 2 – Existing and No Build Analysis – The Rapides Area Planning Commission (RAPC) Travel Demand Model was utilized to forecast future 2042 No Build and Build volumes. Existing and No Build analyses were performed in HCS comparing delays, v/c ratios, and queues at the existing intersections of LA 1 (3rd Street) at Hudson Boulevard, Hudson Boulevard at Lincoln Road, Hudson Boulevard at Eddie Williams Avenue, Sugarhouse Road at Lincoln Road, and Sugarhouse Road at Eddie Williams Avenue. In addition, a crash analysis was performed at the intersections. The detailed existing crash analysis is included in **Appendix C** and the detailed existing and no build analyses are included in **Appendix D**.

Chapter 3 – Alternatives Analysis – A TIER 1 analysis was performed for the intersections of LA 1 (3rd Street) at Sugarhouse Road Extension, Sugarhouse Road at Lincoln Road, and Sugarhouse Road at Eddie Williams Avenue and alternatives were selected for the TIER 2 analyses. The build alternatives were analyzed using SIDRA 9 Software and then compared to updated No Build analyses also analyzed used SIDRA 9. A safety analysis to predict the effectiveness of the study intersection alternatives was also performed. The detailed alternative analyses are included in **Appendix E**.

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Chapter 1 – Data Collection

1.1 Introduction

Data collection was required to effectively study the Sugarhouse Road extension. The data collected includes the following:

1. 7-day and 48-hour counts
2. 7-hour turning movement counts

The study area includes the intersections of LA 1 at Hudson Blvd, Hudson Blvd at Lincoln Rd, Hudson Blvd at Eddie Williams Ave, Sugarhouse Rd at Lincoln Rd, and Sugarhouse Rd at Eddie Williams Rd. A vicinity map of the study area can be found in **Appendix B**.

1.2 Data Collection

1.2.1 Machine Counts

The 7-day, 24-hour classification counts were collected by National Data & Surveying Services (NDS) personnel between Monday, August 15, 2022 and Sunday, August 21, 2022 at the following locations:

1. Hudson Blvd west of LA 1 (3rd St)
2. LA 1208-1 (Willow Glen River Rd) between LA 1 (3rd St) and Lincoln Rd
3. Lincoln Rd between Hudson Blvd and Sugarhouse Rd
4. LA 1 (3rd St) south of Hudson Blvd.

48-hour counts were collected for the approaches of each of the study intersections. These counts were taken at the following locations:

1. Hudson Blvd eastbound at LA 1 (3rd St)
2. LA 1 (3rd St) northbound at Hudson Blvd
3. LA 1 (3rd St) southbound at Hudson Blvd
4. Hudson Blvd eastbound at Lincoln Rd
5. Lincoln Rd northbound at Hudson Blvd
6. Hudson Blvd westbound at Lincoln Rd
7. Lincoln Rd southbound at Hudson Blvd
8. Hudson Blvd westbound at Eddie Williams Ave
9. Eddie Williams Ave southbound at Hudson Blvd
10. Eddie Williams Ave northbound at Hudson Blvd
11. Lincoln Rd southbound at Sugarhouse Rd
12. Sugarhouse Rd eastbound at Lincoln Rd
13. Sugarhouse Rd westbound at Lincoln Rd
14. Sugarhouse Rd eastbound at Eddie Williams Ave
15. Eddie Williams Ave northbound at Sugarhouse Rd
16. Sugarhouse Rd westbound at Eddie Williams Ave
17. Eddie Williams Ave southbound at Sugarhouse Rd

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The 7-day, 24-hour counts showed the traffic patterns were consistent in the study area. The am peak consistently occurred from 6:00 am to 9:00 am and the pm peak occurred from 2:00 pm to 6:00 pm. The Saturday and Sunday counts had similar trends and volumes with no defined peaks occurring.

The 7-day, 24-hour counts can be found in **Appendix A**. The 48-hour count location map as well as counts can be found in **Appendix B**.

1.2.2 Turning Movement Counts

7-hour turning movement counts were collected at the study intersections:

1. LA 1 (3rd St) at Hudson Blvd
2. Hudson Blvd at Lincoln Rd
3. Hudson Blvd at Eddie Williams Ave
4. Sugarhouse Rd at Lincoln Rd
5. Sugarhouse Rd at Eddie Williams Ave

Turning movement counts were collected for the AM and PM peaks on Wednesday, August 17, 2022 when schools were in session and there were no holidays during this week that would affect traffic patterns. Furthermore, queues were also collected at the study intersections. The queue data was utilized to calculate demand volume at these intersections. The demand volume was then utilized to determine AM and PM corridor peak hours. The peak hours of the corridor were determined to be 7:15-8:15 am and 4:30-5:30 pm. Detailed information can be found in **Appendix B**.

The turning movement counts, queue counts, and demand calculations can be found in **Appendix B**. A figure showing the final turning movement counts at the study intersections can be found in **Appendix B.**

1.2.3 Geometric Field Review

Neel-Schaffer (NSI) personnel preformed geometric field reviews of the study intersections. Posted speed limits within the study area were determined by visual inspection of speed limit signs. These field reviews are included in maps in **Appendix B**.

1.2.4 Peak Hour Observations

Peak period observations were performed at the study intersections at the same time as the turning movement counts were collected. During the observations, it was noted that school traffic queues along Lincoln Road during the AM and PM peaks. These vehicles pulled over to the side of the road so that traffic was able to continue past them.

Detailed peak period observations can be found in **Appendix B**.

1.3 Growth Rate Methodology

Future analyses performed as part of this project require am and pm peak hour volumes for the year 2042 for no build and build conditions. Growth rates were needed to approximate the future volumes. These growth rates were estimated using the 2015 and 2045 Rapides Area Planning Commission (RAPC) Travel Demand Models (TDMs). Eleven sites on these models were utilized to estimate the no build and build

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growth rates in the study area. These growth rates will allow the estimation of future traffic throughout the study area both with and without a Sugarhouse Road Extension.

Table 1-1 shows the volumes utilized along with the resulting no build growth rates.

Table 1-1 2045 No Build Growth Rate Calculations

Location		2015 Base TDM Daily Volume	2045 No Build TDM Daily Volume	Growth Rate
1	Hudson Boulevard west of LA 1	975	1,242	0.8%
2	LA 1 north of Hudson Boulevard	2,590	3,422	0.9%
3	LA 1 south of Hudson Boulevard	2,537	3,260	0.8%
4	LA 1 south of Future Sugarhouse Road	2,399	3,076	0.8%
5	Hudson Boulevard east of Lincoln Road	2,330	2,944	0.8%
6	Lincoln Road north of Hudson Boulevard	910	1,233	1.0%
7	Lincoln Road south of Hudson Boulevard	2,990	3,828	0.8%
8	Sugarhouse Road east of Eddie Williams Avenue	3,969	4,961	0.7%
9	Sugarhouse Road west of Eddie Williams Avenue	5,993	7,335	0.7%
10	Eddie Williams Avenue north of Sugarhouse Road	1,083	1,343	0.7%
11	Eddie Williams Avenue south of Sugarhouse Road	1,418	1,709	0.6%

The recommended 2042 No Build growth rate is 0.8%. The 2042 No Build volumes are shown in **Appendix B**.

Table 1-2 shows the volumes utilized along with the resulting build growth rates.

Table 1-2 2045 Build Growth Rate Calculations

Location		2015 Base TDM Daily Volume	2045 Build TDM Daily Volume	Growth Rate
1	Hudson Boulevard west of LA 1	975	151	-6.0%
2	LA 1 north of Hudson Boulevard	2,590	2,913	0.4%
3	LA 1 south of Hudson Boulevard	2,537	2,893	0.4%
4	LA 1 south of Future Sugarhouse Road	2,399	3,487	1.3%
5	Hudson Boulevard east of Lincoln Road	2,330	1,608	-1.2%
6	Lincoln Road north of Hudson Boulevard	910	1,264	1.1%
7	Lincoln Road south of Hudson Boulevard	2,990	2,631	-0.4%
8	Sugarhouse Road east of Eddie Williams Avenue	3,969	5,986	1.4%
9	Sugarhouse Road west of Eddie Williams Avenue	5,993	8,335	1.1%
10	Eddie Williams Avenue north of Sugarhouse Road	1,083	1,338	0.7%
11	Eddie Williams Avenue south of Sugarhouse Road	1,418	1,726	0.7%

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The recommended 2042 Build growth rates are:

- Hudson Boulevard – -1.2%
- LA 1 north of Future Sugarhouse Road – 0.4%
- LA 1 south of Future Sugarhouse Road – 1.3%
- Lincoln Road north of Hudson Boulevard– 0.8%
- Lincoln Road south of Hudson Boulevard– -0.4%
- Sugarhouse Road – 1.3%
- Eddie Williams Avenue – 0.7%

Detailed growth rate methodology and future volumes can be found in **Appendix B**.

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Chapter 2 – Existing and No Build Analysis

2.1 Introduction

This study was initiated to analyze the extension of Sugarhouse Road to LA 1 (3rd Street) in Alexandria, LA.

Existing and No Build analyses consisting of both safety and operational analyses were performed for the study intersections listed below:

1. LA 1 (3rd Street) at Hudson Boulevard
2. Hudson Boulevard at Lincoln Road
3. Hudson Boulevard at Eddie Williams Avenue
4. Sugarhouse Road at Lincoln Road
5. Sugarhouse Road at Eddie Williams Avenue

This chapter outlines the results of the Existing and No Build analyses.

2.2 Existing and No Build Intersection Analyses

This section includes a brief description of each of the study intersections analyzed during the AM peak hour of 7:15-8:15 am and the PM peak hour of 4:30-5:30 pm. It also includes a summary of any areas of concern noted during the peak hour observations as well as those identified in the Existing and No Build traffic analyses and the safety analysis. Detailed observations can be found in **Appendix B**. Detailed safety analyses can be found in **Appendix C**. Detailed Existing and No Build traffic operations analyses can be found in **Appendix D.2**.

2.2.1 LA 1 (3rd Street) at Hudson Boulevard

The intersection of LA 1 (3rd Street) at Hudson Boulevard is located within a mixed use area with residences to the west and an asphalt plant to the east. This intersection is a three-legged unsignalized intersection with stop control on the Hudson Boulevard approach. The southbound approach on LA 1 (3rd St) consists of one (1) through lane and one (1) shared through/right turn lane. The northbound exit is the beginning of the additional through lane on LA 1 (3rd St) while the northbound approach is in the transition area to two lanes and is only striped for one lane. The northbound approach lane is 20 feet wide and drivers appear to be using it as two lanes. However, it was analyzed with one shared left/right turn lane. The northbound approach on LA 1 (3rd St) consists of one (1) shared left/through lane and one (1) through lane. The eastbound approach on Hudson Boulevard consists of one (1) shared left/right turn lane. LA 1 (3rd Street) has a posted speed limit of 55 mph. Hudson Boulevard has a posted speed limit of 30 mph. There is no street lighting, crosswalks, bus stops, or train crossings at this intersection. The ADT entering the intersection is approximately 4,450 vpd. The intersection geometry is illustrated in **Figure 2-1**.

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Figure 2-2: LA 1 (3rd St) at Hudson Blvd

Peak period observations were performed for the AM and PM peak periods. During observations, no issues were observed. Detailed peak period observations can be found in **Appendix B**.

A crash analysis was performed for this intersection, and it was determined that there are no existing crash issues at this intersection. Detailed crash analysis can be found in **Appendix C**.

The intersection analyses were performed using the "Two-Way Stop Control" module of the HCS7 Software. The capacity analyses for this intersection during the AM and PM peak indicate that there are no operational deficiencies under existing and no build conditions. Additional information on the intersection as well as analysis results can be found in **Appendix D**.

2.2.2 Hudson Boulevard at Lincoln Road

The intersection of Hudson Boulevard at Lincoln Road is located within a predominantly residential area. This intersection is a four-legged unsignalized intersection with stop control on Hudson Boulevard. The eastbound and westbound approaches on Hudson Boulevard consist of one (1) shared left/through/right turn lane. The northbound and southbound approaches on Lincoln Road consist of one (1) shared left/through/right turn lane. Hudson Boulevard has a posted speed limit of 30 mph to the east and 35 mph to the west. Lincoln Road has a posted speed limit of 25 mph. There is a sidewalk along the east side of Lincoln Road and a crosswalk across the east approach; this intersection does not have street lighting, a bus stop, or train crossings. The ADT entering the intersection is approximately 3,500 vpd. The intersection geometry is illustrated in **Figure 2-2**.

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Figure 2-3: Hudson Blvd at Lincoln Rd

Peak period observations were performed for the AM and PM peak periods. During both peak periods, a queue formed from the school in the northeast quadrant down Lincoln Road to the south. These vehicles pulled over to the side and traffic was able to continue through the intersection. Detailed peak period observations can be found in **Appendix B**.

A crash analysis was performed for this intersection. After reviewing the crash data, it was determined that four (4) right angle crashes occurred at this intersection between January 1, 2018 and December 31, 2020. Right angle crashes were flagged by CAT Scan as a crash type of concern. Detailed crash analysis can be found in **Appendix C**.

The intersection analyses were performed using the "Two-Way Stop Control" module of the HCS7 Software. The capacity analyses for this intersection during the AM and PM peak indicate that there are no operational deficiencies under existing and no build conditions. Additional information on the intersection as well as analysis results can be found in **Appendix D**.

2.2.3 Hudson Boulevard at Eddie Williams Avenue

The intersection of Hudson Boulevard at Eddie Williams Avenue is located within a predominantly residential area with houses to the east and I-49 to the west. This intersection is a three-legged unsignalized intersection with stop control on the Hudson Boulevard approach. The westbound approach on Hudson Boulevard consists of one (1) shared left/right turn lane. The northbound approach on Eddie Williams Avenue consists of one (1) shared through/right turn lane. The southbound approach on Eddie

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Williams Avenue consists of one (1) shared left/through lane. Hudson Boulevard has a posted speed limit of 35 mph. Eddie Williams Avenue has a posted speed limit of 40 mph. There is no street lighting, crosswalks, bus stops, or train crossings at this intersection. The ADT entering the intersection is approximately 3,500 vpd. The intersection geometry is illustrated in **Figure 2-3**.

Figure 2-4: Hudson Blvd at Eddie Williams Ave

Peak peroid observations were performed for the AM and PM peak periods. During observations, no issues were observed. Detailed peak hour observations can be found in **Appendix B**.

A crash analysis was performed for this intersection, and it was determined that there are no existing crash issues at this intersection. Detailed crash analysis can be found in **Appendix C**.

The intersection analyses were performed using the "Two-Way Stop Control" module of the HCS7 Software. The capacity analyses for this intersection during the AM and PM peak indicate that there are no operational deficiencies under existing and no build conditions. Additional information on the intersection as well as analysis results can be found in **Appendix D**.

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2.2.4 Sugarhouse Road at Lincoln Road

The intersection of Sugarhouse Road at Lincoln Road is located within a residential area. This intersection is a three-legged unsignalized intersection with stop control on the Lincoln Road approach. The eastbound approach on Sugarhouse Road consists of one (1) left turn lane and one (1) through lane. The westbound approach on Sugarhouse Road consist of one (1) shared through/right turn lane. The southbound approach on Lincoln Road consists of one (1) shared left/right turn lane. Sugarhouse Road is a three-lane roadway with a two-way left turn lane with a posted speed limit of 45 mph. Lincoln Road is a two-lane roadway with a posted speed limit of 25 mph. There is a sidewalk along the north side of Sugarhouse Road and along the east side of Lincoln Road. There is a crosswalk across Lincoln Road on the north approach of the intersection. This intersection does not have street lighting, a bus stop, or a train crossing. The ADT entering the intersection is approximately 2,300 vpd. The intersection geometry is illustrated in **Figure 2-4**.

Figure 2-5: Sugarhouse Rd at Lincoln Rd

Peak period observations were performed for the AM and PM peak periods. During both peak periods, a queue formed on Lincoln Road from the school at the intersection of Hudson Boulevard at Lincoln Road. These vehicles pulled over to the side of the road and traffic was able to continue through the intersection. Detailed peak hour observations can be found in **Appendix B**.

A crash analysis was performed for this intersection, and it was determined that there are no existing crash issues at this intersection. Detailed crash analysis can be found in **Appendix C**.

The intersection analyses were performed using the "Two-Way Stop Control" module of the HCS7

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Software. The capacity analyses for this intersection during the AM and PM peak indicate that there are no operational deficiencies under existing and no build conditions. Additional information on the intersection as well as analysis results can be found in **Appendix D**.

2.2.5 Sugarhouse Road at Eddie Williams Avenue

The intersection of Sugarhouse Road at Eddie Williams Avenue is located within a residential area. This intersection is a four-legged unsignalized intersection with stop control on the Sugarhouse Road approaches. The eastbound approach on Sugarhouse Road consists of one (1) exclusive left turn lane, one (1) exclusive through lane, and one (1) exclusive right turn lane. The westbound approach on Sugarhouse Road consists of one (1) exclusive left turn lane and one (1) shared through/right turn lane. The northbound and southbound approaches on Eddie Williams Avenue consist of one (1) exclusive left turn lane and one (1) shared through/right turn lane. Sugarhouse Road is a three-lane roadway with a two-way left turn lane with a posted speed limit of 45 mph to the east of this intersection. West of this intersection, Sugarhouse Road is a four-lane divided roadway with a 20 foot raised median and a posted speed limit of 40 mph; at this intersection there is not a raised median. Eddie Williams Avenue is a two-lane roadway with a posted speed limit of 40 mph. There are sidewalks along the northside of Sugarhouse Road to the east and along the southside to the west. This intersection does not have street lighting, a bus stop, crosswalk, or a train crossing. The ADT entering the intersection is approximately 7,500 vpd. The intersection geometry is illustrated in **Figure 2-5**.

Figure 2-6: Sugarhouse Rd at Eddie Williams Ave

Peak period observations were performed for the AM and PM peak periods. During observations, no issues were observed. Detailed peak hour observations can be found in **Appendix B**.

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A crash analysis was performed for this intersection. After reviewing the crash data, it was determined that thirteen (13) crashes occurred at this intersection between January 1, 2018 and December 31, 2020. Nine of these crashes were right-angle crashes which were flagged as a crash type of concern by CAT Scan. Detailed crash analysis can be found in **Appendix C**.

The intersection analyses were performed using the "Two-Way Stop Control" module of the HCS7 Software. The capacity analyses for this intersection during the AM and PM peak indicate that there are no operational deficiencies under existing and no build conditions. Additional information on the intersection as well as analysis results can be found in **Appendix D**.

2.3 Summary of Findings

After Existing and No Build analyses were performed, it was found that all of the study intersections currently operate with acceptable delays and are anticipated to continue to operate with acceptable delays under the No Build conditions. Right angle crashes were flagged as an area of concern at the intersection of Sugarhouse Road at Eddie Williams Avenue.

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Chapter 3 – Alternative Analysis

3.1 Introduction

This study was initiated to investigate the effects of extending Sugarhouse Road from its current terminus east of Lincoln Road to connect to LA 1 (3rd Street). In order to implement this project, new intersection geometry and traffic control must be evaluated at the extension's terminus. In addition, the existing intersections of Sugarhouse Road at Lincoln Road and Sugarhouse Road at Eddie Williams Avenue were analyzed to study the effect of the proposed Sugarhouse Road extension on the existing roadway network, as well as to recommend any necessary improvements. This chapter will outline the results of the TIER 1 and TIER 2 analyses.

3.2 TIER 1 Analysis

Build peak hour growth rates were determined in **Chapter 1** and were used to develop 2042 Build volumes for the TIER 1 alternatives analysis. The 2042 Build volumes used for this analysis are illustrated in **Appendix E**.

3.2.1 TIER 1 Analysis Summary

Based on the TIER 1 analyses, two-way stop control and roundabout alternatives were recommended to be carried forward to the TIER 2 analysis for all three study intersections. Signalized alternatives were not recommended to be considered in the TIER 2 analysis. According to DOTD's EDSM VI.1.1.2, a traffic signal may be approved for installation if numerous conditions are met. One of these conditions is that it must meet Warrant 1A at 100% for build year or Warrant 7. This alternative is not anticipated to meet either warrant in the design year and therefore will not meet warrants in the build year.

All alternatives were analyzed using the FHWA CAP-X tool for both the AM and PM peak hours. Peak hour signal warrants were also considered as well as other factors such as effects on safety concerns, right-of-way, and construction costs. These analyses were tabulated in the TIER 1 Matrix in **Appendix E**. Detailed TIER 1 analysis is included in **Appendix E**.

3.3 Alternative Intersection Analysis Results

Intersection analyses were performed at the study intersections.

3.3.1 LA 1 (3rd Street) at Sugarhouse Road Extension

It was recommended that Alternative 1 (Two-Way Stop Control) and Alternative 2 (Roundabout) should be carried forward to the Tier 2 analysis. For Alternative 1 (Two Way Stop Control East-West), minor approach geometry was analyzed first using the National Cooperative Highway Research Program (NCHRP) Report 457 "Evaluating Intersection Improvements: An Engineering Study Guide" to determine if one or two approach lanes should be considered on Sugarhouse Road Extension; it was determined that one lane should be analyzed. The NCHRP Report was also used to determine if a northbound left turn lane or a southbound right turn lane should be considered; it was determined that no turn lanes would be required on LA 1 (3rd Street). These NCHRP analyses are included in **Appendix E.**

The lane configurations for Alternative 1 and Alternative 2 as determined by the intersection analysis are

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illustrated in **Figure 3.1**and **Figure 3.2**, respectively.

Figure 3.7: LA 1 (3rd Street) at Sugarhouse Road Extension - 2042 Design Year Alternative 1 (TWSC)

Figure 3.8: LA 1 (3rd Street) at Sugarhouse Road Extension - 2042 Design Year Alternative 2 (RAB)

The intersection analyses were performed using SIDRA 9 software. The capacity analyses for this intersection during the AM and PM analysis periods for 2042 Build conditions are presented in **Table 3.1**. The SIDRA operational results and Build volumes can be found in **Appendix E**.

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Table 3.3: LA 1 (3rd Street) at Sugarhouse Road Extension Operation Analysis

Scenario	EB Approach Sugarhouse Rd Extn.			NB Approach LA 1 (3rd St)			SB Approach LA 1 (3rd St)			Int
	Delay (s/veh)	v/c	Queue (ft)	Delay (s/veh)	v/c	Queue (ft)	Delay (s/veh)	v/c	Queue (ft)	Delay (s/veh)
AM Peak										
2042 No Build	Intersection does not exist in No Build									
2042 Build Alt. 1 (TWSC)	3.1	0.168	18	0.3	0.166	17	0.0	0.056	0	0.9
2042 Build Alt. 2 (RAB)	0.5	0.097	13	0.5	0.249	39	0.8	0.096	14	0.6
PM Peak										
2042 No Build	Intersection does not exist in No Build									
2042 Build Alt. 1 (TWSC)	2.0	0.101	11	0.4	0.070	5	0.0	0.108	0	0.5
2042 Build Alt. 2 (RAB)	1.0	0.073	9	0.1	0.099	13	0.2	0.168	23	0.3

As shown in **Table 3.1**, this intersection is anticipated to operate with minor delays, low v/c rations, and queues less than 50 feet on all approaches for either alternative.

In order to help visualize the safety impacts of the proposed alternatives at the proposed intersection of LA 1 (3rd Street) at Sugarhouse Road Extension, conflict points were compared. The results of the conflict points comparison are shown in **Table 3.2**. Figures showing the conflict points can be found in **Appendix E**.

Table 3.4: LA 1 (3rd Street) at Sugarhouse Road Extension Alternatives Conflict Point Comparison

Scenario	Diverging Conflict Points	Merging Conflict Points	Crossing Conflict Points	Total
No Build	0	0	0	0
Alt. 1 (TWSC)	6	6	6	18
Alt. 2 (RAB)	4	4	0	8

3.3.2 Sugarhouse Road at Lincoln Road

It was recommended that Alternative 1 (Two-Way Stop Control) and Alternative 2 (Roundabout) should be carried forward to the TIER 2 analysis for the intersection of Sugarhouse Road at Lincoln Road. The lane configurations determined by the intersection analysis for Alternative 1 and Alternative 2 are illustrated in **Figure 3.3** and **Figure 3.4**, respectively.

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Figure 3.9:Sugarhouse Road at Lincoln Road – Alternative 1 (TWSC)

Figure 3.10: Sugarhouse Road at Lincoln Road – Alternative 2 (RAB)

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The intersection analyses were performed using SIDRA 9 software. There were no operational or safety issues at this intersection in existing conditions. The capacity analyses for this intersection during the AM and PM analysis periods for 2042 No Build and 2042 Build conditions are presented in **Table 3.3**. The SIDRA operational results and Build volumes can be found in **Appendix E**.

Table 3.5: Sugarhouse Road at Lincoln Road Operation Analysis

Scenario	EB Left Sugarhouse Rd			WB Approach Sugarhouse Rd			SB Left Lincoln Rd			Intersection
	Delay (s/veh)	v/c	95th Queue (ft)	Delay (s/veh)	v/c	Queue (ft)	Delay (s/veh)	v/c	Queue (ft)	Delay (s/veh)
AM Peak										
2042 No Build	0.0	0.170	21	0.0	0.002	0	3.1	0.115	13	0.0
2042 Build Alt. 1 (TWSC)	0.6	0.152	18	0.0	0.084	0	5.5	0.142	16	0.5
2042 Build Alt. 2 (RAB)	0.2	0.270	43	1.3	0.143	19	0.5	0.103	14	0.5
PM Peak										
2042 No Build	0.0	0.078	9	0.0	0.001	0	1.2	0.098	11	0.0
2042 Build Alt. 1 (TWSC)	0.2	0.064	7	0.0	0.032	0	2.1	0.103	12	0.3
2042 Build Alt. 2 (RAB)	0.1	0.130	17	0.5	0.051	6	0.3	0.082	11	0.2

The results in **Table 3.3** show that this intersection is anticipated to operate with minor delays, low v/c rations, and queues less than 50 feet on all approaches for either alternative.

In order to help visualize the safety impacts of the proposed alternatives at the proposed intersection of Sugarhouse Road at Lincoln Road, conflict points were compared. The results of the conflict points comparison are shown in **Table 3.4**. Figures showing the conflict points can be found in **Appendix E**.

Table 3.6: Sugarhouse Road at Lincoln Road Alternatives Conflict Point Comparison

Scenario	Diverging Conflict Points	Merging Conflict Points	Crossing Conflict Points	Total
No Build	3	3	3	9
Alt. 1 (TWSC)	3	3	3	9
Alt. 2 (RAB)	3	3	0	6

No crashes occurred at this intersection between 2018 and 2020, therefore there were no existing crashes to be corrected with the proposed alternatives.

3.3.3 Sugarhouse Road at Eddie Williams Avenue

It was recommended that Alternative 1 (Two-Way Stop Control East-West), Alternative 2 (Two-Way Stop

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Control North-South), and Alternative 3 (Roundabout) should be carried forward to the TIER 2 Analysis for the intersection of Sugarhouse Road at Eddie Williams Avenue.

Due to the extra receiving lane on the west side of Sugarhouse Road and the way the southbound right turn vehicles are using the roadway, the base condition for the southbound approach on Eddie Williams Avenue was analyzed with a short free right turn lane with the required addition of an island.

For Alternative 1 (Two Way Stop Control East-West), minor approach geometry was analyzed first using the National Cooperative Highway Research Program (NCHRP) Report 457 "Evaluating Intersection Improvements: An Engineering Study Guide" to determine if any of the existing turn lanes on Sugarhouse Road should be considered for removal. Based on these analyses, it was determined that two lanes should be considered for the eastbound approach but one lane should be considered for the westbound approach. These NCHRP analyses are included in **Appendix E**.

Alternative 1 (Two Way Stop Control East-West) was analyzed with a base layout and with modified turn lanes. The intersection geometries are shown in **Figure 3.5** and **Figure 3.6**, respectively.

Figure 3.11: Sugarhouse Road at Eddie Williams Avenue – Alternative 1 (TWSC E/W) Base Layout

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Figure 3.12: Sugarhouse Road at Eddie Williams Avenue – Alternative 1 (TWSC E/W) Modified Layout

For Alternative 2 (Two Way Stop Control North-South), minor approach geometry was analyzed first using the National Cooperative Highway Research Program (NCHRP) Report 457 "Evaluating Intersection Improvements: An Engineering Study Guide" to determine if any of the existing turn lanes on Eddie Williams Avenue should be considered for removal. Based on these analyses, it was determined that one lane should be considered for both the northbound and southbound approaches. These NCHRP analyses are included in **Appendix E**.

Alternative 2 (Two Way Stop Control North-South) was analyzed with a base layout and with modified turn lanes. The intersection geometries are shown in **Figure 3.7** and **Figure 3.8**, respectively.

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Figure 3.13: Sugarhouse Road at Eddie Williams Avenue – Alternative 2 (TWSC N/S) Base Layout

Figure 3.14: Sugarhouse Road at Eddie Williams Avenue – Alternative 2 (TWSC N/S) Modified Layout

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The lane configuration for Alternative 3 (Roundabout) is illustrated in **Figure 3.9**.

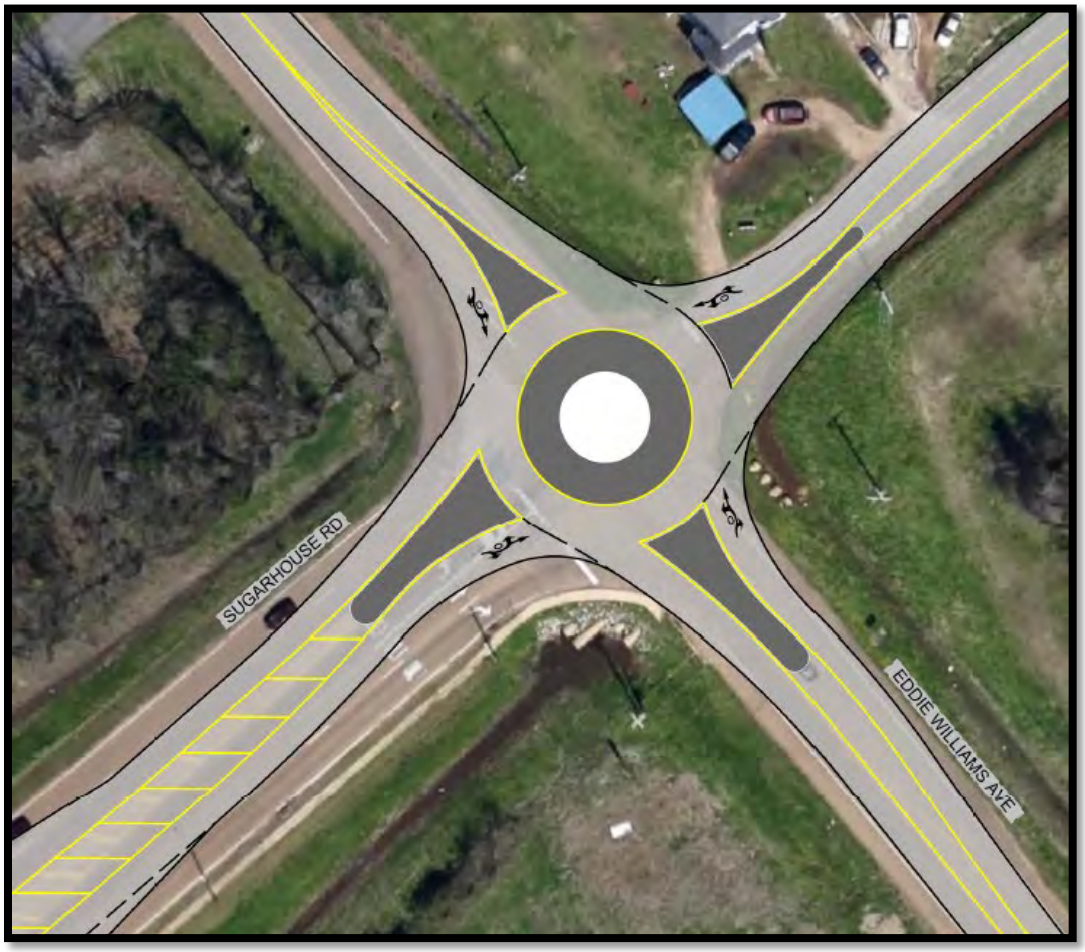

Figure 3.15: Sugarhouse Road at Eddie Williams Avenue – Alternative 3 (RAB)

The intersection analyses were performed using SIDRA 9 software. The capacity analyses for this intersection during the AM and PM analysis periods for 2042 No Build and 2042 Build conditions are presented in **Table 3.5**. The SIDRA operational results and Build volumes can be found in **Appendix E**.

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Table 3.7: Sugarhouse Road at Eddie Williams Avenue Operation Analysis

Scenario	EB Left Sugarhouse Rd			EB Through Sugarhouse Rd			NB Left Eddie Williams Ave			NB Through Eddie Williams Ave			WB Left Sugarhouse Rd			WB Through Sugarhouse Rd			SB Left Eddie Williams Ave			SB Through Eddie Williams Ave			Failing Movement
	Delay (s/veh)	v/c	Queue (ft)	Delay (s/veh)	v/c	Queue (ft)	Delay (s/veh)	v/c	Queue (ft)	Delay (s/veh)	v/c	Queue (ft)	Delay (s/veh)	v/c	Queue (ft)	Delay (s/veh)	v/c	Queue (ft)	Delay (s/veh)	v/c	Queue (ft)	Delay (s/veh)	v/c	Queue (ft)	
AM Peak																									
2042 No Build	12.6	0.499	97	5.0	0.359	46	1.2	0.079	8	n/a (free movement)			6.4	0.034	4	6.2	0.245	24	0.2	0.019	2	n/a (free movement)			No
2042 Build Alt. 1 (TWSC E/W)-Base Layout	13.4	0.490	91	5.2	0.417	60	0.1	0.058	7	n/a (free movement)			7.1	0.034	4	6.7	0.333	39	0.2	0.017	2	n/a (free movement)			No
2042 Build Alt. 1 (TWSC E/W)-Modified Layout	13.4	0.490	91	5.8	0.466	79	0.1	0.058	7	n/a (free movement)			n/a (shared lane)			10.4	0.367	47	0.2	0.017	2	n/a (free movement)			No
2042 Build Alt. 2 (TWSC N/S)-Base Layout	0.6	0.149	17	n/a (free movement)			67.5	0.747	106	10.9	0.170	15	0.9	0.012	1	n/a (free movement)			15.1	0.112	11	11.7	0.090	7	Yes
2042 Build Alt. 2 (TWSC N/S)-Modified Layout	0.6	0.149	17	n/a (free movement)			n/a (shared lane)			86.4	0.910	195	0.9	0.012	1	n/a (free movement)			n/a (shared lane)			16.2	0.202	20	Yes
2042 Build Alt. 3 (RAB)	n/a (shared lane)			0.6	0.427	3	n/a (shared lane)			3.3	0.182	26	n/a (shared lane)			2.3	0.193	27	n/a (shared lane)			2.1	0.319	52	No
PM Peak																									
2042 No Build	3.7	0.153	20	1.8	0.169	16	0.4	0.047	5	n/a (free movement)			4.1	0.022	3	2.2	0.136	13	0.1	0.003	0	n/a (free movement)			No
2042 Build Alt. 1 (TWSC E/W)-Base Layout	4.1	0.159	20	1.8	0.217	22	0.1	0.042	5	n/a (free movement)			4.6	0.023	3	2.2	0.178	18	0.1	0.002	0	n/a (free movement)			No
2042 Build Alt. 1 (TWSC E/W)-Modified Layout	4.1	0.159	20	2.0	0.297	36	0.1	0.042	5	n/a (free movement)			n/a (shared lane)			5.8	0.202	21	0.1	0.002	0	n/a (free movement)			No
2042 Build Alt. 2 (TWSC N/S)-Base Layout	0.4	0.067	7	n/a (free movement)			11.5	0.213	23	5.1	0.073	7	0.7	0.010	1	n/a (free movement)			6.2	0.008	1	7.2	0.072	6	No
2042 Build Alt. 2 (TWSC N/S)-Modified Layout	0.4	0.067	7	n/a (free movement)			n/a (shared lane)			12.9	0.285	34	0.7	0.010	1	n/a (free movement)			n/a (shared lane)			7.2	0.080	7	No
2042 Build Alt. 3 (RAB)	n/a (shared lane)			0.3	0.275	43	n/a (shared lane)			1.5	0.104	14	n/a (shared lane)			1.2	0.127	17	n/a (shared lane)			1.2	0.122	16	No

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These analyses indicate that in the design year, Alternative 1 (TWSC E/W) and Alternative 3 (RAB) are anticipated to operate with acceptable delays. However, Alternative 2 (TWSC N/S) is anticipated to have a failing movement.

In order to help visualize the safety impacts of the proposed alternatives at the proposed intersection of Sugarhouse Road at Lincoln Road, conflict points were compared. The results of the conflict points comparison are shown in **Table 3.6**. Figures showing the conflict points can be found in **Appendix E**.

Table 3.8: Sugarhouse Road at Lincoln Road Alternatives Conflict Point Comparison

Scenario	Diverging Conflict Points	Merging Conflict Points	Crossing Conflict Points	Total
Alt. 1 (TWSC E/W) Base Layout	7	7	16	30
Alt. 1 (TWSC E/W) Modified Layout	8	7	16	31
Alt. 2 (TWSC N/S) Base Layout	7	7	16	30
Alt. 2 (TWSC N/S) Modified Layout	7	7	16	30
Alt. 3 (RAB)	4	4	0	8

Based on the existing safety analysis, 13 crashes occurred at this intersection between January 1, 2018 and December 31, 2020. During this time period, the right-angle crashes were flagged by CAT Scan. As discussed in the Alternative Collision Diagrams/Safety Analysis Section of **Appendix E**, installing a roundabout is anticipated to reduce the expected crashes to 7 for a three year period. It would also eliminate the right angle crashes but other crash types could become more prominent. Alternatives 1 and 2 are not expected to address the safety concerns at this intersection.

Additional information on this intersection as well as analysis results can be found in **Appendix E**.

3.4 Summary of Findings

Safety and operational analyses were completed for the study intersections of LA 1 (3rd Street) at Sugarhouse Road Extension, Sugarhouse Road at Lincoln Road, and Sugarhouse Road at Eddie Williams Avenue.

3.4.1 LA 1 (3rd Street) at Sugarhouse Road Extension

At the intersection of LA 1 (3rd Street) at Sugarhouse Road Extension, both analyzed alternatives are anticipated to operate with low delays. Both alternatives also have a similar number of conflict points. However, Alternative 2 (Roundabout) has the benefit of not having any crossing conflict points. It should

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also be noted that the speed limit on LA 1 (3rd Street) is 55 miles per hour in the vicinity of the proposed intersection. The speed limit does decrease to 45 mph and then to 35 mph in the vicinity of the Acadian Elementary School and a roundabout would be useful as a traffic calming device ahead of the speed change.

Based on these findings, it is recommended that Alternative 2 (RAB) be implemented.

3.4.2 Sugarhouse Road at Lincoln Road

At the intersection of Sugarhouse Road at Lincoln Road, the existing and no build analysis revealed no operational or safety concerns at this intersection. Build conditions are anticipated to slightly change traffic patterns, however volumes at this intersection will remain low. The analyzed build alternatives (TWSC and Roundabout) are anticipated to operate with low delays. Both alternatives also have a similar number of conflict points. Alternative 2 (Roundabout) has the benefit of not having any crossing conflict points, however there is no reason to believe that crossing conflicts will be an issue in build conditions that needs to be addressed.

Based on these findings, it is recommended that Alternative 1 (TWSC) be implemented with the construction of the Sugarhouse Road Extension.

3.4.3 Sugarhouse Road at Eddie Williams Avenue

At the intersection of Sugarhouse Road at Eddie Williams Avenue, three alternatives were analyzed. Alternative 1 (TWSC E/W) and Alternative 3 (RAB) are anticipated to have acceptable delays. Alternative 2 (TWSC N/S) is anticipated to have failing movements in the design year and therefore was eliminated from consideration. Alternative 3 (RAB) is also anticipated to have significantly fewer conflict points than the other alternatives and it is the only alternative expected to address the existing safety concern with right-angle crashes.

Based on these findings, it is recommended that Alternative 3 (RAB) be implemented with the construction of the Sugarhouse Road Extension.

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Appendix A

Initial Data Collection

I. Count Location Map

II. Peak Period Graphs

1. Hudson Blvd (West of LA 1)
2. LA 1208-1 (Between Thomasina Rd & Winston St)
3. Lincoln Rd (Between Morris St & Hudson Blvd)
4. LA 1 (South of Hudson Blvd)

III. 7-Day, 24-Hour Machine Counts

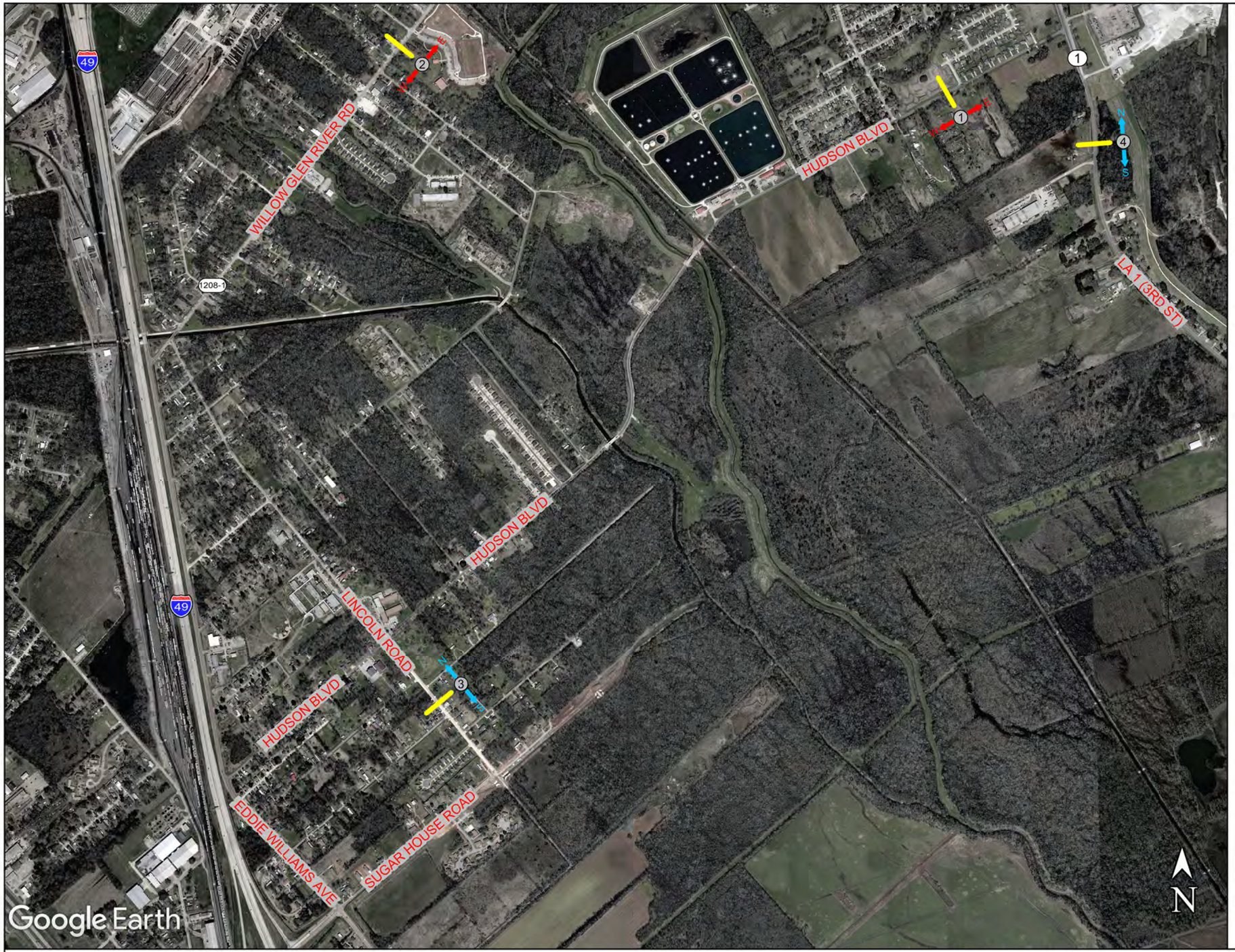
1. Hudson Blvd (West of LA 1)
2. LA 1208-1 (Between Thomasina Rd & Winston St)
3. Lincoln Rd (Between Morris St & Hudson Blvd)
4. LA 1 (South of Hudson Blvd)

IV. QA/QC Documentation

Appendix A

Initial Data Collection

I. Count Location Map



7-DAY, 24-HOUR BI-DIRECTIONAL
CLASSIFICATION COUNT LOCATIONS

- 1. HUDSON BLVD WEST OF LA 1 (3RD ST)
- 2. LA 1208-1 (WILLOW GLEN RIVER RD) BETWEEN LA 1 (3RD ST) & LINCOLN RD
- 3. LINCOLN RD BETWEEN HUDSON BLVD & SUGAR HOUSE RD
- 4. LA 1 (3RD ST) SOUTH OF HUDSON BLVD

LEGEND

7-DAY, 24-HOUR COUNT LOCATION

ID# / COUNT DIRECTION

INITIAL DATA COLLECTION MAP

SUGAR HOUSE ROAD EXTENSION - ICE STUDY

RAPIDES PARISH

NEEL-SCHAFFER
Solutions you can build upon

Appendix A

Initial Data Collection

II. Peak Period Graphs

Graphs with hourly volumes plotted for eastbound and westbound Hudson Boulevard, eastbound and westbound LA 1208-1 (Willow Glen River Road), northbound and southbound Lincoln Road, and northbound and southbound LA 1 (3rd Street) were created based on the data collected in the 7-day, 24-hour tube count. The tube data is documented in the Appendix A, Section III. 7-Day, 24-Hour Machine Counts. Based on this data, the following peak periods are recommended:

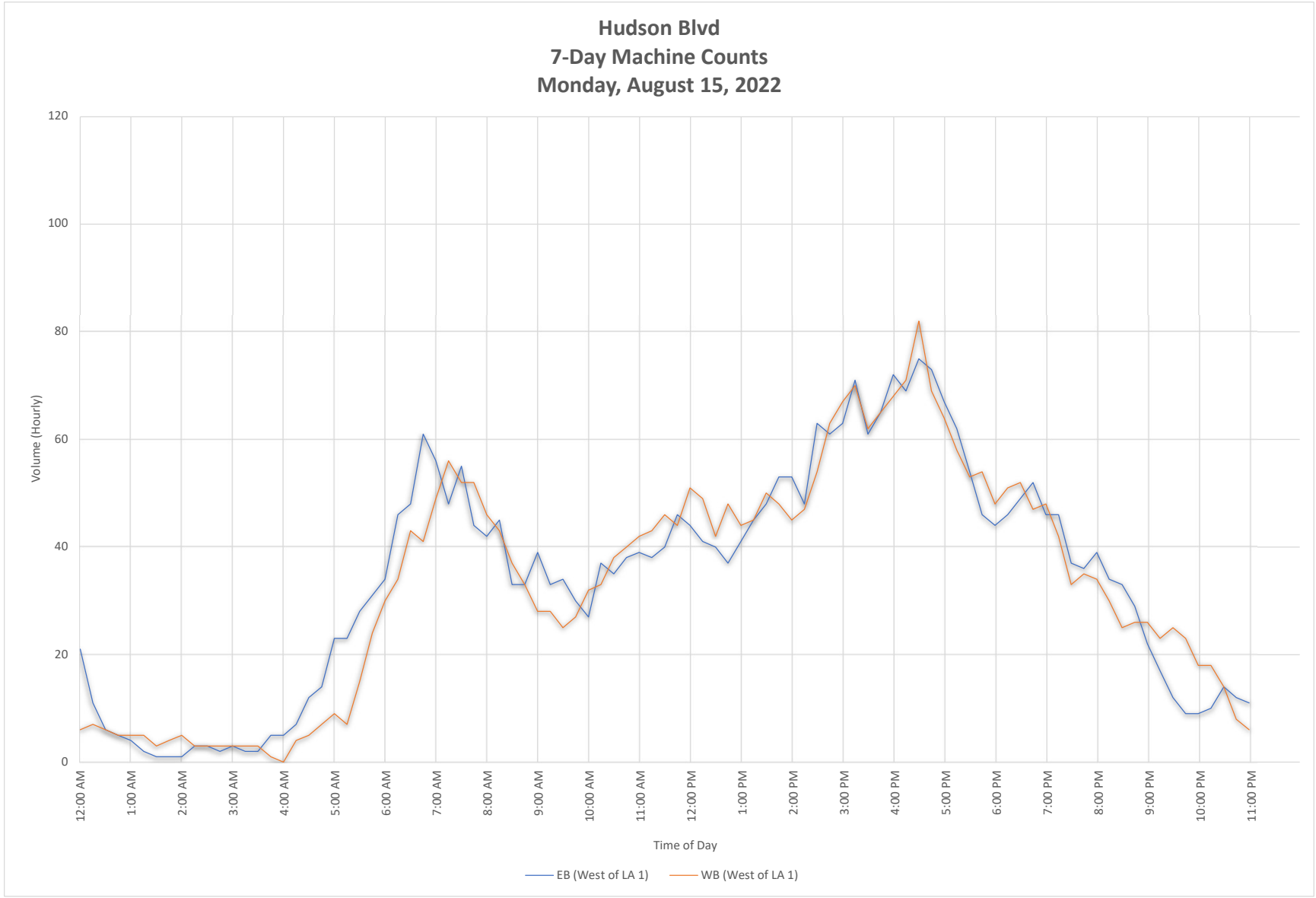
- AM Peak Period – 6:00 a.m. until 9:00 a.m.
- PM Peak Period – 2:00 p.m. until 6:00 p.m.

Appendix A

Initial Data Collection

II. Peak Period Graphs

1. Hudson Blvd (West of LA 1)


Hudson Blvd
7-Day Machine Counts
Monday, August 15, 2022
120
100
80
60
40
20
0
Volume (Hourly)
12:00 AM
1:00 AM
2:00 AM
3:00 AM
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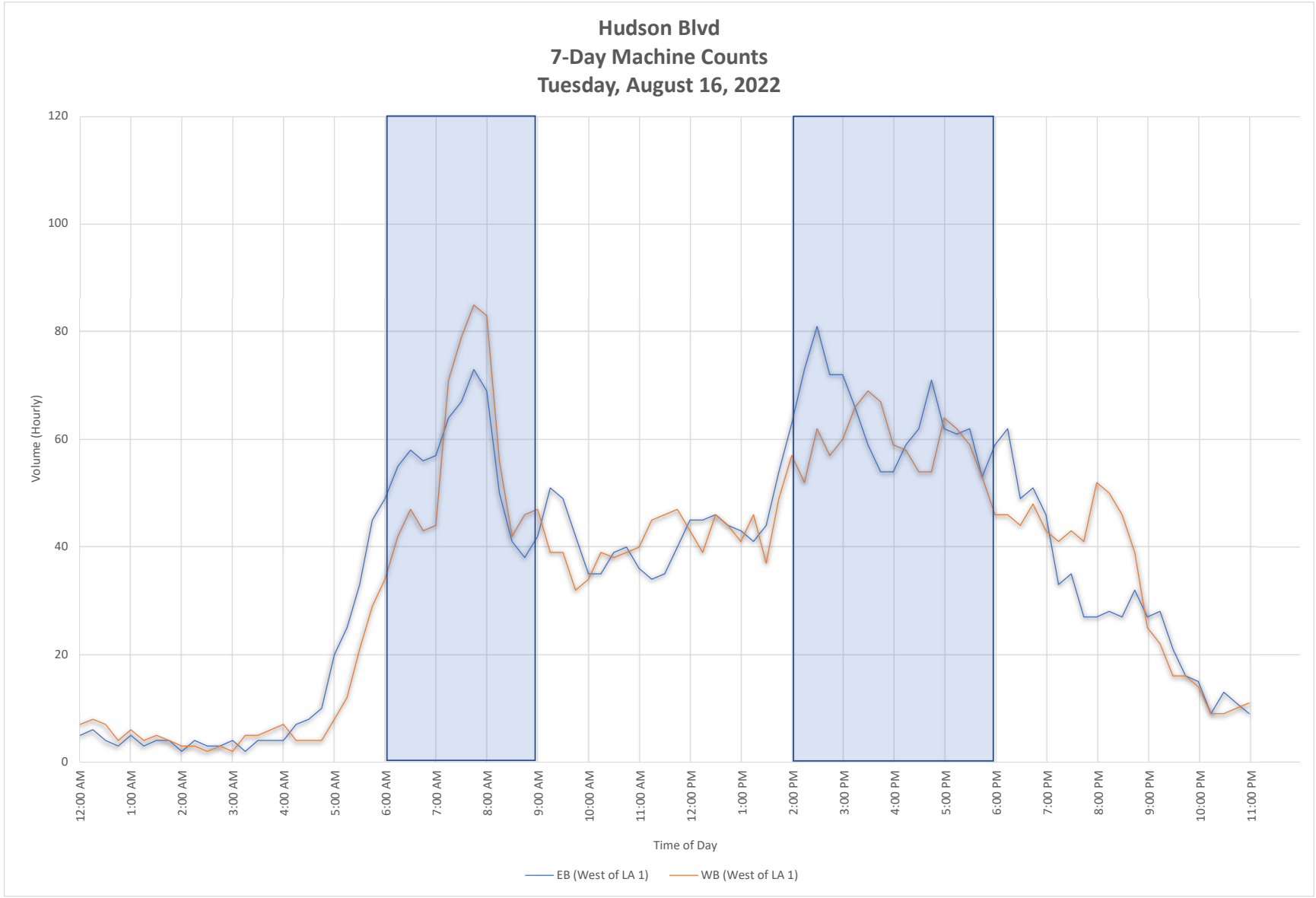
11:00 PM
Time of Day
EB (West of LA 1)
WB (West of LA 1)


Hudson Blvd
7-Day Machine Counts
Tuesday, August 16, 2022
120
100
80
60
40
20
0
Volume (Hourly)
12:00 AM
1:00 AM
2:00 AM
3:00 AM
4:00 AM
5:00 AM
6:00 AM
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8:00 AM
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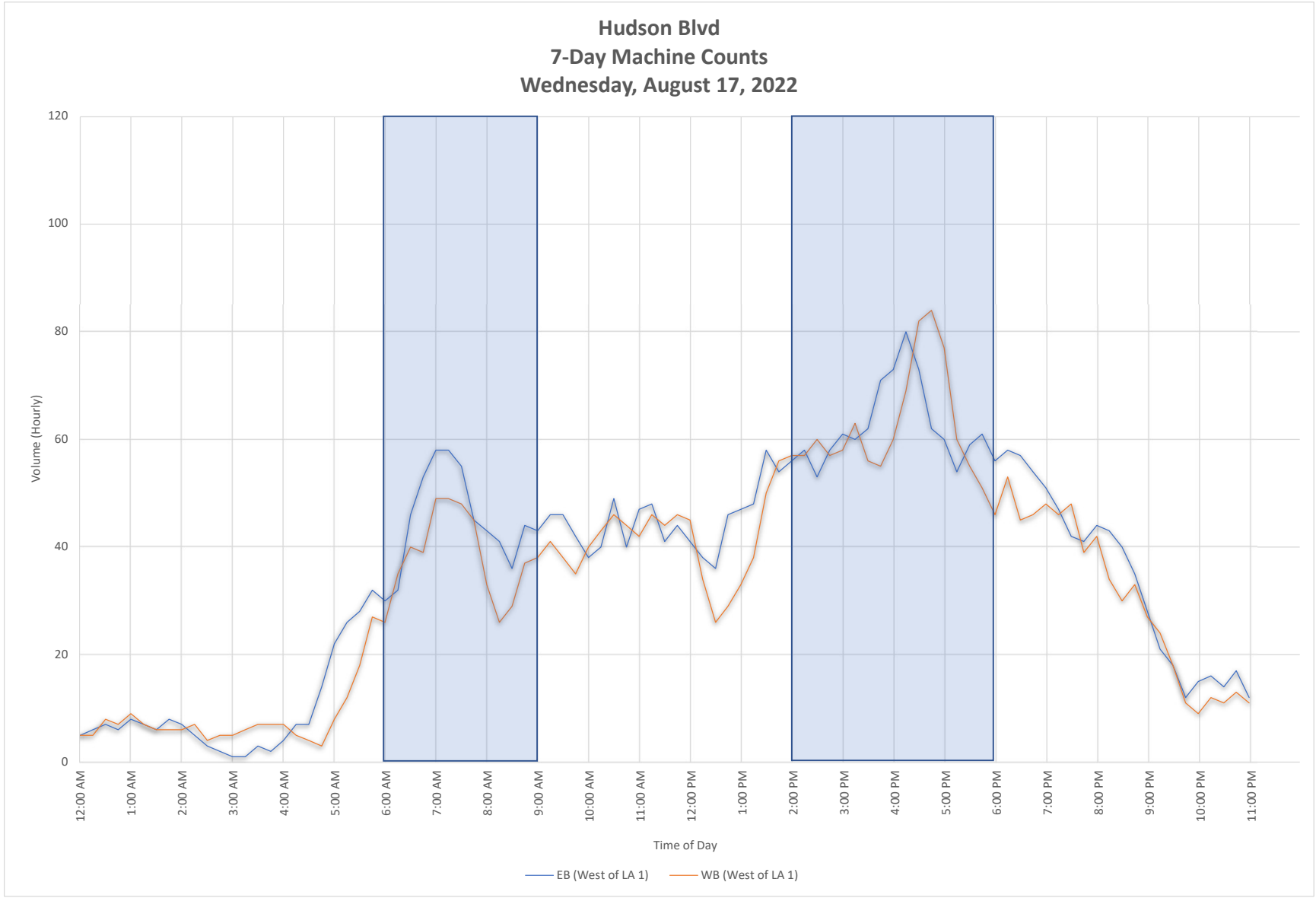
Time of Day
EB (West of LA 1)
WB (West of LA 1)


Hudson Blvd
7-Day Machine Counts
Wednesday, August 17, 2022
Volume (Hourly)
120
100
80
60
40
20
0
12:00 AM
1:00 AM
2:00 AM
3:00 AM
4:00 AM
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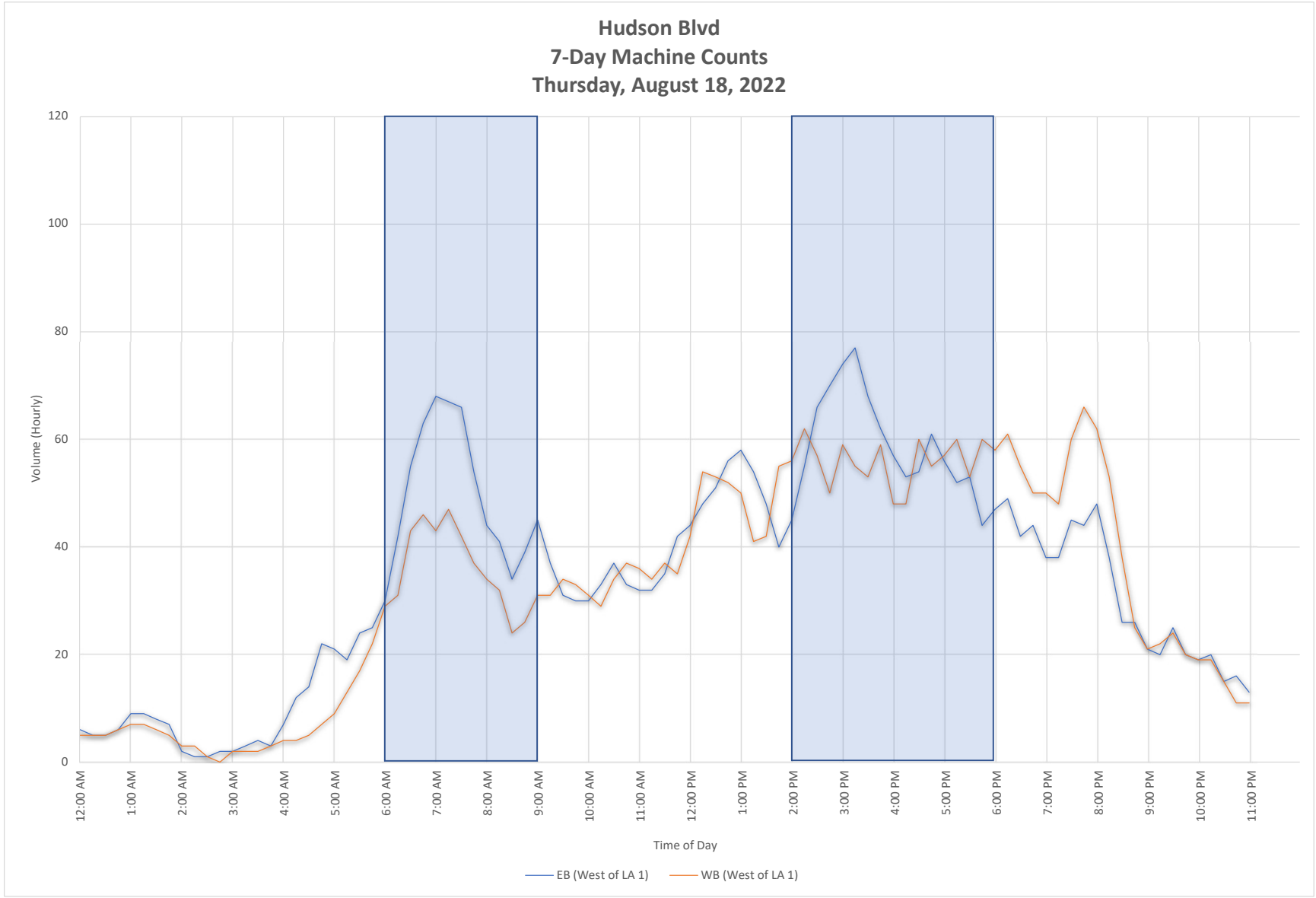
Time of Day
EB (West of LA 1)
WB (West of LA 1)


Hudson Blvd
7-Day Machine Counts
Thursday, August 18, 2022
Volume (Hourly)
120
100
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60
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20
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12:00 AM
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2:00 AM
3:00 AM
4:00 AM
5:00 AM
6:00 AM
7:00 AM
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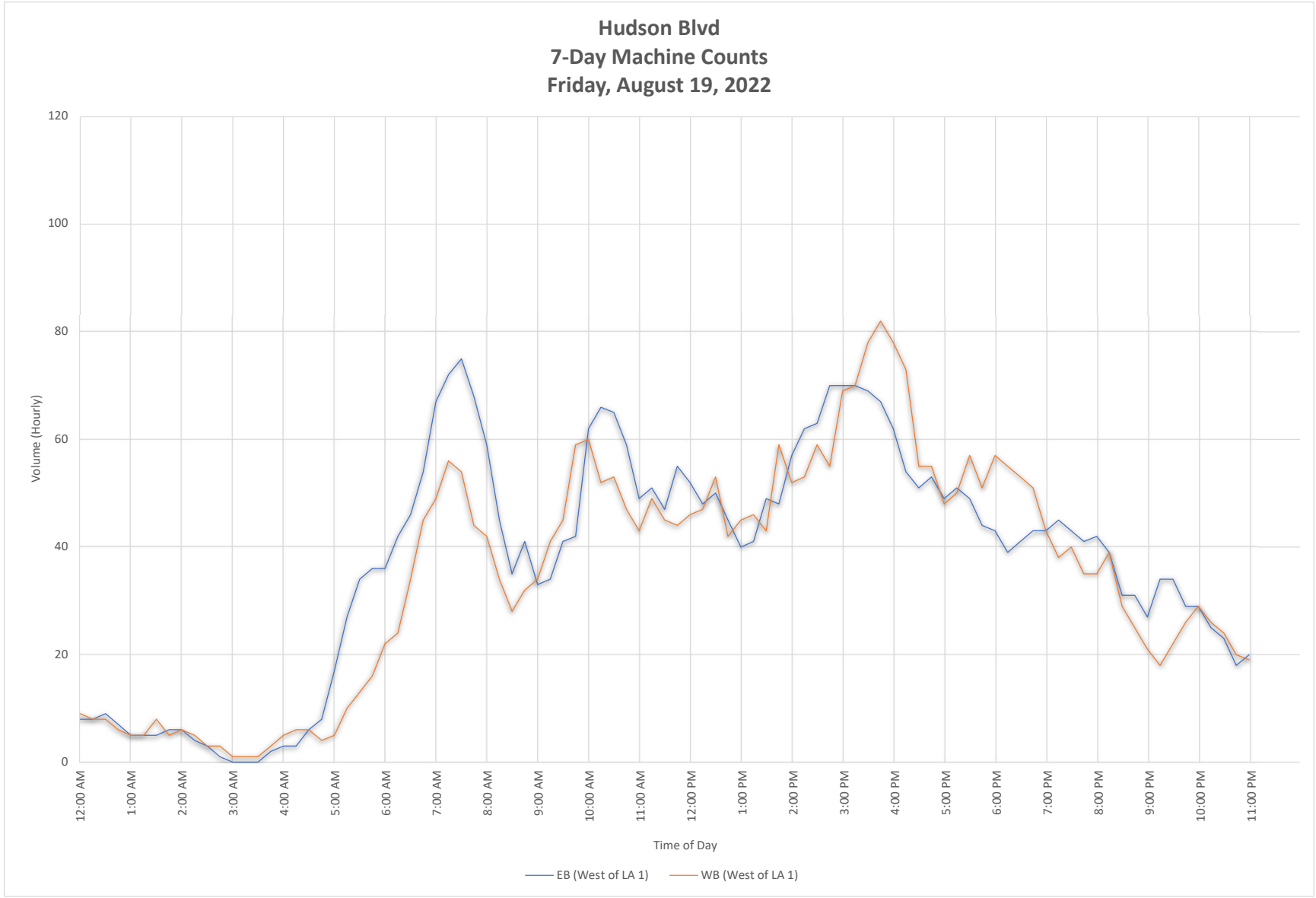
Time of Day
EB (West of LA 1)
WB (West of LA 1)


Hudson Blvd
7-Day Machine Counts
Friday, August 19, 2022
120
100
80
60
40
20
0
Volume (Hourly)
12:00 AM
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2:00 AM
3:00 AM
4:00 AM
5:00 AM
6:00 AM
7:00 AM
8:00 AM
9:00 AM
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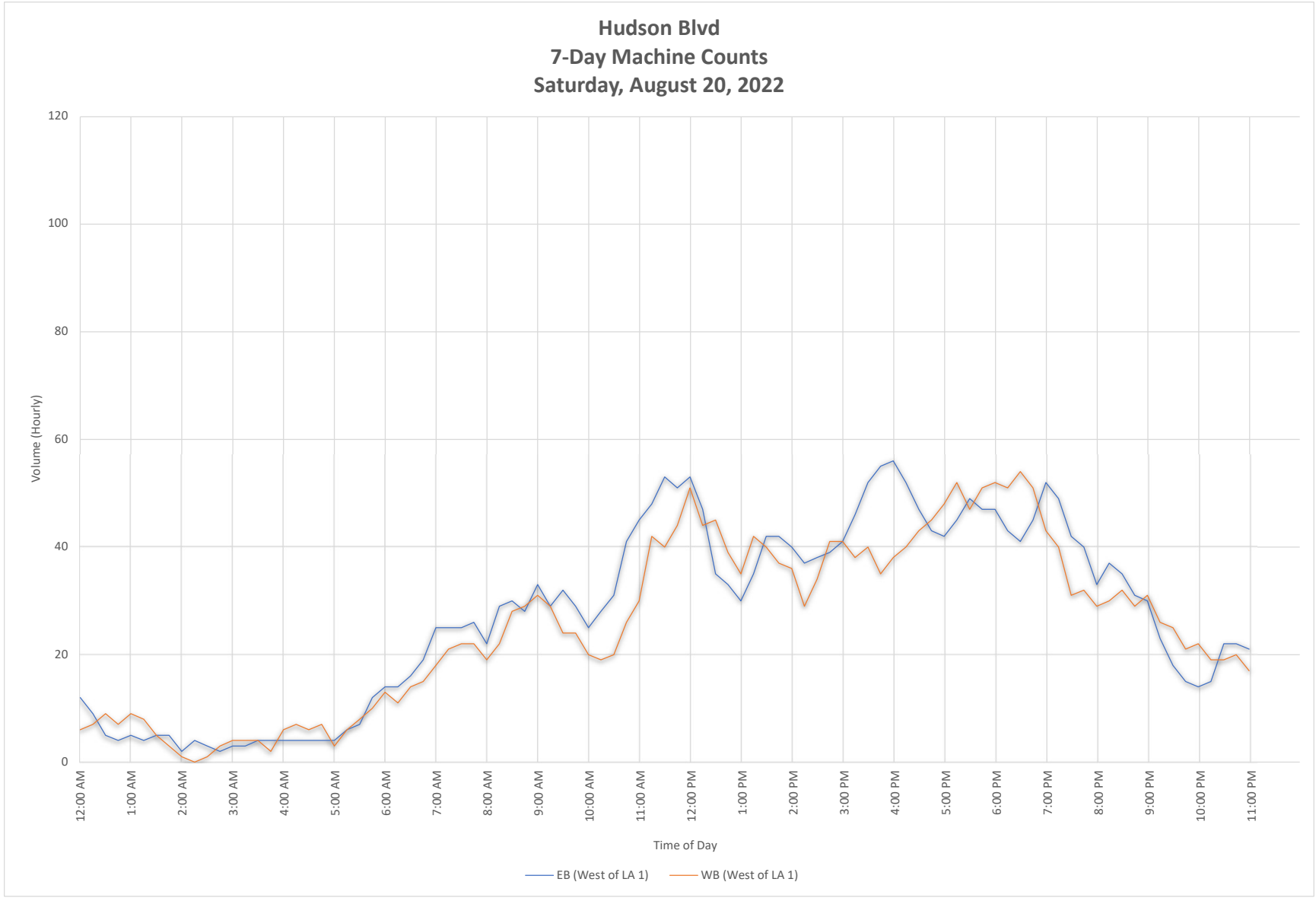
Time of Day
EB (West of LA 1)
WB (West of LA 1)


Hudson Blvd
7-Day Machine Counts
Saturday, August 20, 2022
120
100
80
60
40
20
0
Volume (Hourly)
12:00 AM
1:00 AM
2:00 AM
3:00 AM
4:00 AM
5:00 AM
6:00 AM
7:00 AM
8:00 AM
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8:00 PM
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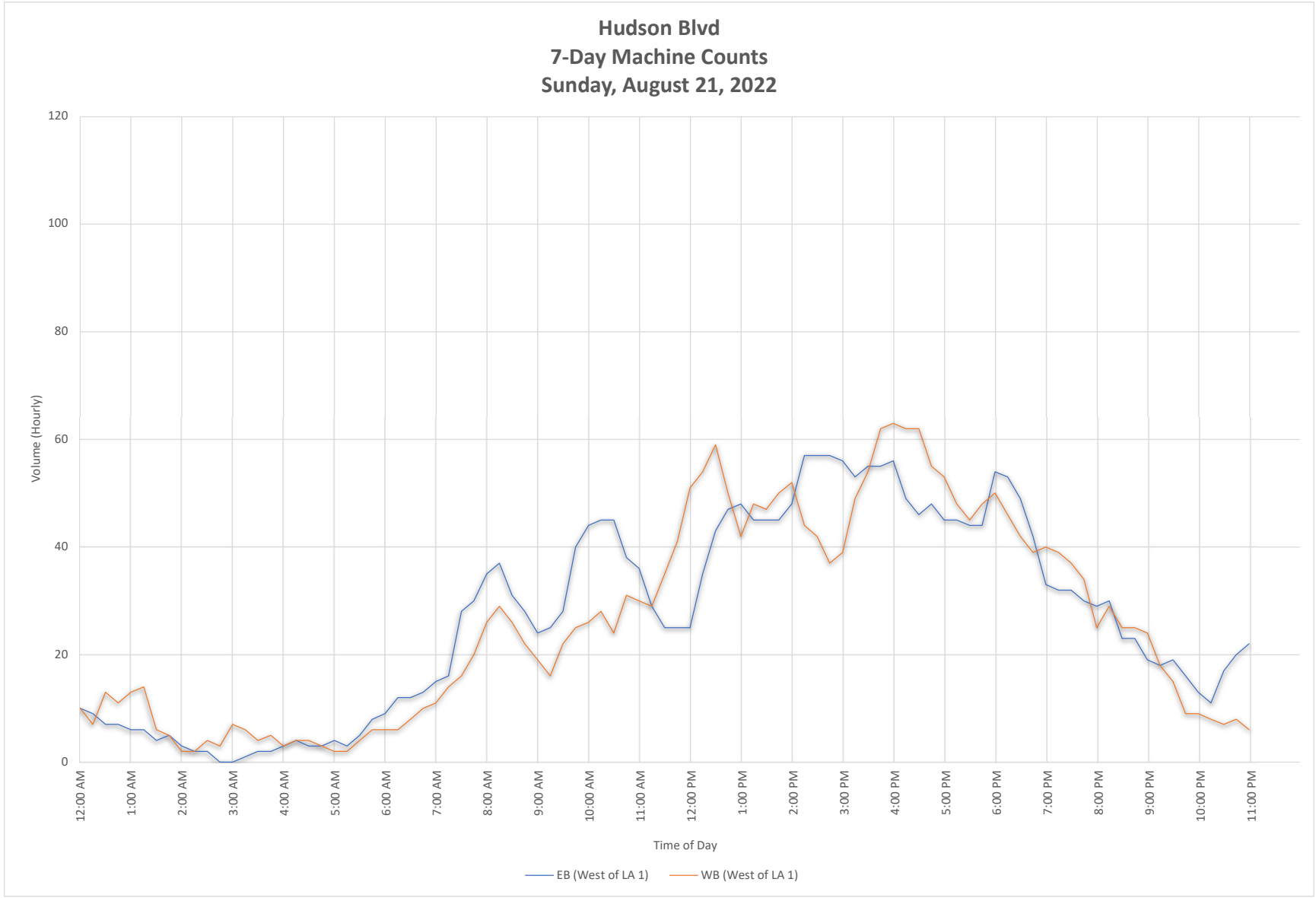
10:00 PM
11:00 PM
Time of Day
EB (West of LA 1)
WB (West of LA 1)


Hudson Blvd
7-Day Machine Counts
Sunday, August 21, 2022
120
100
80
60
40
20
0
Volume (Hourly)
12:00 AM
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2:00 AM
3:00 AM
4:00 AM
5:00 AM
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
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4:00 PM
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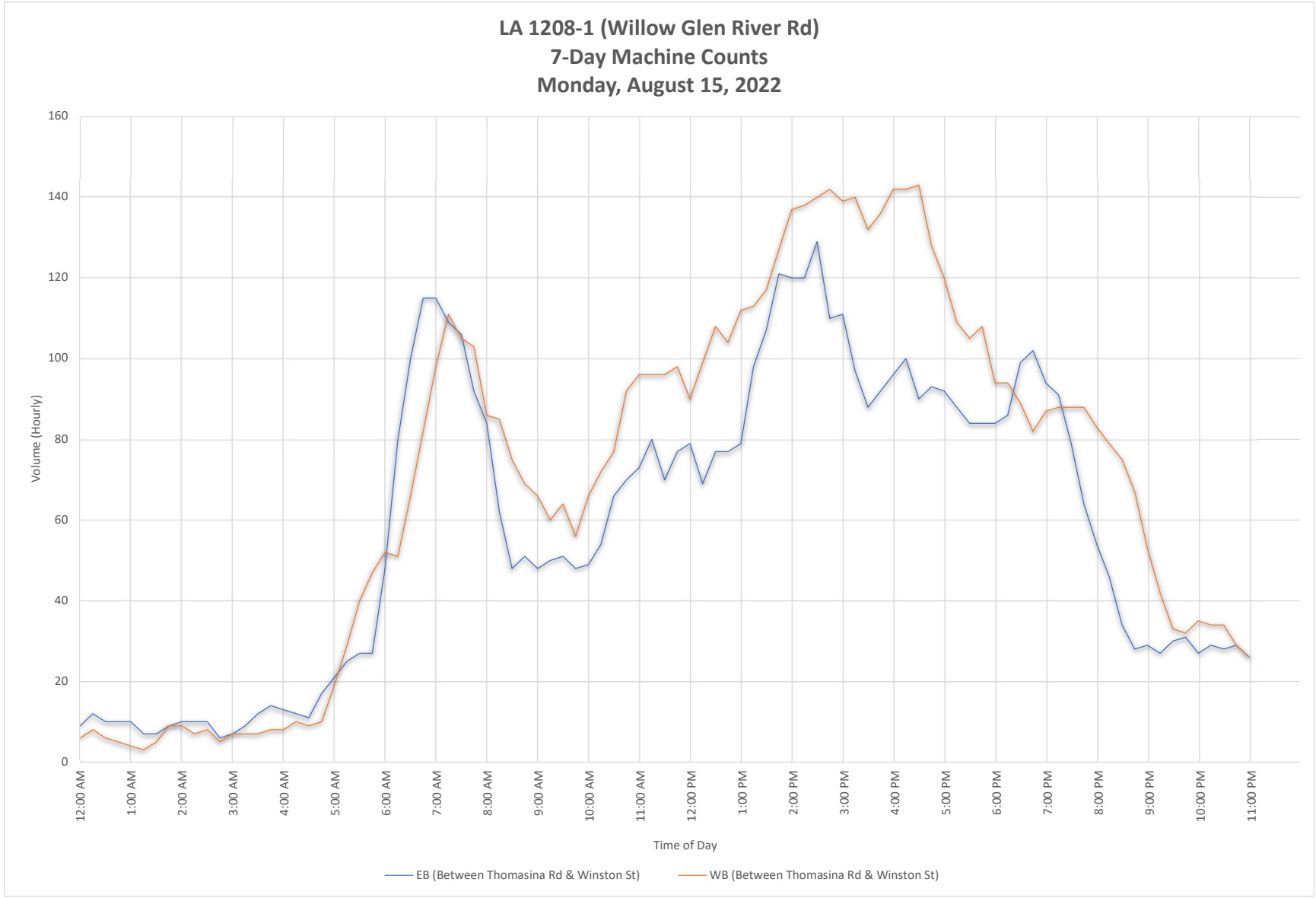
6:00 PM
7:00 PM
8:00 PM
9:00 PM
10:00 PM
11:00 PM
Time of Day
EB (West of LA 1)
WB (West of LA 1)

Appendix A

Initial Data Collection

II. Peak Period Graphs

2. LA 1208-1 (Between Thomasina Rd & Winston St)


LA 1208-1 (Willow Glen River Rd)
7-Day Machine Counts
Monday, August 15, 2022
Volume (Hourly)
160
140
120
100
80
60
40
20
0
12:00 AM
1:00 AM
2:00 AM
3:00 AM
4:00 AM
5:00 AM
6:00 AM
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11:00 AM
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2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
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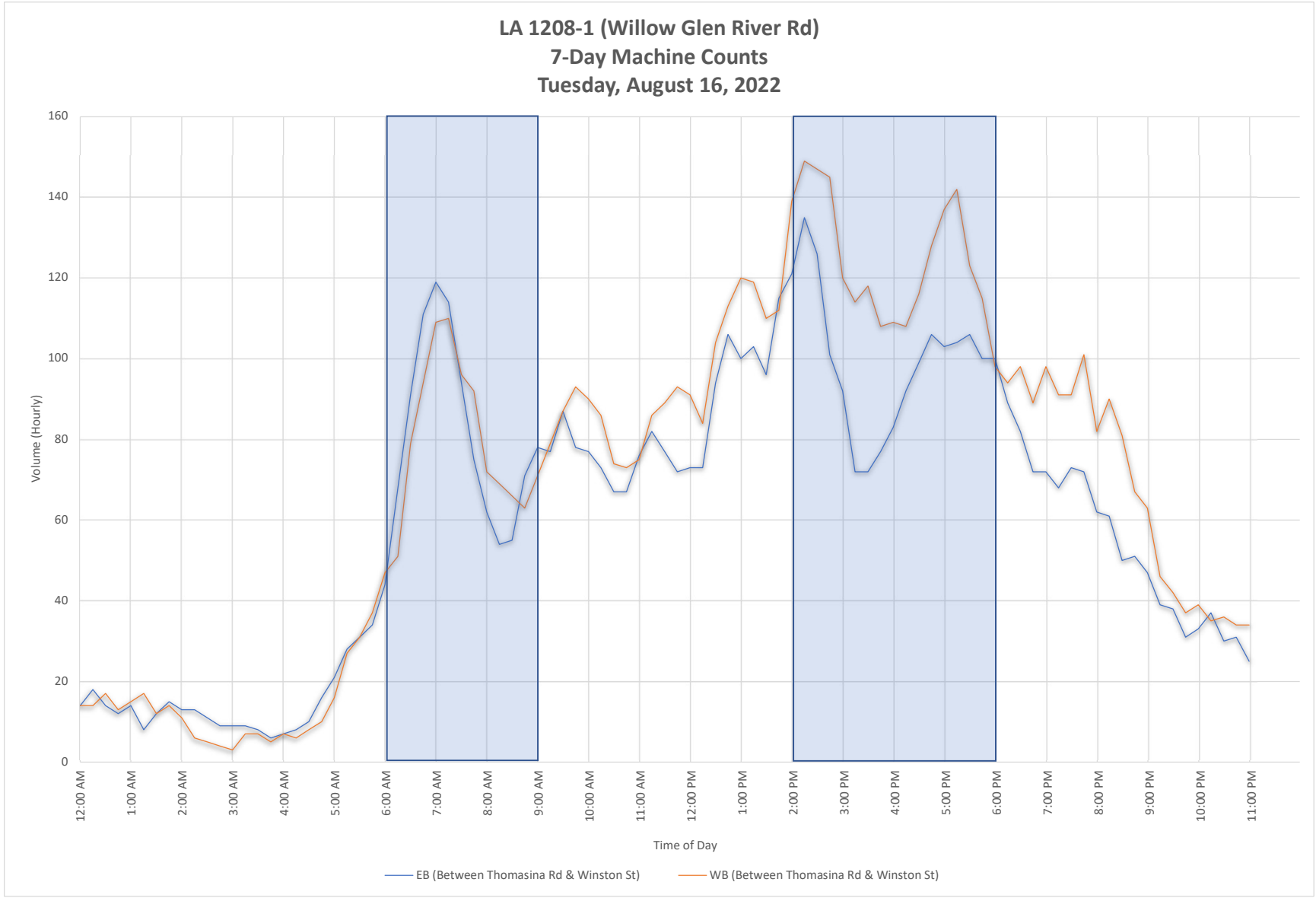
9:00 PM
10:00 PM
11:00 PM
Time of Day
EB (Between Thomasina Rd & Winston St)
WB (Between Thomasina Rd & Winston St)


LA 1208-1 (Willow Glen River Rd)
7-Day Machine Counts
Tuesday, August 16, 2022
Volume (Hourly)
160
140
120
100
80
60
40
20
0
12:00 AM
1:00 AM
2:00 AM
3:00 AM
4:00 AM
5:00 AM
6:00 AM
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11:00 AM
12:00 PM
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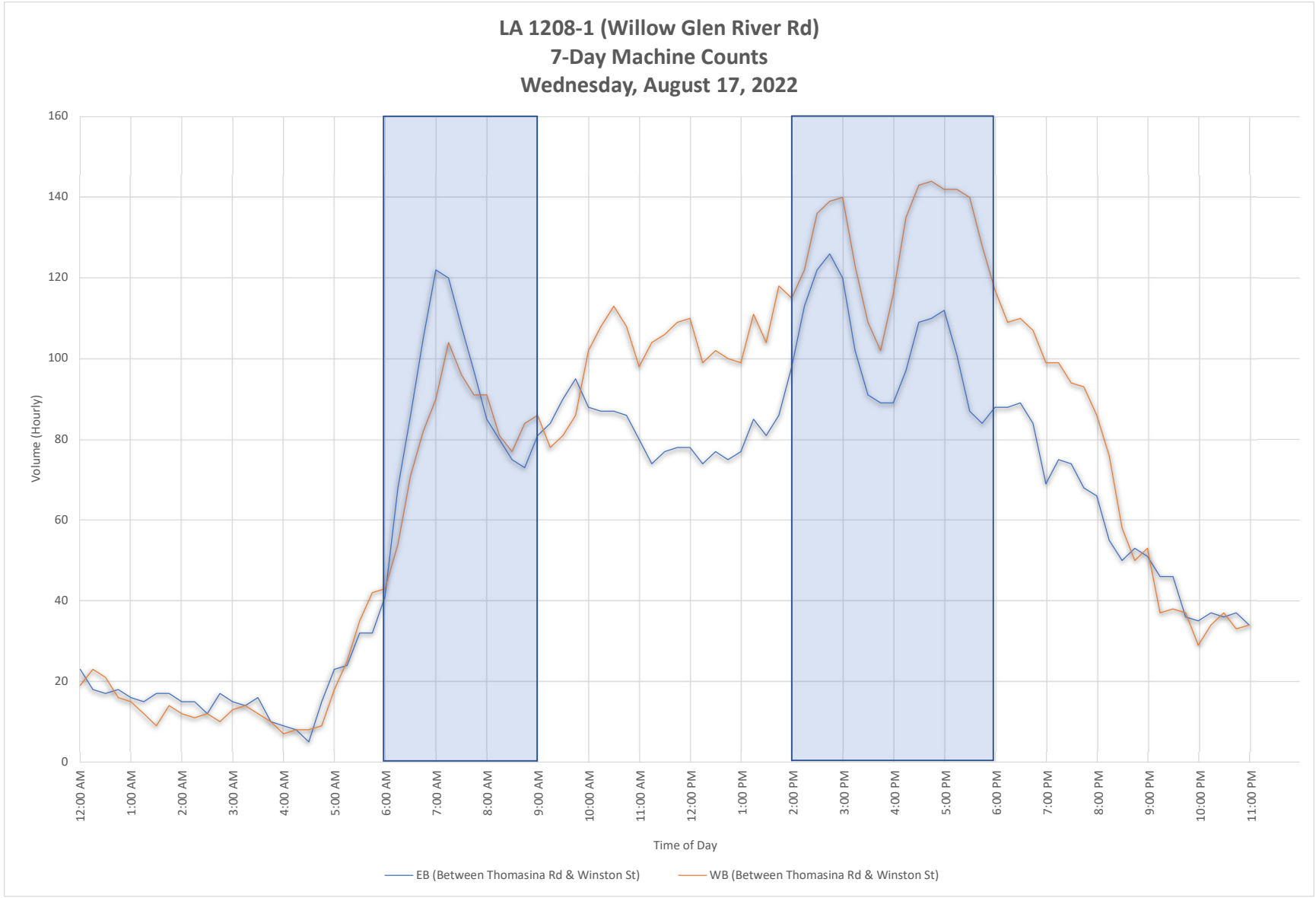
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
8:00 PM
9:00 PM
10:00 PM
11:00 PM
Time of Day
EB (Between Thomasina Rd & Winston St)
WB (Between Thomasina Rd & Winston St)


LA 1208-1 (Willow Glen River Rd)
7-Day Machine Counts
Wednesday, August 17, 2022
Volume (Hourly)
160
140
120
100
80
60
40
20
0
12:00 AM
1:00 AM
2:00 AM
3:00 AM
4:00 AM
5:00 AM
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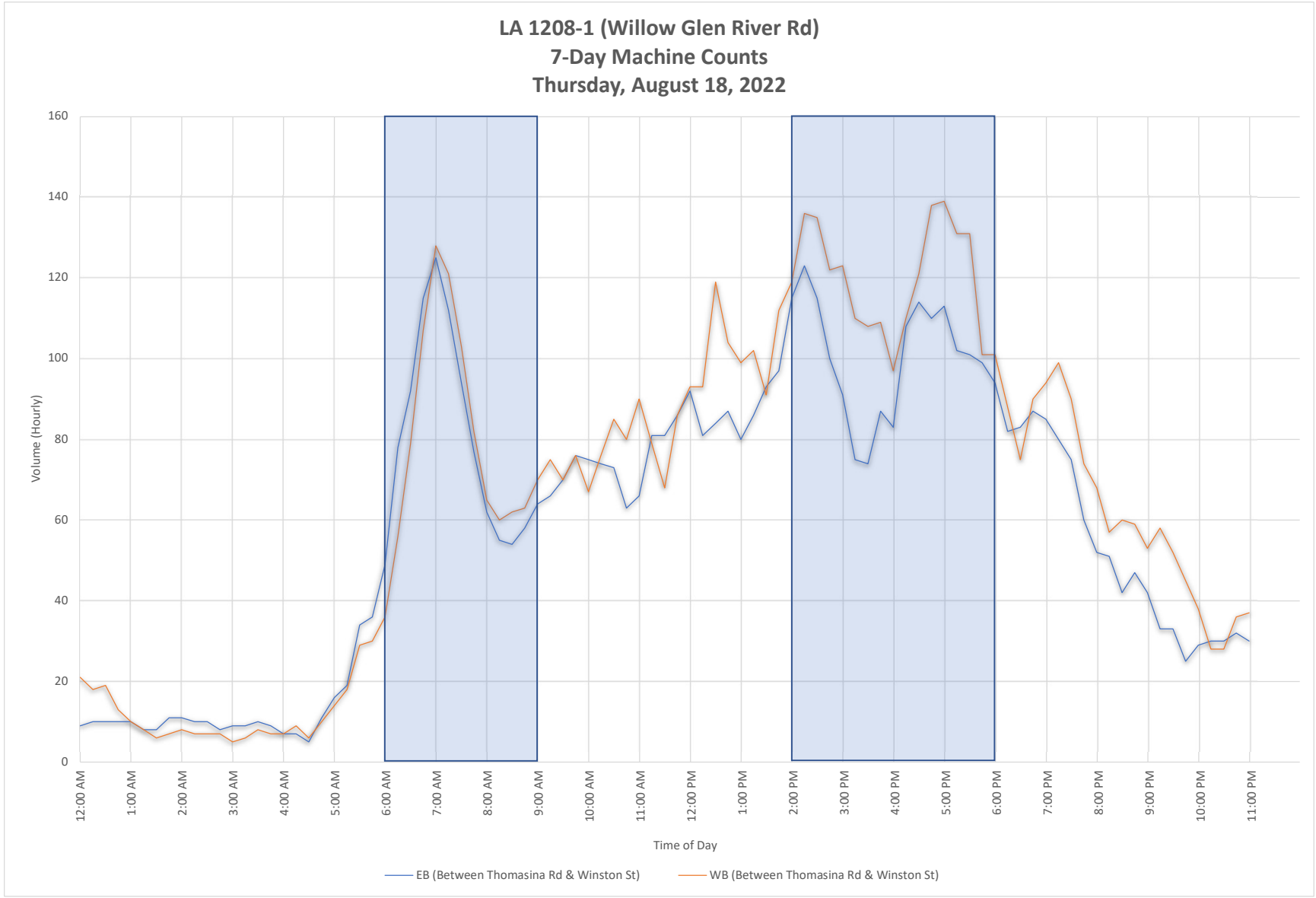
5:00 PM
6:00 PM
7:00 PM
8:00 PM
9:00 PM
10:00 PM
11:00 PM
Time of Day
EB (Between Thomasina Rd & Winston St)
WB (Between Thomasina Rd & Winston St)


LA 1208-1 (Willow Glen River Rd)
7-Day Machine Counts
Thursday, August 18, 2022
Volume (Hourly)
160
140
120
100
80
60
40
20
0
12:00 AM
1:00 AM
2:00 AM
3:00 AM
4:00 AM
5:00 AM
6:00 AM
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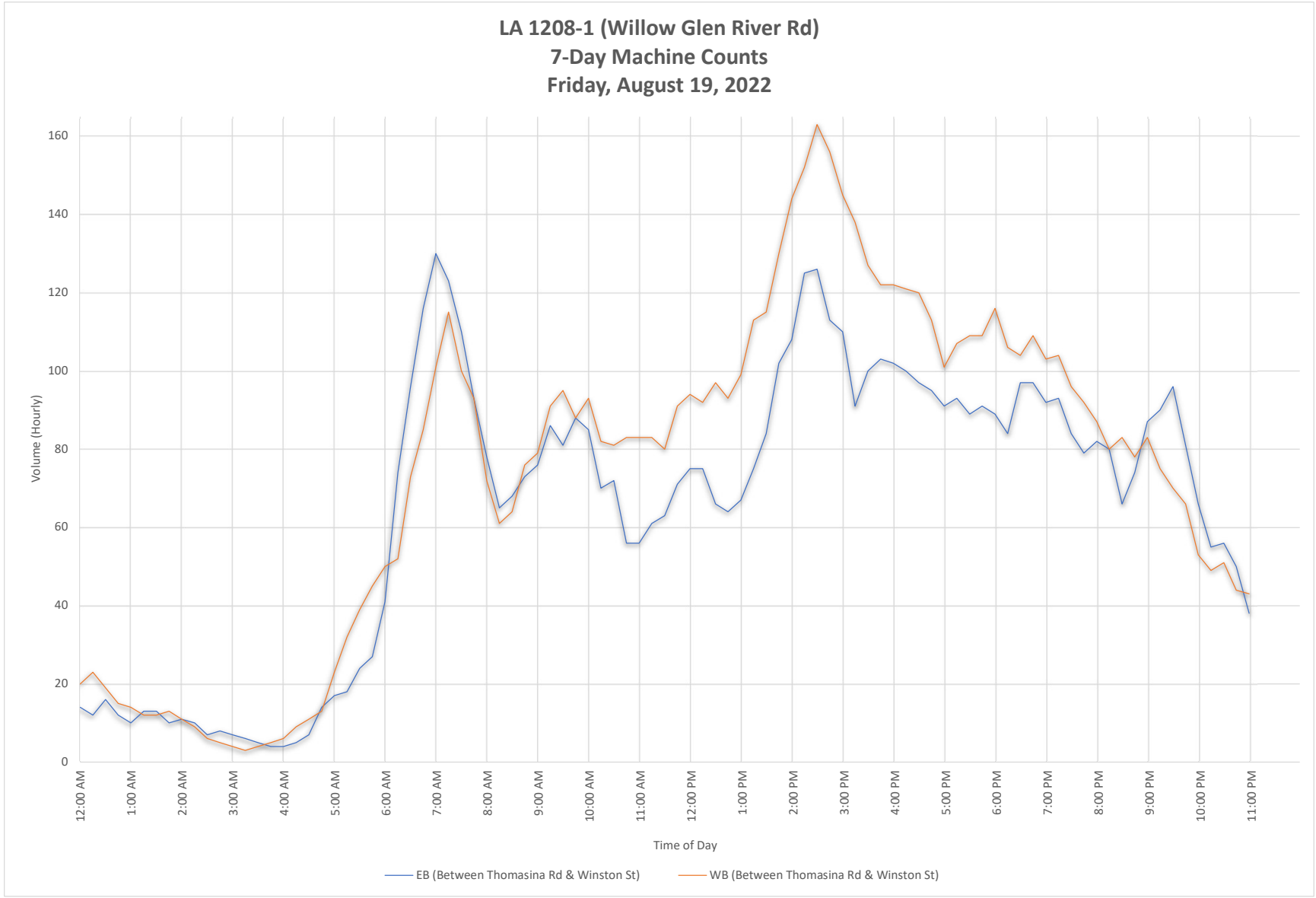
7:00 PM
8:00 PM
9:00 PM
10:00 PM
11:00 PM
Time of Day
EB (Between Thomasina Rd & Winston St)
WB (Between Thomasina Rd & Winston St)


LA 1208-1 (Willow Glen River Rd)
7-Day Machine Counts
Friday, August 19, 2022
Volume (Hourly)
0
20
40
60
80
100
120
140
160
12:00 AM
1:00 AM
2:00 AM
3:00 AM
4:00 AM
5:00 AM
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
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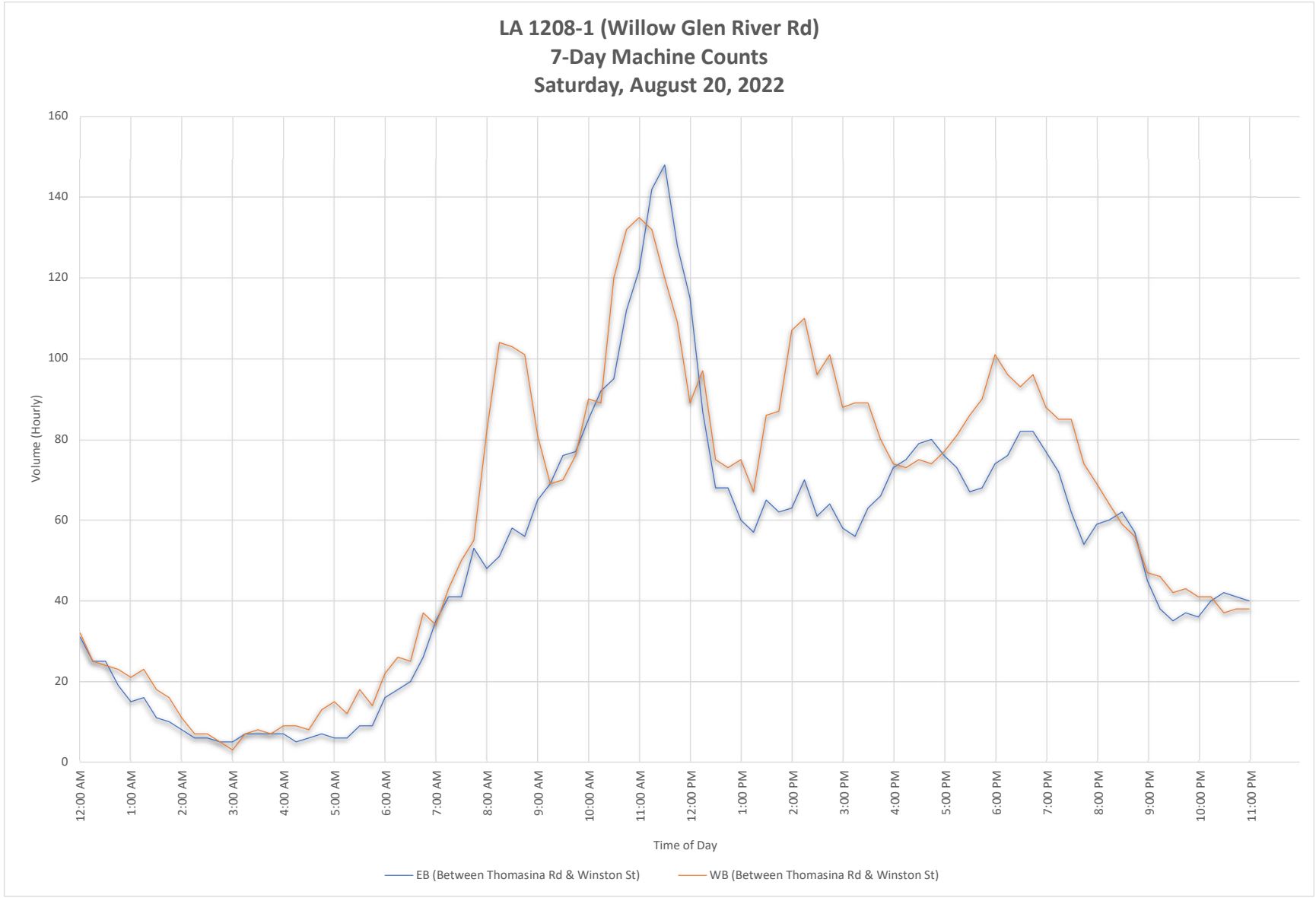
Time of Day
EB (Between Thomasina Rd & Winston St)
WB (Between Thomasina Rd & Winston St)


LA 1208-1 (Willow Glen River Rd)
7-Day Machine Counts
Saturday, August 20, 2022
Volume (Hourly)
160
140
120
100
80
60
40
20
0
12:00 AM
1:00 AM
2:00 AM
3:00 AM
4:00 AM
5:00 AM
6:00 AM
7:00 AM
8:00 AM
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2:00 PM
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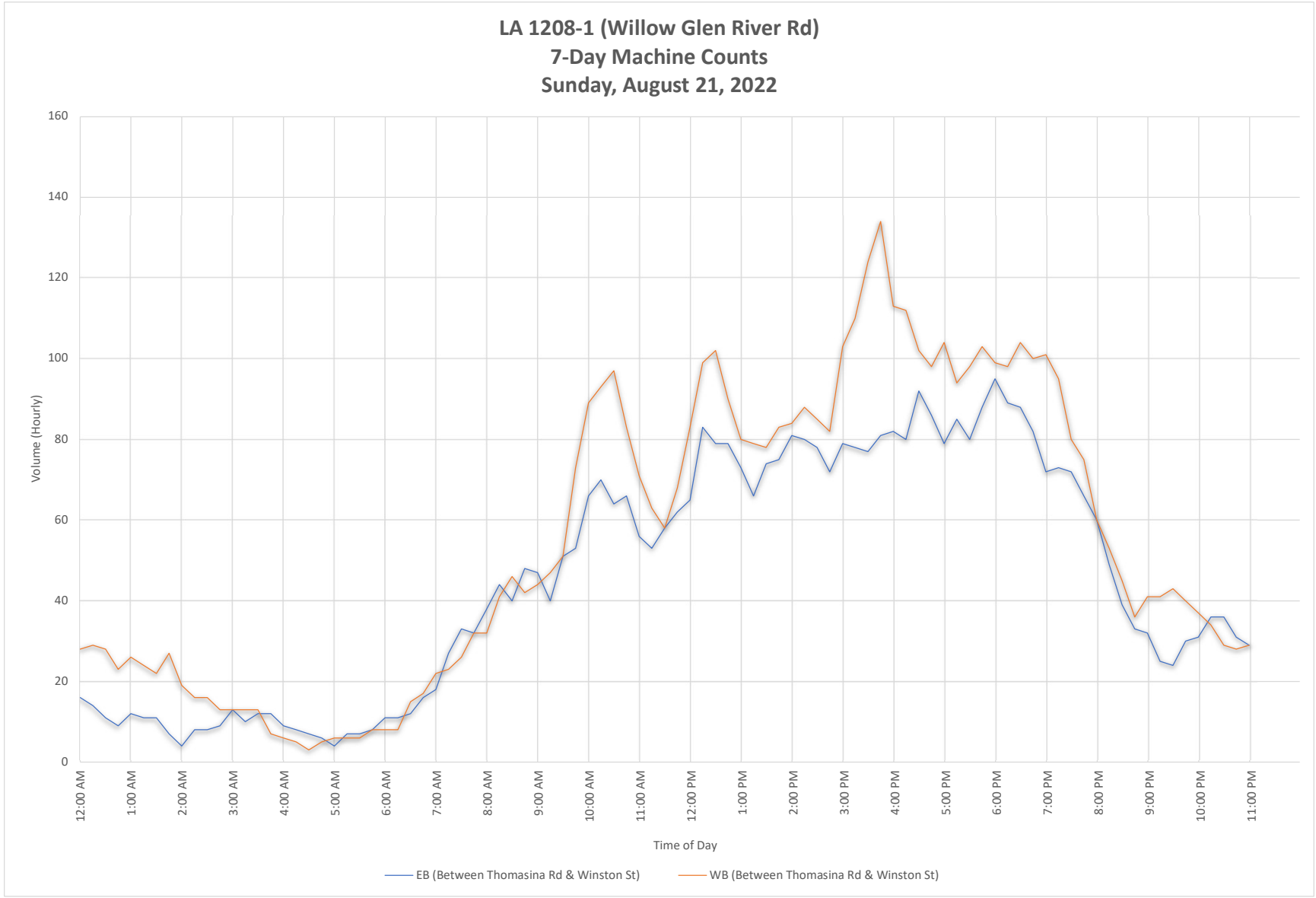
4:00 PM
5:00 PM
6:00 PM
7:00 PM
8:00 PM
9:00 PM
10:00 PM
11:00 PM
Time of Day
EB (Between Thomasina Rd & Winston St)
WB (Between Thomasina Rd & Winston St)


LA 1208-1 (Willow Glen River Rd)
7-Day Machine Counts
Sunday, August 21, 2022
Volume (Hourly)
160
140
120
100
80
60
40
20
0
12:00 AM
1:00 AM
2:00 AM
3:00 AM
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4:00 PM
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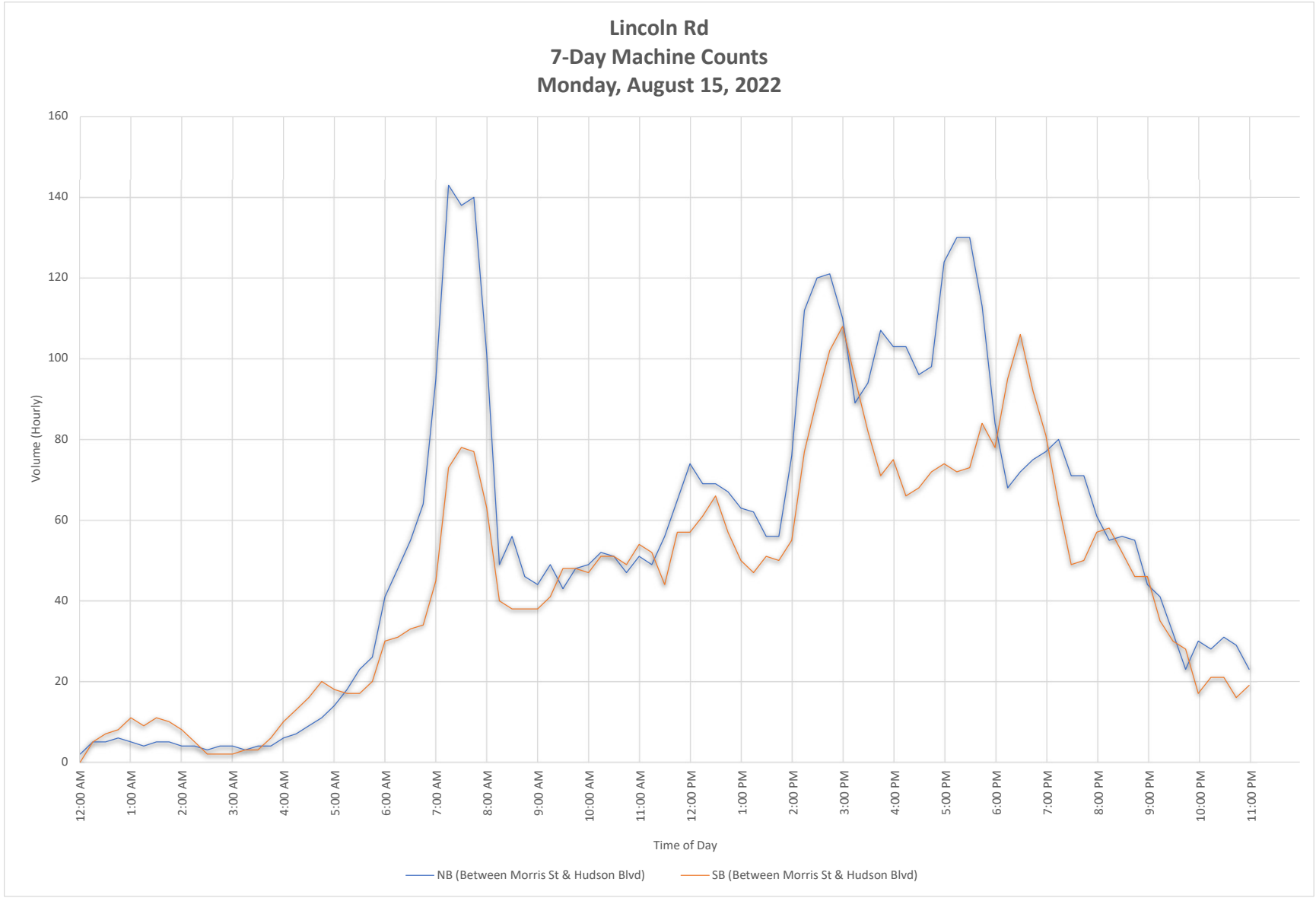
6:00 PM
7:00 PM
8:00 PM
9:00 PM
10:00 PM
11:00 PM
Time of Day
EB (Between Thomasina Rd & Winston St)
WB (Between Thomasina Rd & Winston St)

Appendix A

Initial Data Collection

II. Peak Period Graphs

3. Lincoln Rd (Between Morris St & Hudson Blvd)


Lincoln Rd
7-Day Machine Counts
Monday, August 15, 2022
Volume (Hourly)
160
140
120
100
80
60
40
20
0
12:00 AM
1:00 AM
2:00 AM
3:00 AM
4:00 AM
5:00 AM
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2:00 PM
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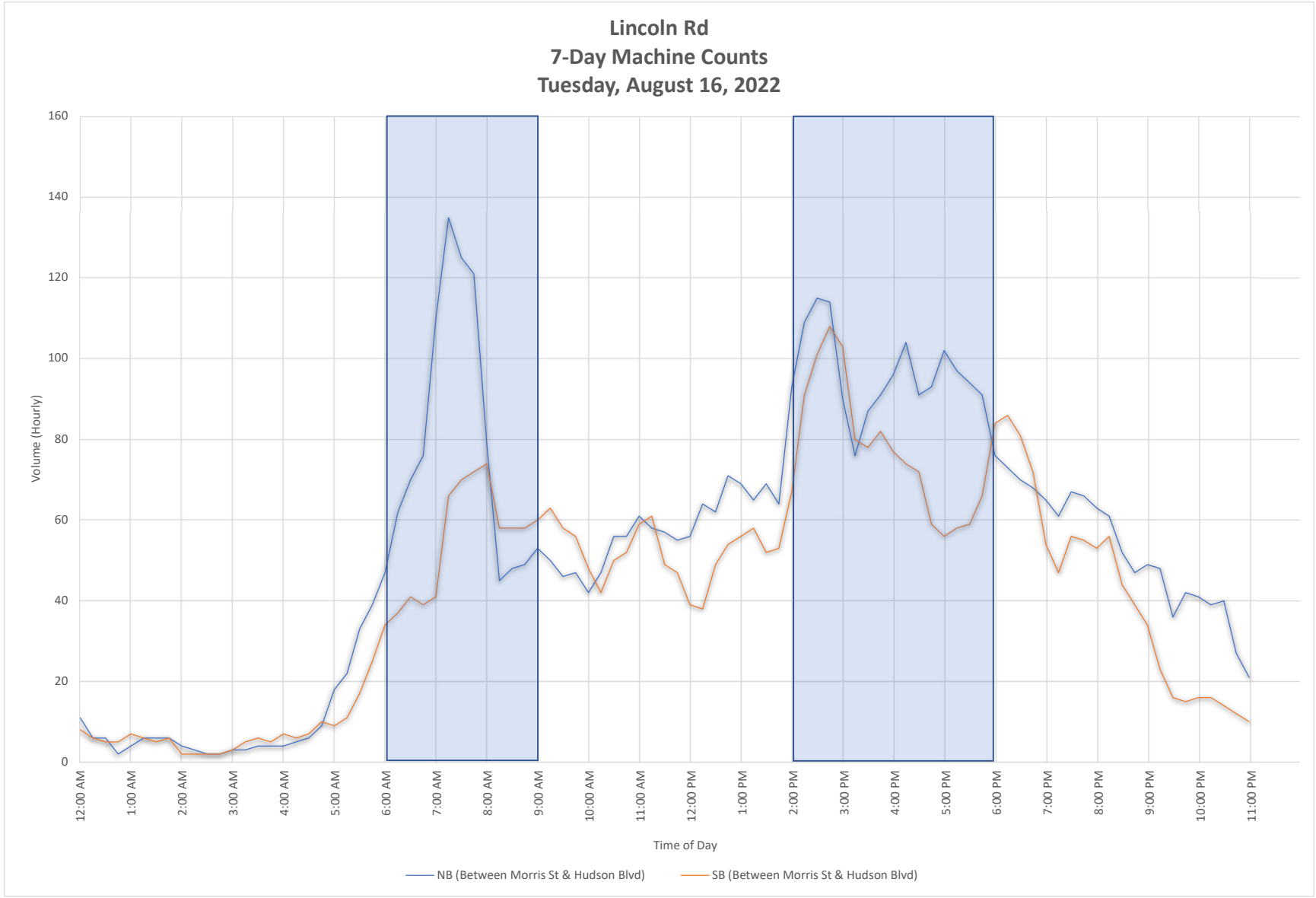
4:00 PM
5:00 PM
6:00 PM
7:00 PM
8:00 PM
9:00 PM
10:00 PM
11:00 PM
Time of Day
NB (Between Morris St & Hudson Blvd)
SB (Between Morris St & Hudson Blvd)


Lincoln Rd
7-Day Machine Counts
Tuesday, August 16, 2022
Volume (Hourly)
160
140
120
100
80
60
40
20
0
12:00 AM
1:00 AM
2:00 AM
3:00 AM
4:00 AM
5:00 AM
6:00 AM
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11:00 AM
12:00 PM
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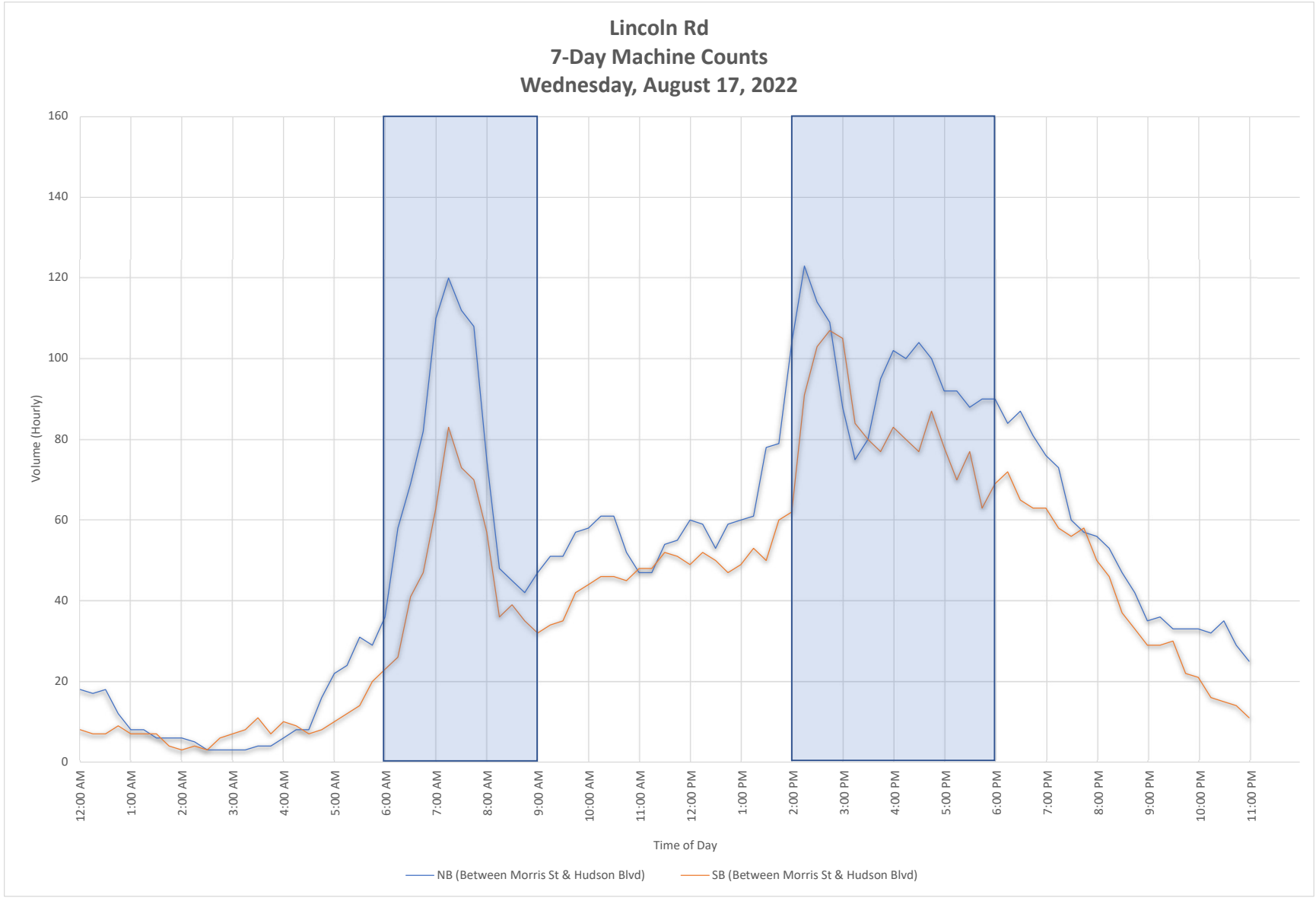
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
8:00 PM
9:00 PM
10:00 PM
11:00 PM
Time of Day
NB (Between Morris St & Hudson Blvd)
SB (Between Morris St & Hudson Blvd)


Lincoln Rd
7-Day Machine Counts
Wednesday, August 17, 2022
Volume (Hourly)
160
140
120
100
80
60
40
20
0
12:00 AM
1:00 AM
2:00 AM
3:00 AM
4:00 AM
5:00 AM
6:00 AM
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2:00 PM
3:00 PM
4:00 PM
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6:00 PM
7:00 PM
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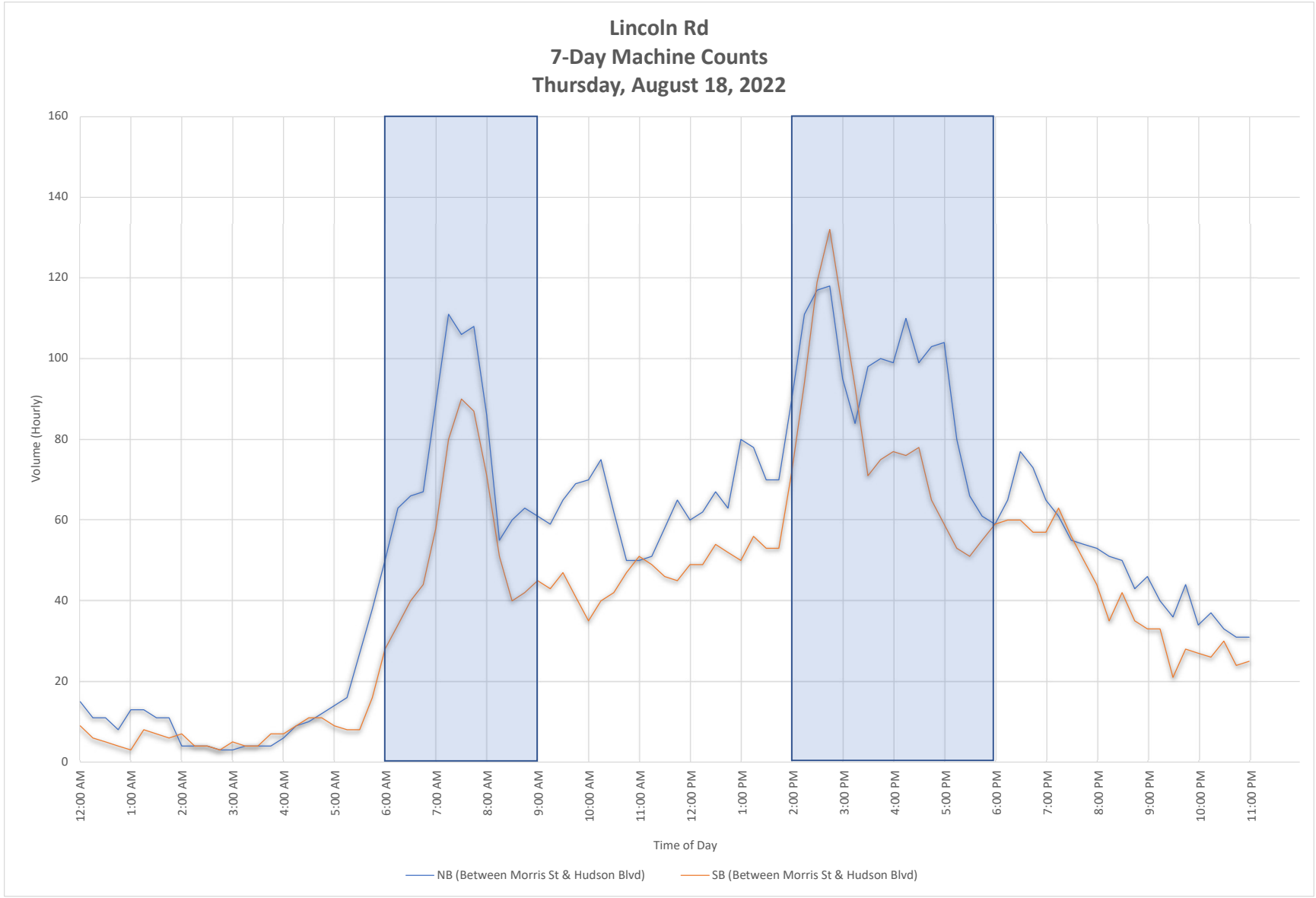
9:00 PM
10:00 PM
11:00 PM
Time of Day
NB (Between Morris St & Hudson Blvd)
SB (Between Morris St & Hudson Blvd)


Lincoln Rd
7-Day Machine Counts
Thursday, August 18, 2022
Volume (Hourly)
160
140
120
100
80
60
40
20
0
12:00 AM
1:00 AM
2:00 AM
3:00 AM
4:00 AM
5:00 AM
6:00 AM
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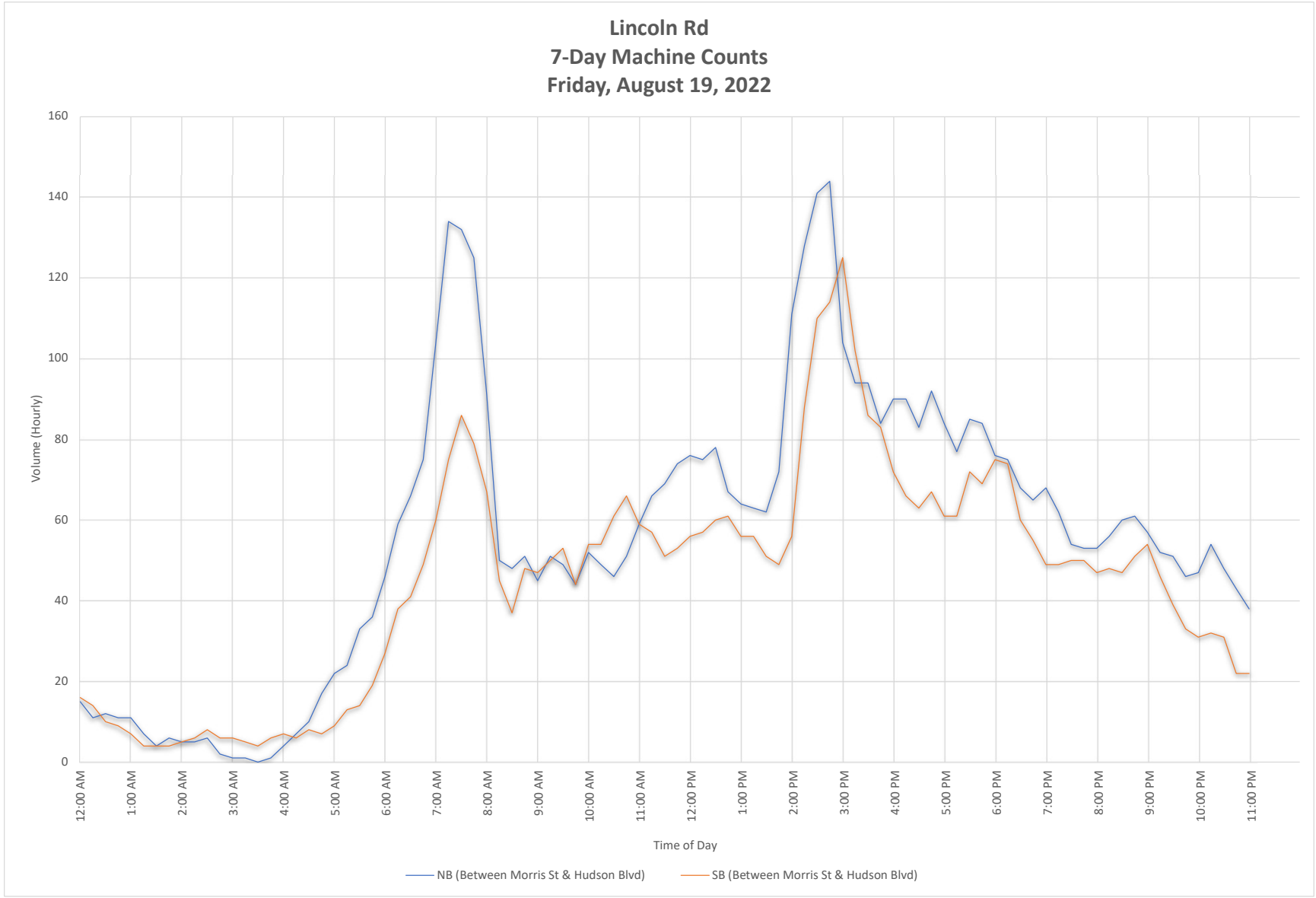
9:00 PM
10:00 PM
11:00 PM
Time of Day
NB (Between Morris St & Hudson Blvd)
SB (Between Morris St & Hudson Blvd)


Lincoln Rd
7-Day Machine Counts
Friday, August 19, 2022
Volume (Hourly)
160
140
120
100
80
60
40
20
0
12:00 AM
1:00 AM
2:00 AM
3:00 AM
4:00 AM
5:00 AM
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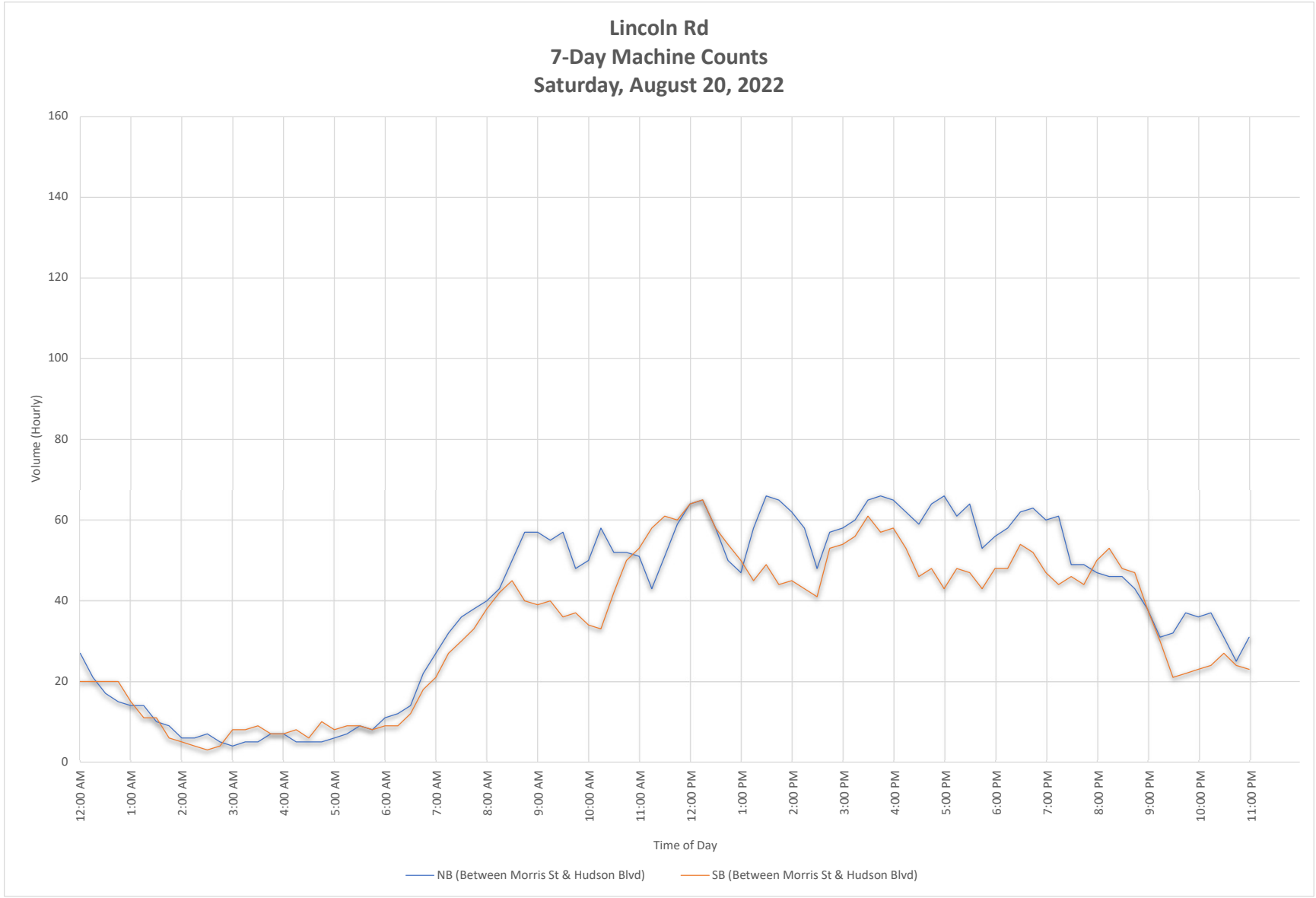
9:00 PM
10:00 PM
11:00 PM
Time of Day
NB (Between Morris St & Hudson Blvd)
SB (Between Morris St & Hudson Blvd)


Lincoln Rd
7-Day Machine Counts
Saturday, August 20, 2022
Volume (Hourly)
160
140
120
100
80
60
40
20
0
12:00 AM
1:00 AM
2:00 AM
3:00 AM
4:00 AM
5:00 AM
6:00 AM
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4:00 PM
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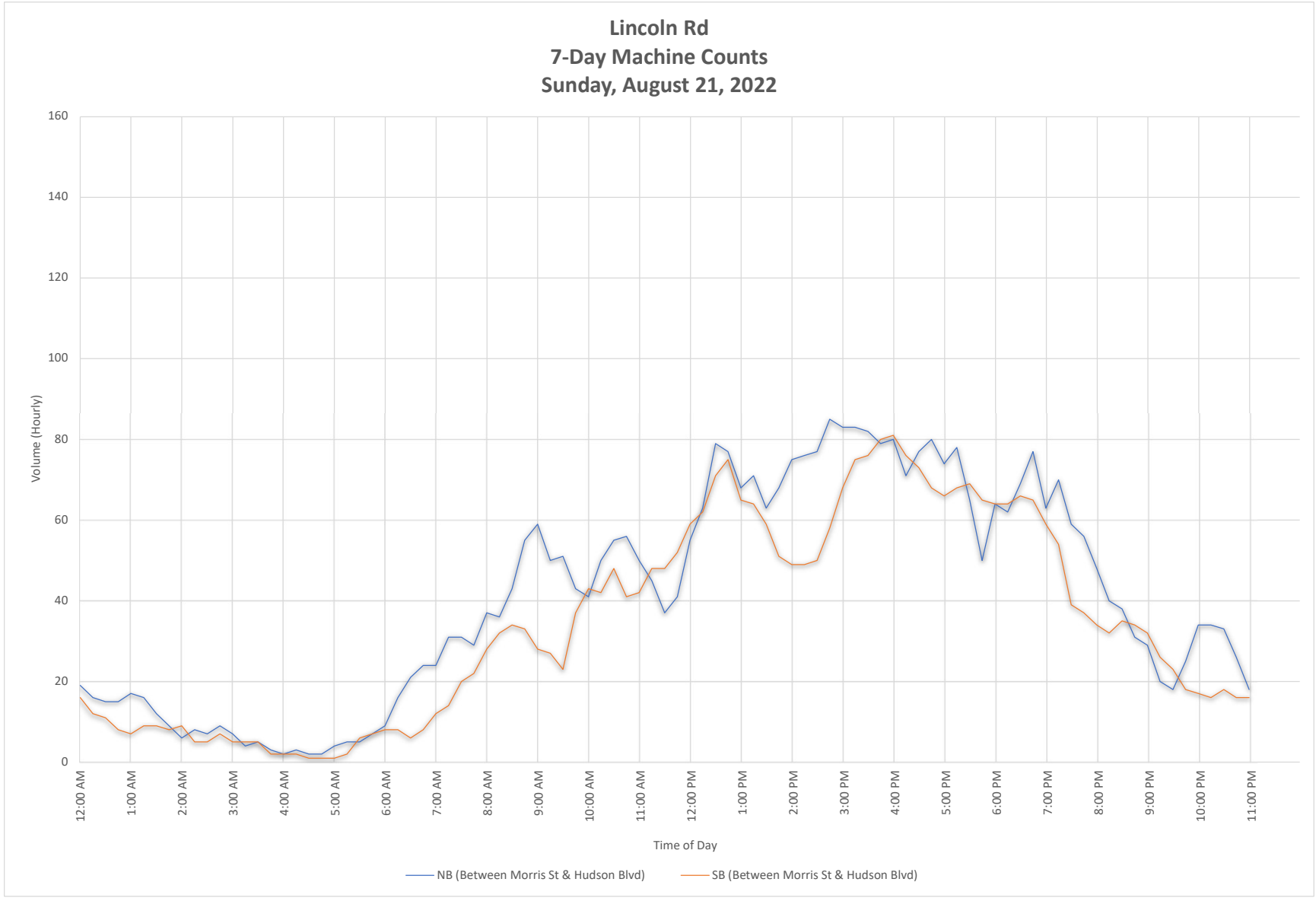
8:00 PM
9:00 PM
10:00 PM
11:00 PM
Time of Day
NB (Between Morris St & Hudson Blvd)
SB (Between Morris St & Hudson Blvd)


Lincoln Rd
7-Day Machine Counts
Sunday, August 21, 2022
Volume (Hourly)
160
140
120
100
80
60
40
20
0
12:00 AM
1:00 AM
2:00 AM
3:00 AM
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5:00 AM
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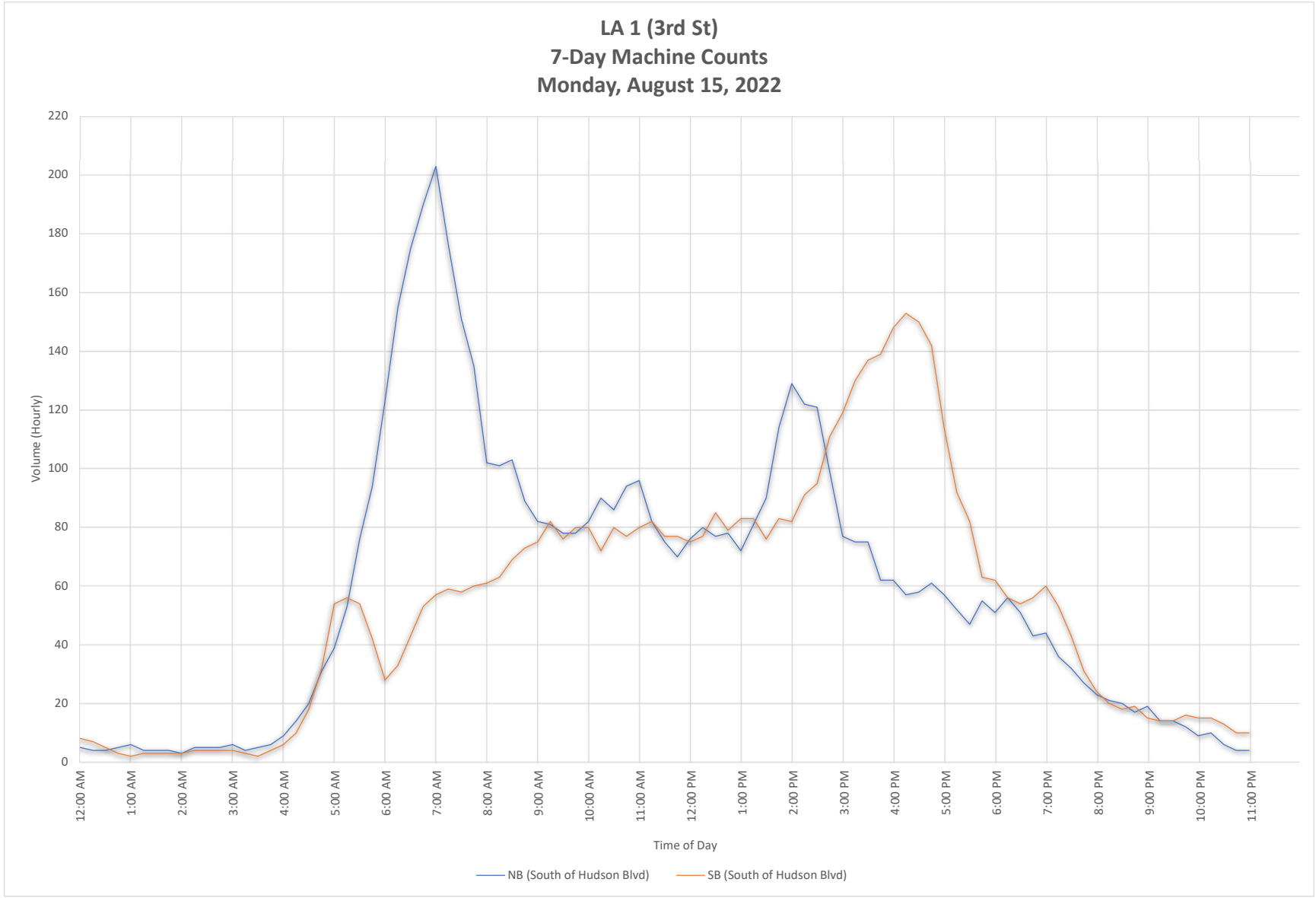
5:00 PM
6:00 PM
7:00 PM
8:00 PM
9:00 PM
10:00 PM
11:00 PM
Time of Day
NB (Between Morris St & Hudson Blvd)
SB (Between Morris St & Hudson Blvd)

Appendix A

Initial Data Collection

II. Peak Period Graphs

4. LA 1 (South of Hudson Blvd)


LA 1 (3rd St)
7-Day Machine Counts
Monday, August 15, 2022
Volume (Hourly)
220
200
180
160
140
120
100
80
60
40
20
0
12:00 AM
1:00 AM
2:00 AM
3:00 AM
4:00 AM
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6:00 AM
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10:00 AM
11:00 AM
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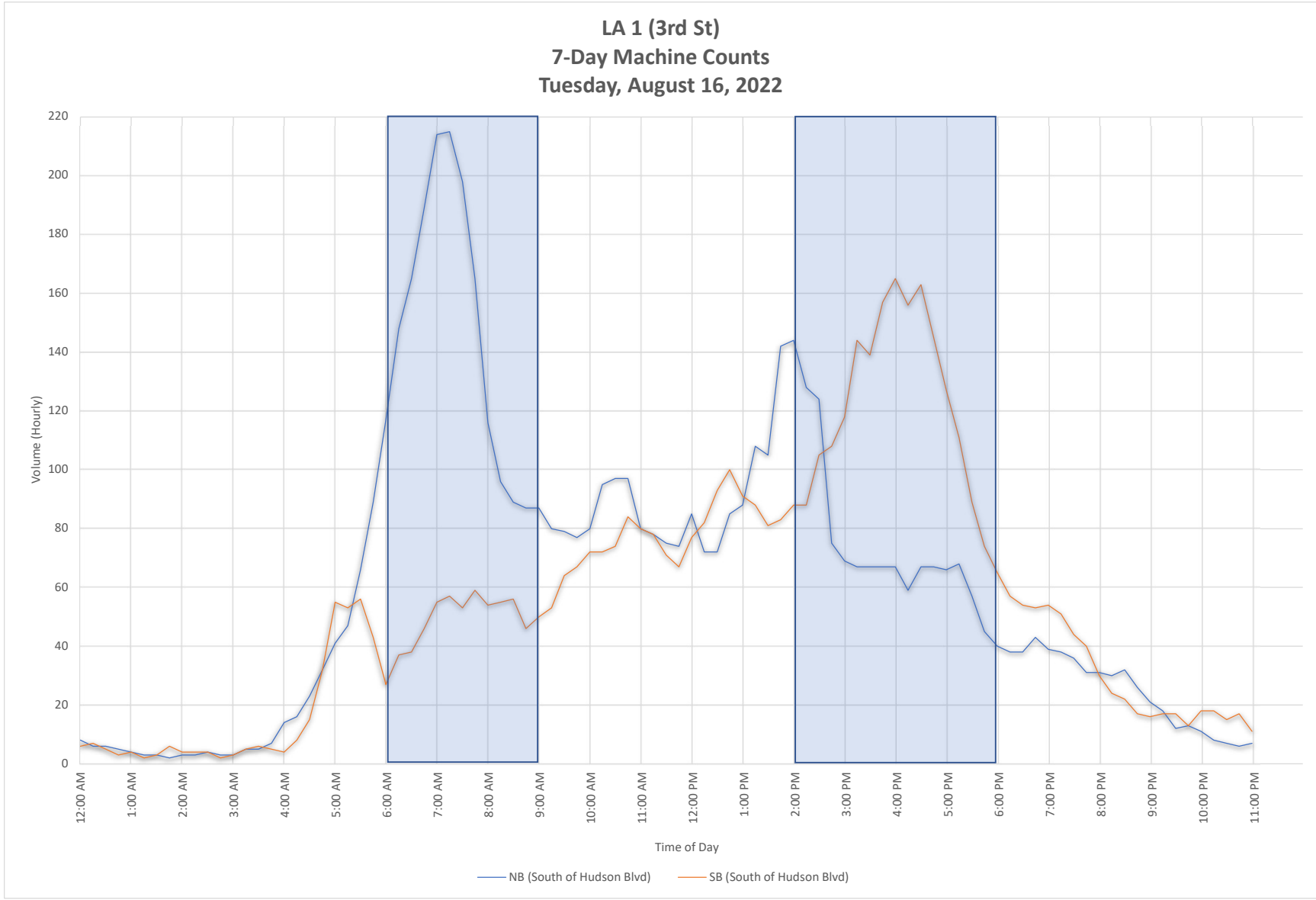
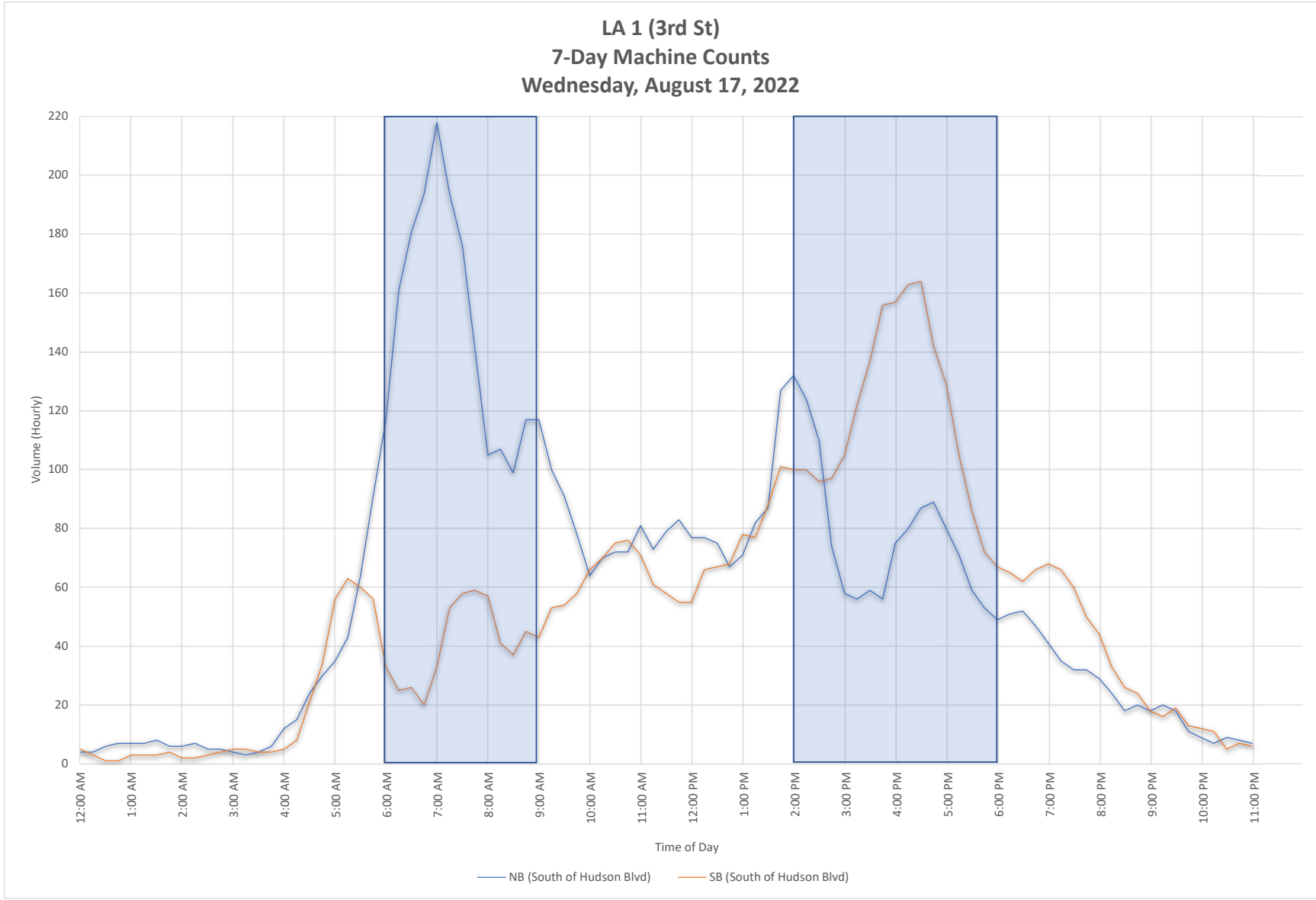
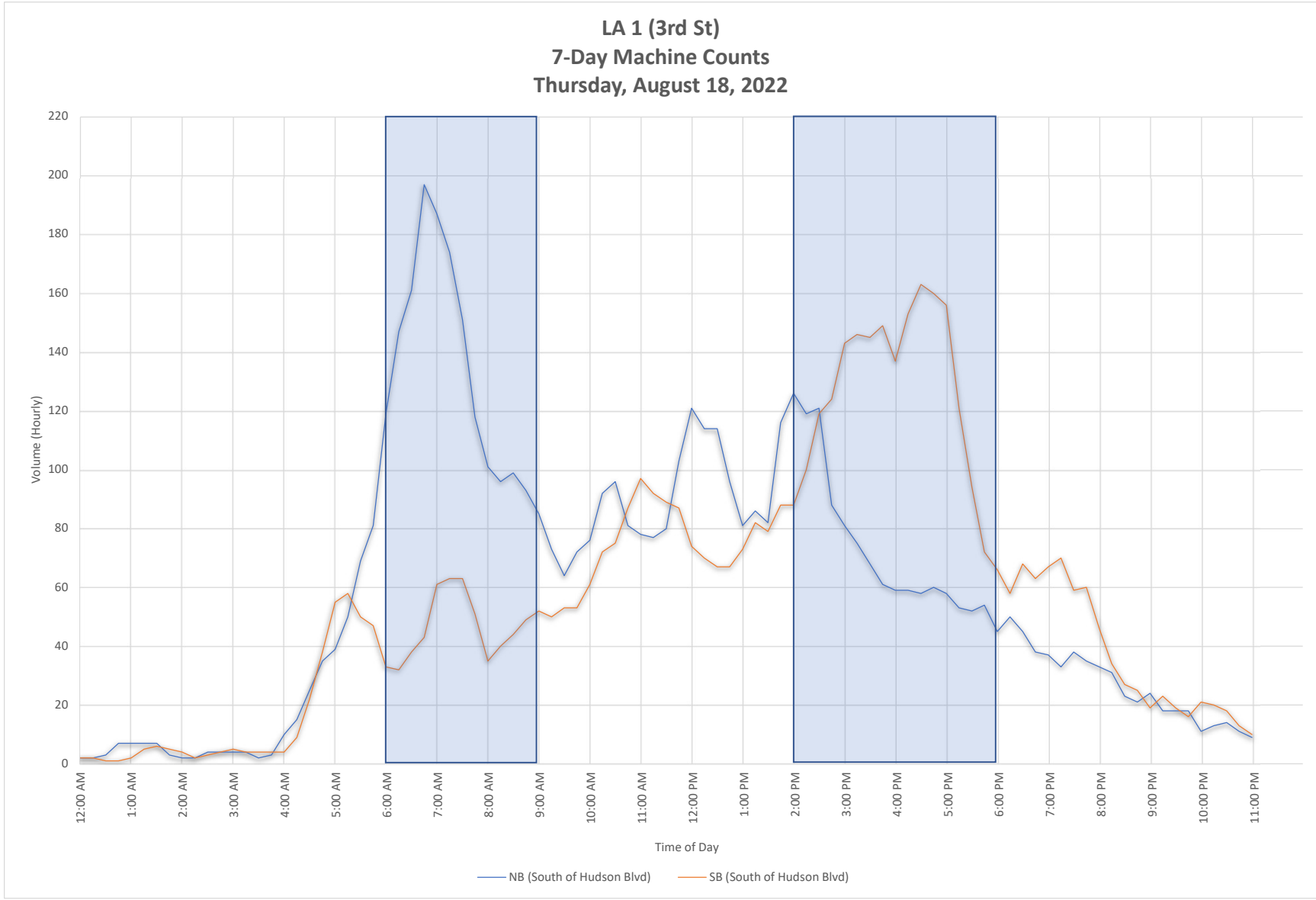
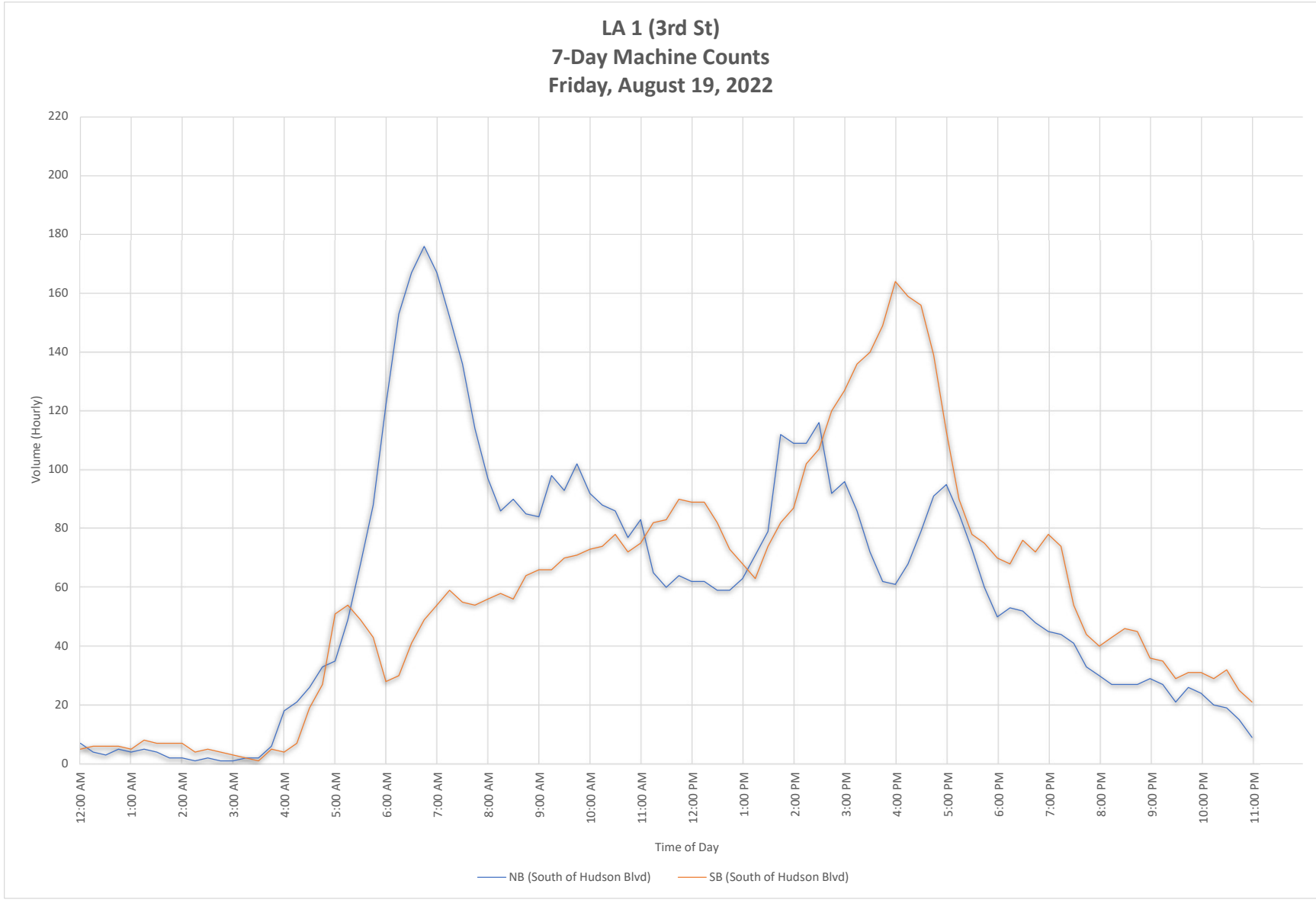
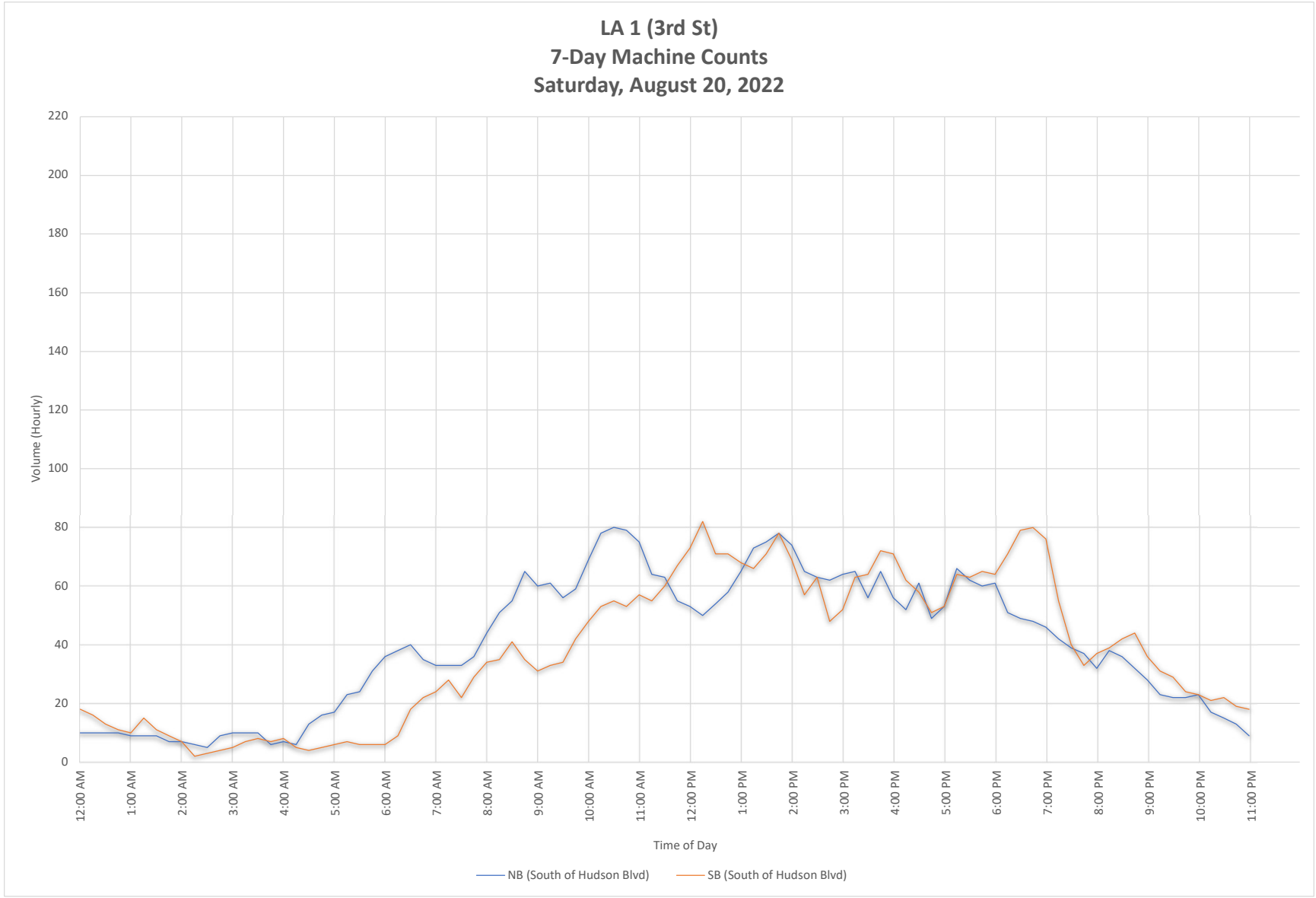
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
8:00 PM
9:00 PM
10:00 PM
11:00 PM
Time of Day
NB (South of Hudson Blvd)
SB (South of Hudson Blvd)

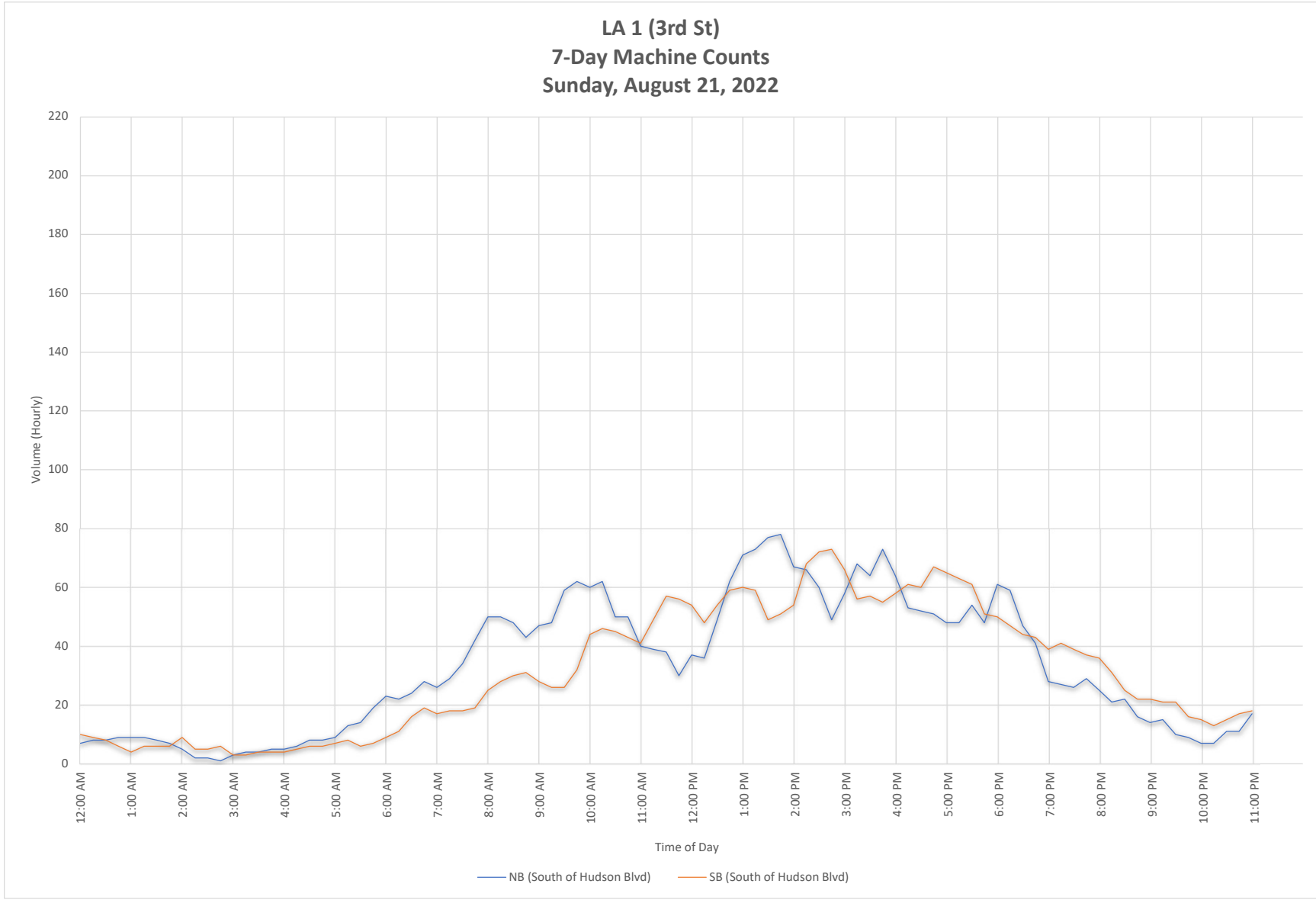

LA 1 (3rd St)
7-Day Machine Counts
Tuesday, August 16, 2022
Volume (Hourly)
220
200
180
160
140
120
100
80
60
40
20
0
12:00 AM
1:00 AM
2:00 AM
3:00 AM
4:00 AM
5:00 AM
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
8:00 PM
9:00 PM
10:00 PM
11:00 PM
Time of Day
NB (South of Hudson Blvd)
SB (South of Hudson Blvd)


LA 1 (3rd St)
7-Day Machine Counts
Wednesday, August 17, 2022
Volume (Hourly)
220
200
180
160
140
120
100
80
60
40
20
0
12:00 AM
1:00 AM
2:00 AM
3:00 AM
4:00 AM
5:00 AM
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
8:00 PM
9:00 PM
10:00 PM
11:00 PM
Time of Day
NB (South of Hudson Blvd)
SB (South of Hudson Blvd)


LA 1 (3rd St)
7-Day Machine Counts
Thursday, August 18, 2022
Volume (Hourly)
220
200
180
160
140
120
100
80
60
40
20
0
12:00 AM
1:00 AM
2:00 AM
3:00 AM
4:00 AM
5:00 AM
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
8:00 PM
9:00 PM
10:00 PM
11:00 PM
Time of Day
NB (South of Hudson Blvd)
SB (South of Hudson Blvd)


LA 1 (3rd St)
7-Day Machine Counts
Friday, August 19, 2022
Volume (Hourly)
220
200
180
160
140
120
100
80
60
40
20
0
12:00 AM
1:00 AM
2:00 AM
3:00 AM
4:00 AM
5:00 AM
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
8:00 PM
9:00 PM
10:00 PM
11:00 PM
Time of Day
NB (South of Hudson Blvd)
SB (South of Hudson Blvd)


LA 1 (3rd St)
7-Day Machine Counts
Saturday, August 20, 2022
Volume (Hourly)
220
200
180
160
140
120
100
80
60
40
20
0
12:00 AM
1:00 AM
2:00 AM
3:00 AM
4:00 AM
5:00 AM
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
8:00 PM
9:00 PM
10:00 PM
11:00 PM
Time of Day
NB (South of Hudson Blvd)
SB (South of Hudson Blvd)


LA 1 (3rd St)
7-Day Machine Counts
Sunday, August 21, 2022
Volume (Hourly)
220
200
180
160
140
120
100
80
60
40
20
0
12:00 AM
1:00 AM
2:00 AM
3:00 AM
4:00 AM
5:00 AM
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
8:00 PM
9:00 PM
10:00 PM
11:00 PM
Time of Day
NB (South of Hudson Blvd)
SB (South of Hudson Blvd)

Appendix A

Initial Data Collection

III. 7-Day, 24-Hour Machine Counts

A 7-day, 24-hour tube with classifications was collected along Hudson Boulevard west of LA 1 (3rd Street), LA 1208-1 (Willow Glen River Road) between Thomasina Road and Winston Street, Lincoln Road between Morris Street and Hudson Boulevard, and LA 1 (3rd Street) south of Hudson Boulevard. Data from this tube was collected between Monday, August 15, 2022, and Sunday, August 21, 2022.

Appendix A

Initial Data Collection

III. 7-Day, 24-Hour Machine Counts

1. Hudson Blvd (West of LA 1)

Prepared by National Data & Surveying Services

CLASSIFICATION

Hudson Blvd W/O SR 1/3rd St

Day: Monday
Date: 8/15/2022

City: Alexandria
Project #: LA22_240057_001e

East Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	17	3	0	1	0	0	0	0	0	0	0	0	21
1:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
2:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4:00	0	4	0	0	0	1	0	0	0	0	0	0	0	5
5:00	0	16	5	0	1	0	0	0	1	0	0	0	0	23
6:00	0	24	6	1	3	0	0	0	0	0	0	0	0	34
7:00	2	32	15	1	4	0	1	1	0	0	0	0	0	56
8:00	0	28	10	0	2	0	0	0	1	1	0	0	0	42
9:00	0	25	9	0	4	0	0	0	1	0	0	0	0	39
10:00	1	19	6	0	1	0	0	0	0	0	0	0	0	27
11:00	0	24	14	0	1	0	0	0	0	0	0	0	0	39
12:00 PM	1	28	10	0	4	0	0	0	1	0	0	0	0	44
13:00	0	29	8	0	3	0	0	1	0	0	0	0	0	41
14:00	0	42	8	1	2	0	0	0	0	0	0	0	0	53
15:00	1	38	16	4	3	0	1	0	0	0	0	0	0	63
16:00	0	49	19	1	2	1	0	0	0	0	0	0	0	72
17:00	0	50	14	0	3	0	0	0	0	0	0	0	0	67
18:00	0	33	9	0	2	0	0	0	0	0	0	0	0	44
19:00	0	38	6	0	1	0	0	1	0	0	0	0	0	46
20:00	0	35	4	0	0	0	0	0	0	0	0	0	0	39
21:00	0	20	2	0	0	0	0	0	0	0	0	0	0	22
22:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
23:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11
Totals	**5**	**575**	**168**	**8**	**37**	**2**	**2**	**3**	**4**	**1**				**805**
% of Totals	1%	71%	21%	1%	5%	0%	0%	0%	0%	0%				100%

AM Volumes	3	196	69	2	17	1	1	1	3	1	0	0	0	294
% AM	0%	24%	9%	0%	2%	0%	0%	0%	0%	0%				37%
AM Peak Hour	7:00	7:00	7:00	6:00	7:00	4:00	7:00	7:00	5:00	8:00				7:00
Volume	2	32	15	1	4	1	1	1	1	1				56
PM Volumes	2	379	99	6	20	1	1	2	1	0	0	0	0	511
% PM	0%	47%	12%	1%	2%	0%	0%	0%	0%					63%
PM Peak Hour	12:00	17:00	16:00	15:00	12:00	16:00	15:00	13:00	12:00					16:00
Volume	1	50	19	4	4	1	1	1	1					72

Directional Peak Periods All Classes	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	98		12%	85		11%	139		17%	483		60%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

Hudson Blvd W/O SR 1/3rd St

Day: Monday
Date: 8/15/2022

City: Alexandria
Project #: LA22_240057_001w

West Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	5	0	0	0	1	0	0	0	0	0	0	0	6
1:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
2:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
3:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	3	5	0	1	0	0	0	0	0	0	0	0	9
6:00	0	19	7	2	2	0	0	0	0	0	0	0	0	30
7:00	0	36	9	3	1	0	0	0	0	0	0	0	0	49
8:00	0	20	21	0	3	0	0	0	2	0	0	0	0	46
9:00	0	17	7	0	4	0	0	0	0	0	0	0	0	28
10:00	0	21	8	0	3	0	0	0	0	0	0	0	0	32
11:00	1	27	13	0	1	0	0	0	0	0	0	0	0	42
12:00 PM	0	27	23	0	1	0	0	0	0	0	0	0	0	51
13:00	0	29	11	0	3	0	0	1	0	0	0	0	0	44
14:00	0	33	7	0	5	0	0	0	0	0	0	0	0	45
15:00	0	50	14	1	2	0	0	0	0	0	0	0	0	67
16:00	0	53	11	1	3	0	0	0	0	0	0	0	0	68
17:00	0	52	10	0	2	0	0	0	0	0	0	0	0	64
18:00	0	34	12	0	2	0	0	0	0	0	0	0	0	48
19:00	0	39	7	0	2	0	0	0	0	0	0	0	0	48
20:00	0	23	11	0	0	0	0	0	0	0	0	0	0	34
21:00	0	23	3	0	0	0	0	0	0	0	0	0	0	26
22:00	0	16	2	0	0	0	0	0	0	0	0	0	0	18
23:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
Totals	1	544	183	7	35	1		1	2					774
% of Totals	0%	70%	24%	1%	5%	0%		0%	0%					100%

AM Volumes	1	159	72	5	15	1	0	0	2	0	0	0	0	255
% AM	0%	21%	9%	1%	2%	0%			0%					33%
AM Peak Hour	11:00	7:00	8:00	7:00	9:00				8:00					7:00
Volume	1	36	21	3	4	1			2					49
PM Volumes	0	385	111	2	20	0	0	1	0	0	0	0	0	519
% PM		50%	14%	0%	3%			0%						67%
PM Peak Hour		16:00	12:00	15:00	14:00			13:00						16:00
Volume		53	23	1	5			1						68

Directional Peak Periods All Classes	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	95		12%	95		12%	132		17%	452		58%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

Hudson Blvd W/O SR 1/3rd St

Day: Monday
Date: 8/15/2022

City: Alexandria
Project #: LA22_240057_001

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	22	3	0	1	1	0	0	0	0	0	0	0	27
1:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
2:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
3:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
4:00	0	4	0	0	0	1	0	0	0	0	0	0	0	5
5:00	0	19	10	0	2	0	0	0	1	0	0	0	0	32
6:00	0	43	13	3	5	0	0	0	0	0	0	0	0	64
7:00	2	68	24	4	5	0	1	1	0	0	0	0	0	105
8:00	0	48	31	0	5	0	0	0	3	1	0	0	0	88
9:00	0	42	16	0	8	0	0	0	1	0	0	0	0	67
10:00	1	40	14	0	4	0	0	0	0	0	0	0	0	59
11:00	1	51	27	0	2	0	0	0	0	0	0	0	0	81
12:00 PM	1	55	33	0	5	0	0	0	1	0	0	0	0	95
13:00	0	58	19	0	6	0	0	2	0	0	0	0	0	85
14:00	0	75	15	1	7	0	0	0	0	0	0	0	0	98
15:00	1	88	30	5	5	0	1	0	0	0	0	0	0	130
16:00	0	102	30	2	5	1	0	0	0	0	0	0	0	140
17:00	0	102	24	0	5	0	0	0	0	0	0	0	0	131
18:00	0	67	21	0	4	0	0	0	0	0	0	0	0	92
19:00	0	77	13	0	3	0	0	1	0	0	0	0	0	94
20:00	0	58	15	0	0	0	0	0	0	0	0	0	0	73
21:00	0	43	5	0	0	0	0	0	0	0	0	0	0	48
22:00	0	24	3	0	0	0	0	0	0	0	0	0	0	27
23:00	0	15	2	0	0	0	0	0	0	0	0	0	0	17
Totals	6	1119	351	15	72	3	2	4	6	1				1579
% of Totals	0%	71%	22%	1%	5%	0%	0%	0%	0%	0%				100%

AM Volumes	4	355	141	7	32	2	1	1	5	1	0	0	0	549
% AM	0%	22%	9%	0%	2%	0%	0%	0%	0%	0%				35%
AM Peak Hour	7:00	7:00	8:00	7:00	9:00		7:00	7:00	8:00	8:00				7:00
Volume	2	68	31	4	8	1	1	1	3	1				105
PM Volumes	2	764	210	8	40	1	1	3	1	0	0	0	0	1030
% PM	0%	48%	13%	1%	3%	0%	0%	0%	0%					65%
PM Peak Hour	12:00	16:00	12:00	15:00	14:00	16:00	15:00	13:00	12:00					16:00
Volume	1	102	33	5	7	1	1	2	1					140

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	193		12%	180		11%	271		17%	935		59%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

VOLUME

Hudson Blvd W/O SR 1/3rd St

Day: Monday
Date: 8/15/2022

City: Alexandria
Project #: LA22_240057_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	805	774	1,579

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00	0	0	12		1		13		12:00	0	0	13		12		25	
0:15	0	0	6		3		9		12:15	0	0	8		13		21	
0:30	0	0	2		2		4		12:30	0	0	15		7		22	
0:45	0	0	1	21	0	6	1	27	12:45	0	0	8	44	19	51	27	95
1:00	0	0	2		2		4		13:00	0	0	10		10		20	
1:15	0	0	1		2		3		13:15	0	0	7		6		13	
1:30	0	0	1		1		2		13:30	0	0	12		13		25	
1:45	0	0	0	4	0	5		9	13:45	0	0	12	41	15	44	27	85
2:00	0	0	0		2		2		14:00	0	0	14		11		25	
2:15	0	0	0		0				14:15	0	0	10		11		21	
2:30	0	0	1		2		3		14:30	0	0	17		11		28	
2:45	0	0	0	1	1	5	1	6	14:45	0	0	12	53	12	45	24	98
3:00	0	0	2		0		2		15:00	0	0	9		13		22	
3:15	0	0	0		0				15:15	0	0	25		18		43	
3:30	0	0	0		2		2		15:30	0	0	15		20		35	
3:45	0	0	1	3	1	3	2	6	15:45	0	0	14	63	16	67	30	130
4:00	0	0	1		0		1		16:00	0	0	17		16		33	
4:15	0	0	0		0				16:15	0	0	15		10		25	
4:30	0	0	3		0		3		16:30	0	0	19		23		42	
4:45	0	0	1	5	0		1	5	16:45	0	0	21	72	19	68	40	140
5:00	0	0	3		4		7		17:00	0	0	14		19		33	
5:15	0	0	5		1		6		17:15	0	0	21		21		42	
5:30	0	0	5		2		7		17:30	0	0	17		10		27	
5:45	0	0	10	23	2	9	12	32	17:45	0	0	15	67	14	64	29	131
6:00	0	0	3		2		5		18:00	0	0	9		13		22	
6:15	0	0	10		9		19		18:15	0	0	13		16		29	
6:30	0	0	8		11		19		18:30	0	0	9		11		20	
6:45	0	0	13	34	8	30	21	64	18:45	0	0	13	44	8	48	21	92
7:00	0	0	15		6		21		19:00	0	0	11		16		27	
7:15	0	0	12		18		30		19:15	0	0	16		17		33	
7:30	0	0	21		9		30		19:30	0	0	12		6		18	
7:45	0	0	8	56	16	49	24	105	19:45	0	0	7	46	9	48	16	94
8:00	0	0	7		13		20		20:00	0	0	11		10		21	
8:15	0	0	19		14		33		20:15	0	0	7		8		15	
8:30	0	0	10		9		19		20:30	0	0	11		8		19	
8:45	0	0	6	42	10	46	16	88	20:45	0	0	10	39	8	34	18	73
9:00	0	0	10		10		20		21:00	0	0	6		6		12	
9:15	0	0	7		8		15		21:15	0	0	6		3		9	
9:30	0	0	10		5		15		21:30	0	0	7		9		16	
9:45	0	0	12	39	5	28	17	67	21:45	0	0	3	22	8	26	11	48
10:00	0	0	4		10		14		22:00	0	0	1		3		4	
10:15	0	0	8		5		13		22:15	0	0	1		5		6	
10:30	0	0	6		7		13		22:30	0	0	4		7		11	
10:45	0	0	9	27	10	32	19	59	22:45	0	0	3	9	3	18	6	27
11:00	0	0	14		11		25		23:00	0	0	2		3		5	
11:15	0	0	6		10		16		23:15	0	0	5		1		6	
11:30	0	0	9		9		18		23:30	0	0	2		1		3	
11:45	0	0	10	39	12	42	22	81	23:45	0	0	2	11	1	6	3	17
TOTALS				294		255		549	TOTALS				511		519		1030
SPLIT %				53.6%		46.4%		34.8%	SPLIT %				49.6%		50.4%		65.2%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	805	774	1,579

AM Peak Hour			6:45		7:15		7:30		PM Peak Hour			16:30		16:30		16:30	
AM Pk Volume			61		56		107		PM Pk Volume			75		82		157	
Pk Hr Factor			0.726		0.778		0.811		Pk Hr Factor			0.893		0.891		0.935	
7 - 9 Volume	0	0	98		95		193		4 - 6 Volume	0	0	139		132		271	
7 - 9 Peak Hour			7:00		7:15		7:30		4 - 6 Peak Hour			16:30		16:30		16:30	
7 - 9 Pk Volume	0	0	56		56		107		4 - 6 Pk Volume	0	0	75		82		157	
Pk Hr Factor	0.000	0.000	0.667		0.778		0.811		Pk Hr Factor	0.000	0.000	0.893		0.891		0.935	

Prepared by National Data & Surveying Services

CLASSIFICATION

Hudson Blvd W/O SR 1/3rd St

Day: Tuesday
Date: 8/16/2022

City: Alexandria
Project #: LA22_240057_001e

East Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
1:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
2:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
3:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
4:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
5:00	0	15	3	0	1	1	0	0	0	0	0	0	0	20
6:00	0	29	10	2	8	0	0	0	0	0	0	0	0	49
7:00	0	36	14	2	4	0	0	1	0	0	0	0	0	57
8:00	1	45	12	0	9	1	0	0	1	0	0	0	0	69
9:00	0	21	13	0	5	2	1	0	0	0	0	0	0	42
10:00	0	20	11	0	4	0	0	0	0	0	0	0	0	35
11:00	0	30	5	0	1	0	0	0	0	0	0	0	0	36
12:00 PM	0	31	10	0	3	1	0	0	0	0	0	0	0	45
13:00	0	24	10	0	8	1	0	0	0	0	0	0	0	43
14:00	0	43	13	1	6	0	0	0	0	0	0	0	0	63
15:00	0	47	17	3	5	0	0	0	0	0	0	0	0	72
16:00	0	37	13	2	2	0	0	0	0	0	0	0	0	54
17:00	0	44	14	0	3	0	0	1	0	0	0	0	0	62
18:00	0	45	14	0	0	0	0	0	0	0	0	0	0	59
19:00	0	37	7	0	1	1	0	0	0	0	0	0	0	46
20:00	0	22	5	0	0	0	0	0	0	0	0	0	0	27
21:00	0	23	4	0	0	0	0	0	0	0	0	0	0	27
22:00	0	13	2	0	0	0	0	0	0	0	0	0	0	15
23:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
Totals	1	585	183	10	60	7	1	2	1					850
% of Totals	0%	69%	22%	1%	7%	1%	0%	0%	0%					100%

AM Volumes	1	212	72	4	32	4	1	1	1	0	0	0	0	328
% AM	0%	25%	8%	0%	4%	0%	0%	0%	0%					39%
AM Peak Hour	8:00	8:00	7:00	6:00	8:00	9:00	9:00	7:00	8:00					8:00
Volume	1	45	14	2	9	2	1	1	1					69
PM Volumes	0	373	111	6	28	3	0	1	0	0	0	0	0	522
% PM		44%	13%	1%	3%	0%		0%						61%
PM Peak Hour		15:00	15:00	15:00	13:00	12:00		17:00						15:00
Volume		47	17	3	8	1		1						72

Directional Peak Periods All Classes	AM 7-9 Volume		%	NOON 12-2 Volume		%	PM 4-6 Volume		%	Off Peak Volumes Volume		%
	126	⟷	15%	88	⟷	10%	116	⟷	14%	520	⟷	61%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

Hudson Blvd W/O SR 1/3rd St

Day: Tuesday
Date: 8/16/2022

City: Alexandria
Project #: LA22_240057_001w

West Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
1:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
2:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
3:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:00	0	5	1	0	1	0	0	0	0	0	0	0	0	7
5:00	0	4	2	0	2	0	0	0	0	0	0	0	0	8
6:00	0	24	5	2	3	0	0	0	0	0	0	0	0	34
7:00	0	32	6	3	2	0	0	1	0	0	0	0	0	44
8:00	1	53	17	0	10	1	0	0	1	0	0	0	0	83
9:00	0	29	14	0	1	2	0	1	0	0	0	0	0	47
10:00	0	23	7	0	4	0	0	0	0	0	0	0	0	34
11:00	0	21	11	1	5	1	0	1	0	0	0	0	0	40
12:00 PM	0	31	7	1	3	1	0	0	0	0	0	0	0	43
13:00	0	28	10	0	2	0	0	1	0	0	0	0	0	41
14:00	0	35	16	0	6	0	0	0	0	0	0	0	0	57
15:00	0	42	14	0	4	0	0	0	0	0	0	0	0	60
16:00	0	47	9	2	1	0	0	0	0	0	0	0	0	59
17:00	0	46	15	0	3	0	0	0	0	0	0	0	0	64
18:00	0	32	13	0	1	0	0	0	0	0	0	0	0	46
19:00	0	33	9	0	1	0	0	0	0	0	0	0	0	43
20:00	0	46	4	0	2	0	0	0	0	0	0	0	0	52
21:00	0	18	7	0	0	0	0	0	0	0	0	0	0	25
22:00	0	14	0	0	0	0	0	0	0	0	0	0	0	14
23:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
Totals	1	587	172	9	51	5		4	1					830
% of Totals	0%	71%	21%	1%	6%	1%		0%	0%					100%

AM Volumes	1	205	67	6	28	4	0	3	1	0	0	0	0	315
% AM	0%	25%	8%	1%	3%	0%		0%	0%					38%
AM Peak Hour	8:00	8:00	8:00	7:00	8:00	9:00		7:00	8:00					8:00
Volume	1	53	17	3	10	2		1	1					83
PM Volumes	0	382	105	3	23	1	0	1	0	0	0	0	0	515
% PM		46%	13%	0%	3%	0%		0%						62%
PM Peak Hour		16:00	14:00	16:00	14:00	12:00		13:00						17:00
Volume		47	16	2	6	1		1						64

Directional Peak Periods All Classes	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	127		15%	84		10%	123		15%	496		60%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

Hudson Blvd W/O SR 1/3rd St

Day: Tuesday
Date: 8/16/2022

City: Alexandria
Project #: LA22_240057_001

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	11	1	0	0	0	0	0	0	0	0	0	0	12
1:00	0	8	3	0	0	0	0	0	0	0	0	0	0	11
2:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
3:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
4:00	0	7	3	0	1	0	0	0	0	0	0	0	0	11
5:00	0	19	5	0	3	1	0	0	0	0	0	0	0	28
6:00	0	53	15	4	11	0	0	0	0	0	0	0	0	83
7:00	0	68	20	5	6	0	0	2	0	0	0	0	0	101
8:00	2	98	29	0	19	2	0	0	2	0	0	0	0	152
9:00	0	50	27	0	6	4	1	1	0	0	0	0	0	89
10:00	0	43	18	0	8	0	0	0	0	0	0	0	0	69
11:00	0	51	16	1	6	1	0	1	0	0	0	0	0	76
12:00 PM	0	62	17	1	6	2	0	0	0	0	0	0	0	88
13:00	0	52	20	0	10	1	0	1	0	0	0	0	0	84
14:00	0	78	29	1	12	0	0	0	0	0	0	0	0	120
15:00	0	89	31	3	9	0	0	0	0	0	0	0	0	132
16:00	0	84	22	4	3	0	0	0	0	0	0	0	0	113
17:00	0	90	29	0	6	0	0	1	0	0	0	0	0	126
18:00	0	77	27	0	1	0	0	0	0	0	0	0	0	105
19:00	0	70	16	0	2	1	0	0	0	0	0	0	0	89
20:00	0	68	9	0	2	0	0	0	0	0	0	0	0	79
21:00	0	41	11	0	0	0	0	0	0	0	0	0	0	52
22:00	0	27	2	0	0	0	0	0	0	0	0	0	0	29
23:00	0	17	3	0	0	0	0	0	0	0	0	0	0	20
Totals	2	1172	355	19	111	12	1	6	2					1680
% of Totals	0%	70%	21%	1%	7%	1%	0%	0%	0%					100%

AM Volumes	2	417	139	10	60	8	1	4	2	0	0	0	0	643
% AM	0%	25%	8%	1%	4%	0%	0%	0%	0%					38%
AM Peak Hour	8:00	8:00	8:00	7:00	8:00	9:00	9:00	7:00	8:00					8:00
Volume	2	98	29	5	19	4	1	2	2					152
PM Volumes	0	755	216	9	51	4	0	2	0	0	0	0	0	1037
% PM		45%	13%	1%	3%	0%		0%						62%
PM Peak Hour		17:00	15:00	16:00	14:00	12:00		13:00						15:00
Volume		90	31	4	12	2		1						132

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	253		15%	172		10%	239		14%	1016		60%

Classification Definitions

1 Motorcycles	**4** Buses	**7** > =4-Axle Single Units	**10** >=6-Axle Single Trailers	**13** >=7-Axle Multi-Trailers
2 Passenger Cars	**5** 2-Axle, 6-Tire Single Units	**8** <=4-Axle Single Trailers	**11** <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	**6** 3-Axle Single Units	**9** 5-Axle Single Trailers	**12** 6-Axle Multi-Trailers	

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

VOLUME

Hudson Blvd W/O SR 1/3rd St

Day: Tuesday
Date: 8/16/2022

City: Alexandria
Project #: LA22_240057_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	850	830	1,680

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00	0	0	1		1		2		12:00	0	0	9		14		23	
0:15	0	0	2		1		3		12:15	0	0	11		8		19	
0:30	0	0	2		4		6		12:30	0	0	15		11		26	
0:45	0	0	0	5	1	7	1	12	12:45	0	0	10	45	10	43	20	88
1:00	0	0	2		2		4		13:00	0	0	9		10		19	
1:15	0	0	0		0				13:15	0	0	12		15		27	
1:30	0	0	1		1		2		13:30	0	0	13		9		22	
1:45	0	0	2	5	3	6	5	11	13:45	0	0	9	43	7	41	16	84
2:00	0	0	0		0				14:00	0	0	7		15		22	
2:15	0	0	1		1		2		14:15	0	0	15		6		21	
2:30	0	0	1		0		1		14:30	0	0	23		21		44	
2:45	0	0	0	2	2	3	2	5	14:45	0	0	18	63	15	57	33	120
3:00	0	0	2		0		2		15:00	0	0	17		10		27	
3:15	0	0	0		0				15:15	0	0	23		16		39	
3:30	0	0	1		1		2		15:30	0	0	14		16		30	
3:45	0	0	1	4	1	2	2	6	15:45	0	0	18	72	18	60	36	132
4:00	0	0	0		3		3		16:00	0	0	11		16		27	
4:15	0	0	2		0		2		16:15	0	0	16		19		35	
4:30	0	0	1		2		3		16:30	0	0	9		14		23	
4:45	0	0	1	4	2	7	3	11	16:45	0	0	18	54	10	59	28	113
5:00	0	0	3		0		3		17:00	0	0	16		15		31	
5:15	0	0	3		0		3		17:15	0	0	19		15		34	
5:30	0	0	3		2		5		17:30	0	0	18		14		32	
5:45	0	0	11	20	6	8	17	28	17:45	0	0	9	62	20	64	29	126
6:00	0	0	8		4		12		18:00	0	0	15		13		28	
6:15	0	0	11		9		20		18:15	0	0	20		12		32	
6:30	0	0	15		10		25		18:30	0	0	9		8		17	
6:45	0	0	15	49	11	34	26	83	18:45	0	0	15	59	13	46	28	105
7:00	0	0	14		12		26		19:00	0	0	18		13		31	
7:15	0	0	14		14		28		19:15	0	0	7		10		17	
7:30	0	0	13		6		19		19:30	0	0	11		12		23	
7:45	0	0	16	57	12	44	28	101	19:45	0	0	10	46	8	43	18	89
8:00	0	0	21		39		60		20:00	0	0	5		11		16	
8:15	0	0	17		22		39		20:15	0	0	9		12		21	
8:30	0	0	19		12		31		20:30	0	0	3		10		13	
8:45	0	0	12	69	10	83	22	152	20:45	0	0	10	27	19	52	29	79
9:00	0	0	2		12		14		21:00	0	0	6		9		15	
9:15	0	0	8		8		16		21:15	0	0	8		8		16	
9:30	0	0	16		16		32		21:30	0	0	8		3		11	
9:45	0	0	16	42	11	47	27	89	21:45	0	0	5	27	5	25	10	52
10:00	0	0	11		4		15		22:00	0	0	7		6		13	
10:15	0	0	6		8		14		22:15	0	0	1		2		3	
10:30	0	0	9		9		18		22:30	0	0	3		3		6	
10:45	0	0	9	35	13	34	22	69	22:45	0	0	4	15	3	14	7	29
11:00	0	0	11		9		20		23:00	0	0	1		1		2	
11:15	0	0	10		7		17		23:15	0	0	5		2		7	
11:30	0	0	10		10		20		23:30	0	0	1		4		5	
11:45	0	0	5	36	14	40	19	76	23:45	0	0	2	9	4	11	6	20
TOTALS				328		315		**643**	**TOTALS**				522		515		**1037**
SPLIT %				51.0%		49.0%		**38.3%**	**SPLIT %**				50.3%		49.7%		**61.7%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	850	830	1,680

AM Peak Hour				7:45		7:45		**7:45**	**PM Peak Hour**				14:30		15:30		**14:30**
AM Pk Volume				73		85		**158**	**PM Pk Volume**				81		69		**143**
Pk Hr Factor				0.869		0.545		**0.658**	**Pk Hr Factor**				0.880		0.908		**0.813**
7 - 9 Volume	0	0		126		127		**253**	**4 - 6 Volume**	0	0		116		123		**239**
7 - 9 Peak Hour				7:45		7:45		**7:45**	**4 - 6 Peak Hour**				16:45		17:00		**17:00**
7 - 9 Pk Volume	0	0		73		85		**158**	**4 - 6 Pk Volume**	0	0		71		64		**126**
Pk Hr Factor	0.000	0.000		0.869		0.545		**0.658**	**Pk Hr Factor**	0.000	0.000		0.934		0.800		**0.926**

Prepared by National Data & Surveying Services

CLASSIFICATION

Hudson Blvd W/O SR 1/3rd St

Day: Wednesday
Date: 8/17/2022

City: Alexandria
Project #: LA22_240057_001e

East Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
1:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
2:00	0	4	3	0	0	0	0	0	0	0	0	0	0	7
3:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00	0	2	1	0	1	0	0	0	0	0	0	0	0	4
5:00	1	16	4	0	0	1	0	0	0	0	0	0	0	22
6:00	0	23	4	1	2	0	0	0	0	0	0	0	0	30
7:00	0	37	11	3	5	1	0	1	0	0	0	0	0	58
8:00	0	30	9	0	4	0	0	0	0	0	0	0	0	43
9:00	0	29	10	0	3	0	0	1	0	0	0	0	0	43
10:00	0	26	9	0	2	1	0	0	0	0	0	0	0	38
11:00	0	31	13	0	2	0	0	1	0	0	0	0	0	47
12:00 PM	0	24	12	1	2	1	0	0	1	0	0	0	0	41
13:00	0	34	10	1	2	0	0	0	0	0	0	0	0	47
14:00	0	39	12	1	4	0	0	0	0	0	0	0	0	56
15:00	0	40	13	2	6	0	0	0	0	0	0	0	0	61
16:00	0	54	15	1	3	0	0	0	0	0	0	0	0	73
17:00	0	46	14	0	0	0	0	0	0	0	0	0	0	60
18:00	0	40	15	0	0	0	0	1	0	0	0	0	0	56
19:00	0	38	12	0	1	0	0	0	0	0	0	0	0	51
20:00	1	33	9	0	1	0	0	0	0	0	0	0	0	44
21:00	0	25	3	0	0	0	0	0	0	0	0	0	0	28
22:00	0	12	3	0	0	0	0	0	0	0	0	0	0	15
23:00	0	12	0	0	0	0	0	0	0	0	0	0	0	12
Totals	**2**	**608**	**183**	**10**	**38**	**4**		**4**	**1**					**850**
% of Totals	0%	72%	22%	1%	4%	0%		0%	0%					100%

AM Volumes	1	211	65	4	19	3	0	3	0	0	0	0	0	306
% AM	0%	25%	8%	0%	2%	0%		0%						36%
AM Peak Hour	5:00	7:00	11:00	7:00	7:00	5:00		7:00						7:00
Volume	1	37	13	3	5	1		1						58
PM Volumes	1	397	118	6	19	1	0	1	1	0	0	0	0	544
% PM	0%	47%	14%	1%	2%	0%		0%	0%					64%
PM Peak Hour	20:00	16:00	16:00	15:00	15:00	12:00		18:00	12:00					16:00
Volume	1	54	15	2	6	1		1	1					73

Directional Peak Periods	**AM 7-9**			**NOON 12-2**			**PM 4-6**			**Off Peak Volumes**		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	101		12%	88		10%	133		16%	528		62%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

Hudson Blvd W/O SR 1/3rd St

Day: Wednesday
Date: 8/17/2022

City: Alexandria
Project #: LA22_240057_001w

West Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
1:00	0	6	3	0	0	0	0	0	0	0	0	0	0	9
2:00	0	3	3	0	0	0	0	0	0	0	0	0	0	6
3:00	0	2	2	0	0	1	0	0	0	0	0	0	0	5
4:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
5:00	0	5	2	0	1	0	0	0	0	0	0	0	0	8
6:00	1	17	4	2	2	0	0	0	0	0	0	0	0	26
7:00	0	37	8	2	2	0	0	0	0	0	0	0	0	49
8:00	0	26	5	0	2	0	0	0	0	0	0	0	0	33
9:00	0	26	10	0	1	0	0	1	0	0	0	0	0	38
10:00	0	30	6	0	3	1	0	0	0	0	0	0	0	40
11:00	0	30	8	0	4	0	0	0	0	0	0	0	0	42
12:00 PM	0	26	17	0	2	0	0	0	0	0	0	0	0	45
13:00	0	26	6	0	0	0	0	1	0	0	0	0	0	33
14:00	0	35	17	0	5	0	0	0	0	0	0	0	0	57
15:00	0	41	11	2	4	0	0	0	0	0	0	0	0	58
16:00	0	46	11	1	1	0	0	1	0	0	0	0	0	60
17:00	0	56	18	1	2	0	0	0	0	0	0	0	0	77
18:00	0	37	9	0	0	0	0	0	0	0	0	0	0	46
19:00	0	35	12	0	1	0	0	0	0	0	0	0	0	48
20:00	0	29	11	0	2	0	0	0	0	0	0	0	0	42
21:00	0	24	3	0	0	0	0	0	0	0	0	0	0	27
22:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
23:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
Totals	1	564	171	8	32	2		3						781
% of Totals	0%	72%	22%	1%	4%	0%		0%						100%

AM Volumes	1	192	53	4	15	2	0	1	0	0	0	0	0	268
% AM	0%	25%	7%	1%	2%	0%		0%						34%
AM Peak Hour	6:00	7:00	9:00	6:00	11:00	3:00		9:00						7:00
Volume	1	37	10	2	4	1		1						49
PM Volumes	0	372	118	4	17	0	0	2	0	0	0	0	0	513
% PM		48%	15%	1%	2%			0%						66%
PM Peak Hour		17:00	17:00	15:00	14:00			13:00						17:00
Volume		56	18	2	5			1						77

Directional Peak Periods All Classes	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	82		10%	78		10%	137		18%	484		62%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

Hudson Blvd W/O SR 1/3rd St

Day: Wednesday
Date: 8/17/2022

City: Alexandria
Project #: LA22_240057_001

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	8	2	0	0	0	0	0	0	0	0	0	0	10
1:00	0	14	3	0	0	0	0	0	0	0	0	0	0	17
2:00	0	7	6	0	0	0	0	0	0	0	0	0	0	13
3:00	0	3	2	0	0	1	0	0	0	0	0	0	0	6
4:00	0	8	2	0	1	0	0	0	0	0	0	0	0	11
5:00	1	21	6	0	1	1	0	0	0	0	0	0	0	30
6:00	1	40	8	3	4	0	0	0	0	0	0	0	0	56
7:00	0	74	19	5	7	1	0	1	0	0	0	0	0	107
8:00	0	56	14	0	6	0	0	0	0	0	0	0	0	76
9:00	0	55	20	0	4	0	0	2	0	0	0	0	0	81
10:00	0	56	15	0	5	2	0	0	0	0	0	0	0	78
11:00	0	61	21	0	6	0	0	1	0	0	0	0	0	89
12:00 PM	0	50	29	1	4	1	0	0	1	0	0	0	0	86
13:00	0	60	16	1	2	0	0	1	0	0	0	0	0	80
14:00	0	74	29	1	9	0	0	0	0	0	0	0	0	113
15:00	0	81	24	4	10	0	0	0	0	0	0	0	0	119
16:00	0	100	26	2	4	0	0	1	0	0	0	0	0	133
17:00	0	102	32	1	2	0	0	0	0	0	0	0	0	137
18:00	0	77	24	0	0	0	0	1	0	0	0	0	0	102
19:00	0	73	24	0	2	0	0	0	0	0	0	0	0	99
20:00	1	62	20	0	3	0	0	0	0	0	0	0	0	86
21:00	0	49	6	0	0	0	0	0	0	0	0	0	0	55
22:00	0	19	5	0	0	0	0	0	0	0	0	0	0	24
23:00	0	22	1	0	0	0	0	0	0	0	0	0	0	23
Totals	3	1172	354	18	70	6		7	1					1631
% of Totals	0%	72%	22%	1%	4%	0%		0%	0%					100%

AM Volumes	2	403	118	8	34	5	0	4	0	0	0	0	0	574
% AM	0%	25%	7%	0%	2%	0%		0%						35%
AM Peak Hour	5:00	7:00	11:00	7:00	7:00	10:00		9:00						7:00
Volume	1	74	21	5	7	2		2						107
PM Volumes	1	769	236	10	36	1	0	3	1	0	0	0	0	1057
% PM	0%	47%	14%	1%	2%	0%		0%	0%					65%
PM Peak Hour	20:00	17:00	17:00	15:00	15:00	12:00		13:00	12:00					17:00
Volume	1	102	32	4	10	1		1	1					137

Directional Peak Periods All Classes	AM 7-9 Volume		%	NOON 12-2 Volume		%	PM 4-6 Volume		%	Off Peak Volumes Volume		%
	183	⟷	11%	166	⟷	10%	270	⟷	17%	1012	⟷	62%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

VOLUME

Hudson Blvd W/O SR 1/3rd St

Day: Wednesday
Date: 8/17/2022

City: Alexandria
Project #: LA22_240057_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	850	781	1,631

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00	0	0	2		2		4		12:00	0	0	13		16		29	
0:15	0	0	2		1		3		12:15	0	0	12		11		23	
0:30	0	0	1		1		2		12:30	0	0	6		10		16	
0:45	0	0	0	5	1	5	1	10	12:45	0	0	10	41	8	45	18	86
1:00	0	0	3		2		5		13:00	0	0	10		5		15	
1:15	0	0	3		4		7		13:15	0	0	10		3		13	
1:30	0	0	0		0				13:30	0	0	16		13		29	
1:45	0	0	2	8	3	9	5	17	13:45	0	0	11	47	12	33	23	80
2:00	0	0	2		0		2		14:00	0	0	11		10		21	
2:15	0	0	2		3		5		14:15	0	0	20		15		35	
2:30	0	0	2		0		2		14:30	0	0	12		19		31	
2:45	0	0	1	7	3	6	4	13	14:45	0	0	13	56	13	57	26	113
3:00	0	0	0		1		1		15:00	0	0	13		10		23	
3:15	0	0	0		0				15:15	0	0	15		18		33	
3:30	0	0	1		1		2		15:30	0	0	17		16		33	
3:45	0	0	0	1	3	5	3	6	15:45	0	0	16	61	14	58	30	119
4:00	0	0	0		2		2		16:00	0	0	12		15		27	
4:15	0	0	2		1		3		16:15	0	0	17		11		28	
4:30	0	0	0		1		1		16:30	0	0	26		15		41	
4:45	0	0	2	4	3	7	5	11	16:45	0	0	18	73	19	60	37	133
5:00	0	0	3		0		3		17:00	0	0	19		24		43	
5:15	0	0	2		0		2		17:15	0	0	10		24		34	
5:30	0	0	7		0		7		17:30	0	0	15		17		32	
5:45	0	0	10	22	8	8	18	30	17:45	0	0	16	60	12	77	28	137
6:00	0	0	7		4		11		18:00	0	0	13		7		20	
6:15	0	0	4		6		10		18:15	0	0	15		19		34	
6:30	0	0	11		9		20		18:30	0	0	17		13		30	
6:45	0	0	8	30	7	26	15	56	18:45	0	0	11	56	7	46	18	102
7:00	0	0	9		13		22		19:00	0	0	15		14		29	
7:15	0	0	18		11		29		19:15	0	0	14		11		25	
7:30	0	0	18		8		26		19:30	0	0	14		14		28	
7:45	0	0	13	58	17	49	30	107	19:45	0	0	8	51	9	48	17	99
8:00	0	0	9		13		22		20:00	0	0	11		12		23	
8:15	0	0	15		10		25		20:15	0	0	9		13		22	
8:30	0	0	8		5		13		20:30	0	0	13		5		18	
8:45	0	0	11	43	5	33	16	76	20:45	0	0	11	44	12	42	23	86
9:00	0	0	7		6		13		21:00	0	0	10		4		14	
9:15	0	0	10		13		23		21:15	0	0	6		9		15	
9:30	0	0	16		13		29		21:30	0	0	8		8		16	
9:45	0	0	10	43	6	38	16	81	21:45	0	0	4	28	6	27	10	55
10:00	0	0	10		9		19		22:00	0	0	3		1		4	
10:15	0	0	10		10		20		22:15	0	0	3		3		6	
10:30	0	0	12		10		22		22:30	0	0	2		1		3	
10:45	0	0	6	38	11	40	17	78	22:45	0	0	7	15	4	9	11	24
11:00	0	0	12		12		24		23:00	0	0	4		4		8	
11:15	0	0	19		13		32		23:15	0	0	1		2		3	
11:30	0	0	3		8		11		23:30	0	0	5		3		8	
11:45	0	0	13	47	9	42	22	89	23:45	0	0	2	12	2	11	4	23
TOTALS				306		268		**574**	**TOTALS**				544		513		**1057**
SPLIT %				53.3%		46.7%		**35.2%**	**SPLIT %**				51.5%		48.5%		**64.8%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	850	781	1,631

AM Peak Hour				7:00		7:00		**7:00**	**PM Peak Hour**				16:15		16:45		**16:30**
AM Pk Volume				58		49		**107**	**PM Pk Volume**				80		84		**155**
Pk Hr Factor				0.806		0.721		**0.892**	**Pk Hr Factor**				0.769		0.875		**0.901**
7 - 9 Volume	0	0		101		82		**183**	**4 - 6 Volume**	0	0		133		137		**270**
7 - 9 Peak Hour				7:00		7:00		**7:00**	**4 - 6 Peak Hour**				16:15		16:45		**16:30**
7 - 9 Pk Volume	0	0		58		49		**107**	**4 - 6 Pk Volume**	0	0		80		84		**155**
Pk Hr Factor	0.000	0.000		0.806		0.721		**0.892**	**Pk Hr Factor**	0.000	0.000		0.769		0.875		**0.901**

Prepared by National Data & Surveying Services

CLASSIFICATION

Hudson Blvd W/O SR 1/3rd St

Day: Thursday
Date: 8/18/2022

City: Alexandria
Project #: LA22_240057_001e

East Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
1:00	0	6	2	0	1	0	0	0	0	0	0	0	0	9
2:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:00	0	3	3	0	1	0	0	0	0	0	0	0	0	7
5:00	0	12	9	0	0	0	0	0	0	0	0	0	0	21
6:00	0	20	7	1	2	0	0	0	0	0	0	0	0	30
7:00	0	44	16	3	5	0	0	0	0	0	0	0	0	68
8:00	0	27	9	0	7	0	0	0	1	0	0	0	0	44
9:00	1	31	6	0	2	5	0	0	0	0	0	0	0	45
10:00	0	18	8	0	4	0	0	0	0	0	0	0	0	30
11:00	0	21	8	0	2	1	0	0	0	0	0	0	0	32
12:00 PM	0	33	10	0	1	0	0	0	0	0	0	0	0	44
13:00	1	32	15	1	7	2	0	0	0	0	0	0	0	58
14:00	0	33	7	1	2	1	0	1	0	0	0	0	0	45
15:00	0	53	11	4	6	0	0	0	0	0	0	0	0	74
16:00	0	38	14	1	4	0	0	0	0	0	0	0	0	57
17:00	1	31	23	0	1	0	0	0	0	0	0	0	0	56
18:00	0	43	4	0	0	0	0	0	0	0	0	0	0	47
19:00	0	31	7	0	0	0	0	0	0	0	0	0	0	38
20:00	1	36	10	0	1	0	0	0	0	0	0	0	0	48
21:00	0	18	2	0	1	0	0	0	0	0	0	0	0	21
22:00	0	18	1	0	0	0	0	0	0	0	0	0	0	19
23:00	0	12	1	0	0	0	0	0	0	0	0	0	0	13
Totals	4	570	173	11	47	9		1	1					816
% of Totals	0%	70%	21%	1%	6%	1%		0%	0%					100%

AM Volumes	1	192	68	4	24	6	0	0	1	0	0	0	0	296
% AM	0%	24%	8%	0%	3%	1%			0%					36%
AM Peak Hour	9:00	7:00	7:00	7:00	8:00	9:00			8:00					7:00
Volume	1	44	16	3	7	5			1					68
PM Volumes	3	378	105	7	23	3	0	1	0	0	0	0	0	520
% PM	0%	46%	13%	1%	3%	0%		0%						64%
PM Peak Hour	13:00	15:00	17:00	15:00	13:00	13:00		14:00						15:00
Volume	1	53	23	4	7	2		1						74

Directional Peak Periods All Classes	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	112		14%	102		13%	113		14%	489		60%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

Hudson Blvd W/O SR 1/3rd St

Day: Thursday
Date: 8/18/2022

City: Alexandria
Project #: LA22_240057_001w

West Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
1:00	0	4	2	0	0	1	0	0	0	0	0	0	0	7
2:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
3:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
4:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
5:00	0	4	4	0	1	0	0	0	0	0	0	0	0	9
6:00	0	17	5	3	4	0	0	0	0	0	0	0	0	29
7:00	0	28	10	2	3	0	0	0	0	0	0	0	0	43
8:00	0	23	11	0	0	0	0	0	0	0	0	0	0	34
9:00	0	22	4	0	4	0	0	1	0	0	0	0	0	31
10:00	0	19	9	0	3	0	0	0	0	0	0	0	0	31
11:00	0	23	11	0	2	0	0	0	0	0	0	0	0	36
12:00 PM	0	30	9	0	3	0	0	0	0	0	0	0	0	42
13:00	0	29	19	0	2	0	0	0	0	0	0	0	0	50
14:00	0	39	13	1	3	0	0	0	0	0	0	0	0	56
15:00	0	42	12	2	3	0	0	0	0	0	0	0	0	59
16:00	0	32	14	0	2	0	0	0	0	0	0	0	0	48
17:00	0	36	19	0	2	0	0	0	0	0	0	0	0	57
18:00	0	47	10	0	1	0	0	0	0	0	0	0	0	58
19:00	0	38	11	0	1	0	0	0	0	0	0	0	0	50
20:00	0	52	9	0	1	0	0	0	0	0	0	0	0	62
21:00	0	17	4	0	0	0	0	0	0	0	0	0	0	21
22:00	0	15	4	0	0	0	0	0	0	0	0	0	0	19
23:00	0	8	3	0	0	0	0	0	0	0	0	0	0	11
Totals		534	188	8	35	1		1						767
% of Totals		70%	25%	1%	5%	0%		0%						100%

AM Volumes	0	149	61	5	17	1	0	1	0	0	0	0	0	234
% AM		19%	8%	1%	2%	0%		0%						31%
AM Peak Hour		7:00	8:00	6:00	6:00	1:00		9:00						7:00
Volume		28	11	3	4	1		1						43
PM Volumes	0	385	127	3	18	0	0	0	0	0	0	0	0	533
% PM		50%	17%	0%	2%									69%
PM Peak Hour		20:00	13:00	15:00	12:00									20:00
Volume		52	19	2	3									62

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	77		10%	92		12%	105		14%	493		64%

Classification Definitions

1 Motorcycles	**4** Buses	**7** > =4-Axle Single Units	**10** >=6-Axle Single Trailers	**13** >=7-Axle Multi-Trailers
2 Passenger Cars	**5** 2-Axle, 6-Tire Single Units	**8** <=4-Axle Single Trailers	**11** <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	**6** 3-Axle Single Units	**9** 5-Axle Single Trailers	**12** 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services

CLASSIFICATION

Hudson Blvd W/O SR 1/3rd St

Day: Thursday
Date: 8/18/2022

City: Alexandria
Project #: LA22_240057_001

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	11
1:00	0	10	4	0	1	1	0	0	0	0	0	0	0	16
2:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
3:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
4:00	0	5	5	0	1	0	0	0	0	0	0	0	0	11
5:00	0	16	13	0	1	0	0	0	0	0	0	0	0	30
6:00	0	37	12	4	6	0	0	0	0	0	0	0	0	59
7:00	0	72	26	5	8	0	0	0	0	0	0	0	0	111
8:00	0	50	20	0	7	0	0	0	1	0	0	0	0	78
9:00	1	53	10	0	6	5	0	1	0	0	0	0	0	76
10:00	0	37	17	0	7	0	0	0	0	0	0	0	0	61
11:00	0	44	19	0	4	1	0	0	0	0	0	0	0	68
12:00 PM	0	63	19	0	4	0	0	0	0	0	0	0	0	86
13:00	1	61	34	1	9	2	0	0	0	0	0	0	0	108
14:00	0	72	20	2	5	1	0	1	0	0	0	0	0	101
15:00	0	95	23	6	9	0	0	0	0	0	0	0	0	133
16:00	0	70	28	1	6	0	0	0	0	0	0	0	0	105
17:00	1	67	42	0	3	0	0	0	0	0	0	0	0	113
18:00	0	90	14	0	1	0	0	0	0	0	0	0	0	105
19:00	0	69	18	0	1	0	0	0	0	0	0	0	0	88
20:00	1	88	19	0	2	0	0	0	0	0	0	0	0	110
21:00	0	35	6	0	1	0	0	0	0	0	0	0	0	42
22:00	0	33	5	0	0	0	0	0	0	0	0	0	0	38
23:00	0	20	4	0	0	0	0	0	0	0	0	0	0	24
Totals	**4**	**1104**	**361**	**19**	**82**	**10**		**2**	**1**					**1583**
% of Totals	0%	70%	23%	1%	5%	1%		0%	0%					100%

AM Volumes	1	341	129	9	41	7	0	1	1	0	0	0	0	530
% AM	0%	22%	8%	1%	3%	0%		0%	0%					33%
AM Peak Hour	9:00	7:00	7:00	7:00	7:00	9:00		9:00	8:00					7:00
Volume	1	72	26	5	8	5		1	1					111
PM Volumes	3	763	232	10	41	3	0	1	0	0	0	0	0	1053
% PM	0%	48%	15%	1%	3%	0%		0%						67%
PM Peak Hour	13:00	15:00	17:00	15:00	13:00	13:00		14:00						15:00
Volume	1	95	42	6	9	2		1						133

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	189		12%	194		12%	218		14%	982		62%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

VOLUME

Hudson Blvd W/O SR 1/3rd St

Day: Thursday
Date: 8/18/2022

City: Alexandria
Project #: LA22_240057_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	816	767	1,583

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00	0	0	2		0		2		12:00	0	0	7		4		11	
0:15	0	0	1		3		4		12:15	0	0	14		15		29	
0:30	0	0	1		1		2		12:30	0	0	13		8		21	
0:45	0	0	2	6	1	5	3	11	12:45	0	0	10	44	15	42	25	86
1:00	0	0	1		0		1		13:00	0	0	11		16		27	
1:15	0	0	1		3		4		13:15	0	0	17		14		31	
1:30	0	0	2		2		4		13:30	0	0	18		7		25	
1:45	0	0	5	9	2	7	7	16	13:45	0	0	12	58	13	50	25	108
2:00	0	0	1		0		1		14:00	0	0	7		7		14	
2:15	0	0	0		2		2		14:15	0	0	11		15		26	
2:30	0	0	1		1		2		14:30	0	0	10		20		30	
2:45	0	0	0	2	0	3		5	14:45	0	0	17	45	14	56	31	101
3:00	0	0	0		0				15:00	0	0	17		13		30	
3:15	0	0	0		0				15:15	0	0	22		10		32	
3:30	0	0	2		0		2		15:30	0	0	14		13		27	
3:45	0	0	0	2	2	2	2	4	15:45	0	0	21	74	23	59	44	133
4:00	0	0	1		0		1		16:00	0	0	20		9		29	
4:15	0	0	1		0		1		16:15	0	0	13		8		21	
4:30	0	0	1		1		2		16:30	0	0	8		19		27	
4:45	0	0	4	7	3	4	7	11	16:45	0	0	16	57	12	48	28	105
5:00	0	0	6		0		6		17:00	0	0	16		9		25	
5:15	0	0	3		1		4		17:15	0	0	14		20		34	
5:30	0	0	9		3		12		17:30	0	0	15		14		29	
5:45	0	0	3	21	5	9	8	30	17:45	0	0	11	56	14	57	25	113
6:00	0	0	4		4		8		18:00	0	0	12		12		24	
6:15	0	0	8		5		13		18:15	0	0	15		13		28	
6:30	0	0	10		8		18		18:30	0	0	6		21		27	
6:45	0	0	8	30	12	29	20	59	18:45	0	0	14	47	12	58	26	105
7:00	0	0	16		6		22		19:00	0	0	14		15		29	
7:15	0	0	21		17		38		19:15	0	0	8		7		15	
7:30	0	0	18		11		29		19:30	0	0	8		16		24	
7:45	0	0	13	68	9	43	22	111	19:45	0	0	8	38	12	50	20	88
8:00	0	0	15		10		25		20:00	0	0	14		13		27	
8:15	0	0	20		12		32		20:15	0	0	15		19		34	
8:30	0	0	6		6		12		20:30	0	0	7		22		29	
8:45	0	0	3	44	6	34	9	78	20:45	0	0	12	48	8	62	20	110
9:00	0	0	12		8		20		21:00	0	0	4		4		8	
9:15	0	0	13		4		17		21:15	0	0	3		4		7	
9:30	0	0	11		8		19		21:30	0	0	7		9		16	
9:45	0	0	9	45	11	31	20	76	21:45	0	0	7	21	4	21	11	42
10:00	0	0	4		8		12		22:00	0	0	3		5		8	
10:15	0	0	7		7		14		22:15	0	0	8		6		14	
10:30	0	0	10		7		17		22:30	0	0	2		5		7	
10:45	0	0	9	30	9	31	18	61	22:45	0	0	6	19	3	19	9	38
11:00	0	0	7		6		13		23:00	0	0	4		5		9	
11:15	0	0	11		12		23		23:15	0	0	3		2		5	
11:30	0	0	6		10		16		23:30	0	0	3		1		4	
11:45	0	0	8	32	8	36	16	68	23:45	0	0	3	13	3	11	6	24
TOTALS				296		234		530	TOTALS				520		533		1053
SPLIT %				55.8%		44.2%		33.5%	SPLIT %				49.4%		50.6%		66.5%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	816	767	1,583

AM Peak Hour			7:00		7:15		7:15		PM Peak Hour			15:15		19:45		15:00	
AM Pk Volume			68		47		114		PM Pk Volume			77		66		133	
Pk Hr Factor			0.810		0.691		0.750		Pk Hr Factor			0.875		0.750		0.756	
7 - 9 Volume	0	0	112		77		189		4 - 6 Volume	0	0	113		105		218	
7 - 9 Peak Hour			7:00		7:15		7:15		4 - 6 Peak Hour			16:45		16:30		16:45	
7 - 9 Pk Volume	0	0	68		47		114		4 - 6 Pk Volume	0	0	61		60		116	
Pk Hr Factor	0.000	0.000	0.810		0.691		0.750		Pk Hr Factor	0.000	0.000	0.953		0.750		0.853	

Prepared by National Data & Surveying Services

CLASSIFICATION

Hudson Blvd W/O SR 1/3rd St

Day: Friday
Date: 8/19/2022

City: Alexandria
Project #: LA22_240057_001e

East Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
1:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
2:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	3	0	0	0	0	0	0	0	0	0	0	3
5:00	0	10	5	0	2	0	0	0	0	0	0	0	0	17
6:00	0	24	7	2	3	0	0	0	0	0	0	0	0	36
7:00	0	45	16	2	4	0	0	0	0	0	0	0	0	67
8:00	0	36	20	0	2	0	0	0	1	0	0	0	0	59
9:00	0	23	5	0	5	0	0	0	0	0	0	0	0	33
10:00	0	43	13	0	3	2	0	1	0	0	0	0	0	62
11:00	0	33	12	0	2	1	0	1	0	0	0	0	0	49
12:00 PM	0	37	10	0	4	0	0	1	0	0	0	0	0	52
13:00	0	28	8	0	4	0	0	0	0	0	0	0	0	40
14:00	0	35	18	1	3	0	0	0	0	0	0	0	0	57
15:00	0	48	14	5	3	0	0	0	0	0	0	0	0	70
16:00	0	44	14	2	2	0	0	0	0	0	0	0	0	62
17:00	0	40	8	0	1	0	0	0	0	0	0	0	0	49
18:00	1	35	6	0	0	1	0	0	0	0	0	0	0	43
19:00	0	36	7	0	0	0	0	0	0	0	0	0	0	43
20:00	0	34	8	0	0	0	0	0	0	0	0	0	0	42
21:00	0	23	4	0	0	0	0	0	0	0	0	0	0	27
22:00	0	29	0	0	0	0	0	0	0	0	0	0	0	29
23:00	0	17	3	0	0	0	0	0	0	0	0	0	0	20
Totals	1	637	183	12	38	4		3	1					879
% of Totals	0%	72%	21%	1%	4%	0%		0%	0%					100%

AM Volumes	0	231	83	4	21	3	0	2	1	0	0	0	0	345
% AM		26%	9%	0%	2%	0%		0%	0%					39%
AM Peak Hour		7:00	8:00	6:00	9:00	10:00		10:00	8:00					7:00
Volume		45	20	2	5	2		1	1					67
PM Volumes	1	406	100	8	17	1	0	1	0	0	0	0	0	534
% PM	0%	46%	11%	1%	2%	0%		0%						61%
PM Peak Hour	18:00	15:00	14:00	15:00	12:00	18:00		12:00						15:00
Volume	1	48	18	5	4	1		1						70

Directional Peak Periods All Classes	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
	Volume	%	Volume	%	Volume	%	Volume	%
	126	14%	92	10%	111	13%	550	63%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

Hudson Blvd W/O SR 1/3rd St

Day: Friday
Date: 8/19/2022

City: Alexandria
Project #: LA22_240057_001w

West Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	9
1:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
2:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
3:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
5:00	0	3	1	0	1	0	0	0	0	0	0	0	0	5
6:00	0	14	5	1	2	0	0	0	0	0	0	0	0	22
7:00	0	35	10	2	2	0	0	0	0	0	0	0	0	49
8:00	0	30	11	0	1	0	0	0	0	0	0	0	0	42
9:00	0	18	14	0	1	1	0	0	0	0	0	0	0	34
10:00	2	42	12	1	2	0	1	0	0	0	0	0	0	60
11:00	0	22	15	0	6	0	0	0	0	0	0	0	0	43
12:00 PM	0	33	11	0	2	0	0	0	0	0	0	0	0	46
13:00	0	33	7	0	4	0	0	0	1	0	0	0	0	45
14:00	0	35	13	0	4	0	0	0	0	0	0	0	0	52
15:00	0	51	13	3	2	0	0	0	0	0	0	0	0	69
16:00	0	57	17	1	3	0	0	0	0	0	0	0	0	78
17:00	0	38	8	0	2	0	0	0	0	0	0	0	0	48
18:00	0	47	10	0	0	0	0	0	0	0	0	0	0	57
19:00	0	33	10	0	0	0	0	0	0	0	0	0	0	43
20:00	1	28	6	0	0	0	0	0	0	0	0	0	0	35
21:00	0	19	2	0	0	0	0	0	0	0	0	0	0	21
22:00	0	26	3	0	0	0	0	0	0	0	0	0	0	29
23:00	0	17	2	0	0	0	0	0	0	0	0	0	0	19
Totals	3	602	175	8	32	1	1		1					823
% of Totals	0%	73%	21%	1%	4%	0%	0%		0%					100%

AM Volumes	2	185	73	4	15	1	1	0	0	0	0	0	0	281
% AM	0%	22%	9%	0%	2%	0%	0%							34%
AM Peak Hour	10:00	10:00	11:00	7:00	11:00	9:00	10:00							10:00
Volume	2	42	15	2	6	1	1							60
PM Volumes	1	417	102	4	17	0	0	0	1	0	0	0	0	542
% PM	0%	51%	12%	0%	2%				0%					66%
PM Peak Hour	20:00	16:00	16:00	15:00	13:00				13:00					16:00
Volume	1	57	17	3	4				1					78

Directional Peak Periods All Classes	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	91		11%	91		11%	126		15%	515		63%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

Hudson Blvd W/O SR 1/3rd St

Day: Friday
Date: 8/19/2022

City: Alexandria
Project #: LA22_240057_001

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	15	2	0	0	0	0	0	0	0	0	0	0	17
1:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10
2:00	0	10	2	0	0	0	0	0	0	0	0	0	0	12
3:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00	0	4	4	0	0	0	0	0	0	0	0	0	0	8
5:00	0	13	6	0	3	0	0	0	0	0	0	0	0	22
6:00	0	38	12	3	5	0	0	0	0	0	0	0	0	58
7:00	0	80	26	4	6	0	0	0	0	0	0	0	0	116
8:00	0	66	31	0	3	0	0	0	1	0	0	0	0	101
9:00	0	41	19	0	6	1	0	0	0	0	0	0	0	67
10:00	2	85	25	1	5	2	1	1	0	0	0	0	0	122
11:00	0	55	27	0	8	1	0	1	0	0	0	0	0	92
12:00 PM	0	70	21	0	6	0	0	1	0	0	0	0	0	98
13:00	0	61	15	0	8	0	0	0	1	0	0	0	0	85
14:00	0	70	31	1	7	0	0	0	0	0	0	0	0	109
15:00	0	99	27	8	5	0	0	0	0	0	0	0	0	139
16:00	0	101	31	3	5	0	0	0	0	0	0	0	0	140
17:00	0	78	16	0	3	0	0	0	0	0	0	0	0	97
18:00	1	82	16	0	0	1	0	0	0	0	0	0	0	100
19:00	0	69	17	0	0	0	0	0	0	0	0	0	0	86
20:00	1	62	14	0	0	0	0	0	0	0	0	0	0	77
21:00	0	42	6	0	0	0	0	0	0	0	0	0	0	48
22:00	0	55	3	0	0	0	0	0	0	0	0	0	0	58
23:00	0	34	5	0	0	0	0	0	0	0	0	0	0	39
Totals	4	1239	358	20	70	5	1	3	2					1702
% of Totals	0%	73%	21%	1%	4%	0%	0%	0%	0%					100%

AM Volumes	2	416	156	8	36	4	1	2	1	0	0	0	0	626
% AM	0%	24%	9%	0%	2%	0%	0%	0%	0%					37%
AM Peak Hour	10:00	10:00	8:00	7:00	11:00	10:00	10:00	10:00	8:00					10:00
Volume	2	85	31	4	8	2	1	1	1					122
PM Volumes	2	823	202	12	34	1	0	1	1	0	0	0	0	1076
% PM	0%	48%	12%	1%	2%	0%		0%	0%					63%
PM Peak Hour	18:00	16:00	14:00	15:00	13:00	18:00		12:00	13:00					16:00
Volume	1	101	31	8	8	1		1	1					140

Directional Peak Periods All Classes	AM 7-9 Volume		%	NOON 12-2 Volume		%	PM 4-6 Volume		%	Off Peak Volumes Volume		%
	217	⟷	13%	183	⟷	11%	237	⟷	14%	1065	⟷	63%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

VOLUME

Hudson Blvd W/O SR 1/3rd St

Day: Friday
Date: 8/19/2022

City: Alexandria
Project #: LA22_240057_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	879	823	1,702

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00	0	0	2		2		4		12:00	0	0	14		12		26	
0:15	0	0	0		0				12:15	0	0	9		7		16	
0:30	0	0	3		5		8		12:30	0	0	16		15		31	
0:45	0	0	3	8	2	9	5	17	12:45	0	0	13	52	12	46	25	98
1:00	0	0	2		1		3		13:00	0	0	10		13		23	
1:15	0	0	1		0		1		13:15	0	0	11		13		24	
1:30	0	0	1		3		4		13:30	0	0	11		4		15	
1:45	0	0	1	5	1	5	2	10	13:45	0	0	8	40	15	45	23	85
2:00	0	0	2		1		3		14:00	0	0	11		14		25	
2:15	0	0	1		3		4		14:15	0	0	19		10		29	
2:30	0	0	2		0		2		14:30	0	0	10		20		30	
2:45	0	0	1	6	2	6	3	12	14:45	0	0	17	57	8	52	25	109
3:00	0	0	0		0				15:00	0	0	16		15		31	
3:15	0	0	0		1		1		15:15	0	0	20		16		36	
3:30	0	0	0		0				15:30	0	0	17		16		33	
3:45	0	0	0		0	1		1	15:45	0	0	17	70	22	69	39	139
4:00	0	0	0		0				16:00	0	0	16		16		32	
4:15	0	0	0		1		1		16:15	0	0	19		24		43	
4:30	0	0	2		2		4		16:30	0	0	15		20		35	
4:45	0	0	1	3	2	5	3	8	16:45	0	0	12	62	18	78	30	140
5:00	0	0	0		1		1		17:00	0	0	8		11		19	
5:15	0	0	3		1		4		17:15	0	0	16		6		22	
5:30	0	0	4		0		4		17:30	0	0	17		20		37	
5:45	0	0	10	17	3	5	13	22	17:45	0	0	8	49	11	48	19	97
6:00	0	0	10		6		16		18:00	0	0	10		13		23	
6:15	0	0	10		4		14		18:15	0	0	14		13		27	
6:30	0	0	6		3		9		18:30	0	0	12		14		26	
6:45	0	0	10	36	9	22	19	58	18:45	0	0	7	43	17	57	24	100
7:00	0	0	16		8		24		19:00	0	0	6		11		17	
7:15	0	0	14		14		28		19:15	0	0	16		11		27	
7:30	0	0	14		14		28		19:30	0	0	14		12		26	
7:45	0	0	23	67	13	49	36	116	19:45	0	0	7	43	9	43	16	86
8:00	0	0	21		15		36		20:00	0	0	8		6		14	
8:15	0	0	17		12		29		20:15	0	0	14		13		27	
8:30	0	0	7		4		11		20:30	0	0	12		7		19	
8:45	0	0	14	59	11	42	25	101	20:45	0	0	8	42	9	35	17	77
9:00	0	0	7		7		14		21:00	0	0	5		10		15	
9:15	0	0	7		6		13		21:15	0	0	6		3		9	
9:30	0	0	13		8		21		21:30	0	0	12		3		15	
9:45	0	0	6	33	13	34	19	67	21:45	0	0	4	27	5	21	9	48
10:00	0	0	8		14		22		22:00	0	0	12		7		19	
10:15	0	0	14		10		24		22:15	0	0	6		7		13	
10:30	0	0	14		22		36		22:30	0	0	7		7		14	
10:45	0	0	26	62	14	60	40	122	22:45	0	0	4	29	8	29	12	58
11:00	0	0	12		6		18		23:00	0	0	8		4		12	
11:15	0	0	13		11		24		23:15	0	0	4		5		9	
11:30	0	0	8		16		24		23:30	0	0	2		3		5	
11:45	0	0	16	49	10	43	26	92	23:45	0	0	6	20	7	19	13	39
TOTALS				345		281		**626**	**TOTALS**				534		542		**1076**
SPLIT %				55.1%		44.9%		**36.8%**	**SPLIT %**				49.6%		50.4%		**63.2%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	879	823	1,702

AM Peak Hour				7:30		10:00		**7:30**	**PM Peak Hour**				14:45		15:45		**15:45**
AM Pk Volume				75		60		**129**	**PM Pk Volume**				70		82		**149**
Pk Hr Factor				0.815		0.682		**0.896**	**Pk Hr Factor**				0.875		0.854		**0.866**
7 - 9 Volume	0	0		126		91		**217**	**4 - 6 Volume**	0	0		111		126		**237**
7 - 9 Peak Hour				7:30		7:15		**7:30**	**4 - 6 Peak Hour**				16:00		16:00		**16:00**
7 - 9 Pk Volume	0	0		75		56		**129**	**4 - 6 Pk Volume**	0	0		62		78		**140**
Pk Hr Factor	0.000	0.000		0.815		0.933		**0.896**	**Pk Hr Factor**	0.000	0.000		0.816		0.813		**0.814**

Prepared by National Data & Surveying Services

CLASSIFICATION

Hudson Blvd W/O SR 1/3rd St

Day: Saturday
Date: 8/20/2022

City: Alexandria
Project #: LA22_240057_001e

East Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	11	1	0	0	0	0	0	0	0	0	0	0	12
1:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
2:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
5:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
6:00	0	13	1	0	0	0	0	0	0	0	0	0	0	14
7:00	0	20	5	0	0	0	0	0	0	0	0	0	0	25
8:00	1	15	4	0	2	0	0	0	0	0	0	0	0	22
9:00	0	25	8	0	0	0	0	0	0	0	0	0	0	33
10:00	0	17	8	0	0	0	0	0	0	0	0	0	0	25
11:00	1	35	9	0	0	0	0	0	0	0	0	0	0	45
12:00 PM	0	42	10	0	1	0	0	0	0	0	0	0	0	53
13:00	0	24	5	0	1	0	0	0	0	0	0	0	0	30
14:00	0	36	3	0	1	0	0	0	0	0	0	0	0	40
15:00	0	36	5	0	0	0	0	0	0	0	0	0	0	41
16:00	0	41	15	0	0	0	0	0	0	0	0	0	0	56
17:00	1	31	9	0	0	0	0	0	1	0	0	0	0	42
18:00	0	40	6	0	1	0	0	0	0	0	0	0	0	47
19:00	1	42	9	0	0	0	0	0	0	0	0	0	0	52
20:00	0	30	3	0	0	0	0	0	0	0	0	0	0	33
21:00	0	28	2	0	0	0	0	0	0	0	0	0	0	30
22:00	0	12	2	0	0	0	0	0	0	0	0	0	0	14
23:00	0	20	1	0	0	0	0	0	0	0	0	0	0	21
Totals	**4**	**535**	**107**		**6**				**1**					**653**
% of Totals	1%	82%	16%		1%				0%					100%

AM Volumes	2	153	37	0	2	0	0	0	0	0	0	0	0	194
% AM	0%	23%	6%		0%									30%
AM Peak Hour	8:00	11:00	11:00		8:00									11:00
Volume	1	35	9		2									45
PM Volumes	2	382	70	0	4	0	0	0	1	0	0	0	0	459
% PM	0%	58%	11%		1%				0%					70%
PM Peak Hour	17:00	12:00	16:00		12:00				17:00					16:00
Volume	1	42	15		1				1					56

Directional Peak Periods	**AM 7-9**			**NOON 12-2**			**PM 4-6**			**Off Peak Volumes**		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	47		7%	83		13%	98		15%	425		65%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

Hudson Blvd W/O SR 1/3rd St

Day: Saturday
Date: 8/20/2022

City: Alexandria
Project #: LA22_240057_001w

West Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
1:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
2:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
4:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
5:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
6:00	0	8	3	0	2	0	0	0	0	0	0	0	0	13
7:00	0	11	7	0	0	0	0	0	0	0	0	0	0	18
8:00	0	13	5	0	0	0	0	1	0	0	0	0	0	19
9:00	0	25	5	0	1	0	0	0	0	0	0	0	0	31
10:00	0	14	5	0	1	0	0	0	0	0	0	0	0	20
11:00	0	22	8	0	0	0	0	0	0	0	0	0	0	30
12:00 PM	0	41	9	0	1	0	0	0	0	0	0	0	0	51
13:00	0	25	9	0	1	0	0	0	0	0	0	0	0	35
14:00	0	26	9	0	1	0	0	0	0	0	0	0	0	36
15:00	0	34	6	0	1	0	0	0	0	0	0	0	0	41
16:00	0	30	6	0	2	0	0	0	0	0	0	0	0	38
17:00	0	35	12	0	1	0	0	0	0	0	0	0	0	48
18:00	0	46	6	0	0	0	0	0	0	0	0	0	0	52
19:00	0	34	9	0	0	0	0	0	0	0	0	0	0	43
20:00	0	26	3	0	0	0	0	0	0	0	0	0	0	29
21:00	0	25	5	0	1	0	0	0	0	0	0	0	0	31
22:00	0	18	4	0	0	0	0	0	0	0	0	0	0	22
23:00	0	14	2	1	0	0	0	0	0	0	0	0	0	17
Totals		475	114	1	12			1						603
% of Totals		79%	19%	0%	2%			0%						100%

AM Volumes	0	121	34	0	4	0	0	1	0	0	0	0	0	160
% AM		20%	6%		1%			0%						27%
AM Peak Hour		9:00	11:00		6:00			8:00						9:00
Volume		25	8		2			1						31
PM Volumes	0	354	80	1	8	0	0	0	0	0	0	0	0	443
% PM		59%	13%	0%	1%									73%
PM Peak Hour		18:00	17:00	23:00	16:00									18:00
Volume		46	12	1	2									52

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	37		6%	86		14%	86		14%	394		65%

Classification Definitions

1 Motorcycles	**4** Buses	**7** > =4-Axle Single Units	**10** >=6-Axle Single Trailers	**13** >=7-Axle Multi-Trailers
2 Passenger Cars	**5** 2-Axle, 6-Tire Single Units	**8** <=4-Axle Single Trailers	**11** <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	**6** 3-Axle Single Units	**9** 5-Axle Single Trailers	**12** 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services

CLASSIFICATION

Hudson Blvd W/O SR 1/3rd St

Day: Saturday
Date: 8/20/2022

City: Alexandria
Project #: LA22_240057_001

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	17	1	0	0	0	0	0	0	0	0	0	0	18
1:00	0	12	2	0	0	0	0	0	0	0	0	0	0	14
2:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
3:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
4:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10
5:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
6:00	0	21	4	0	2	0	0	0	0	0	0	0	0	27
7:00	0	31	12	0	0	0	0	0	0	0	0	0	0	43
8:00	1	28	9	0	2	0	0	1	0	0	0	0	0	41
9:00	0	50	13	0	1	0	0	0	0	0	0	0	0	64
10:00	0	31	13	0	1	0	0	0	0	0	0	0	0	45
11:00	1	57	17	0	0	0	0	0	0	0	0	0	0	75
12:00 PM	0	83	19	0	2	0	0	0	0	0	0	0	0	104
13:00	0	49	14	0	2	0	0	0	0	0	0	0	0	65
14:00	0	62	12	0	2	0	0	0	0	0	0	0	0	76
15:00	0	70	11	0	1	0	0	0	0	0	0	0	0	82
16:00	0	71	21	0	2	0	0	0	0	0	0	0	0	94
17:00	1	66	21	0	1	0	0	0	1	0	0	0	0	90
18:00	0	86	12	0	1	0	0	0	0	0	0	0	0	99
19:00	1	76	18	0	0	0	0	0	0	0	0	0	0	95
20:00	0	56	6	0	0	0	0	0	0	0	0	0	0	62
21:00	0	53	7	0	1	0	0	0	0	0	0	0	0	61
22:00	0	30	6	0	0	0	0	0	0	0	0	0	0	36
23:00	0	34	3	1	0	0	0	0	0	0	0	0	0	38
Totals	**4**	**1010**	**221**	**1**	**18**			**1**	**1**					**1256**
% of Totals	0%	80%	18%	0%	1%			0%	0%					100%

AM Volumes	2	274	71	0	6	0	0	1	0	0	0	0	0	354
% AM	0%	22%	6%		0%			0%						28%
AM Peak Hour	8:00	11:00	11:00		6:00			8:00						11:00
Volume	1	57	17		2			1						75
PM Volumes	2	736	150	1	12	0	0	0	1	0	0	0	0	902
% PM	0%	59%	12%	0%	1%				0%					72%
PM Peak Hour	17:00	18:00	16:00	23:00	12:00				17:00					12:00
Volume	1	86	21	1	2				1					104

Directional Peak Periods All Classes	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	84		7%	169		13%	184		15%	819		65%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

VOLUME

Hudson Blvd W/O SR 1/3rd St

Day: Saturday
Date: 8/20/2022

City: Alexandria
Project #: LA22_240057_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	653	603	1,256

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00	0	0	4		1		5		12:00	0	0	13		17		30	
0:15	0	0	4		1		5		12:15	0	0	16		6		22	
0:30	0	0	2		4		6		12:30	0	0	12		15		27	
0:45	0	0	2	12	0	6	2	18	12:45	0	0	12	53	13	51	25	104
1:00	0	0	1		2		3		13:00	0	0	7		10		17	
1:15	0	0	0		3		3		13:15	0	0	4		7		11	
1:30	0	0	1		2		3		13:30	0	0	10		9		19	
1:45	0	0	3	5	2	9	5	14	13:45	0	0	9	30	9	35	18	65
2:00	0	0	0		1		1		14:00	0	0	12		17		29	
2:15	0	0	1		0		1		14:15	0	0	11		5		16	
2:30	0	0	1		0		1		14:30	0	0	10		6		16	
2:45	0	0	0	2	0	1		3	14:45	0	0	7	40	8	36	15	76
3:00	0	0	2		0		2		15:00	0	0	9		10		19	
3:15	0	0	0		1		1		15:15	0	0	12		10		22	
3:30	0	0	0		2		2		15:30	0	0	11		13		24	
3:45	0	0	1	3	1	4	2	7	15:45	0	0	9	41	8	41	17	82
4:00	0	0	2		0		2		16:00	0	0	14		7		21	
4:15	0	0	1		1		2		16:15	0	0	18		12		30	
4:30	0	0	0		0				16:30	0	0	14		8		22	
4:45	0	0	1	4	5	6	6	10	16:45	0	0	10	56	11	38	21	94
5:00	0	0	2		1		3		17:00	0	0	10		9		19	
5:15	0	0	1		0		1		17:15	0	0	13		15		28	
5:30	0	0	0		1		1		17:30	0	0	10		10		20	
5:45	0	0	1	4	1	3	2	7	17:45	0	0	9	42	14	48	23	90
6:00	0	0	4		4		8		18:00	0	0	13		13		26	
6:15	0	0	2		2		4		18:15	0	0	17		10		27	
6:30	0	0	5		3		8		18:30	0	0	8		14		22	
6:45	0	0	3	14	4	13	7	27	18:45	0	0	9	47	15	52	24	99
7:00	0	0	4		2		6		19:00	0	0	9		12		21	
7:15	0	0	4		5		9		19:15	0	0	15		13		28	
7:30	0	0	8		4		12		19:30	0	0	12		11		23	
7:45	0	0	9	25	7	18	16	43	19:45	0	0	16	52	7	43	23	95
8:00	0	0	4		5		9		20:00	0	0	6		9		15	
8:15	0	0	4		6		10		20:15	0	0	8		4		12	
8:30	0	0	9		4		13		20:30	0	0	10		12		22	
8:45	0	0	5	22	4	19	9	41	20:45	0	0	9	33	4	29	13	62
9:00	0	0	11		8		19		21:00	0	0	10		10		20	
9:15	0	0	5		12		17		21:15	0	0	6		6		12	
9:30	0	0	7		5		12		21:30	0	0	6		9		15	
9:45	0	0	10	33	6	31	16	64	21:45	0	0	8	30	6	31	14	61
10:00	0	0	7		6		13		22:00	0	0	3		5		8	
10:15	0	0	8		7		15		22:15	0	0	1		5		6	
10:30	0	0	4		5		9		22:30	0	0	3		5		8	
10:45	0	0	6	25	2	20	8	45	22:45	0	0	7	14	7	22	14	36
11:00	0	0	10		5		15		23:00	0	0	4		2		6	
11:15	0	0	11		8		19		23:15	0	0	8		5		13	
11:30	0	0	14		11		25		23:30	0	0	3		6		9	
11:45	0	0	10	45	6	30	16	75	23:45	0	0	6	21	4	17	10	38
TOTALS				194		160		**354**	**TOTALS**				459		443		**902**
SPLIT %				54.8%		45.2%		**28.2%**	**SPLIT %**				50.9%		49.1%		**71.8%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	653	603	1,256

AM Peak Hour				11:30		11:45		**11:45**	**PM Peak Hour**				16:00		18:30		**12:00**
AM Pk Volume				53		44		**95**	**PM Pk Volume**				56		54		**104**
Pk Hr Factor				0.828		0.647		**0.792**	**Pk Hr Factor**				0.778		0.900		**0.867**
7 - 9 Volume	0	0		47		37		**84**	**4 - 6 Volume**	0	0		98		86		**184**
7 - 9 Peak Hour				7:45		7:30		**7:45**	**4 - 6 Peak Hour**				16:00		17:00		**16:00**
7 - 9 Pk Volume	0	0		26		22		**48**	**4 - 6 Pk Volume**	0	0		56		48		**94**
Pk Hr Factor	0.000	0.000		0.722		0.786		**0.750**	**Pk Hr Factor**	0.000	0.000		0.778		0.800		**0.783**

Prepared by National Data & Surveying Services

CLASSIFICATION

Hudson Blvd W/O SR 1/3rd St

Day: Sunday
Date: 8/21/2022

City: Alexandria
Project #: LA22_240057_001e

East Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	6	4	0	0	0	0	0	0	0	0	0	0	10
1:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
2:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
5:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
6:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
7:00	0	12	3	0	0	0	0	0	0	0	0	0	0	15
8:00	0	22	10	0	3	0	0	0	0	0	0	0	0	35
9:00	0	14	7	0	3	0	0	0	0	0	0	0	0	24
10:00	0	39	5	0	0	0	0	0	0	0	0	0	0	44
11:00	0	21	14	0	1	0	0	0	0	0	0	0	0	36
12:00 PM	0	16	8	0	1	0	0	0	0	0	0	0	0	25
13:00	0	41	6	0	1	0	0	0	0	0	0	0	0	48
14:00	0	39	9	0	0	0	0	0	0	0	0	0	0	48
15:00	0	50	5	0	1	0	0	0	0	0	0	0	0	56
16:00	1	44	10	0	0	0	0	1	0	0	0	0	0	56
17:00	0	38	6	0	1	0	0	0	0	0	0	0	0	45
18:00	0	46	7	0	0	0	0	1	0	0	0	0	0	54
19:00	0	28	5	0	0	0	0	0	0	0	0	0	0	33
20:00	0	24	4	0	1	0	0	0	0	0	0	0	0	29
21:00	0	18	1	0	0	0	0	0	0	0	0	0	0	19
22:00	0	13	0	0	0	0	0	0	0	0	0	0	0	13
23:00	0	18	3	0	0	0	0	1	0	0	0	0	0	22
Totals	**1**	**511**	**110**		**12**			**3**						**637**
% of Totals	0%	80%	17%		2%			0%						100%

AM Volumes	0	136	46	0	7	0	0	0	0	0	0	0	0	189
% AM		21%	7%		1%									30%
AM Peak Hour		10:00	11:00		8:00									10:00
Volume		39	14		3									44
PM Volumes	1	375	64	0	5	0	0	3	0	0	0	0	0	448
% PM	0%	59%	10%		1%			0%						70%
PM Peak Hour	16:00	15:00	16:00		12:00			16:00						15:00
Volume	1	50	10		1			1						56

Directional Peak Periods	**AM 7-9**			**NOON 12-2**			**PM 4-6**			**Off Peak Volumes**		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	50		8%	73		11%	101		16%	413		65%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

Hudson Blvd W/O SR 1/3rd St

Day: Sunday
Date: 8/21/2022

City: Alexandria
Project #: LA22_240057_001w

West Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	6	4	0	0	0	0	0	0	0	0	0	0	10
1:00	0	11	2	0	0	0	0	0	0	0	0	0	0	13
2:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
3:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
4:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
5:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
6:00	0	3	2	0	1	0	0	0	0	0	0	0	0	6
7:00	0	6	4	0	1	0	0	0	0	0	0	0	0	11
8:00	0	19	5	0	2	0	0	0	0	0	0	0	0	26
9:00	0	10	7	0	2	0	0	0	0	0	0	0	0	19
10:00	0	14	12	0	0	0	0	0	0	0	0	0	0	26
11:00	0	22	8	0	0	0	0	0	0	0	0	0	0	30
12:00 PM	0	37	13	0	1	0	0	0	0	0	0	0	0	51
13:00	0	29	13	0	0	0	0	0	0	0	0	0	0	42
14:00	0	38	13	0	1	0	0	0	0	0	0	0	0	52
15:00	0	33	5	0	1	0	0	0	0	0	0	0	0	39
16:00	0	48	14	0	0	0	0	1	0	0	0	0	0	63
17:00	0	42	9	0	1	0	0	1	0	0	0	0	0	53
18:00	0	42	8	0	0	0	0	0	0	0	0	0	0	50
19:00	0	32	8	0	0	0	0	0	0	0	0	0	0	40
20:00	0	23	1	0	1	0	0	0	0	0	0	0	0	25
21:00	0	20	4	0	0	0	0	0	0	0	0	0	0	24
22:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
23:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
Totals		461	135		11			2						609
% of Totals		76%	22%		2%			0%						100%

AM Volumes	0	103	46	0	6	0	0	0	0	0	0	0	0	155
% AM		17%	8%		1%									25%
AM Peak Hour		11:00	10:00		8:00									11:00
Volume		22	12		2									30
PM Volumes	0	358	89	0	5	0	0	2	0	0	0	0	0	454
% PM		59%	15%		1%			0%						75%
PM Peak Hour		16:00	16:00		12:00			16:00						16:00
Volume		48	14		1			1						63

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	37		6%	93		15%	116		19%	363		60%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

Hudson Blvd W/O SR 1/3rd St

Day: Sunday
Date: 8/21/2022

City: Alexandria
Project #: LA22_240057_001

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	12	8	0	0	0	0	0	0	0	0	0	0	20
1:00	0	17	2	0	0	0	0	0	0	0	0	0	0	19
2:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
3:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
4:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
5:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
6:00	0	11	3	0	1	0	0	0	0	0	0	0	0	15
7:00	0	18	7	0	1	0	0	0	0	0	0	0	0	26
8:00	0	41	15	0	5	0	0	0	0	0	0	0	0	61
9:00	0	24	14	0	5	0	0	0	0	0	0	0	0	43
10:00	0	53	17	0	0	0	0	0	0	0	0	0	0	70
11:00	0	43	22	0	1	0	0	0	0	0	0	0	0	66
12:00 PM	0	53	21	0	2	0	0	0	0	0	0	0	0	76
13:00	0	70	19	0	1	0	0	0	0	0	0	0	0	90
14:00	0	77	22	0	1	0	0	0	0	0	0	0	0	100
15:00	0	83	10	0	2	0	0	0	0	0	0	0	0	95
16:00	1	92	24	0	0	0	0	2	0	0	0	0	0	119
17:00	0	80	15	0	2	0	0	1	0	0	0	0	0	98
18:00	0	88	15	0	0	0	0	1	0	0	0	0	0	104
19:00	0	60	13	0	0	0	0	0	0	0	0	0	0	73
20:00	0	47	5	0	2	0	0	0	0	0	0	0	0	54
21:00	0	38	5	0	0	0	0	0	0	0	0	0	0	43
22:00	0	21	1	0	0	0	0	0	0	0	0	0	0	22
23:00	0	24	3	0	0	0	0	1	0	0	0	0	0	28
Totals	1	972	245		23			5						1246
% of Totals	0%	78%	20%		2%			0%						100%

AM Volumes	0	239	92	0	13	0	0	0	0	0	0	0	0	344
% AM		19%	7%		1%									28%
AM Peak Hour		10:00	11:00		8:00									10:00
Volume		53	22		5									70
PM Volumes	1	733	153	0	10	0	0	5	0	0	0	0	0	902
% PM	0%	59%	12%		1%			0%						72%
PM Peak Hour	16:00	16:00	16:00		12:00			16:00						16:00
Volume	1	92	24		2			2						119

Directional Peak Periods All Classes	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	87		7%	166		13%	217		17%	776		62%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

VOLUME

Hudson Blvd W/O SR 1/3rd St

Day: Sunday
Date: 8/21/2022

City: Alexandria
Project #: LA22_240057_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	637	609	1,246

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00	0	0	2		3		5		12:00	0	0	2		5		7	
0:15	0	0	4		2		6		12:15	0	0	7		11		18	
0:30	0	0	1		4		5		12:30	0	0	8		20		28	
0:45	0	0	3	10	1	10	4	20	12:45	0	0	8	25	15	51	23	76
1:00	0	0	1		0		1		13:00	0	0	12		8		20	
1:15	0	0	2		8		10		13:15	0	0	15		16		31	
1:30	0	0	1		2		3		13:30	0	0	12		11		23	
1:45	0	0	2	6	3	13	5	19	13:45	0	0	9	48	7	42	16	90
2:00	0	0	1		1		2		14:00	0	0	9		14		23	
2:15	0	0	0		0				14:15	0	0	15		15		30	
2:30	0	0	2		1		3		14:30	0	0	12		14		26	
2:45	0	0	0	3	0	2		5	14:45	0	0	12	48	9	52	21	100
3:00	0	0	0		1		1		15:00	0	0	18		6		24	
3:15	0	0	0		2		2		15:15	0	0	15		13		28	
3:30	0	0	0		0				15:30	0	0	12		9		21	
3:45	0	0	0		4	7	4	7	15:45	0	0	11	56	11	39	22	95
4:00	0	0	1		0		1		16:00	0	0	15		16		31	
4:15	0	0	1		0		1		16:15	0	0	17		18		35	
4:30	0	0	0		1		1		16:30	0	0	12		17		29	
4:45	0	0	1	3	2	3	3	6	16:45	0	0	12	56	12	63	24	119
5:00	0	0	2		1		3		17:00	0	0	8		15		23	
5:15	0	0	0		0				17:15	0	0	14		18		32	
5:30	0	0	0		0				17:30	0	0	14		10		24	
5:45	0	0	2	4	1	2	3	6	17:45	0	0	9	45	10	53	19	98
6:00	0	0	1		1		2		18:00	0	0	8		10		18	
6:15	0	0	2		2		4		18:15	0	0	13		15		28	
6:30	0	0	3		2		5		18:30	0	0	14		13		27	
6:45	0	0	3	9	1	6	4	15	18:45	0	0	19	54	12	50	31	104
7:00	0	0	4		1		5		19:00	0	0	7		6		13	
7:15	0	0	2		4		6		19:15	0	0	9		11		20	
7:30	0	0	4		4		8		19:30	0	0	7		10		17	
7:45	0	0	5	15	2	11	7	26	19:45	0	0	10	33	13	40	23	73
8:00	0	0	5		4		9		20:00	0	0	6		5		11	
8:15	0	0	14		6		20		20:15	0	0	9		9		18	
8:30	0	0	6		8		14		20:30	0	0	5		7		12	
8:45	0	0	10	35	8	26	18	61	20:45	0	0	9	29	4	25	13	54
9:00	0	0	7		7		14		21:00	0	0	7		9		16	
9:15	0	0	8		3		11		21:15	0	0	2		5		7	
9:30	0	0	3		4		7		21:30	0	0	5		7		12	
9:45	0	0	6	24	5	19	11	43	21:45	0	0	5	19	3	24	8	43
10:00	0	0	8		4		12		22:00	0	0	6		3		9	
10:15	0	0	11		9		20		22:15	0	0	3		2		5	
10:30	0	0	15		7		22		22:30	0	0	2		1		3	
10:45	0	0	10	44	6	26	16	70	22:45	0	0	2	13	3	9	5	22
11:00	0	0	9		6		15		23:00	0	0	4		2		6	
11:15	0	0	11		5		16		23:15	0	0	9		1		10	
11:30	0	0	8		14		22		23:30	0	0	5		2		7	
11:45	0	0	8	36	5	30	13	66	23:45	0	0	4	22	1	6	5	28
TOTALS				189		155		**344**	**TOTALS**				448		454		**902**
SPLIT %				54.9%		45.1%		**27.6%**	**SPLIT %**				49.7%		50.3%		**72.4%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	637	609	1,246

AM Peak Hour				10:15		11:45		**10:15**	**PM Peak Hour**				14:15		16:00		**16:00**
AM Pk Volume				45		41		**73**	**PM Pk Volume**				57		63		**119**
Pk Hr Factor				0.750		0.513		**0.830**	**Pk Hr Factor**				0.792		0.875		**0.850**
7 - 9 Volume	0	0		50		37		**87**	**4 - 6 Volume**	0	0		101		116		**217**
7 - 9 Peak Hour				8:00		8:00		**8:00**	**4 - 6 Peak Hour**				16:00		16:00		**16:00**
7 - 9 Pk Volume	0	0		35		26		**61**	**4 - 6 Pk Volume**	0	0		56		63		**119**
Pk Hr Factor	0.000	0.000		0.625		0.813		**0.763**	**Pk Hr Factor**	0.000	0.000		0.824		0.875		**0.850**

Appendix A

Initial Data Collection

III. 7-Day, 24-Hour Machine Counts

2. LA 1208-1 (Between Thomasina Rd & Winston St)

Prepared by National Data & Surveying Services

CLASSIFICATION

SR 1208-1/Willow Glen River Rd Bet. Thomasina Rd & Winston St

Day: Monday
Date: 8/15/2022

City: Alexandria
Project #: LA22_240057_002e

East Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	5	1	0	0	0	0	0	3	0	0	0	0	9
1:00	0	4	1	0	0	0	0	0	5	0	0	0	0	10
2:00	0	3	3	0	0	0	0	0	4	0	0	0	0	10
3:00	0	4	1	0	0	0	0	0	2	0	0	0	0	7
4:00	0	7	0	0	0	0	0	0	6	0	0	0	0	13
5:00	0	8	6	0	0	0	0	0	7	0	0	0	0	21
6:00	0	35	6	1	2	1	1	0	2	0	0	0	0	48
7:00	1	86	14	3	6	2	0	0	3	0	0	0	0	115
8:00	0	65	13	2	2	1	0	0	1	0	0	0	0	84
9:00	0	37	6	0	3	0	0	0	2	0	0	0	0	48
10:00	0	26	14	0	3	1	0	1	4	0	0	0	0	49
11:00	0	42	24	0	1	3	0	1	2	0	0	0	0	73
12:00 PM	0	48	25	0	4	1	0	0	1	0	0	0	0	79
13:00	0	54	13	2	3	3	0	0	4	0	0	0	0	79
14:00	0	85	28	4	2	0	0	0	1	0	0	0	0	120
15:00	1	83	18	2	1	4	0	0	2	0	0	0	0	111
16:00	1	78	15	1	1	0	0	0	0	0	0	0	0	96
17:00	1	69	19	0	3	0	0	0	0	0	0	0	0	92
18:00	1	68	15	0	0	0	0	0	0	0	0	0	0	84
19:00	1	71	18	0	1	0	0	0	3	0	0	0	0	94
20:00	1	43	9	1	0	0	0	0	0	0	0	0	0	54
21:00	0	27	2	0	0	0	0	0	0	0	0	0	0	29
22:00	0	24	3	0	0	0	0	0	0	0	0	0	0	27
23:00	0	20	4	0	0	0	0	0	2	0	0	0	0	26
Totals	7	992	258	16	32	16	1	2	54					1378
% of Totals	1%	72%	19%	1%	2%	1%	0%	0%	4%					100%

AM Volumes	1	322	89	6	17	8	1	2	41	0	0	0	0	487
% AM	0%	23%	6%	0%	1%	1%	0%	0%	3%					35%
AM Peak Hour	7:00	7:00	11:00	7:00	7:00	11:00	6:00	10:00	5:00					7:00
Volume	1	86	24	3	6	3	1	1	7					115
PM Volumes	6	670	169	10	15	8	0	0	13	0	0	0	0	891
% PM	0%	49%	12%	1%	1%	1%			1%					65%
PM Peak Hour	15:00	14:00	14:00	14:00	12:00	15:00			13:00					14:00
Volume	1	85	28	4	4	4			4					120

Directional Peak Periods All Classes	AM 7-9 Volume		%	NOON 12-2 Volume		%	PM 4-6 Volume		%	Off Peak Volumes Volume		%
	199	⟷	14%	158	⟷	11%	188	⟷	14%	833	⟷	60%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

SR 1208-1/Willow Glen River Rd Bet. Thomasina Rd & Winston St

Day: Monday
Date: 8/15/2022

City: Alexandria
Project #: LA22_240057_002w

West Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
1:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
2:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
3:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
4:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
5:00	0	15	4	0	0	0	0	0	0	0	0	0	0	19
6:00	0	37	10	3	1	0	0	1	0	0	0	0	0	52
7:00	2	73	12	3	3	2	0	0	3	0	0	0	0	98
8:00	1	67	14	0	4	0	0	0	0	0	0	0	0	86
9:00	0	52	8	1	0	1	0	1	3	0	0	0	0	66
10:00	0	43	20	0	2	1	0	0	0	0	0	0	0	66
11:00	3	59	20	0	5	3	0	2	4	0	0	0	0	96
12:00 PM	0	55	30	0	2	1	0	1	1	0	0	0	0	90
13:00	2	76	23	0	6	2	0	0	3	0	0	0	0	112
14:00	1	104	21	2	7	2	0	0	0	0	0	0	0	137
15:00	0	104	25	6	1	1	0	0	2	0	0	0	0	139
16:00	0	106	30	3	1	1	0	1	0	0	0	0	0	142
17:00	0	102	16	0	2	0	0	0	0	0	0	0	0	120
18:00	1	73	15	0	4	1	0	0	0	0	0	0	0	94
19:00	0	68	17	0	1	0	0	0	1	0	0	0	0	87
20:00	2	59	14	0	1	1	3	1	1	1	0	0	0	83
21:00	2	39	7	0	1	1	0	0	3	0	0	0	0	53
22:00	0	28	7	0	0	0	0	0	0	0	0	0	0	35
23:00	0	23	3	0	0	0	0	0	0	0	0	0	0	26
Totals	14	1212	301	18	41	17	3	7	21	1				1635
% of Totals	1%	74%	18%	1%	3%	1%	0%	0%	1%	0%				100%

AM Volumes	6	375	93	7	15	7	0	4	10	0	0	0	0	517
% AM	0%	23%	6%	0%	1%	0%		0%	1%					32%
AM Peak Hour	11:00	7:00	10:00	6:00	11:00	11:00		11:00	11:00					7:00
Volume	3	73	20	3	5	3		2	4					98
PM Volumes	8	837	208	11	26	10	3	3	11	1	0	0	0	1118
% PM	0%	51%	13%	1%	2%	1%	0%	0%	1%	0%				68%
PM Peak Hour	13:00	16:00	12:00	15:00	14:00	13:00	20:00	12:00	13:00	20:00				16:00
Volume	2	106	30	6	7	2	3	1	3	1				142

Directional Peak Periods All Classes	AM 7-9 Volume		%	NOON 12-2 Volume		%	PM 4-6 Volume		%	Off Peak Volumes Volume		%
	184	⟷	11%	202	⟷	12%	262	⟷	16%	987	⟷	60%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

SR 1208-1/Willow Glen River Rd Bet. Thomasina Rd & Winston St

Day: Monday
Date: 8/15/2022

City: Alexandria
Project #: LA22_240057_002

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	10	2	0	0	0	0	0	3	0	0	0	0	15
1:00	0	8	1	0	0	0	0	0	5	0	0	0	0	14
2:00	0	10	5	0	0	0	0	0	4	0	0	0	0	19
3:00	0	11	1	0	0	0	0	0	2	0	0	0	0	14
4:00	0	13	2	0	0	0	0	0	6	0	0	0	0	21
5:00	0	23	10	0	0	0	0	0	7	0	0	0	0	40
6:00	0	72	16	4	3	1	1	1	2	0	0	0	0	100
7:00	3	159	26	6	9	4	0	0	6	0	0	0	0	213
8:00	1	132	27	2	6	1	0	0	1	0	0	0	0	170
9:00	0	89	14	1	3	1	0	1	5	0	0	0	0	114
10:00	0	69	34	0	5	2	0	1	4	0	0	0	0	115
11:00	3	101	44	0	6	6	0	3	6	0	0	0	0	169
12:00 PM	0	103	55	0	6	2	0	1	2	0	0	0	0	169
13:00	2	130	36	2	9	5	0	0	7	0	0	0	0	191
14:00	1	189	49	6	9	2	0	0	1	0	0	0	0	257
15:00	1	187	43	8	2	5	0	0	4	0	0	0	0	250
16:00	1	184	45	4	2	1	0	1	0	0	0	0	0	238
17:00	1	171	35	0	5	0	0	0	0	0	0	0	0	212
18:00	2	141	30	0	4	1	0	0	0	0	0	0	0	178
19:00	1	139	35	0	2	0	0	0	4	0	0	0	0	181
20:00	3	102	23	1	1	1	3	1	1	1	0	0	0	137
21:00	2	66	9	0	1	1	0	0	3	0	0	0	0	82
22:00	0	52	10	0	0	0	0	0	0	0	0	0	0	62
23:00	0	43	7	0	0	0	0	0	2	0	0	0	0	52
Totals	21	2204	559	34	73	33	4	9	75	1				3013
% of Totals	1%	73%	19%	1%	2%	1%	0%	0%	2%	0%				100%

AM Volumes	7	697	182	13	32	15	1	6	51	0	0	0	0	1004
% AM	0%	23%	6%	0%	1%	0%	0%	0%	2%					33%
AM Peak Hour	7:00	7:00	11:00	7:00	7:00	11:00	6:00	11:00	5:00					7:00
Volume	3	159	44	6	9	6	1	3	7					213
PM Volumes	14	1507	377	21	41	18	3	3	24	1	0	0	0	2009
% PM	0%	50%	13%	1%	1%	1%	0%	0%	1%	0%				67%
PM Peak Hour	20:00	14:00	12:00	15:00	13:00	13:00	20:00	12:00	13:00	20:00				14:00
Volume	3	189	55	8	9	5	3	1	7	1				257

Directional Peak Periods All Classes	AM 7-9 Volume		%	NOON 12-2 Volume		%	PM 4-6 Volume		%	Off Peak Volumes Volume		%
	383	⟷	13%	360	⟷	12%	450	⟷	15%	1820	⟷	60%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

VOLUME

SR 1208-1/Willow Glen River Rd Bet. Thomasina Rd & Winston St

Day: Monday
Date: 8/15/2022

City: Alexandria
Project #: LA22_240057_002

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,378	1,635	3,013

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00	0	0	1		1		2		12:00	0	0	24		23		47	
0:15	0	0	4		2		6		12:15	0	0	12		21		33	
0:30	0	0	3		1		4		12:30	0	0	21		27		48	
0:45	0	0	1	9	2	6	3	15	12:45	0	0	22	79	19	90	41	169
1:00	0	0	4		3		7		13:00	0	0	14		32		46	
1:15	0	0	2		0		2		13:15	0	0	20		30		50	
1:30	0	0	3		0		3		13:30	0	0	21		23		44	
1:45	0	0	1	10	1	4	2	14	13:45	0	0	24	79	27	112	51	191
2:00	0	0	1		2		3		14:00	0	0	33		33		66	
2:15	0	0	2		2		4		14:15	0	0	29		34		63	
2:30	0	0	5		4		9		14:30	0	0	35		33		68	
2:45	0	0	2	10	1	9	3	19	14:45	0	0	23	120	37	137	60	257
3:00	0	0	1		0		1		15:00	0	0	33		34		67	
3:15	0	0	2		3		5		15:15	0	0	38		36		74	
3:30	0	0	1		1		2		15:30	0	0	16		35		51	
3:45	0	0	3	7	3	7	6	14	15:45	0	0	24	111	34	139	58	250
4:00	0	0	3		0		3		16:00	0	0	19		35		54	
4:15	0	0	5		3		8		16:15	0	0	29		28		57	
4:30	0	0	3		2		5		16:30	0	0	20		39		59	
4:45	0	0	2	13	3	8	5	21	16:45	0	0	28	96	40	142	68	238
5:00	0	0	2		2		4		17:00	0	0	23		35		58	
5:15	0	0	4		2		6		17:15	0	0	19		29		48	
5:30	0	0	9		3		12		17:30	0	0	23		24		47	
5:45	0	0	6	21	12	19	18	40	17:45	0	0	27	92	32	120	59	212
6:00	0	0	6		12		18		18:00	0	0	19		24		43	
6:15	0	0	6		13		19		18:15	0	0	15		25		40	
6:30	0	0	9		10		19		18:30	0	0	23		27		50	
6:45	0	0	27	48	17	52	44	100	18:45	0	0	27	84	18	94	45	178
7:00	0	0	38		11		49		19:00	0	0	21		24		45	
7:15	0	0	26		28		54		19:15	0	0	28		20		48	
7:30	0	0	24		26		50		19:30	0	0	26		20		46	
7:45	0	0	27	115	33	98	60	213	19:45	0	0	19	94	23	87	42	181
8:00	0	0	32		24		56		20:00	0	0	18		25		43	
8:15	0	0	23		22		45		20:15	0	0	16		20		36	
8:30	0	0	10		24		34		20:30	0	0	11		20		31	
8:45	0	0	19	84	16	86	35	170	20:45	0	0	9	54	18	83	27	137
9:00	0	0	10		23		33		21:00	0	0	10		21		31	
9:15	0	0	9		12		21		21:15	0	0	4		16		20	
9:30	0	0	13		18		31		21:30	0	0	5		12		17	
9:45	0	0	16	48	13	66	29	114	21:45	0	0	10	29	4	53	14	82
10:00	0	0	12		17		29		22:00	0	0	8		10		18	
10:15	0	0	10		16		26		22:15	0	0	7		7		14	
10:30	0	0	10		10		20		22:30	0	0	6		11		17	
10:45	0	0	17	49	23	66	40	115	22:45	0	0	6	27	7	35	13	62
11:00	0	0	17		23		40		23:00	0	0	10		9		19	
11:15	0	0	22		21		43		23:15	0	0	6		7		13	
11:30	0	0	14		25		39		23:30	0	0	7		6		13	
11:45	0	0	20	73	27	96	47	169	23:45	0	0	3	26	4	26	7	52
TOTALS				487		517		**1004**	**TOTALS**				891		1118		**2009**
SPLIT %				48.5%		51.5%		**33.3%**	**SPLIT %**				44.4%		55.6%		**66.7%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,378	1,635	3,013

AM Peak Hour				6:45		7:15		**7:15**	**PM Peak Hour**				14:30		16:30		**14:30**
AM Pk Volume				115		111		**220**	**PM Pk Volume**				129		143		**269**
Pk Hr Factor				0.757		0.841		**0.917**	**Pk Hr Factor**				0.849		0.894		**0.909**
7 - 9 Volume	0	0		199		184		**383**	**4 - 6 Volume**	0	0		188		262		**450**
7 - 9 Peak Hour				7:00		7:15		**7:15**	**4 - 6 Peak Hour**				16:15		16:30		**16:15**
7 - 9 Pk Volume	0	0		115		111		**220**	**4 - 6 Pk Volume**	0	0		100		143		**242**
Pk Hr Factor	0.000	0.000		0.757		0.841		**0.917**	**Pk Hr Factor**	0.000	0.000		0.862		0.894		**0.890**

Prepared by National Data & Surveying Services

CLASSIFICATION

SR 1208-1/Willow Glen River Rd Bet. Thomasina Rd & Winston St

Day: Tuesday
Date: 8/16/2022

City: Alexandria
Project #: LA22_240057_002e

East Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	7	1	0	0	0	0	0	6	0	0	0	0	14
1:00	0	5	1	0	1	0	0	0	7	0	0	0	0	14
2:00	0	8	1	0	0	0	0	0	4	0	0	0	0	13
3:00	0	4	2	0	0	0	0	0	3	0	0	0	0	9
4:00	0	6	0	0	0	0	0	0	1	0	0	0	0	7
5:00	0	10	5	0	0	0	0	0	6	0	0	0	0	21
6:00	0	28	8	1	3	2	0	0	2	0	0	0	0	44
7:00	0	86	22	4	3	0	0	0	3	1	0	0	0	119
8:00	0	47	10	1	2	0	0	0	2	0	0	0	0	62
9:00	1	41	20	0	5	3	0	1	6	1	0	0	0	78
10:00	0	46	21	0	4	1	0	0	5	0	0	0	0	77
11:00	1	50	16	0	1	2	0	1	5	0	0	0	0	76
12:00 PM	1	46	16	0	4	2	0	1	3	0	0	0	0	73
13:00	1	68	20	1	4	0	0	1	5	0	0	0	0	100
14:00	2	86	20	2	6	2	0	0	3	0	0	0	0	121
15:00	0	75	12	3	1	0	0	0	1	0	0	0	0	92
16:00	1	62	17	1	1	0	0	1	0	0	0	0	0	83
17:00	0	74	27	0	1	1	0	0	0	0	0	0	0	103
18:00	2	79	17	0	0	0	0	0	2	0	0	0	0	100
19:00	0	57	13	0	0	0	0	0	2	0	0	0	0	72
20:00	0	47	13	0	2	0	0	0	0	0	0	0	0	62
21:00	0	40	7	0	0	0	0	0	0	0	0	0	0	47
22:00	0	28	5	0	0	0	0	0	0	0	0	0	0	33
23:00	0	22	1	0	0	0	0	0	2	0	0	0	0	25
Totals	**9**	**1022**	**275**	**13**	**38**	**13**		**5**	**68**	**2**				**1445**
% of Totals	1%	71%	19%	1%	3%	1%		0%	5%	0%				100%

AM Volumes	2	338	107	6	19	8	0	2	50	2	0	0	0	534
% AM	0%	23%	7%	0%	1%	1%		0%	3%	0%				37%
AM Peak Hour	9:00	7:00	7:00	7:00	9:00	9:00		9:00	1:00	7:00				7:00
Volume	1	86	22	4	5	3		1	7	1				119
PM Volumes	7	684	168	7	19	5	0	3	18	0	0	0	0	911
% PM	0%	47%	12%	0%	1%	0%		0%	1%					63%
PM Peak Hour	14:00	14:00	17:00	15:00	14:00	12:00		12:00	13:00					14:00
Volume	2	86	27	3	6	2		1	5					121

Directional Peak Periods	**AM 7-9**			**NOON 12-2**			**PM 4-6**			**Off Peak Volumes**		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	181		13%	173		12%	186		13%	905		63%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

SR 1208-1/Willow Glen River Rd Bet. Thomasina Rd & Winston St

Day: Tuesday
Date: 8/16/2022

City: Alexandria
Project #: LA22_240057_002w

West Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	12	2	0	0	0	0	0	0	0	0	0	0	14
1:00	1	11	1	0	2	0	0	0	0	0	0	0	0	15
2:00	0	8	0	0	0	1	0	0	2	0	0	0	0	11
3:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
4:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
5:00	0	13	3	0	0	0	0	0	0	0	0	0	0	16
6:00	0	30	13	2	2	0	0	0	0	0	0	0	0	47
7:00	6	71	13	3	7	5	0	0	3	1	0	0	0	109
8:00	0	54	14	1	3	0	0	0	0	0	0	0	0	72
9:00	1	48	11	1	2	2	0	1	5	0	0	0	0	71
10:00	0	53	24	0	5	3	0	0	5	0	0	0	0	90
11:00	1	56	11	0	2	1	0	0	4	0	0	0	0	75
12:00 PM	1	64	17	0	6	2	0	0	1	0	0	0	0	91
13:00	2	84	22	1	3	0	0	2	6	0	0	0	0	120
14:00	1	99	28	1	4	3	0	0	3	0	0	0	0	139
15:00	0	95	17	5	3	0	0	0	0	0	0	0	0	120
16:00	0	85	20	1	3	0	0	0	0	0	0	0	0	109
17:00	0	111	24	0	2	0	0	0	0	0	0	0	0	137
18:00	0	76	21	0	1	0	0	0	0	0	0	0	0	98
19:00	4	74	12	0	5	1	0	0	2	0	0	0	0	98
20:00	1	61	14	0	1	1	1	0	2	1	0	0	0	82
21:00	1	49	3	0	3	3	1	0	3	0	0	0	0	63
22:00	0	35	4	0	0	0	0	0	0	0	0	0	0	39
23:00	0	34	0	0	0	0	0	0	0	0	0	0	0	34
Totals	**19**	**1231**	**276**	**15**	**54**	**22**	**2**	**3**	**36**	**2**				**1660**
% of Totals	1%	74%	17%	1%	3%	1%	0%	0%	2%	0%				100%

AM Volumes	9	364	94	7	23	12	0	1	19	1	0	0	0	530
% AM	1%	22%	6%	0%	1%	1%		0%	1%	0%				32%
AM Peak Hour	7:00	7:00	10:00	7:00	7:00	7:00		9:00	9:00	7:00				7:00
Volume	6	71	24	3	7	5		1	5	1				109
PM Volumes	10	867	182	8	31	10	2	2	17	1	0	0	0	1130
% PM	1%	52%	11%	0%	2%	1%	0%	0%	1%	0%				68%
PM Peak Hour	19:00	17:00	14:00	15:00	12:00	14:00	20:00	13:00	13:00	20:00				14:00
Volume	4	111	28	5	6	3	1	2	6	1				139

Directional Peak Periods	**AM 7-9**			**NOON 12-2**			**PM 4-6**			**Off Peak Volumes**		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	181		11%	211		13%	246		15%	1022		62%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

SR 1208-1/Willow Glen River Rd Bet. Thomasina Rd & Winston St

Day: Tuesday
Date: 8/16/2022

City: Alexandria
Project #: LA22_240057_002

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	19	3	0	0	0	0	0	6	0	0	0	0	28
1:00	1	16	2	0	3	0	0	0	7	0	0	0	0	29
2:00	0	16	1	0	0	1	0	0	6	0	0	0	0	24
3:00	0	6	3	0	0	0	0	0	3	0	0	0	0	12
4:00	0	12	1	0	0	0	0	0	1	0	0	0	0	14
5:00	0	23	8	0	0	0	0	0	6	0	0	0	0	37
6:00	0	58	21	3	5	2	0	0	2	0	0	0	0	91
7:00	6	157	35	7	10	5	0	0	6	2	0	0	0	228
8:00	0	101	24	2	5	0	0	0	2	0	0	0	0	134
9:00	2	89	31	1	7	5	0	2	11	1	0	0	0	149
10:00	0	99	45	0	9	4	0	0	10	0	0	0	0	167
11:00	2	106	27	0	3	3	0	1	9	0	0	0	0	151
12:00 PM	2	110	33	0	10	4	0	1	4	0	0	0	0	164
13:00	3	152	42	2	7	0	0	3	11	0	0	0	0	220
14:00	3	185	48	3	10	5	0	0	6	0	0	0	0	260
15:00	0	170	29	8	4	0	0	0	1	0	0	0	0	212
16:00	1	147	37	2	4	0	0	1	0	0	0	0	0	192
17:00	0	185	51	0	3	1	0	0	0	0	0	0	0	240
18:00	2	155	38	0	1	0	0	0	2	0	0	0	0	198
19:00	4	131	25	0	5	1	0	0	4	0	0	0	0	170
20:00	1	108	27	0	3	1	1	0	2	1	0	0	0	144
21:00	1	89	10	0	3	3	1	0	3	0	0	0	0	110
22:00	0	63	9	0	0	0	0	0	0	0	0	0	0	72
23:00	0	56	1	0	0	0	0	0	2	0	0	0	0	59
Totals	**28**	**2253**	**551**	**28**	**92**	**35**	**2**	**8**	**104**	**4**				**3105**
% of Totals	1%	73%	18%	1%	3%	1%	0%	0%	3%	0%				100%

AM Volumes	11	702	201	13	42	20	0	3	69	3	0	0	0	1064
% AM	0%	23%	6%	0%	1%	1%		0%	2%	0%				34%
AM Peak Hour	7:00	7:00	10:00	7:00	7:00	7:00		9:00	9:00	7:00				7:00
Volume	6	157	45	7	10	5		2	11	2				228
PM Volumes	17	1551	350	15	50	15	2	5	35	1	0	0	0	2041
% PM	1%	50%	11%	0%	2%	0%	0%	0%	1%	0%				66%
PM Peak Hour	19:00	14:00	17:00	15:00	12:00	14:00	20:00	13:00	13:00	20:00				14:00
Volume	4	185	51	8	10	5	1	3	11	1				260

Directional Peak Periods	**AM 7-9**			**NOON 12-2**			**PM 4-6**			**Off Peak Volumes**		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	362		12%	384		12%	432		14%	1927		62%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

VOLUME

SR 1208-1/Willow Glen River Rd Bet. Thomasina Rd & Winston St

Day: Tuesday
Date: 8/16/2022

City: Alexandria
Project #: LA22_240057_002

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,445	1,660	3,105

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00	0	0	3		3		6		12:00	0	0	21		31		52	
0:15	0	0	6		4		10		12:15	0	0	11		17		28	
0:30	0	0	4		5		9		12:30	0	0	13		25		38	
0:45	0	0	1	14	2	14	3	28	12:45	0	0	28	73	18	91	46	164
1:00	0	0	7		3		10		13:00	0	0	21		24		45	
1:15	0	0	2		7		9		13:15	0	0	32		37		69	
1:30	0	0	2		1		3		13:30	0	0	25		34		59	
1:45	0	0	3	14	4	15	7	29	13:45	0	0	22	100	25	120	47	220
2:00	0	0	1		5		6		14:00	0	0	24		23		47	
2:15	0	0	6		2		8		14:15	0	0	25		28		53	
2:30	0	0	5		3		8		14:30	0	0	44		36		80	
2:45	0	0	1	13	1	11	2	24	14:45	0	0	28	121	52	139	80	260
3:00	0	0	1		0		1		15:00	0	0	38		33		71	
3:15	0	0	4		1		5		15:15	0	0	16		26		42	
3:30	0	0	3		2		5		15:30	0	0	19		34		53	
3:45	0	0	1	9	0	3	1	12	15:45	0	0	19	92	27	120	46	212
4:00	0	0	1		4		5		16:00	0	0	18		27		45	
4:15	0	0	3		1		4		16:15	0	0	16		30		46	
4:30	0	0	1		0		1		16:30	0	0	24		24		48	
4:45	0	0	2	7	2	7	4	14	16:45	0	0	25	83	28	109	53	192
5:00	0	0	2		3		5		17:00	0	0	27		26		53	
5:15	0	0	5		3		8		17:15	0	0	23		38		61	
5:30	0	0	7		2		9		17:30	0	0	31		36		67	
5:45	0	0	7	21	8	16	15	37	17:45	0	0	22	103	37	137	59	240
6:00	0	0	9		14		23		18:00	0	0	28		31		59	
6:15	0	0	8		7		15		18:15	0	0	25		19		44	
6:30	0	0	10		8		18		18:30	0	0	25		28		53	
6:45	0	0	17	44	18	47	35	91	18:45	0	0	22	100	20	98	42	198
7:00	0	0	33		18		51		19:00	0	0	17		27		44	
7:15	0	0	31		35		66		19:15	0	0	18		23		41	
7:30	0	0	30		23		53		19:30	0	0	15		19		34	
7:45	0	0	25	119	33	109	58	228	19:45	0	0	22	72	29	98	51	170
8:00	0	0	28		19		47		20:00	0	0	13		20		33	
8:15	0	0	11		21		32		20:15	0	0	23		23		46	
8:30	0	0	11		19		30		20:30	0	0	14		29		43	
8:45	0	0	12	62	13	72	25	134	20:45	0	0	12	62	10	82	22	144
9:00	0	0	20		16		36		21:00	0	0	12		28		40	
9:15	0	0	12		18		30		21:15	0	0	12		14		26	
9:30	0	0	27		16		43		21:30	0	0	15		15		30	
9:45	0	0	19	78	21	71	40	149	21:45	0	0	8	47	6	63	14	110
10:00	0	0	19		24		43		22:00	0	0	4		11		15	
10:15	0	0	22		26		48		22:15	0	0	11		10		21	
10:30	0	0	18		22		40		22:30	0	0	8		10		18	
10:45	0	0	18	77	18	90	36	167	22:45	0	0	10	33	8	39	18	72
11:00	0	0	15		20		35		23:00	0	0	8		7		15	
11:15	0	0	16		14		30		23:15	0	0	4		11		15	
11:30	0	0	18		21		39		23:30	0	0	9		8		17	
11:45	0	0	27	76	20	75	47	151	23:45	0	0	4	25	8	34	12	59
TOTALS				534		530		**1064**	**TOTALS**				911		1130		**2041**
SPLIT %				50.2%		49.8%		**34.3%**	**SPLIT %**				44.6%		55.4%		**65.7%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,445	1,660	3,105

AM Peak Hour				7:00		7:15		**7:00**	**PM Peak Hour**				14:15		14:15		**14:15**
AM Pk Volume				119		110		**228**	**PM Pk Volume**				135		149		**284**
Pk Hr Factor				0.902		0.786		**0.864**	**Pk Hr Factor**				0.767		0.716		**0.888**
7 - 9 Volume	0	0		181		181		**362**	**4 - 6 Volume**	0	0		186		246		**432**
7 - 9 Peak Hour				7:00		7:15		**7:00**	**4 - 6 Peak Hour**				16:45		17:00		**17:00**
7 - 9 Pk Volume	0	0		119		110		**228**	**4 - 6 Pk Volume**	0	0		106		137		**240**
Pk Hr Factor	0.000	0.000		0.902		0.786		**0.864**	**Pk Hr Factor**	0.000	0.000		0.855		0.901		**0.896**

Prepared by National Data & Surveying Services

CLASSIFICATION

SR 1208-1/Willow Glen River Rd Bet. Thomasina Rd & Winston St

Day: Wednesday
Date: 8/17/2022

City: Alexandria
Project #: LA22_240057_002e

East Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	15	3	0	0	0	0	0	5	0	0	0	0	23
1:00	0	10	0	0	0	0	0	0	6	0	0	0	0	16
2:00	0	6	1	0	0	2	0	0	6	0	0	0	0	15
3:00	0	12	1	0	0	0	0	0	2	0	0	0	0	15
4:00	0	8	0	0	0	0	0	0	1	0	0	0	0	9
5:00	1	8	8	0	1	1	0	0	4	0	0	0	0	23
6:00	0	30	3	2	3	2	0	0	1	0	0	0	0	41
7:00	0	94	18	4	3	0	1	0	2	0	0	0	0	122
8:00	0	59	19	3	2	0	0	0	2	0	0	0	0	85
9:00	1	53	16	0	4	3	0	0	4	0	0	0	0	81
10:00	1	58	19	0	4	3	0	0	3	0	0	0	0	88
11:00	0	54	17	0	4	2	0	0	3	0	0	0	0	80
12:00 PM	0	52	17	0	3	1	0	1	4	0	0	0	0	78
13:00	0	45	15	1	4	7	0	0	5	0	0	0	0	77
14:00	2	70	21	2	0	2	0	0	1	0	0	0	0	98
15:00	3	90	22	2	2	1	0	0	0	0	0	0	0	120
16:00	1	71	14	1	1	0	0	1	0	0	0	0	0	89
17:00	0	87	23	0	2	0	0	0	0	0	0	0	0	112
18:00	0	75	10	0	0	0	0	0	3	0	0	0	0	88
19:00	0	58	11	0	0	0	0	0	0	0	0	0	0	69
20:00	0	53	13	0	0	0	0	0	0	0	0	0	0	66
21:00	0	45	6	0	0	0	0	0	0	0	0	0	0	51
22:00	0	30	5	0	0	0	0	0	0	0	0	0	0	35
23:00	0	27	7	0	0	0	0	0	0	0	0	0	0	34
Totals	9	1110	269	15	33	24	1	2	52					1515
% of Totals	1%	73%	18%	1%	2%	2%	0%	0%	3%					100%

AM Volumes	3	407	105	9	21	13	1	0	39	0	0	0	0	598
% AM	0%	27%	7%	1%	1%	1%	0%		3%					39%
AM Peak Hour	5:00	7:00	8:00	7:00	9:00	9:00	7:00		1:00					7:00
Volume	1	94	19	4	4	3	1		6					122
PM Volumes	6	703	164	6	12	11	0	2	13	0	0	0	0	917
% PM	0%	46%	11%	0%	1%	1%		0%	1%					61%
PM Peak Hour	15:00	15:00	17:00	14:00	13:00	13:00		12:00	13:00					15:00
Volume	3	90	23	2	4	7		1	5					120

Directional Peak Periods All Classes	AM 7-9 Volume	AM 7-9 %	NOON 12-2 Volume	NOON 12-2 %	PM 4-6 Volume	PM 4-6 %	Off Peak Volumes Volume	Off Peak Volumes %
	207	14%	155	10%	201	13%	952	63%

Classification Definitions

1 Motorcycles	**4** Buses	**7** > =4-Axle Single Units	**10** >=6-Axle Single Trailers	**13** >=7-Axle Multi-Trailers
2 Passenger Cars	**5** 2-Axle, 6-Tire Single Units	**8** <=4-Axle Single Trailers	**11** <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	**6** 3-Axle Single Units	**9** 5-Axle Single Trailers	**12** 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services

CLASSIFICATION

SR 1208-1/Willow Glen River Rd Bet. Thomasina Rd & Winston St

Day: Wednesday
Date: 8/17/2022

City: Alexandria
Project #: LA22_240057_002w

West Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	14	2	0	0	0	0	0	3	0	0	0	0	19
1:00	0	11	1	0	0	0	0	2	1	0	0	0	0	15
2:00	0	9	3	0	0	0	0	0	0	0	0	0	0	12
3:00	0	12	1	0	0	0	0	0	0	0	0	0	0	13
4:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
5:00	0	13	5	0	0	0	0	0	0	0	0	0	0	18
6:00	0	30	10	2	1	0	0	0	0	0	0	0	0	43
7:00	0	65	10	2	4	1	3	0	3	2	0	0	0	90
8:00	0	74	9	1	2	0	0	1	4	0	0	0	0	91
9:00	0	59	19	0	3	2	0	0	3	0	0	0	0	86
10:00	2	75	17	0	2	2	1	0	3	0	0	0	0	102
11:00	1	71	18	0	4	2	0	0	2	0	0	0	0	98
12:00 PM	1	79	18	0	6	0	0	0	6	0	0	0	0	110
13:00	1	67	22	0	4	3	0	0	2	0	0	0	0	99
14:00	0	88	17	1	2	4	0	1	2	0	0	0	0	115
15:00	0	108	22	5	2	1	0	1	1	0	0	0	0	140
16:00	0	92	19	1	3	0	0	0	1	0	0	0	0	116
17:00	1	118	19	0	4	0	0	0	0	0	0	0	0	142
18:00	0	99	16	0	1	0	0	0	1	0	0	0	0	117
19:00	0	84	13	0	1	0	0	0	1	0	0	0	0	99
20:00	0	74	11	0	1	0	0	0	0	0	0	0	0	86
21:00	0	46	6	0	1	0	0	0	0	0	0	0	0	53
22:00	0	26	3	0	0	0	0	0	0	0	0	0	0	29
23:00	0	30	4	0	0	0	0	0	0	0	0	0	0	34
Totals	6	1349	267	12	41	15	4	5	33	2				1734
% of Totals	0%	78%	15%	1%	2%	1%	0%	0%	2%	0%				100%

AM Volumes	3	438	97	5	16	7	4	3	19	2	0	0	0	594
% AM	0%	25%	6%	0%	1%	0%	0%	0%	1%	0%				34%
AM Peak Hour	10:00	10:00	9:00	6:00	7:00	9:00	7:00	1:00	8:00	7:00				10:00
Volume	2	75	19	2	4	2	3	2	4	2				102
PM Volumes	3	911	170	7	25	8	0	2	14	0	0	0	0	1140
% PM	0%	53%	10%	0%	1%	0%		0%	1%					66%
PM Peak Hour	12:00	17:00	13:00	15:00	12:00	14:00		14:00	12:00					17:00
Volume	1	118	22	5	6	4		1	6					142

Directional Peak Periods All Classes	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	181		10%	209		12%	258		15%	1086		63%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

SR 1208-1/Willow Glen River Rd Bet. Thomasina Rd & Winston St

Day: Wednesday
Date: 8/17/2022

City: Alexandria
Project #: LA22_240057_002

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	29	5	0	0	0	0	0	8	0	0	0	0	42
1:00	0	21	1	0	0	0	0	2	7	0	0	0	0	31
2:00	0	15	4	0	0	2	0	0	6	0	0	0	0	27
3:00	0	24	2	0	0	0	0	0	2	0	0	0	0	28
4:00	0	13	2	0	0	0	0	0	1	0	0	0	0	16
5:00	1	21	13	0	1	1	0	0	4	0	0	0	0	41
6:00	0	60	13	4	4	2	0	0	1	0	0	0	0	84
7:00	0	159	28	6	7	1	4	0	5	2	0	0	0	212
8:00	0	133	28	4	4	0	0	1	6	0	0	0	0	176
9:00	1	112	35	0	7	5	0	0	7	0	0	0	0	167
10:00	3	133	36	0	6	5	1	0	6	0	0	0	0	190
11:00	1	125	35	0	8	4	0	0	5	0	0	0	0	178
12:00 PM	1	131	35	0	9	1	0	1	10	0	0	0	0	188
13:00	1	112	37	1	8	10	0	0	7	0	0	0	0	176
14:00	2	158	38	3	2	6	0	1	3	0	0	0	0	213
15:00	3	198	44	7	4	2	0	1	1	0	0	0	0	260
16:00	1	163	33	2	4	0	0	1	1	0	0	0	0	205
17:00	1	205	42	0	6	0	0	0	0	0	0	0	0	254
18:00	0	174	26	0	1	0	0	0	4	0	0	0	0	205
19:00	0	142	24	0	1	0	0	0	1	0	0	0	0	168
20:00	0	127	24	0	1	0	0	0	0	0	0	0	0	152
21:00	0	91	12	0	1	0	0	0	0	0	0	0	0	104
22:00	0	56	8	0	0	0	0	0	0	0	0	0	0	64
23:00	0	57	11	0	0	0	0	0	0	0	0	0	0	68
Totals	15	2459	536	27	74	39	5	7	85	2				3249
% of Totals	0%	76%	16%	1%	2%	1%	0%	0%	3%	0%				100%

AM Volumes	6	845	202	14	37	20	5	3	58	2	0	0	0	1192
% AM	0%	26%	6%	0%	1%	1%	0%	0%	2%	0%				37%
AM Peak Hour	10:00	7:00	10:00	7:00	11:00	9:00	7:00	1:00		7:00				7:00
Volume	3	159	36	6	8	5	4	2	8	2				212
PM Volumes	9	1614	334	13	37	19	0	4	27	0	0	0	0	2057
% PM	0%	50%	10%	0%	1%	1%		0%	1%					63%
PM Peak Hour	15:00	17:00	15:00	15:00	12:00	13:00		12:00	12:00					15:00
Volume	3	205	44	7	9	10		1	10					260

Directional Peak Periods All Classes	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	388		12%	364		11%	459		14%	2038		63%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

VOLUME

SR 1208-1/Willow Glen River Rd Bet. Thomasina Rd & Winston St

Day: Wednesday
Date: 8/17/2022

City: Alexandria
Project #: LA22_240057_002

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,515	1,734	3,249

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00	0	0	10		1		11		12:00	0	0	19		29		48	
0:15	0	0	5		8		13		12:15	0	0	20		27		47	
0:30	0	0	1		6		7		12:30	0	0	22		26		48	
0:45	0	0	7	23	4	19	11	42	12:45	0	0	17	78	28	110	45	188
1:00	0	0	5		5		10		13:00	0	0	15		18		33	
1:15	0	0	4		6		10		13:15	0	0	23		30		53	
1:30	0	0	2		1		3		13:30	0	0	20		24		44	
1:45	0	0	5	16	3	15	8	31	13:45	0	0	19	77	27	99	46	176
2:00	0	0	4		2		6		14:00	0	0	23		30		53	
2:15	0	0	6		3		9		14:15	0	0	19		23		42	
2:30	0	0	2		6		8		14:30	0	0	25		38		63	
2:45	0	0	3	15	1	12	4	27	14:45	0	0	31	98	24	115	55	213
3:00	0	0	4		1		5		15:00	0	0	38		37		75	
3:15	0	0	3		4		7		15:15	0	0	28		37		65	
3:30	0	0	7		4		11		15:30	0	0	29		41		70	
3:45	0	0	1	15	4	13	5	28	15:45	0	0	25	120	25	140	50	260
4:00	0	0	3		2		5		16:00	0	0	20		20		40	
4:15	0	0	5		2		7		16:15	0	0	17		23		40	
4:30	0	0	1		2		3		16:30	0	0	27		34		61	
4:45	0	0	0	9	1	7	1	16	16:45	0	0	25	89	39	116	64	205
5:00	0	0	2		3		5		17:00	0	0	28		39		67	
5:15	0	0	2		2		4		17:15	0	0	29		31		60	
5:30	0	0	11		3		14		17:30	0	0	28		35		63	
5:45	0	0	8	23	10	18	18	41	17:45	0	0	27	112	37	142	64	254
6:00	0	0	3		10		13		18:00	0	0	17		39		56	
6:15	0	0	10		12		22		18:15	0	0	15		29		44	
6:30	0	0	11		10		21		18:30	0	0	25		23		48	
6:45	0	0	17	41	11	43	28	84	18:45	0	0	31	88	26	117	57	205
7:00	0	0	30		21		51		19:00	0	0	17		31		48	
7:15	0	0	28		29		57		19:15	0	0	16		30		46	
7:30	0	0	30		21		51		19:30	0	0	20		20		40	
7:45	0	0	34	122	19	90	53	212	19:45	0	0	16	69	18	99	34	168
8:00	0	0	28		35		63		20:00	0	0	23		31		54	
8:15	0	0	16		21		37		20:15	0	0	15		25		40	
8:30	0	0	19		16		35		20:30	0	0	14		19		33	
8:45	0	0	22	85	19	91	41	176	20:45	0	0	14	66	11	86	25	152
9:00	0	0	23		25		48		21:00	0	0	12		21		33	
9:15	0	0	11		17		28		21:15	0	0	10		7		17	
9:30	0	0	17		23		40		21:30	0	0	17		11		28	
9:45	0	0	30	81	21	86	51	167	21:45	0	0	12	51	14	53	26	104
10:00	0	0	26		17		43		22:00	0	0	7		5		12	
10:15	0	0	17		20		37		22:15	0	0	10		8		18	
10:30	0	0	22		28		50		22:30	0	0	7		10		17	
10:45	0	0	23	88	37	102	60	190	22:45	0	0	11	35	6	29	17	64
11:00	0	0	25		23		48		23:00	0	0	9		10		19	
11:15	0	0	17		25		42		23:15	0	0	9		11		20	
11:30	0	0	21		23		44		23:30	0	0	8		6		14	
11:45	0	0	17	80	27	98	44	178	23:45	0	0	8	34	7	34	15	68
TOTALS				598		594		**1192**	**TOTALS**				917		1140		**2057**
SPLIT %				50.2%		49.8%		**36.7%**	**SPLIT %**				44.6%		55.4%		**63.3%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,515	1,734	3,249

AM Peak Hour			7:00	10:30	**7:15**	**PM Peak Hour**			14:45	16:45	**14:45**
AM Pk Volume			122	113	**224**	**PM Pk Volume**			126	144	**265**
Pk Hr Factor			0.897	0.764	**0.889**	**Pk Hr Factor**			0.829	0.923	**0.883**
7 - 9 Volume	0	0	207	181	**388**	**4 - 6 Volume**	0	0	201	258	**459**
7 - 9 Peak Hour			7:00	7:15	**7:15**	**4 - 6 Peak Hour**			17:00	16:45	**16:45**
7 - 9 Pk Volume	0	0	122	104	**224**	**4 - 6 Pk Volume**	0	0	112	144	**254**
Pk Hr Factor	0.000	0.000	0.897	0.743	**0.889**	**Pk Hr Factor**	0.000	0.000	0.966	0.923	**0.948**

Prepared by National Data & Surveying Services

CLASSIFICATION

SR 1208-1/Willow Glen River Rd Bet. Thomasina Rd & Winston St

Day: Thursday
Date: 8/18/2022

City: Alexandria
Project #: LA22_240057_002e

East Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
1:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10
2:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11
3:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
4:00	0	4	3	0	0	0	0	0	0	0	0	0	0	7
5:00	0	7	4	0	0	0	0	0	5	0	0	0	0	16
6:00	1	29	9	2	4	1	0	0	3	0	0	0	0	49
7:00	0	97	14	4	6	2	0	0	1	1	0	0	0	125
8:00	0	36	12	1	4	2	1	0	6	0	0	0	0	62
9:00	0	35	14	0	4	3	1	0	7	0	0	0	0	64
10:00	0	45	13	0	4	3	0	0	10	0	0	0	0	75
11:00	0	37	21	0	2	1	1	0	4	0	0	0	0	66
12:00 PM	0	43	25	0	2	6	2	0	14	0	0	0	0	92
13:00	0	50	17	2	3	3	0	0	5	0	0	0	0	80
14:00	1	74	20	3	3	7	0	0	7	0	0	0	0	115
15:00	0	67	16	4	2	2	0	0	0	0	0	0	0	91
16:00	1	63	18	1	0	0	0	0	0	0	0	0	0	83
17:00	0	94	17	0	1	1	0	0	0	0	0	0	0	113
18:00	0	71	23	0	0	0	0	0	0	0	0	0	0	94
19:00	0	68	16	0	0	0	0	0	1	0	0	0	0	85
20:00	0	42	10	0	0	0	0	0	0	0	0	0	0	52
21:00	0	31	11	0	0	0	0	0	0	0	0	0	0	42
22:00	0	23	6	0	0	0	0	0	0	0	0	0	0	29
23:00	0	26	4	0	0	0	0	0	0	0	0	0	0	30
Totals	3	975	279	17	35	31	5		63	1				1409
% of Totals	0%	69%	20%	1%	2%	2%	0%		4%	0%				100%

AM Volumes	1	323	96	7	24	12	3	0	36	1	0	0	0	503
% AM	0%	23%	7%	0%	2%	1%	0%		3%	0%				36%
AM Peak Hour	6:00	7:00	11:00	7:00	7:00	9:00	8:00		10:00	7:00				7:00
Volume	1	97	21	4	6	3	1		10	1				125
PM Volumes	2	652	183	10	11	19	2	0	27	0	0	0	0	906
% PM	0%	46%	13%	1%	1%	1%	0%		2%					64%
PM Peak Hour	14:00	17:00	12:00	15:00	13:00	14:00	12:00		12:00					14:00
Volume	1	94	25	4	3	7	2		14					115

Directional Peak Periods	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
All Classes	Volume	%	Volume	%	Volume	%	Volume	%
	187	13%	172	12%	196	14%	854	61%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

SR 1208-1/Willow Glen River Rd Bet. Thomasina Rd & Winston St

Day: Thursday
Date: 8/18/2022

City: Alexandria
Project #: LA22_240057_002w

West Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	20	1	0	0	0	0	0	0	0	0	0	0	21
1:00	0	7	3	0	0	0	0	0	0	0	0	0	0	10
2:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
3:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
4:00	0	4	3	0	0	0	0	0	0	0	0	0	0	7
5:00	0	10	3	0	0	1	0	0	0	0	0	0	0	14
6:00	0	25	8	1	2	0	0	0	0	0	0	0	0	36
7:00	1	80	14	6	13	2	1	0	9	2	0	0	0	128
8:00	0	39	18	0	5	1	0	0	2	0	0	0	0	65
9:00	2	39	16	0	7	3	0	1	2	0	0	0	0	70
10:00	1	38	14	0	5	4	0	0	4	1	0	0	0	67
11:00	1	51	22	0	6	8	1	0	1	0	0	0	0	90
12:00 PM	2	49	24	0	7	5	0	0	5	1	0	0	0	93
13:00	3	59	18	0	6	6	0	0	7	0	0	0	0	99
14:00	0	78	21	2	4	6	0	1	7	0	0	0	0	119
15:00	0	90	14	6	3	4	1	1	4	0	0	0	0	123
16:00	0	82	14	0	1	0	0	0	0	0	0	0	0	97
17:00	0	111	27	0	1	0	0	0	0	0	0	0	0	139
18:00	0	84	16	0	1	0	0	0	0	0	0	0	0	101
19:00	0	77	16	0	1	0	0	0	0	0	0	0	0	94
20:00	0	58	8	0	1	1	0	0	0	0	0	0	0	68
21:00	0	40	12	0	1	0	0	0	0	0	0	0	0	53
22:00	0	34	4	0	0	0	0	0	0	0	0	0	0	38
23:00	0	32	5	0	0	0	0	0	0	0	0	0	0	37
Totals	10	1118	283	15	64	41	3	3	41	4				1582
% of Totals	1%	71%	18%	1%	4%	3%	0%	0%	3%	0%				100%

AM Volumes	5	324	104	7	38	19	2	1	18	3	0	0	0	521
% AM	0%	20%	7%	0%	2%	1%	0%	0%	1%	0%				33%
AM Peak Hour	9:00	7:00	11:00	7:00	7:00	11:00	7:00	9:00	7:00	7:00				7:00
Volume	2	80	22	6	13	8	1	1	9	2				128
PM Volumes	5	794	179	8	26	22	1	2	23	1	0	0	0	1061
% PM	0%	50%	11%	1%	2%	1%	0%	0%	1%	0%				67%
PM Peak Hour	13:00	17:00	17:00	15:00	12:00	13:00	15:00	14:00	13:00	12:00				17:00
Volume	3	111	27	6	7	6	1	1	7	1				139

Directional Peak Periods All Classes	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
	Volume	%	Volume	%	Volume	%	Volume	%
	193	12%	192	12%	236	15%	961	61%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

SR 1208-1/Willow Glen River Rd Bet. Thomasina Rd & Winston St

Day: Thursday
Date: 8/18/2022

City: Alexandria
Project #: LA22_240057_002

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	29	1	0	0	0	0	0	0	0	0	0	0	30
1:00	0	15	5	0	0	0	0	0	0	0	0	0	0	20
2:00	0	17	2	0	0	0	0	0	0	0	0	0	0	19
3:00	0	10	4	0	0	0	0	0	0	0	0	0	0	14
4:00	0	8	6	0	0	0	0	0	0	0	0	0	0	14
5:00	0	17	7	0	0	1	0	0	5	0	0	0	0	30
6:00	1	54	17	3	6	1	0	0	3	0	0	0	0	85
7:00	1	177	28	10	19	4	1	0	10	3	0	0	0	253
8:00	0	75	30	1	9	3	1	0	8	0	0	0	0	127
9:00	2	74	30	0	11	6	1	1	9	0	0	0	0	134
10:00	1	83	27	0	9	7	0	0	14	1	0	0	0	142
11:00	1	88	43	0	8	9	2	0	5	0	0	0	0	156
12:00 PM	2	92	49	0	9	11	2	0	19	1	0	0	0	185
13:00	3	109	35	2	9	9	0	0	12	0	0	0	0	179
14:00	1	152	41	5	7	13	0	1	14	0	0	0	0	234
15:00	0	157	30	10	5	6	1	1	4	0	0	0	0	214
16:00	1	145	32	1	1	0	0	0	0	0	0	0	0	180
17:00	0	205	44	0	2	1	0	0	0	0	0	0	0	252
18:00	0	155	39	0	1	0	0	0	0	0	0	0	0	195
19:00	0	145	32	0	1	0	0	0	1	0	0	0	0	179
20:00	0	100	18	0	1	1	0	0	0	0	0	0	0	120
21:00	0	71	23	0	1	0	0	0	0	0	0	0	0	95
22:00	0	57	10	0	0	0	0	0	0	0	0	0	0	67
23:00	0	58	9	0	0	0	0	0	0	0	0	0	0	67
Totals	13	2093	562	32	99	72	8	3	104	5				2991
% of Totals	0%	70%	19%	1%	3%	2%	0%	0%	3%	0%				100%

AM Volumes	6	647	200	14	62	31	5	1	54	4	0	0	0	1024
% AM	0%	22%	7%	0%	2%	1%	0%	0%	2%	0%				34%
AM Peak Hour	9:00	7:00	11:00	7:00	7:00	11:00	11:00	9:00	10:00	7:00				7:00
Volume	2	177	43	10	19	9	2	1	14	3				253
PM Volumes	7	1446	362	18	37	41	3	2	50	1	0	0	0	1967
% PM	0%	48%	12%	1%	1%	1%	0%	0%	2%	0%				66%
PM Peak Hour	13:00	17:00	12:00	15:00	12:00	14:00	12:00	14:00	12:00	12:00				17:00
Volume	3	205	49	10	9	13	2	1	19	1				252

Directional Peak Periods All Classes	AM 7-9 Volume		%	NOON 12-2 Volume		%	PM 4-6 Volume		%	Off Peak Volumes Volume		%
	380	⟷	13%	364	⟷	12%	432	⟷	14%	1815	⟷	61%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

VOLUME

SR 1208-1/Willow Glen River Rd Bet. Thomasina Rd & Winston St

Day: Thursday
Date: 8/18/2022

City: Alexandria
Project #: LA22_240057_002

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,409	1,582	2,991

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00	0	0	3		6		9		12:00	0	0	29		18		47	
0:15	0	0	3		3		6		12:15	0	0	15		12		27	
0:30	0	0	1		7		8		12:30	0	0	20		33		53	
0:45	0	0	2	9	5	21	7	30	12:45	0	0	28	92	30	93	58	185
1:00	0	0	4		3		7		13:00	0	0	18		18		36	
1:15	0	0	3		4		7		13:15	0	0	18		38		56	
1:30	0	0	1		1		2		13:30	0	0	23		18		41	
1:45	0	0	2	10	2	10	4	20	13:45	0	0	21	80	25	99	46	179
2:00	0	0	2		1		3		14:00	0	0	24		21		45	
2:15	0	0	3		2		5		14:15	0	0	25		27		52	
2:30	0	0	4		2		6		14:30	0	0	27		39		66	
2:45	0	0	2	11	3	8	5	19	14:45	0	0	39	115	32	119	71	234
3:00	0	0	1		0		1		15:00	0	0	32		38		70	
3:15	0	0	3		2		5		15:15	0	0	17		26		43	
3:30	0	0	2		2		4		15:30	0	0	12		26		38	
3:45	0	0	3	9	1	5	4	14	15:45	0	0	30	91	33	123	63	214
4:00	0	0	1		1		2		16:00	0	0	16		25		41	
4:15	0	0	4		4		8		16:15	0	0	16		24		40	
4:30	0	0	1		1		2		16:30	0	0	25		27		52	
4:45	0	0	1	7	1	7	2	14	16:45	0	0	26	83	21	97	47	180
5:00	0	0	1		3		4		17:00	0	0	41		38		79	
5:15	0	0	2		1		3		17:15	0	0	22		35		57	
5:30	0	0	7		5		12		17:30	0	0	21		44		65	
5:45	0	0	6	16	5	14	11	30	17:45	0	0	29	113	22	139	51	252
6:00	0	0	4		7		11		18:00	0	0	30		30		60	
6:15	0	0	17		12		29		18:15	0	0	21		35		56	
6:30	0	0	9		6		15		18:30	0	0	19		14		33	
6:45	0	0	19	49	11	36	30	85	18:45	0	0	24	94	22	101	46	195
7:00	0	0	33		27		60		19:00	0	0	18		17		35	
7:15	0	0	31		35		66		19:15	0	0	22		22		44	
7:30	0	0	32		34		66		19:30	0	0	23		29		52	
7:45	0	0	29	125	32	128	61	253	19:45	0	0	22	85	26	94	48	179
8:00	0	0	20		20		40		20:00	0	0	13		22		35	
8:15	0	0	13		17		30		20:15	0	0	17		13		30	
8:30	0	0	15		13		28		20:30	0	0	8		13		21	
8:45	0	0	14	62	15	65	29	127	20:45	0	0	14	52	20	68	34	120
9:00	0	0	13		15		28		21:00	0	0	12		11		23	
9:15	0	0	12		19		31		21:15	0	0	8		16		24	
9:30	0	0	19		14		33		21:30	0	0	13		12		25	
9:45	0	0	20	64	22	70	42	134	21:45	0	0	9	42	14	53	23	95
10:00	0	0	15		20		35		22:00	0	0	3		16		19	
10:15	0	0	16		14		30		22:15	0	0	8		10		18	
10:30	0	0	25		20		45		22:30	0	0	5		5		10	
10:45	0	0	19	75	13	67	32	142	22:45	0	0	13	29	7	38	20	67
11:00	0	0	14		29		43		23:00	0	0	4		6		10	
11:15	0	0	15		23		38		23:15	0	0	8		10		18	
11:30	0	0	15		15		30		23:30	0	0	7		13		20	
11:45	0	0	22	66	23	90	45	156	23:45	0	0	11	30	8	37	19	67
TOTALS				503		521		**1024**	**TOTALS**				906		1061		**1967**
SPLIT %				49.1%		50.9%		**34.2%**	**SPLIT %**				46.1%		53.9%		**65.8%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,409	1,582	2,991

AM Peak Hour				7:00		7:00		**7:00**	**PM Peak Hour**				14:15		17:00		**14:15**
AM Pk Volume				125		128		**253**	**PM Pk Volume**				123		139		**259**
Pk Hr Factor				0.947		0.914		**0.958**	**Pk Hr Factor**				0.788		0.790		**0.912**
7 - 9 Volume	0	0		187		193		**380**	**4 - 6 Volume**	0	0		196		236		**432**
7 - 9 Peak Hour				7:00		7:00		**7:00**	**4 - 6 Peak Hour**				16:30		17:00		**17:00**
7 - 9 Pk Volume	0	0		125		128		**253**	**4 - 6 Pk Volume**	0	0		114		139		**252**
Pk Hr Factor	0.000	0.000		0.947		0.914		**0.958**	**Pk Hr Factor**	0.000	0.000		0.695		0.790		**0.797**

Prepared by National Data & Surveying Services

CLASSIFICATION

SR 1208-1/Willow Glen River Rd Bet. Thomasina Rd & Winston St

Day: Friday
Date: 8/19/2022

City: Alexandria
Project #: LA22_240057_002e

East Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	13	1	0	0	0	0	0	0	0	0	0	0	14
1:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
2:00	0	8	3	0	0	0	0	0	0	0	0	0	0	11
3:00	0	5	1	0	0	0	0	0	1	0	0	0	0	7
4:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
5:00	0	10	4	0	0	0	0	0	3	0	0	0	0	17
6:00	0	29	7	1	1	2	0	0	1	0	0	0	0	41
7:00	1	99	16	4	3	5	0	0	1	1	0	0	0	130
8:00	0	54	17	2	0	3	0	0	2	0	0	0	0	78
9:00	1	45	13	0	8	5	1	0	3	0	0	0	0	76
10:00	1	50	20	1	3	4	1	0	4	1	0	0	0	85
11:00	0	33	13	0	4	1	0	1	4	0	0	0	0	56
12:00 PM	0	51	11	0	5	4	0	0	4	0	0	0	0	75
13:00	0	44	12	1	5	3	0	1	1	0	0	0	0	67
14:00	0	73	25	2	4	0	0	0	4	0	0	0	0	108
15:00	0	77	25	3	1	1	0	0	3	0	0	0	0	110
16:00	0	79	20	1	2	0	0	0	0	0	0	0	0	102
17:00	0	64	26	0	1	0	0	0	0	0	0	0	0	91
18:00	0	69	20	0	0	0	0	0	0	0	0	0	0	89
19:00	0	74	18	0	0	0	0	0	0	0	0	0	0	92
20:00	1	63	17	0	0	1	0	0	0	0	0	0	0	82
21:00	0	71	15	0	1	0	0	0	0	0	0	0	0	87
22:00	0	56	10	0	0	0	0	0	0	0	0	0	0	66
23:00	1	34	3	0	0	0	0	0	0	0	0	0	0	38
Totals	5	1114	298	15	38	29	2	2	31	2				1536
% of Totals	0%	73%	19%	1%	2%	2%	0%	0%	2%	0%				100%

AM Volumes	3	359	96	8	19	20	2	1	19	2	0	0	0	529
% AM	0%	23%	6%	1%	1%	1%	0%	0%	1%	0%				34%
AM Peak Hour	7:00	7:00	10:00	7:00	9:00	7:00	9:00	11:00	10:00	7:00				7:00
Volume	1	99	20	4	8	5	1	1	4	1				130
PM Volumes	2	755	202	7	19	9	0	1	12	0	0	0	0	1007
% PM	0%	49%	13%	0%	1%	1%		0%	1%					66%
PM Peak Hour	20:00	16:00	17:00	15:00	12:00	12:00		13:00	12:00					15:00
Volume	1	79	26	3	5	4		1	4					110

Directional Peak Periods All Classes	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
	Volume	%	Volume	%	Volume	%	Volume	%
	208	14%	142	9%	193	13%	993	65%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

SR 1208-1/Willow Glen River Rd Bet. Thomasina Rd & Winston St

Day: Friday
Date: 8/19/2022

City: Alexandria
Project #: LA22_240057_002w

West Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	17	3	0	0	0	0	0	0	0	0	0	0	20
1:00	0	13	1	0	0	0	0	0	0	0	0	0	0	14
2:00	0	9	1	0	0	1	0	0	0	0	0	0	0	11
3:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
4:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
5:00	0	17	6	0	0	0	0	0	0	0	0	0	0	23
6:00	0	41	7	1	1	0	0	0	0	0	0	0	0	50
7:00	0	82	9	3	4	0	1	0	1	1	0	0	0	101
8:00	1	51	11	1	2	2	3	0	1	0	0	0	0	72
9:00	0	48	21	0	4	2	1	1	2	0	0	0	0	79
10:00	3	65	12	0	2	5	2	0	4	0	0	0	0	93
11:00	0	61	10	0	3	4	1	0	4	0	0	0	0	83
12:00 PM	1	64	23	0	4	0	1	0	1	0	0	0	0	94
13:00	0	68	25	0	5	0	0	0	1	0	0	0	0	99
14:00	1	115	22	1	2	1	0	0	2	0	0	0	0	144
15:00	0	110	28	4	3	0	0	0	0	0	0	0	0	145
16:00	0	97	23	1	1	0	0	0	0	0	0	0	0	122
17:00	0	82	17	0	1	0	0	1	0	0	0	0	0	101
18:00	0	97	18	0	1	0	0	0	0	0	0	0	0	116
19:00	0	81	21	0	1	0	0	0	0	0	0	0	0	103
20:00	0	68	18	0	1	0	0	0	0	0	0	0	0	87
21:00	1	67	14	0	1	0	0	0	0	0	0	0	0	83
22:00	0	44	9	0	0	0	0	0	0	0	0	0	0	53
23:00	0	37	6	0	0	0	0	0	0	0	0	0	0	43
Totals	7	1342	307	11	36	15	9	2	16	1				1746
% of Totals	0%	77%	18%	1%	2%	1%	1%	0%	1%	0%				100%

AM Volumes	4	412	83	5	16	14	8	1	12	1	0	0	0	556
% AM	0%	24%	5%	0%	1%	1%	0%	0%	1%	0%				32%
AM Peak Hour	10:00	7:00	9:00	7:00	7:00	10:00	8:00	9:00	10:00	7:00				7:00
Volume	3	82	21	3	4	5	3	1	4	1				101
PM Volumes	3	930	224	6	20	1	1	1	4	0	0	0	0	1190
% PM	0%	53%	13%	0%	1%	0%	0%	0%	0%					68%
PM Peak Hour	12:00	14:00	15:00	15:00	13:00	14:00	12:00	17:00	14:00					15:00
Volume	1	115	28	4	5	1	1	1	2					145

Directional Peak Periods All Classes	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
	Volume	%	Volume	%	Volume	%	Volume	%
	173	10%	193	11%	223	13%	1157	66%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

CLASSIFICATION

SR 1208-1/Willow Glen River Rd Bet. Thomasina Rd & Winston St

Day: Friday
Date: 8/19/2022

City: Alexandria
Project #: LA22_240057_002

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	30	4	0	0	0	0	0	0	0	0	0	0	34
1:00	0	22	2	0	0	0	0	0	0	0	0	0	0	24
2:00	0	17	4	0	0	1	0	0	0	0	0	0	0	22
3:00	0	8	2	0	0	0	0	0	1	0	0	0	0	11
4:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
5:00	0	27	10	0	0	0	0	0	3	0	0	0	0	40
6:00	0	70	14	2	2	2	0	0	1	0	0	0	0	91
7:00	1	181	25	7	7	5	1	0	2	2	0	0	0	231
8:00	1	105	28	3	2	5	3	0	3	0	0	0	0	150
9:00	1	93	34	0	12	7	2	1	5	0	0	0	0	155
10:00	4	115	32	1	5	9	3	0	8	1	0	0	0	178
11:00	0	94	23	0	7	5	1	1	8	0	0	0	0	139
12:00 PM	1	115	34	0	9	4	1	0	5	0	0	0	0	169
13:00	0	112	37	1	10	3	0	1	2	0	0	0	0	166
14:00	1	188	47	3	6	1	0	0	6	0	0	0	0	252
15:00	0	187	53	7	4	1	0	0	3	0	0	0	0	255
16:00	0	176	43	2	3	0	0	0	0	0	0	0	0	224
17:00	0	146	43	0	2	0	0	1	0	0	0	0	0	192
18:00	0	166	38	0	1	0	0	0	0	0	0	0	0	205
19:00	0	155	39	0	1	0	0	0	0	0	0	0	0	195
20:00	1	131	35	0	1	1	0	0	0	0	0	0	0	169
21:00	1	138	29	0	2	0	0	0	0	0	0	0	0	170
22:00	0	100	19	0	0	0	0	0	0	0	0	0	0	119
23:00	1	71	9	0	0	0	0	0	0	0	0	0	0	81
Totals	12	2456	605	26	74	44	11	4	47	3				3282
% of Totals	0%	75%	18%	1%	2%	1%	0%	0%	1%	0%				100%

AM Volumes	7	771	179	13	35	34	10	2	31	3	0	0	0	1085
% AM	0%	23%	5%	0%	1%	1%	0%	0%	1%	0%				33%
AM Peak Hour	10:00	7:00	9:00	7:00	9:00	10:00	8:00	9:00	10:00	7:00				7:00
Volume	4	181	34	7	12	9	3	1	8	2				231
PM Volumes	5	1685	426	13	39	10	1	2	16	0	0	0	0	2197
% PM	0%	51%	13%	0%	1%	0%	0%	0%	0%					67%
PM Peak Hour	12:00	14:00	15:00	15:00	13:00	12:00	12:00	13:00	14:00					15:00
Volume	1	188	53	7	10	4	1	1	6					255

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	381		12%	335		10%	416		13%	2150		66%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

VOLUME

SR 1208-1/Willow Glen River Rd Bet. Thomasina Rd & Winston St

Day: Friday
Date: 8/19/2022

City: Alexandria
Project #: LA22_240057_002

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,536	1,746	3,282

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00	0	0	2		3		5		12:00	0	0	16		19		35	
0:15	0	0	0		8		8		12:15	0	0	19		20		39	
0:30	0	0	8		4		12		12:30	0	0	18		32		50	
0:45	0	0	4	14	5	20	9	34	12:45	0	0	22	75	23	94	45	169
1:00	0	0	0		6		6		13:00	0	0	16		17		33	
1:15	0	0	4		4		8		13:15	0	0	10		25		35	
1:30	0	0	4		0		4		13:30	0	0	16		28		44	
1:45	0	0	2	10	4	14	6	24	13:45	0	0	25	67	29	99	54	166
2:00	0	0	3		4		7		14:00	0	0	24		31		55	
2:15	0	0	4		4		8		14:15	0	0	19		27		46	
2:30	0	0	1		1		2		14:30	0	0	34		43		77	
2:45	0	0	3	11	2	11	5	22	14:45	0	0	31	108	43	144	74	252
3:00	0	0	2		2		4		15:00	0	0	41		39		80	
3:15	0	0	1		1		2		15:15	0	0	20		38		58	
3:30	0	0	2		0		2		15:30	0	0	21		36		57	
3:45	0	0	2	7	1	4	3	11	15:45	0	0	28	110	32	145	60	255
4:00	0	0	1		1		2		16:00	0	0	22		32		54	
4:15	0	0	0		2		2		16:15	0	0	29		27		56	
4:30	0	0	1		1		2		16:30	0	0	24		31		55	
4:45	0	0	2	4	2	6	4	10	16:45	0	0	27	102	32	122	59	224
5:00	0	0	2		4		6		17:00	0	0	20		31		51	
5:15	0	0	2		4		6		17:15	0	0	26		26		52	
5:30	0	0	8		3		11		17:30	0	0	22		24		46	
5:45	0	0	5	17	12	23	17	40	17:45	0	0	23	91	20	101	43	192
6:00	0	0	3		13		16		18:00	0	0	22		37		59	
6:15	0	0	8		11		19		18:15	0	0	22		28		50	
6:30	0	0	11		9		20		18:30	0	0	24		24		48	
6:45	0	0	19	41	17	50	36	91	18:45	0	0	21	89	27	116	48	205
7:00	0	0	36		15		51		19:00	0	0	17		27		44	
7:15	0	0	30		32		62		19:15	0	0	35		26		61	
7:30	0	0	31		21		52		19:30	0	0	24		29		53	
7:45	0	0	33	130	33	101	66	231	19:45	0	0	16	92	21	103	37	195
8:00	0	0	29		29		58		20:00	0	0	18		28		46	
8:15	0	0	17		17		34		20:15	0	0	26		18		44	
8:30	0	0	14		14		28		20:30	0	0	19		25		44	
8:45	0	0	18	78	12	72	30	150	20:45	0	0	19	82	16	87	35	169
9:00	0	0	16		18		34		21:00	0	0	16		21		37	
9:15	0	0	20		20		40		21:15	0	0	12		21		33	
9:30	0	0	19		26		45		21:30	0	0	27		20		47	
9:45	0	0	21	76	15	79	36	155	21:45	0	0	32	87	21	83	53	170
10:00	0	0	26		30		56		22:00	0	0	19		13		32	
10:15	0	0	15		24		39		22:15	0	0	18		16		34	
10:30	0	0	26		19		45		22:30	0	0	12		16		28	
10:45	0	0	18	85	20	93	38	178	22:45	0	0	17	66	8	53	25	119
11:00	0	0	11		19		30		23:00	0	0	8		9		17	
11:15	0	0	17		23		40		23:15	0	0	19		18		37	
11:30	0	0	10		21		31		23:30	0	0	6		9		15	
11:45	0	0	18	56	20	83	38	139	23:45	0	0	5	38	7	43	12	81
TOTALS				529		556		**1085**	**TOTALS**				1007		1190		**2197**
SPLIT %				48.8%		51.2%		**33.1%**	**SPLIT %**				45.8%		54.2%		**66.9%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,536	1,746	3,282

AM Peak Hour				7:00		7:15		**7:15**	**PM Peak Hour**				14:30		14:30		**14:30**
AM Pk Volume				130		115		**238**	**PM Pk Volume**				126		163		**289**
Pk Hr Factor				0.903		0.871		**0.902**	**Pk Hr Factor**				0.768		0.948		**0.903**
7 - 9 Volume	0	0		208		173		**381**	**4 - 6 Volume**	0	0		193		223		**416**
7 - 9 Peak Hour				7:00		7:15		**7:15**	**4 - 6 Peak Hour**				16:00		16:00		**16:00**
7 - 9 Pk Volume	0	0		130		115		**238**	**4 - 6 Pk Volume**	0	0		102		122		**224**
Pk Hr Factor	0.000	0.000		0.903		0.871		**0.902**	**Pk Hr Factor**	0.000	0.000		0.879		0.953		**0.949**

CLASSIFICATION

SR 1208-1/Willow Glen River Rd Bet. Thomasina Rd & Winston St

Day: Saturday
Date: 8/20/2022

City: Alexandria
Project #: LA22_240057_002e

East Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	24	7	0	0	0	0	0	0	0	0	0	0	31
1:00	0	13	2	0	0	0	0	0	0	0	0	0	0	15
2:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
3:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
4:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
5:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
6:00	0	12	3	0	1	0	0	0	0	0	0	0	0	16
7:00	0	23	10	0	2	0	0	0	0	0	0	0	0	35
8:00	0	25	20	0	3	0	0	0	0	0	0	0	0	48
9:00	0	47	16	0	1	0	0	1	0	0	0	0	0	65
10:00	0	59	23	0	3	0	0	0	0	0	0	0	0	85
11:00	0	89	30	0	3	0	0	0	0	0	0	0	0	122
12:00 PM	1	84	28	0	1	1	0	0	0	0	0	0	0	115
13:00	0	45	12	0	3	0	0	0	0	0	0	0	0	60
14:00	0	43	18	0	2	0	0	0	0	0	0	0	0	63
15:00	0	42	15	0	1	0	0	0	0	0	0	0	0	58
16:00	0	60	12	0	1	0	0	0	0	0	0	0	0	73
17:00	3	60	12	0	1	0	0	0	0	0	0	0	0	76
18:00	2	53	18	0	0	0	0	1	0	0	0	0	0	74
19:00	0	56	21	0	0	0	0	0	0	0	0	0	0	77
20:00	0	48	11	0	0	0	0	0	0	0	0	0	0	59
21:00	0	38	6	0	1	0	0	0	0	0	0	0	0	45
22:00	0	32	4	0	0	0	0	0	0	0	0	0	0	36
23:00	0	32	8	0	0	0	0	0	0	0	0	0	0	40
Totals	6	909	278		23	1		2						1219
% of Totals	0%	75%	23%		2%	0%		0%						100%

AM Volumes	0	316	113	0	13	0	0	1	0	0	0	0	0	443
% AM		26%	9%		1%			0%						36%
AM Peak Hour		11:00	11:00		8:00			9:00						11:00
Volume		89	30		3			1						122
PM Volumes	6	593	165	0	10	1	0	1	0	0	0	0	0	776
% PM	0%	49%	14%		1%	0%		0%						64%
PM Peak Hour	17:00	12:00	12:00		13:00	12:00		18:00						12:00
Volume	3	84	28		3	1		1						115

Directional Peak Periods All Classes	AM 7-9 Volume		%	NOON 12-2 Volume		%	PM 4-6 Volume		%	Off Peak Volumes Volume		%
	83	⟷	7%	175	⟷	14%	149	⟷	12%	812	⟷	67%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

SR 1208-1/Willow Glen River Rd Bet. Thomasina Rd & Winston St

Day: Saturday
Date: 8/20/2022

City: Alexandria
Project #: LA22_240057_002w

West Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	26	6	0	0	0	0	0	0	0	0	0	0	32
1:00	0	18	3	0	0	0	0	0	0	0	0	0	0	21
2:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11
3:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9
5:00	0	14	1	0	0	0	0	0	0	0	0	0	0	15
6:00	0	15	6	0	1	0	0	0	0	0	0	0	0	22
7:00	0	27	6	0	1	0	0	0	0	0	0	0	0	34
8:00	0	61	18	0	3	0	0	0	0	0	0	0	0	82
9:00	0	64	16	0	1	0	0	0	0	0	0	0	0	81
10:00	0	66	21	0	3	0	0	0	0	0	0	0	0	90
11:00	0	106	25	0	3	0	0	1	0	0	0	0	0	135
12:00 PM	0	68	20	0	1	0	0	0	0	0	0	0	0	89
13:00	0	57	17	0	1	0	0	0	0	0	0	0	0	75
14:00	0	80	25	0	2	0	0	0	0	0	0	0	0	107
15:00	0	71	14	0	3	0	0	0	0	0	0	0	0	88
16:00	0	63	10	0	1	0	0	0	0	0	0	0	0	74
17:00	0	62	14	0	1	0	0	0	0	0	0	0	0	77
18:00	1	85	14	0	1	0	0	0	0	0	0	0	0	101
19:00	0	71	16	0	1	0	0	0	0	0	0	0	0	88
20:00	0	57	11	0	1	0	0	0	0	0	0	0	0	69
21:00	0	42	4	0	1	0	0	0	0	0	0	0	0	47
22:00	0	39	2	0	0	0	0	0	0	0	0	0	0	41
23:00	0	29	9	0	0	0	0	0	0	0	0	0	0	38
Totals	**1**	**1142**	**260**		**25**			**1**						**1429**
% of Totals	0%	80%	18%		2%			0%						100%

AM Volumes	0	418	104	0	12	0	0	1	0	0	0	0	0	535
% AM		29%	7%		1%			0%						37%
AM Peak Hour		11:00	11:00		8:00			11:00						11:00
Volume		106	25		3			1						135
PM Volumes	1	724	156	0	13	0	0	0	0	0	0	0	0	894
% PM	0%	51%	11%		1%									63%
PM Peak Hour	18:00	18:00	14:00		15:00									14:00
Volume	1	85	25		3									107

Directional Peak Periods	**AM 7-9**			**NOON 12-2**			**PM 4-6**			**Off Peak Volumes**		
All Classes	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	116		8%	164		11%	151		11%	998		70%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

SR 1208-1/Willow Glen River Rd Bet. Thomasina Rd & Winston St

Day: Saturday
Date: 8/20/2022

City: Alexandria
Project #: LA22_240057_002

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	50	13	0	0	0	0	0	0	0	0	0	0	63
1:00	0	31	5	0	0	0	0	0	0	0	0	0	0	36
2:00	0	17	2	0	0	0	0	0	0	0	0	0	0	19
3:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
4:00	0	16	0	0	0	0	0	0	0	0	0	0	0	16
5:00	0	19	2	0	0	0	0	0	0	0	0	0	0	21
6:00	0	27	9	0	2	0	0	0	0	0	0	0	0	38
7:00	0	50	16	0	3	0	0	0	0	0	0	0	0	69
8:00	0	86	38	0	6	0	0	0	0	0	0	0	0	130
9:00	0	111	32	0	2	0	0	1	0	0	0	0	0	146
10:00	0	125	44	0	6	0	0	0	0	0	0	0	0	175
11:00	0	195	55	0	6	0	0	1	0	0	0	0	0	257
12:00 PM	1	152	48	0	2	1	0	0	0	0	0	0	0	204
13:00	0	102	29	0	4	0	0	0	0	0	0	0	0	135
14:00	0	123	43	0	4	0	0	0	0	0	0	0	0	170
15:00	0	113	29	0	4	0	0	0	0	0	0	0	0	146
16:00	0	123	22	0	2	0	0	0	0	0	0	0	0	147
17:00	3	122	26	0	2	0	0	0	0	0	0	0	0	153
18:00	3	138	32	0	1	0	0	1	0	0	0	0	0	175
19:00	0	127	37	0	1	0	0	0	0	0	0	0	0	165
20:00	0	105	22	0	1	0	0	0	0	0	0	0	0	128
21:00	0	80	10	0	2	0	0	0	0	0	0	0	0	92
22:00	0	71	6	0	0	0	0	0	0	0	0	0	0	77
23:00	0	61	17	0	0	0	0	0	0	0	0	0	0	78
Totals	**7**	**2051**	**538**		**48**	**1**		**3**						**2648**
% of Totals	0%	77%	20%		2%	0%		0%						100%

AM Volumes	0	734	217	0	25	0	0	2	0	0	0	0	0	978
% AM		28%	8%		1%			0%						37%
AM Peak Hour		11:00	11:00		8:00			9:00						11:00
Volume		195	55		6			1						257
PM Volumes	7	1317	321	0	23	1	0	1	0	0	0	0	0	1670
% PM	0%	50%	12%		1%	0%		0%						63%
PM Peak Hour	17:00	12:00	12:00		13:00	12:00		18:00						12:00
Volume	3	152	48		4	1		1						204

Directional Peak Periods All Classes	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	199		8%	339		13%	300		11%	1810		68%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

VOLUME

SR 1208-1/Willow Glen River Rd Bet. Thomasina Rd & Winston St

Day: Saturday
Date: 8/20/2022

City: Alexandria
Project #: LA22_240057_002

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,219	1,429	2,648

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00	0	0	8		9		17		12:00	0	0	43		20		63	
0:15	0	0	7		7		14		12:15	0	0	31		32		63	
0:30	0	0	9		7		16		12:30	0	0	16		24		40	
0:45	0	0	7	31	9	32	16	63	12:45	0	0	25	115	13	89	38	204
1:00	0	0	2		2		4		13:00	0	0	15		28		43	
1:15	0	0	7		6		13		13:15	0	0	12		10		22	
1:30	0	0	3		6		9		13:30	0	0	16		22		38	
1:45	0	0	3	15	7	21	10	36	13:45	0	0	17	60	15	75	32	135
2:00	0	0	3		4		7		14:00	0	0	12		20		32	
2:15	0	0	2		1		3		14:15	0	0	20		29		49	
2:30	0	0	2		4		6		14:30	0	0	13		23		36	
2:45	0	0	1	8	2	11	3	19	14:45	0	0	18	63	35	107	53	170
3:00	0	0	1		0		1		15:00	0	0	19		23		42	
3:15	0	0	2		1		3		15:15	0	0	11		15		26	
3:30	0	0	1		2		3		15:30	0	0	16		28		44	
3:45	0	0	1	5	0	3	1	8	15:45	0	0	12	58	22	88	34	146
4:00	0	0	3		4		7		16:00	0	0	17		24		41	
4:15	0	0	2		2		4		16:15	0	0	18		15		33	
4:30	0	0	1		1		2		16:30	0	0	19		19		38	
4:45	0	0	1	7	2	9	3	16	16:45	0	0	19	73	16	74	35	147
5:00	0	0	1		4		5		17:00	0	0	19		23		42	
5:15	0	0	3		1		4		17:15	0	0	22		17		39	
5:30	0	0	2		6		8		17:30	0	0	20		18		38	
5:45	0	0	0	6	4	15	4	21	17:45	0	0	15	76	19	77	34	153
6:00	0	0	1		1		2		18:00	0	0	16		27		43	
6:15	0	0	6		7		13		18:15	0	0	16		22		38	
6:30	0	0	2		2		4		18:30	0	0	21		22		43	
6:45	0	0	7	16	12	22	19	38	18:45	0	0	21	74	30	101	51	175
7:00	0	0	3		5		8		19:00	0	0	18		22		40	
7:15	0	0	8		6		14		19:15	0	0	22		19		41	
7:30	0	0	8		14		22		19:30	0	0	21		25		46	
7:45	0	0	16	35	9	34	25	69	19:45	0	0	16	77	22	88	38	165
8:00	0	0	9		14		23		20:00	0	0	13		19		32	
8:15	0	0	8		13		21		20:15	0	0	12		19		31	
8:30	0	0	20		19		39		20:30	0	0	13		14		27	
8:45	0	0	11	48	36	82	47	130	20:45	0	0	21	59	17	69	38	128
9:00	0	0	12		36		48		21:00	0	0	14		14		28	
9:15	0	0	15		12		27		21:15	0	0	14		14		28	
9:30	0	0	18		17		35		21:30	0	0	8		11		19	
9:45	0	0	20	65	16	81	36	146	21:45	0	0	9	45	8	47	17	92
10:00	0	0	16		24		40		22:00	0	0	7		13		20	
10:15	0	0	22		13		35		22:15	0	0	11		10		21	
10:30	0	0	19		23		42		22:30	0	0	10		12		22	
10:45	0	0	28	85	30	90	58	175	22:45	0	0	8	36	6	41	14	77
11:00	0	0	23		23		46		23:00	0	0	11		13		24	
11:15	0	0	25		44		69		23:15	0	0	13		6		19	
11:30	0	0	36		35		71		23:30	0	0	9		13		22	
11:45	0	0	38	122	33	135	71	257	23:45	0	0	7	40	6	38	13	78
TOTALS				443		535		978	TOTALS				776		894		1670
SPLIT %				45.3%		54.7%		36.9%	SPLIT %				46.5%		53.5%		63.1%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,219	1,429	2,648

AM Peak Hour				11:30		11:00		11:15	PM Peak Hour				12:00		14:15		12:00
AM Pk Volume				148		135		274	PM Pk Volume				115		110		204
Pk Hr Factor				0.860		0.767		0.965	Pk Hr Factor				0.669		0.786		0.810
7 - 9 Volume	0	0		83		116		199	4 - 6 Volume	0	0		149		151		300
7 - 9 Peak Hour				7:45		8:00		8:00	4 - 6 Peak Hour				16:45		17:00		16:30
7 - 9 Pk Volume	0	0		53		82		130	4 - 6 Pk Volume	0	0		80		77		154
Pk Hr Factor	0.000	0.000		0.663		0.569		0.691	Pk Hr Factor	0.000	0.000		0.909		0.837		0.917

Prepared by National Data & Surveying Services

CLASSIFICATION

SR 1208-1/Willow Glen River Rd Bet. Thomasina Rd & Winston St

Day: Sunday
Date: 8/21/2022

City: Alexandria
Project #: LA22_240057_002e

East Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	15	1	0	0	0	0	0	0	0	0	0	0	16
1:00	0	11	1	0	0	0	0	0	0	0	0	0	0	12
2:00	0	3	0	0	1	0	0	0	0	0	0	0	0	4
3:00	0	11	2	0	0	0	0	0	0	0	0	0	0	13
4:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
5:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
6:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11
7:00	0	13	5	0	0	0	0	0	0	0	0	0	0	18
8:00	0	28	9	0	1	0	0	0	0	0	0	0	0	38
9:00	0	34	12	1	0	0	0	0	0	0	0	0	0	47
10:00	0	55	11	0	0	0	0	0	0	0	0	0	0	66
11:00	0	44	11	0	1	0	0	0	0	0	0	0	0	56
12:00 PM	0	51	14	0	0	0	0	0	0	0	0	0	0	65
13:00	0	54	19	0	0	0	0	0	0	0	0	0	0	73
14:00	1	59	20	0	1	0	0	0	0	0	0	0	0	81
15:00	0	63	15	0	1	0	0	0	0	0	0	0	0	79
16:00	0	65	17	0	0	0	0	0	0	0	0	0	0	82
17:00	2	63	14	0	0	0	0	0	0	0	0	0	0	79
18:00	1	78	15	0	1	0	0	0	0	0	0	0	0	95
19:00	0	59	11	0	1	1	0	0	0	0	0	0	0	72
20:00	0	50	10	0	0	0	0	0	0	0	0	0	0	60
21:00	0	30	2	0	0	0	0	0	0	0	0	0	0	32
22:00	0	28	3	0	0	0	0	0	0	0	0	0	0	31
23:00	1	23	4	0	1	0	0	0	0	0	0	0	0	29
Totals	5	858	199	1	8	1								1072
% of Totals	0%	80%	19%	0%	1%	0%								100%

AM Volumes	0	235	55	1	3	0	0	0	0	0	0	0	0	294
% AM		22%	5%	0%	0%									27%
AM Peak Hour		10:00	9:00	9:00	2:00									10:00
Volume		55	12	1	1									66
PM Volumes	5	623	144	0	5	1	0	0	0	0	0	0	0	778
% PM	0%	58%	13%		0%	0%								73%
PM Peak Hour	17:00	18:00	14:00		14:00	19:00								18:00
Volume	2	78	20		1	1								95

Directional Peak Periods All Classes	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	56		5%	138		13%	161		15%	717		67%

Classification Definitions

1 Motorcycles	**4** Buses	**7** > =4-Axle Single Units	**10** >=6-Axle Single Trailers	**13** >=7-Axle Multi-Trailers
2 Passenger Cars	**5** 2-Axle, 6-Tire Single Units	**8** <=4-Axle Single Trailers	**11** <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	**6** 3-Axle Single Units	**9** 5-Axle Single Trailers	**12** 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services

CLASSIFICATION

SR 1208-1/Willow Glen River Rd Bet. Thomasina Rd & Winston St

Day: Sunday
Date: 8/21/2022

City: Alexandria
Project #: LA22_240057_002w

West Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	26	2	0	0	0	0	0	0	0	0	0	0	28
1:00	0	22	4	0	0	0	0	0	0	0	0	0	0	26
2:00	1	17	0	0	1	0	0	0	0	0	0	0	0	19
3:00	0	12	1	0	0	0	0	0	0	0	0	0	0	13
4:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
5:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
6:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
7:00	0	18	4	0	0	0	0	0	0	0	0	0	0	22
8:00	0	24	8	0	0	0	0	0	0	0	0	0	0	32
9:00	0	30	14	0	0	0	0	0	0	0	0	0	0	44
10:00	0	75	14	0	0	0	0	0	0	0	0	0	0	89
11:00	0	59	12	0	0	0	0	0	0	0	0	0	0	71
12:00 PM	0	69	14	0	0	0	0	0	0	0	0	0	0	83
13:00	0	68	12	0	0	0	0	0	0	0	0	0	0	80
14:00	0	67	16	0	1	0	0	0	0	0	0	0	0	84
15:00	1	85	17	0	0	0	0	0	0	0	0	0	0	103
16:00	0	95	18	0	0	0	0	0	0	0	0	0	0	113
17:00	0	90	14	0	0	0	0	0	0	0	0	0	0	104
18:00	1	85	13	0	0	0	0	0	0	0	0	0	0	99
19:00	0	86	14	0	0	0	0	1	0	0	0	0	0	101
20:00	0	51	9	0	0	0	0	0	0	0	0	0	0	60
21:00	0	38	3	0	0	0	0	0	0	0	0	0	0	41
22:00	0	34	3	0	0	0	0	0	0	0	0	0	0	37
23:00	0	27	2	0	0	0	0	0	0	0	0	0	0	29
Totals	3	1096	196		2			1						1298
% of Totals	0%	84%	15%		0%			0%						100%

AM Volumes	1	301	61	0	1	0	0	0	0	0	0	0	0	364
% AM	0%	23%	5%		0%									28%
AM Peak Hour	2:00	10:00	9:00		2:00									10:00
Volume	1	75	14		1									89
PM Volumes	2	795	135	0	1	0	0	1	0	0	0	0	0	934
% PM	0%	61%	10%		0%			0%						72%
PM Peak Hour	15:00	16:00	16:00		14:00			19:00						16:00
Volume	1	95	18		1			1						113

Directional Peak Periods All Classes	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	54		4%	163		13%	217		17%	864		67%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

SR 1208-1/Willow Glen River Rd Bet. Thomasina Rd & Winston St

Day: Sunday
Date: 8/21/2022

City: Alexandria
Project #: LA22_240057_002

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	41	3	0	0	0	0	0	0	0	0	0	0	44
1:00	0	33	5	0	0	0	0	0	0	0	0	0	0	38
2:00	1	20	0	0	2	0	0	0	0	0	0	0	0	23
3:00	0	23	3	0	0	0	0	0	0	0	0	0	0	26
4:00	0	13	2	0	0	0	0	0	0	0	0	0	0	15
5:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10
6:00	0	16	3	0	0	0	0	0	0	0	0	0	0	19
7:00	0	31	9	0	0	0	0	0	0	0	0	0	0	40
8:00	0	52	17	0	1	0	0	0	0	0	0	0	0	70
9:00	0	64	26	1	0	0	0	0	0	0	0	0	0	91
10:00	0	130	25	0	0	0	0	0	0	0	0	0	0	155
11:00	0	103	23	0	1	0	0	0	0	0	0	0	0	127
12:00 PM	0	120	28	0	0	0	0	0	0	0	0	0	0	148
13:00	0	122	31	0	0	0	0	0	0	0	0	0	0	153
14:00	1	126	36	0	2	0	0	0	0	0	0	0	0	165
15:00	1	148	32	0	1	0	0	0	0	0	0	0	0	182
16:00	0	160	35	0	0	0	0	0	0	0	0	0	0	195
17:00	2	153	28	0	0	0	0	0	0	0	0	0	0	183
18:00	2	163	28	0	1	0	0	0	0	0	0	0	0	194
19:00	0	145	25	0	1	1	0	1	0	0	0	0	0	173
20:00	0	101	19	0	0	0	0	0	0	0	0	0	0	120
21:00	0	68	5	0	0	0	0	0	0	0	0	0	0	73
22:00	0	62	6	0	0	0	0	0	0	0	0	0	0	68
23:00	1	50	6	0	1	0	0	0	0	0	0	0	0	58
Totals	**8**	**1954**	**395**	**1**	**10**	**1**		**1**						**2370**
% of Totals	0%	82%	17%	0%	0%	0%		0%						100%

AM Volumes	1	536	116	1	4	0	0	0	0	0	0	0	0	658
% AM	0%	23%	5%	0%	0%									28%
AM Peak Hour	2:00	10:00	9:00	9:00	2:00									10:00
Volume	1	130	26	1	2									155
PM Volumes	7	1418	279	0	6	1	0	1	0	0	0	0	0	1712
% PM	0%	60%	12%		0%	0%		0%						72%
PM Peak Hour	17:00	18:00	14:00		14:00	19:00		19:00						16:00
Volume	2	163	36		2	1		1						195

Directional Peak Periods All Classes	AM 7-9 Volume		%	NOON 12-2 Volume		%	PM 4-6 Volume		%	Off Peak Volumes Volume		%
	110	⟷	5%	301	⟷	13%	378	⟷	16%	1581	⟷	67%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

VOLUME

SR 1208-1/Willow Glen River Rd Bet. Thomasina Rd & Winston St

Day: Sunday
Date: 8/21/2022

City: Alexandria
Project #: LA22_240057_002

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,072	1,298	2,370

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00	0	0	4		6		10		12:00	0	0	13		10		23	
0:15	0	0	4		6		10		12:15	0	0	15		19		34	
0:30	0	0	7		9		16		12:30	0	0	21		26		47	
0:45	0	0	1	16	7	28	8	44	12:45	0	0	16	65	28	83	44	148
1:00	0	0	2		7		9		13:00	0	0	31		26		57	
1:15	0	0	1		5		6		13:15	0	0	11		22		33	
1:30	0	0	5		4		9		13:30	0	0	21		14		35	
1:45	0	0	4	12	10	26	14	38	13:45	0	0	10	73	18	80	28	153
2:00	0	0	1		5		6		14:00	0	0	24		25		49	
2:15	0	0	1		3		4		14:15	0	0	19		21		40	
2:30	0	0	1		9		10		14:30	0	0	22		19		41	
2:45	0	0	1	4	2	19	3	23	14:45	0	0	16	81	19	84	35	165
3:00	0	0	5		2		7		15:00	0	0	23		29		52	
3:15	0	0	1		3		4		15:15	0	0	17		18		35	
3:30	0	0	2		6		8		15:30	0	0	16		16		32	
3:45	0	0	5	13	2	13	7	26	15:45	0	0	23	79	40	103	63	182
4:00	0	0	2		2		4		16:00	0	0	22		36		58	
4:15	0	0	3		3		6		16:15	0	0	16		32		48	
4:30	0	0	2		0		2		16:30	0	0	20		26		46	
4:45	0	0	2	9	1	6	3	15	16:45	0	0	24	82	19	113	43	195
5:00	0	0	1		1		2		17:00	0	0	20		35		55	
5:15	0	0	2		1		3		17:15	0	0	28		22		50	
5:30	0	0	1		2		3		17:30	0	0	14		22		36	
5:45	0	0	0	4	2	6	2	10	17:45	0	0	17	79	25	104	42	183
6:00	0	0	4		1		5		18:00	0	0	26		25		51	
6:15	0	0	2		1		3		18:15	0	0	23		26		49	
6:30	0	0	2		4		6		18:30	0	0	22		27		49	
6:45	0	0	3	11	2	8	5	19	18:45	0	0	24	95	21	99	45	194
7:00	0	0	4		1		5		19:00	0	0	20		24		44	
7:15	0	0	3		8		11		19:15	0	0	22		32		54	
7:30	0	0	6		6		12		19:30	0	0	16		23		39	
7:45	0	0	5	18	7	22	12	40	19:45	0	0	14	72	22	101	36	173
8:00	0	0	13		2		15		20:00	0	0	21		18		39	
8:15	0	0	9		11		20		20:15	0	0	21		17		38	
8:30	0	0	5		12		17		20:30	0	0	10		18		28	
8:45	0	0	11	38	7	32	18	70	20:45	0	0	8	60	7	60	15	120
9:00	0	0	19		11		30		21:00	0	0	10		11		21	
9:15	0	0	5		16		21		21:15	0	0	11		9		20	
9:30	0	0	13		8		21		21:30	0	0	4		9		13	
9:45	0	0	10	47	9	44	19	91	21:45	0	0	7	32	12	41	19	73
10:00	0	0	12		14		26		22:00	0	0	3		11		14	
10:15	0	0	16		20		36		22:15	0	0	10		11		21	
10:30	0	0	15		30		45		22:30	0	0	10		6		16	
10:45	0	0	23	66	25	89	48	155	22:45	0	0	8	31	9	37	17	68
11:00	0	0	16		18		34		23:00	0	0	8		8		16	
11:15	0	0	10		24		34		23:15	0	0	10		6		16	
11:30	0	0	17		16		33		23:30	0	0	5		5		10	
11:45	0	0	13	56	13	71	26	127	23:45	0	0	6	29	10	29	16	58
TOTALS				294		364		**658**	**TOTALS**				778		934		**1712**
SPLIT %				44.7%		55.3%		**27.8%**	**SPLIT %**				45.4%		54.6%		**72.2%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,072	1,298	2,370

AM Peak Hour				10:15		10:30		**10:15**	**PM Peak Hour**				18:00		15:45		**15:45**
AM Pk Volume				70		97		**163**	**PM Pk Volume**				95		134		**215**
Pk Hr Factor				0.761		0.808		**0.849**	**Pk Hr Factor**				0.913		0.838		**0.853**
7 - 9 Volume	0	0		56		54		**110**	**4 - 6 Volume**	0	0		161		217		**378**
7 - 9 Peak Hour				8:00		7:45		**8:00**	**4 - 6 Peak Hour**				16:30		16:00		**16:00**
7 - 9 Pk Volume	0	0		38		32		**70**	**4 - 6 Pk Volume**	0	0		92		113		**195**
Pk Hr Factor	0.000	0.000		0.731		0.667		**0.875**	**Pk Hr Factor**	0.000	0.000		0.821		0.785		**0.841**

Appendix A

Initial Data Collection

III. 7-Day, 24-Hour Machine Counts

3. Lincoln Rd (Between Morris St & Hudson Blvd)

Prepared by National Data & Surveying Services

CLASSIFICATION

Lincoln Rd Bet. Morris St & Hudson Blvd

Day: Monday
Date: 8/15/2022

City: Alexandria
Project #: LA22_240057_003n

North Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	1	1	0	0	0	0	0	0	0	0	0	0	0	2
1:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
2:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
3:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
4:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
5:00	0	6	6	0	1	0	0	0	1	0	0	0	0	14
6:00	0	26	8	2	5	0	0	0	0	0	0	0	0	41
7:00	0	62	21	3	4	2	0	1	1	1	0	0	0	95
8:00	1	69	23	0	4	3	0	0	0	1	0	0	0	101
9:00	0	33	9	0	2	0	0	0	0	0	0	0	0	44
10:00	0	30	16	0	3	0	0	0	0	0	0	0	0	49
11:00	0	33	16	0	1	1	0	0	0	0	0	0	0	51
12:00 PM	0	47	18	0	9	0	0	0	0	0	0	0	0	74
13:00	1	38	19	1	2	2	0	0	0	0	0	0	0	63
14:00	0	52	11	3	6	3	0	0	0	0	1	0	0	76
15:00	5	62	20	4	4	5	3	2	4	0	1	0	0	110
16:00	0	81	16	2	4	0	0	0	0	0	0	0	0	103
17:00	0	103	17	0	4	0	0	0	0	0	0	0	0	124
18:00	0	65	17	0	2	0	0	0	0	0	0	0	0	84
19:00	0	57	19	0	0	0	0	1	0	0	0	0	0	77
20:00	0	57	4	0	0	0	0	0	0	0	0	0	0	61
21:00	0	37	7	0	0	0	0	0	0	0	0	0	0	44
22:00	0	23	7	0	0	0	0	0	0	0	0	0	0	30
23:00	0	18	5	0	0	0	0	0	0	0	0	0	0	23
Totals	8	916	262	15	51	16	3	4	6	2	2			1285
% of Totals	1%	71%	20%	1%	4%	1%	0%	0%	0%	0%	0%			100%

AM Volumes	2	276	102	5	20	6	0	1	2	2	0	0	0	416
% AM	0%	21%	8%	0%	2%	0%		0%	0%	0%				32%
AM Peak Hour		8:00	8:00	7:00	6:00	8:00		7:00	5:00	7:00				8:00
Volume	1	69	23	3	5	3		1	1	1				101
PM Volumes	6	640	160	10	31	10	3	3	4	0	2	0	0	869
% PM	0%	50%	12%	1%	2%	1%	0%	0%	0%		0%			68%
PM Peak Hour	15:00	17:00	15:00	15:00	12:00	15:00	15:00	15:00	15:00		14:00			17:00
Volume	5	103	20	4	9	5	3	2	4		1			124

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	196		15%	137		11%	227		18%	725		56%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

Lincoln Rd Bet. Morris St & Hudson Blvd

Day: Monday
Date: 8/15/2022

City: Alexandria
Project #: LA22_240057_003s

South Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	6	5	0	0	0	0	0	0	0	0	0	0	11
2:00	0	6	0	0	1	1	0	0	0	0	0	0	0	8
3:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
4:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
5:00	0	9	9	0	0	0	0	0	0	0	0	0	0	18
6:00	0	22	3	4	0	0	0	1	0	0	0	0	0	30
7:00	0	38	6	0	1	0	0	0	0	0	0	0	0	45
8:00	0	34	22	1	5	0	0	0	1	0	0	0	0	63
9:00	0	28	8	0	2	0	0	0	0	0	0	0	0	38
10:00	0	35	11	0	1	0	0	0	0	0	0	0	0	47
11:00	0	40	13	0	1	0	0	0	0	0	0	0	0	54
12:00 PM	0	32	19	0	6	0	0	0	0	0	0	0	0	57
13:00	0	29	15	0	6	0	0	0	0	0	0	0	0	50
14:00	0	41	9	2	3	0	0	0	0	0	0	0	0	55
15:00	0	74	28	4	2	0	0	0	0	0	0	0	0	108
16:00	0	58	15	0	2	0	0	0	0	0	0	0	0	75
17:00	0	58	14	0	2	0	0	0	0	0	0	0	0	74
18:00	0	57	18	0	3	0	0	0	0	0	0	0	0	78
19:00	0	59	19	0	3	0	0	0	0	0	0	0	0	81
20:00	0	46	10	0	1	0	0	0	0	0	0	0	0	57
21:00	0	36	9	0	1	0	0	0	0	0	0	0	0	46
22:00	0	14	3	0	0	0	0	0	0	0	0	0	0	17
23:00	0	14	5	0	0	0	0	0	0	0	0	0	0	19
Totals		746	243	11	40	1		1	1					1043
% of Totals		72%	23%	1%	4%	0%		0%	0%					100%

AM Volumes	0	228	79	5	11	1	0	1	1	0	0	0	0	326
% AM		22%	8%	0%	1%	0%		0%	0%					31%
AM Peak Hour		11:00	8:00	6:00	8:00	2:00		6:00	8:00					8:00
Volume		40	22	4	5	1		1	1					63
PM Volumes	0	518	164	6	29	0	0	0	0	0	0	0	0	717
% PM		50%	16%	1%	3%									69%
PM Peak Hour		15:00	15:00	15:00	12:00									15:00
Volume		74	28	4	6									108

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	108		10%	107		10%	149		14%	679		65%

Classification Definitions

1 Motorcycles	**4** Buses	**7** > =4-Axle Single Units	**10** >=6-Axle Single Trailers	**13** >=7-Axle Multi-Trailers
2 Passenger Cars	**5** 2-Axle, 6-Tire Single Units	**8** <=4-Axle Single Trailers	**11** <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	**6** 3-Axle Single Units	**9** 5-Axle Single Trailers	**12** 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services

CLASSIFICATION

Lincoln Rd Bet. Morris St & Hudson Blvd

Day: Monday
Date: 8/15/2022

City: Alexandria
Project #: LA22_240057_003

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	1	1	0	0	0	0	0	0	0	0	0	0	0	2
1:00	0	10	6	0	0	0	0	0	0	0	0	0	0	16
2:00	0	8	2	0	1	1	0	0	0	0	0	0	0	12
3:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
4:00	0	15	1	0	0	0	0	0	0	0	0	0	0	16
5:00	0	15	15	0	1	0	0	0	1	0	0	0	0	32
6:00	0	48	11	6	5	0	0	1	0	0	0	0	0	71
7:00	0	100	27	3	5	2	0	1	1	1	0	0	0	140
8:00	1	103	45	1	9	3	0	0	1	1	0	0	0	164
9:00	0	61	17	0	4	0	0	0	0	0	0	0	0	82
10:00	0	65	27	0	4	0	0	0	0	0	0	0	0	96
11:00	0	73	29	0	2	1	0	0	0	0	0	0	0	105
12:00 PM	0	79	37	0	15	0	0	0	0	0	0	0	0	131
13:00	1	67	34	1	8	2	0	0	0	0	0	0	0	113
14:00	0	93	20	5	9	3	0	0	0	0	1	0	0	131
15:00	5	136	48	8	6	5	3	2	4	0	1	0	0	218
16:00	0	139	31	2	6	0	0	0	0	0	0	0	0	178
17:00	0	161	31	0	6	0	0	0	0	0	0	0	0	198
18:00	0	122	35	0	5	0	0	0	0	0	0	0	0	162
19:00	0	116	38	0	3	0	0	1	0	0	0	0	0	158
20:00	0	103	14	0	1	0	0	0	0	0	0	0	0	118
21:00	0	73	16	0	1	0	0	0	0	0	0	0	0	90
22:00	0	37	10	0	0	0	0	0	0	0	0	0	0	47
23:00	0	32	10	0	0	0	0	0	0	0	0	0	0	42
Totals	8	1662	505	26	91	17	3	5	7	2	2			2328
% of Totals	0%	71%	22%	1%	4%	1%	0%	0%	0%	0%	0%			100%

AM Volumes	2	504	181	10	31	7	0	2	3	2	0	0	0	742
% AM	0%	22%	8%	0%	1%	0%		0%	0%	0%				32%
AM Peak Hour		8:00	8:00	6:00	8:00	8:00		6:00	5:00	7:00				8:00
Volume	1	103	45	6	9	3		1	1	1				164
PM Volumes	6	1158	324	16	60	10	3	3	4	0	2	0	0	1586
% PM	0%	50%	14%	1%	3%	0%	0%	0%	0%		0%			68%
PM Peak Hour	15:00	17:00	15:00	15:00	12:00	15:00	15:00	15:00	15:00		14:00			15:00
Volume	5	161	48	8	15	5	3	2	4		1			218

Directional Peak Periods All Classes	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
	Volume	%	Volume	%	Volume	%	Volume	%
	304	13%	244	10%	376	16%	1404	60%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

VOLUME

Lincoln Rd Bet. Morris St & Hudson Blvd

Day: Monday
Date: 8/15/2022

City: Alexandria
Project #: LA22_240057_003

DAILY TOTALS	NB	SB	EB	WB	Total
	1,285	1,043	0	0	2,328

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
0:00	0		0		0	0			12:00	15		14		0	0	29	
0:15	0		0		0	0			12:15	17		8		0	0	25	
0:30	0		0		0	0			12:30	18		21		0	0	39	
0:45	2	2	0		0	0	2	2	12:45	24	74	14	57	0	0	38	131
1:00	3		5		0	0	8		13:00	10		18		0	0	28	
1:15	0		2		0	0	2		13:15	17		13		0	0	30	
1:30	1		1		0	0	2		13:30	16		12		0	0	28	
1:45	1	5	3	11	0	0	4	16	13:45	20	63	7	50	0	0	27	113
2:00	2		3		0	0	5		14:00	9		15		0	0	24	
2:15	1		4		0	0	5		14:15	11		17		0	0	28	
2:30	1		0		0	0	1		14:30	16		11		0	0	27	
2:45	0	4	1	8	0	0	1	12	14:45	40	76	12	55	0	0	52	131
3:00	2		0		0	0	2		15:00	45		37		0	0	82	
3:15	0		1		0	0	1		15:15	19		30		0	0	49	
3:30	2		0		0	0	2		15:30	17		23		0	0	40	
3:45	0	4	1	2	0	0	1	6	15:45	29	110	18	108	0	0	47	218
4:00	1		1		0	0	2		16:00	24		24		0	0	48	
4:15	1		1		0	0	2		16:15	24		17		0	0	41	
4:30	2		3		0	0	5		16:30	30		12		0	0	42	
4:45	2	6	5	10	0	0	7	16	16:45	25	103	22	75	0	0	47	178
5:00	2		4		0	0	6		17:00	24		15		0	0	39	
5:15	3		4		0	0	7		17:15	17		19		0	0	36	
5:30	4		7		0	0	11		17:30	32		16		0	0	48	
5:45	5	14	3	18	0	0	8	32	17:45	51	124	24	74	0	0	75	198
6:00	6		3		0	0	9		18:00	30		13		0	0	43	
6:15	8		4		0	0	12		18:15	17		20		0	0	37	
6:30	7		10		0	0	17		18:30	15		27		0	0	42	
6:45	20	41	13	30	0	0	33	71	18:45	22	84	18	78	0	0	40	162
7:00	13		4		0	0	17		19:00	14		30		0	0	44	
7:15	15		6		0	0	21		19:15	21		31		0	0	52	
7:30	16		11		0	0	27		19:30	18		13		0	0	31	
7:45	51	95	24	45	0	0	75	140	19:45	24	77	7	81	0	0	31	158
8:00	61		32		0	0	93		20:00	17		13		0	0	30	
8:15	10		11		0	0	21		20:15	12		16		0	0	28	
8:30	18		10		0	0	28		20:30	18		14		0	0	32	
8:45	12	101	10	63	0	0	22	164	20:45	14	61	14	57	0	0	28	118
9:00	9		9		0	0	18		21:00	11		14		0	0	25	
9:15	17		9		0	0	26		21:15	13		10		0	0	23	
9:30	8		10		0	0	18		21:30	17		8		0	0	25	
9:45	10	44	10	38	0	0	20	82	21:45	3	44	14	46	0	0	17	90
10:00	14		12		0	0	26		22:00	8		3		0	0	11	
10:15	11		16		0	0	27		22:15	4		5		0	0	9	
10:30	13		10		0	0	23		22:30	8		6		0	0	14	
10:45	11	49	9	47	0	0	20	96	22:45	10	30	3	17	0	0	13	47
11:00	17		16		0	0	33		23:00	6		7		0	0	13	
11:15	10		16		0	0	26		23:15	7		5		0	0	12	
11:30	9		8		0	0	17		23:30	6		1		0	0	7	
11:45	15	51	14	54	0	0	29	105	23:45	4	23	6	19	0	0	10	42
TOTALS		416		326				742	TOTALS		869		717				1586
SPLIT %		56.1%		43.9%				31.9%	SPLIT %		54.8%		45.2%				68.1%

DAILY TOTALS	NB	SB	EB	WB	Total
	1,285	1,043	0	0	2,328

AM Peak Hour	7:15	7:30					7:45		PM Peak Hour	17:15	15:00					14:45		
AM Pk Volume	143	78					217		PM Pk Volume	130	108					223		
Pk Hr Factor	0.586	0.609					0.583		Pk Hr Factor	0.637	0.730					0.680		
7 - 9 Volume	196	108	0	0			304		4 - 6 Volume	227	149			0	0	376		
7 - 9 Peak Hour	7:15	7:30					7:45		4 - 6 Peak Hour	17:00	16:00					17:00		
7 - 9 Pk Volume	143	78	0	0			217		4 - 6 Pk Volume	124	75			0	0	198		
Pk Hr Factor	0.586	0.609	0.000	0.000			0.583		Pk Hr Factor	0.608	0.781			0.000	0.000	0.660		

Prepared by National Data & Surveying Services

CLASSIFICATION

Lincoln Rd Bet. Morris St & Hudson Blvd

Day: Tuesday
Date: 8/16/2022

City: Alexandria
Project #: LA22_240057_003n

North Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	9	2	0	0	0	0	0	0	0	0	0	0	11
1:00	0	1	2	0	1	0	0	0	0	0	0	0	0	4
2:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
3:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
4:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
5:00	0	8	9	0	1	0	0	0	0	0	0	0	0	18
6:00	0	29	10	3	4	1	0	0	0	0	0	0	0	47
7:00	8	72	15	4	7	0	1	1	1	1	0	0	0	110
8:00	0	54	10	3	5	1	0	1	1	0	4	0	0	79
9:00	0	30	20	0	2	1	0	0	0	0	0	0	0	53
10:00	0	26	14	0	2	0	0	0	0	0	0	0	0	42
11:00	0	41	16	0	2	1	0	1	0	0	0	0	0	61
12:00 PM	0	41	10	0	4	1	0	0	0	0	0	0	0	56
13:00	0	45	17	1	6	0	0	0	0	0	0	0	0	69
14:00	1	56	22	3	5	3	0	2	1	0	0	0	0	93
15:00	0	66	18	1	5	0	0	0	0	0	0	0	0	90
16:00	1	74	16	2	3	0	0	0	0	0	0	0	0	96
17:00	0	71	25	0	5	0	0	1	0	0	0	0	0	102
18:00	0	55	20	0	1	0	0	0	0	0	0	0	0	76
19:00	0	52	13	0	0	0	0	0	0	0	0	0	0	65
20:00	0	51	12	0	0	0	0	0	0	0	0	0	0	63
21:00	0	41	8	0	0	0	0	0	0	0	0	0	0	49
22:00	0	33	7	0	0	1	0	0	0	0	0	0	0	41
23:00	0	19	2	0	0	0	0	0	0	0	0	0	0	21
Totals	10	882	271	17	53	9	1	6	3	1	4			1257
% of Totals	1%	70%	22%	1%	4%	1%	0%	0%	0%	0%	0%			100%

AM Volumes	8	278	101	10	24	4	1	3	2	1	4	0	0	436
% AM	1%	22%	8%	1%	2%	0%	0%	0%	0%	0%	0%			35%
AM Peak Hour	7:00	7:00	9:00	7:00	7:00	6:00	7:00	7:00	7:00	7:00	8:00			7:00
Volume	8	72	20	4	7	1	1	1	1	1	4			110
PM Volumes	2	604	170	7	29	5	0	3	1	0	0	0	0	821
% PM	0%	48%	14%	1%	2%	0%		0%	0%					65%
PM Peak Hour	14:00	16:00	17:00	14:00	13:00	14:00		14:00	14:00					17:00
Volume	1	74	25	3	6	3		2	1					102

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	189		15%	125		10%	198		16%	745		59%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

Lincoln Rd Bet. Morris St & Hudson Blvd

Day: Tuesday
Date: 8/16/2022

City: Alexandria
Project #: LA22_240057_003s

South Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	8
1:00	0	4	3	0	0	0	0	0	0	0	0	0	0	7
2:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:00	0	2	0	0	0	1	0	0	0	0	0	0	0	3
4:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
5:00	0	4	5	0	0	0	0	0	0	0	0	0	0	9
6:00	0	23	5	4	1	1	0	0	0	0	0	0	0	34
7:00	0	34	5	0	2	0	0	0	0	0	0	0	0	41
8:00	2	41	22	2	5	2	0	0	0	0	0	0	0	74
9:00	0	34	21	0	3	1	0	1	0	0	0	0	0	60
10:00	0	33	12	0	1	2	0	0	0	0	0	0	0	48
11:00	1	40	12	1	3	0	0	2	0	0	0	0	0	59
12:00 PM	0	26	10	0	3	0	0	0	0	0	0	0	0	39
13:00	0	42	9	0	5	0	0	0	0	0	0	0	0	56
14:00	0	45	15	3	3	0	0	1	0	0	0	0	0	67
15:00	0	76	20	2	5	0	0	0	0	0	0	0	0	103
16:00	0	61	14	1	1	0	0	0	0	0	0	0	0	77
17:00	0	41	11	0	4	0	0	0	0	0	0	0	0	56
18:00	0	61	20	0	3	0	0	0	0	0	0	0	0	84
19:00	1	38	13	0	1	0	0	1	0	0	0	0	0	54
20:00	0	42	10	0	1	0	0	0	0	0	0	0	0	53
21:00	0	30	4	0	0	0	0	0	0	0	0	0	0	34
22:00	0	13	3	0	0	0	0	0	0	0	0	0	0	16
23:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10
Totals	**4**	**714**	**217**	**13**	**41**	**7**		**5**						**1001**
% of Totals	0%	71%	22%	1%	4%	1%		0%						100%

AM Volumes	3	229	88	7	15	7	0	3	0	0	0	0	0	352
% AM	0%	23%	9%	1%	1%	1%		0%						35%
AM Peak Hour	8:00	8:00	8:00	6:00	8:00	8:00		11:00						8:00
Volume	2	41	22	4	5	2		2						74
PM Volumes	1	485	129	6	26	0	0	2	0	0	0	0	0	649
% PM	0%	48%	13%	1%	3%			0%						65%
PM Peak Hour	19:00	15:00	15:00	14:00	13:00			14:00						15:00
Volume	1	76	20	3	5			1						103

Directional Peak Periods	**AM 7-9**			**NOON 12-2**			**PM 4-6**			**Off Peak Volumes**		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	115		11%	95		9%	133		13%	658		66%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

Lincoln Rd Bet. Morris St & Hudson Blvd

Day: Tuesday
Date: 8/16/2022

City: Alexandria
Project #: LA22_240057_003

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	15	4	0	0	0	0	0	0	0	0	0	0	19
1:00	0	5	5	0	1	0	0	0	0	0	0	0	0	11
2:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
3:00	0	4	1	0	0	1	0	0	0	0	0	0	0	6
4:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11
5:00	0	12	14	0	1	0	0	0	0	0	0	0	0	27
6:00	0	52	15	7	5	2	0	0	0	0	0	0	0	81
7:00	8	106	20	4	9	0	1	1	1	1	0	0	0	151
8:00	2	95	32	5	10	3	0	1	1	0	4	0	0	153
9:00	0	64	41	0	5	2	0	1	0	0	0	0	0	113
10:00	0	59	26	0	3	2	0	0	0	0	0	0	0	90
11:00	1	81	28	1	5	1	0	3	0	0	0	0	0	120
12:00 PM	0	67	20	0	7	1	0	0	0	0	0	0	0	95
13:00	0	87	26	1	11	0	0	0	0	0	0	0	0	125
14:00	1	101	37	6	8	3	0	3	1	0	0	0	0	160
15:00	0	142	38	3	10	0	0	0	0	0	0	0	0	193
16:00	1	135	30	3	4	0	0	0	0	0	0	0	0	173
17:00	0	112	36	0	9	0	0	1	0	0	0	0	0	158
18:00	0	116	40	0	4	0	0	0	0	0	0	0	0	160
19:00	1	90	26	0	1	0	0	1	0	0	0	0	0	119
20:00	0	93	22	0	1	0	0	0	0	0	0	0	0	116
21:00	0	71	12	0	0	0	0	0	0	0	0	0	0	83
22:00	0	46	10	0	0	1	0	0	0	0	0	0	0	57
23:00	0	29	2	0	0	0	0	0	0	0	0	0	0	31
Totals	14	1596	488	30	94	16	1	11	3	1	4			2258
% of Totals	1%	71%	22%	1%	4%	1%	0%	0%	0%	0%	0%			100%

AM Volumes	11	507	189	17	39	11	1	6	2	1	4	0	0	788
% AM	0%	22%	8%	1%	2%	0%	0%	0%	0%	0%	0%			35%
AM Peak Hour	7:00	7:00	9:00	6:00	8:00	8:00	7:00	11:00	7:00	7:00	8:00			8:00
Volume	8	106	41	7	10	3	1	3	1	1	4			153
PM Volumes	3	1089	299	13	55	5	0	5	1	0	0	0	0	1470
% PM	0%	48%	13%	1%	2%	0%		0%	0%					65%
PM Peak Hour	14:00	15:00	18:00	14:00	13:00	14:00		14:00	14:00					15:00
Volume	1	142	40	6	11	3		3	1					193

Directional Peak Periods All Classes	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	304		13%	220		10%	331		15%	1403		62%

Classification Definitions

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2 Passenger Cars
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4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

VOLUME

Lincoln Rd Bet. Morris St & Hudson Blvd

Day: Tuesday
Date: 8/16/2022

City: Alexandria
Project #: LA22_240057_003

DAILY TOTALS	NB	SB	EB	WB	Total
	1,257	1,001	0	0	2,258

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
0:00	5		3		0	0	8		12:00	11		14		0	0	25	
0:15	1		2		0	0	3		12:15	18		7		0	0	25	
0:30	5		1		0	0	6		12:30	12		10		0	0	22	
0:45	0	11	2	8	0	0	2	19	12:45	15	56	8	39	0	0	23	95
1:00	0		1		0	0	1		13:00	19		13		0	0	32	
1:15	1		1		0	0	2		13:15	16		18		0	0	34	
1:30	1		1		0	0	2		13:30	21		15		0	0	36	
1:45	2	4	4	7	0	0	6	11	13:45	13	69	10	56	0	0	23	125
2:00	2		0		0	0	2		14:00	15		15		0	0	30	
2:15	1		0		0	0	1		14:15	20		12		0	0	32	
2:30	1		2		0	0	3		14:30	16		16		0	0	32	
2:45	0	4	0	2	0	0		6	14:45	42	93	24	67	0	0	66	160
3:00	1		0		0	0	1		15:00	31		39		0	0	70	
3:15	0		0		0	0			15:15	26		22		0	0	48	
3:30	1		2		0	0	3		15:30	15		23		0	0	38	
3:45	1	3	1	3	0	0	2	6	15:45	18	90	19	103	0	0	37	193
4:00	1		2		0	0	3		16:00	17		16		0	0	33	
4:15	1		1		0	0	2		16:15	37		20		0	0	57	
4:30	1		1		0	0	2		16:30	19		27		0	0	46	
4:45	1	4	3	7	0	0	4	11	16:45	23	96	14	77	0	0	37	173
5:00	2		1		0	0	3		17:00	25		13		0	0	38	
5:15	2		2		0	0	4		17:15	24		18		0	0	42	
5:30	4		4		0	0	8		17:30	21		14		0	0	35	
5:45	10	18	2	9	0	0	12	27	17:45	32	102	11	56	0	0	43	158
6:00	6		3		0	0	9		18:00	20		15		0	0	35	
6:15	13		8		0	0	21		18:15	21		19		0	0	40	
6:30	10		12		0	0	22		18:30	18		21		0	0	39	
6:45	18	47	11	34	0	0	29	81	18:45	17	76	29	84	0	0	46	160
7:00	21		6		0	0	27		19:00	17		17		0	0	34	
7:15	21		12		0	0	33		19:15	18		14		0	0	32	
7:30	16		10		0	0	26		19:30	16		12		0	0	28	
7:45	52	110	13	41	0	0	65	151	19:45	14	65	11	54	0	0	25	119
8:00	46		31		0	0	77		20:00	13		10		0	0	23	
8:15	11		16		0	0	27		20:15	24		23		0	0	47	
8:30	12		12		0	0	24		20:30	15		11		0	0	26	
8:45	10	79	15	74	0	0	25	153	20:45	11	63	9	53	0	0	20	116
9:00	12		15		0	0	27		21:00	11		13		0	0	24	
9:15	14		16		0	0	30		21:15	15		11		0	0	26	
9:30	13		12		0	0	25		21:30	10		6		0	0	16	
9:45	14	53	17	60	0	0	31	113	21:45	13	49	4	34	0	0	17	83
10:00	9		18		0	0	27		22:00	10		2		0	0	12	
10:15	10		11		0	0	21		22:15	3		4		0	0	7	
10:30	14		10		0	0	24		22:30	16		5		0	0	21	
10:45	9	42	9	48	0	0	18	90	22:45	12	41	5	16	0	0	17	57
11:00	14		12		0	0	26		23:00	8		2		0	0	10	
11:15	19		19		0	0	38		23:15	4		2		0	0	6	
11:30	14		12		0	0	26		23:30	3		3		0	0	6	
11:45	14	61	16	59	0	0	30	120	23:45	6	21	3	10	0	0	9	31
TOTALS		436		352				788	TOTALS		821		649				1470
SPLIT %		55.3%		44.7%				34.9%	SPLIT %		55.9%		44.1%				65.1%

DAILY TOTALS	NB	SB	EB	WB	Total
	1,257	1,001	0	0	2,258

AM Peak Hour	7:15	8:00					7:15		PM Peak Hour	14:30	14:45					14:45		
AM Pk Volume	135	74					201		PM Pk Volume	115	108					222		
Pk Hr Factor	0.649	0.597					0.653		Pk Hr Factor	0.685	0.692					0.793		
7 - 9 Volume	189	115	0	0			304		4 - 6 Volume	198	133	0	0			331		
7 - 9 Peak Hour	7:15	8:00					7:15		4 - 6 Peak Hour	16:15	16:00					16:15		
7 - 9 Pk Volume	135	74	0	0			201		4 - 6 Pk Volume	104	77	0	0			178		
Pk Hr Factor	0.649	0.597	0.000	0.000			0.653		Pk Hr Factor	0.703	0.713	0.000	0.000			0.781		

Prepared by National Data & Surveying Services

CLASSIFICATION

Lincoln Rd Bet. Morris St & Hudson Blvd

Day: Wednesday
Date: 8/17/2022

City: Alexandria
Project #: LA22_240057_003n

North Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	15	3	0	0	0	0	0	0	0	0	0	0	18
1:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
2:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
3:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
4:00	0	5	0	0	1	0	0	0	0	0	0	0	0	6
5:00	0	13	8	0	0	1	0	0	0	0	0	0	0	22
6:00	0	22	8	2	4	0	0	0	0	0	0	0	0	36
7:00	4	70	21	5	3	2	0	5	0	0	0	0	0	110
8:00	0	48	14	3	5	2	0	1	1	0	1	0	0	75
9:00	0	37	7	0	1	1	0	1	0	0	0	0	0	47
10:00	0	44	10	0	4	0	0	0	0	0	0	0	0	58
11:00	0	28	15	0	3	0	0	1	0	0	0	0	0	47
12:00 PM	0	42	13	1	3	0	0	0	1	0	0	0	0	60
13:00	0	37	16	2	4	0	0	1	0	0	0	0	0	60
14:00	2	63	20	1	8	5	1	1	2	0	1	0	0	104
15:00	1	60	18	1	5	2	1	0	0	0	0	0	0	88
16:00	0	75	21	4	2	0	0	0	0	0	0	0	0	102
17:00	0	68	20	0	4	0	0	0	0	0	0	0	0	92
18:00	0	59	26	0	4	0	0	1	0	0	0	0	0	90
19:00	0	61	15	0	0	0	0	0	0	0	0	0	0	76
20:00	0	43	11	0	2	0	0	0	0	0	0	0	0	56
21:00	0	29	6	0	0	0	0	0	0	0	0	0	0	35
22:00	0	24	8	0	1	0	0	0	0	0	0	0	0	33
23:00	0	24	1	0	0	0	0	0	0	0	0	0	0	25
Totals	**7**	**879**	**266**	**19**	**54**	**13**	**2**	**11**	**4**		**2**			**1257**
% of Totals	1%	70%	21%	2%	4%	1%	0%	1%	0%		0%			100%

AM Volumes	4	294	91	10	21	6	0	8	1	0	1	0	0	436
% AM	0%	23%	7%	1%	2%	0%		1%	0%		0%			35%
AM Peak Hour	7:00	7:00	7:00	7:00	8:00	7:00		7:00	8:00		8:00			7:00
Volume	4	70	21	5	5	2		5	1		1			110
PM Volumes	3	585	175	9	33	7	2	3	3	0	1	0	0	821
% PM	0%	47%	14%	1%	3%	1%	0%	0%	0%		0%			65%
PM Peak Hour	14:00	16:00	18:00	16:00	14:00	14:00	14:00	13:00	14:00		14:00			14:00
Volume	2	75	26	4	8	5	1	1	2		1			104

Directional Peak Periods	**AM 7-9**			**NOON 12-2**			**PM 4-6**			**Off Peak Volumes**		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	185		15%	120		10%	194		15%	758		60%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

Lincoln Rd Bet. Morris St & Hudson Blvd

Day: Wednesday
Date: 8/17/2022

City: Alexandria
Project #: LA22_240057_003s

South Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	8
1:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
2:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
3:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
4:00	0	6	3	0	0	1	0	0	0	0	0	0	0	10
5:00	0	6	4	0	0	0	0	0	0	0	0	0	0	10
6:00	0	18	3	2	0	0	0	0	0	0	0	0	0	23
7:00	1	49	10	2	1	0	0	0	0	0	0	0	0	63
8:00	0	36	14	1	6	0	0	0	0	0	0	0	0	57
9:00	0	23	8	0	0	0	0	1	0	0	0	0	0	32
10:00	0	29	10	0	3	2	0	0	0	0	0	0	0	44
11:00	0	32	10	0	6	0	0	0	0	0	0	0	0	48
12:00 PM	0	31	13	0	5	0	0	0	0	0	0	0	0	49
13:00	0	32	14	0	2	0	0	1	0	0	0	0	0	49
14:00	0	40	16	4	2	0	0	0	0	0	0	0	0	62
15:00	0	79	20	2	4	0	0	0	0	0	0	0	0	105
16:00	0	59	21	0	2	0	0	1	0	0	0	0	0	83
17:00	0	54	22	0	1	0	0	1	0	0	0	0	0	78
18:00	0	51	17	0	1	0	0	0	0	0	0	0	0	69
19:00	0	49	12	0	2	0	0	0	0	0	0	0	0	63
20:00	0	39	9	0	2	0	0	0	0	0	0	0	0	50
21:00	0	26	3	0	0	0	0	0	0	0	0	0	0	29
22:00	0	17	4	0	0	0	0	0	0	0	0	0	0	21
23:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
Totals	**1**	**703**	**222**	**11**	**37**	**3**		**4**						**981**
% of Totals	0%	72%	23%	1%	4%	0%		0%						100%

AM Volumes	1	216	70	5	16	3	0	1	0	0	0	0	0	312
% AM	0%	22%	7%	1%	2%	0%		0%						32%
AM Peak Hour	7:00	7:00	8:00	6:00	8:00	10:00		9:00						7:00
Volume	1	49	14	2	6	2		1						63
PM Volumes	0	487	152	6	21	0	0	3	0	0	0	0	0	669
% PM		50%	15%	1%	2%			0%						68%
PM Peak Hour		15:00	17:00	14:00	12:00			13:00						15:00
Volume		79	22	4	5			1						105

Directional Peak Periods	**AM 7-9**			**NOON 12-2**			**PM 4-6**			**Off Peak Volumes**		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	120		12%	98		10%	161		16%	602		61%

Classification Definitions

1 Motorcycles
2 Passenger Cars
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4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

Lincoln Rd Bet. Morris St & Hudson Blvd

Day: Wednesday
Date: 8/17/2022

City: Alexandria
Project #: LA22_240057_003

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	21	5	0	0	0	0	0	0	0	0	0	0	26
1:00	0	12	3	0	0	0	0	0	0	0	0	0	0	15
2:00	0	5	4	0	0	0	0	0	0	0	0	0	0	9
3:00	0	6	4	0	0	0	0	0	0	0	0	0	0	10
4:00	0	11	3	0	1	1	0	0	0	0	0	0	0	16
5:00	0	19	12	0	0	1	0	0	0	0	0	0	0	32
6:00	0	40	11	4	4	0	0	0	0	0	0	0	0	59
7:00	5	119	31	7	4	2	0	5	0	0	0	0	0	173
8:00	0	84	28	4	11	2	0	1	1	0	1	0	0	132
9:00	0	60	15	0	1	1	0	2	0	0	0	0	0	79
10:00	0	73	20	0	7	2	0	0	0	0	0	0	0	102
11:00	0	60	25	0	9	0	0	1	0	0	0	0	0	95
12:00 PM	0	73	26	1	8	0	0	0	1	0	0	0	0	109
13:00	0	69	30	2	6	0	0	2	0	0	0	0	0	109
14:00	2	103	36	5	10	5	1	1	2	0	1	0	0	166
15:00	1	139	38	3	9	2	1	0	0	0	0	0	0	193
16:00	0	134	42	4	4	0	0	1	0	0	0	0	0	185
17:00	0	122	42	0	5	0	0	1	0	0	0	0	0	170
18:00	0	110	43	0	5	0	0	1	0	0	0	0	0	159
19:00	0	110	27	0	2	0	0	0	0	0	0	0	0	139
20:00	0	82	20	0	4	0	0	0	0	0	0	0	0	106
21:00	0	55	9	0	0	0	0	0	0	0	0	0	0	64
22:00	0	41	12	0	1	0	0	0	0	0	0	0	0	54
23:00	0	34	2	0	0	0	0	0	0	0	0	0	0	36
Totals	8	1582	488	30	91	16	2	15	4		2			2238
% of Totals	0%	71%	22%	1%	4%	1%	0%	1%	0%		0%			100%

AM Volumes	5	510	161	15	37	9	0	9	1	0	1	0	0	748
% AM	0%	23%	7%	1%	2%	0%		0%	0%		0%			33%
AM Peak Hour	7:00	7:00	7:00	7:00	8:00	7:00		7:00	8:00		8:00			7:00
Volume	5	119	31	7	11	2		5	1		1			173
PM Volumes	3	1072	327	15	54	7	2	6	3	0	1	0	0	1490
% PM	0%	48%	15%	1%	2%	0%	0%	0%	0%		0%			67%
PM Peak Hour	14:00	15:00	18:00	14:00	14:00	14:00	14:00	13:00	14:00		14:00			15:00
Volume	2	139	43	5	10	5	1	2	2		1			193

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	305		14%	218		10%	355		16%	1360		61%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

VOLUME

Lincoln Rd Bet. Morris St & Hudson Blvd

Day: Wednesday
Date: 8/17/2022

City: Alexandria
Project #: LA22_240057_003

DAILY TOTALS	NB	SB	EB	WB	Total
	1,257	981	0	0	2,238

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
0:00	3		2		0	0	5		12:00	17		10		0	0	27	
0:15	4		1		0	0	5		12:15	16		16		0	0	32	
0:30	6		2		0	0	8		12:30	10		11		0	0	21	
0:45	5	18	3	8	0	0	8	26	12:45	17	60	12	49	0	0	29	109
1:00	2		1		0	0	3		13:00	16		13		0	0	29	
1:15	5		1		0	0	6		13:15	10		14		0	0	24	
1:30	0		4		0	0	4		13:30	16		8		0	0	24	
1:45	1	8	1	7	0	0	2	15	13:45	18	60	14	49	0	0	32	109
2:00	2		1		0	0	3		14:00	17		17		0	0	34	
2:15	3		1		0	0	4		14:15	27		11		0	0	38	
2:30	0		1		0	0	1		14:30	17		18		0	0	35	
2:45	1	6	0	3	0	0	1	9	14:45	43	104	16	62	0	0	59	166
3:00	1		2		0	0	3		15:00	36		46		0	0	82	
3:15	1		0		0	0	1		15:15	18		23		0	0	41	
3:30	0		4		0	0	4		15:30	12		22		0	0	34	
3:45	1	3	1	7	0	0	2	10	15:45	22	88	14	105	0	0	36	193
4:00	1		3		0	0	4		16:00	23		25		0	0	48	
4:15	2		3		0	0	5		16:15	23		19		0	0	42	
4:30	0		0		0	0			16:30	27		19		0	0	46	
4:45	3	6	4	10	0	0	7	16	16:45	29	102	20	83	0	0	49	185
5:00	3		2		0	0	5		17:00	21		22		0	0	43	
5:15	2		1		0	0	3		17:15	27		16		0	0	43	
5:30	8		1		0	0	9		17:30	23		29		0	0	52	
5:45	9	22	6	10	0	0	15	32	17:45	21	92	11	78	0	0	32	170
6:00	5		4		0	0	9		18:00	21		14		0	0	35	
6:15	9		3		0	0	12		18:15	23		23		0	0	46	
6:30	6		7		0	0	13		18:30	25		15		0	0	40	
6:45	16	36	9	23	0	0	25	59	18:45	21	90	17	69	0	0	38	159
7:00	27		7		0	0	34		19:00	15		17		0	0	32	
7:15	20		18		0	0	38		19:15	26		16		0	0	42	
7:30	19		13		0	0	32		19:30	19		13		0	0	32	
7:45	44	110	25	63	0	0	69	173	19:45	16	76	17	63	0	0	33	139
8:00	37		27		0	0	64		20:00	12		12		0	0	24	
8:15	12		8		0	0	20		20:15	13		14		0	0	27	
8:30	15		10		0	0	25		20:30	16		15		0	0	31	
8:45	11	75	12	57	0	0	23	132	20:45	15	56	9	50	0	0	24	106
9:00	10		6		0	0	16		21:00	9		8		0	0	17	
9:15	9		11		0	0	20		21:15	7		5		0	0	12	
9:30	12		6		0	0	18		21:30	11		11		0	0	22	
9:45	16	47	9	32	0	0	25	79	21:45	8	35	5	29	0	0	13	64
10:00	14		8		0	0	22		22:00	10		8		0	0	18	
10:15	9		12		0	0	21		22:15	4		6		0	0	10	
10:30	18		13		0	0	31		22:30	11		3		0	0	14	
10:45	17	58	11	44	0	0	28	102	22:45	8	33	4	21	0	0	12	54
11:00	17		10		0	0	27		23:00	9		3		0	0	12	
11:15	9		12		0	0	21		23:15	7		5		0	0	12	
11:30	9		12		0	0	21		23:30	5		2		0	0	7	
11:45	12	47	14	48	0	0	26	95	23:45	4	25	1	11	0	0	5	36
TOTALS		436		312				748	TOTALS		821		669				1490
SPLIT %		58.3%		41.7%				33.4%	SPLIT %		55.1%		44.9%				66.6%

DAILY TOTALS	NB	SB	EB	WB	Total
	1,257	981	0	0	2,238

AM Peak Hour	7:15	7:15					7:15		PM Peak Hour	14:15	14:45					14:30		
AM Pk Volume	120	83					203		PM Pk Volume	123	107					217		
Pk Hr Factor	0.682	0.769					0.736		Pk Hr Factor	0.715	0.582					0.662		
7 - 9 Volume	185	120	0	0			305		4 - 6 Volume	194	161	0	0			355		
7 - 9 Peak Hour	7:15	7:15					7:15		4 - 6 Peak Hour	16:30	16:45					16:45		
7 - 9 Pk Volume	120	83	0	0			203		4 - 6 Pk Volume	104	87	0	0			187		
Pk Hr Factor	0.682	0.769	0.000	0.000			0.736		Pk Hr Factor	0.897	0.750	0.000	0.000			0.899		

Prepared by National Data & Surveying Services

CLASSIFICATION

Lincoln Rd Bet. Morris St & Hudson Blvd

Day: Thursday
Date: 8/18/2022

City: Alexandria
Project #: LA22_240057_003n

North Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	12	3	0	0	0	0	0	0	0	0	0	0	15
1:00	0	6	6	0	1	0	0	0	0	0	0	0	0	13
2:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
3:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
4:00	0	2	3	0	1	0	0	0	0	0	0	0	0	6
5:00	0	6	8	0	0	0	0	0	0	0	0	0	0	14
6:00	0	30	13	2	5	0	0	0	0	0	0	0	0	50
7:00	1	60	15	4	3	1	0	4	1	0	0	0	0	89
8:00	0	61	15	1	6	2	0	1	0	0	0	0	0	86
9:00	1	37	18	0	2	3	0	0	0	0	0	0	0	61
10:00	1	43	17	0	9	0	0	0	0	0	0	0	0	70
11:00	0	30	17	0	2	1	0	0	0	0	0	0	0	50
12:00 PM	0	37	17	0	6	0	0	0	0	0	0	0	0	60
13:00	0	52	23	1	2	2	0	0	0	0	0	0	0	80
14:00	0	64	12	0	6	3	2	1	2	0	0	0	0	90
15:00	0	71	18	1	5	0	0	0	0	0	0	0	0	95
16:00	0	71	21	2	5	0	0	0	0	0	0	0	0	99
17:00	1	70	29	0	4	0	0	0	0	0	0	0	0	104
18:00	0	50	8	0	1	0	0	0	0	0	0	0	0	59
19:00	0	50	14	0	1	0	0	0	0	0	0	0	0	65
20:00	0	40	12	0	1	0	0	0	0	0	0	0	0	53
21:00	1	38	6	0	1	0	0	0	0	0	0	0	0	46
22:00	0	30	4	0	0	0	0	0	0	0	0	0	0	34
23:00	0	25	6	0	0	0	0	0	0	0	0	0	0	31
Totals	**5**	**890**	**287**	**11**	**61**	**12**	**2**	**6**	**3**					**1277**
% of Totals	0%	70%	22%	1%	5%	1%	0%	0%	0%					100%

AM Volumes	3	292	117	7	29	7	0	5	1	0	0	0	0	461
% AM	0%	23%	9%	1%	2%	1%		0%	0%					36%
AM Peak Hour	7:00	8:00	9:00	7:00	10:00	9:00		7:00	7:00					7:00
Volume	1	61	18	4	9	3		4	1					89
PM Volumes	2	598	170	4	32	5	2	1	2	0	0	0	0	816
% PM	0%	47%	13%	0%	3%	0%	0%	0%	0%					64%
PM Peak Hour	17:00	15:00	17:00	16:00	12:00	14:00	14:00	14:00	14:00					17:00
Volume	1	71	29	2	6	3	2	1	2					104

Directional Peak Periods All Classes	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	175		14%	140		11%	203		16%	759		59%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

Lincoln Rd Bet. Morris St & Hudson Blvd

Day: Thursday
Date: 8/18/2022

City: Alexandria
Project #: LA22_240057_003s

South Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	7	0	2	0	0	0	0	0	0	0	0	0	9
1:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
2:00	0	4	1	0	1	1	0	0	0	0	0	0	0	7
3:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
4:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
5:00	0	3	6	0	0	0	0	0	0	0	0	0	0	9
6:00	0	17	5	4	2	0	0	0	0	0	0	0	0	28
7:00	1	43	11	0	2	0	1	0	0	0	0	0	0	58
8:00	0	42	22	1	6	0	0	0	0	0	0	0	0	71
9:00	0	31	12	0	1	0	0	0	0	1	0	0	0	45
10:00	0	21	11	0	3	0	0	0	0	0	0	0	0	35
11:00	0	34	14	0	3	0	0	0	0	0	0	0	0	51
12:00 PM	0	25	21	0	3	0	0	0	0	0	0	0	0	49
13:00	0	31	17	0	2	0	0	0	0	0	0	0	0	50
14:00	1	41	24	2	3	1	0	0	0	0	0	0	0	72
15:00	0	79	25	2	4	2	0	0	0	0	0	0	0	112
16:00	0	51	20	2	4	0	0	0	0	0	0	0	0	77
17:00	0	44	13	0	2	0	0	0	0	0	0	0	0	59
18:00	0	42	16	0	1	0	0	0	0	0	0	0	0	59
19:00	0	44	11	0	1	1	0	0	0	0	0	0	0	57
20:00	0	35	8	0	1	0	0	0	0	0	0	0	0	44
21:00	0	23	9	0	1	0	0	0	0	0	0	0	0	33
22:00	0	25	2	0	0	0	0	0	0	0	0	0	0	27
23:00	0	19	6	0	0	0	0	0	0	0	0	0	0	25
Totals	2	672	258	13	40	5	1			1				992
% of Totals	0%	68%	26%	1%	4%	1%	0%			0%				100%

AM Volumes	1	213	86	7	18	1	1	0	0	1	0	0	0	328
% AM	0%	21%	9%	1%	2%	0%	0%			0%				33%
AM Peak Hour	7:00	7:00	8:00	6:00	8:00	2:00	7:00			9:00				8:00
Volume	1	43	22	4	6	1	1			1				71
PM Volumes	1	459	172	6	22	4	0	0	0	0	0	0	0	664
% PM	0%	46%	17%	1%	2%	0%								67%
PM Peak Hour	14:00	15:00	15:00	14:00	15:00	15:00								15:00
Volume	1	79	25	2	4	2								112

Directional Peak Periods All Classes	AM 7-9 Volume	AM 7-9 %	NOON 12-2 Volume	NOON 12-2 %	PM 4-6 Volume	PM 4-6 %	Off Peak Volumes Volume	Off Peak Volumes %
	129	13%	99	10%	136	14%	628	63%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

Lincoln Rd Bet. Morris St & Hudson Blvd

Day: Thursday
Date: 8/18/2022

City: Alexandria
Project #: LA22_240057_003

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	19	3	2	0	0	0	0	0	0	0	0	0	24
1:00	0	8	7	0	1	0	0	0	0	0	0	0	0	16
2:00	0	7	2	0	1	1	0	0	0	0	0	0	0	11
3:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
4:00	0	7	5	0	1	0	0	0	0	0	0	0	0	13
5:00	0	9	14	0	0	0	0	0	0	0	0	0	0	23
6:00	0	47	18	6	7	0	0	0	0	0	0	0	0	78
7:00	2	103	26	4	5	1	1	4	1	0	0	0	0	147
8:00	0	103	37	2	12	2	0	1	0	0	0	0	0	157
9:00	1	68	30	0	3	3	0	0	0	1	0	0	0	106
10:00	1	64	28	0	12	0	0	0	0	0	0	0	0	105
11:00	0	64	31	0	5	1	0	0	0	0	0	0	0	101
12:00 PM	0	62	38	0	9	0	0	0	0	0	0	0	0	109
13:00	0	83	40	1	4	2	0	0	0	0	0	0	0	130
14:00	1	105	36	2	9	4	2	1	2	0	0	0	0	162
15:00	0	150	43	3	9	2	0	0	0	0	0	0	0	207
16:00	0	122	41	4	9	0	0	0	0	0	0	0	0	176
17:00	1	114	42	0	6	0	0	0	0	0	0	0	0	163
18:00	0	92	24	0	2	0	0	0	0	0	0	0	0	118
19:00	0	94	25	0	2	1	0	0	0	0	0	0	0	122
20:00	0	75	20	0	2	0	0	0	0	0	0	0	0	97
21:00	1	61	15	0	2	0	0	0	0	0	0	0	0	79
22:00	0	55	6	0	0	0	0	0	0	0	0	0	0	61
23:00	0	44	12	0	0	0	0	0	0	0	0	0	0	56
Totals	7	1562	545	24	101	17	3	6	3	1				2269
% of Totals	0%	69%	24%	1%	4%	1%	0%	0%	0%	0%				100%

AM Volumes	4	505	203	14	47	8	1	5	1	1	0	0	0	789
% AM	0%	22%	9%	1%	2%	0%	0%	0%	0%	0%				35%
AM Peak Hour	7:00	7:00	8:00	6:00	8:00	9:00	7:00	7:00	7:00	9:00				8:00
Volume	2	103	37	6	12	3	1	4	1	1				157
PM Volumes	3	1057	342	10	54	9	2	1	2	0	0	0	0	1480
% PM	0%	47%	15%	0%	2%	0%	0%	0%	0%					65%
PM Peak Hour	14:00	15:00	15:00	16:00	12:00	14:00	14:00	14:00	14:00					15:00
Volume	1	150	43	4	9	4	2	1	2					207

Directional Peak Periods All Classes	AM 7-9 Volume		%	NOON 12-2 Volume		%	PM 4-6 Volume		%	Off Peak Volumes Volume		%
	304	⟷	13%	239	⟷	11%	339	⟷	15%	1387	⟷	61%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

VOLUME

Lincoln Rd Bet. Morris St & Hudson Blvd

Day: Thursday
Date: 8/18/2022

City: Alexandria
Project #: LA22_240057_003

DAILY TOTALS	NB	SB	EB	WB	Total
	1,277	992	0	0	2,269

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
0:00	5		3		0	0	8		12:00	15		11		0	0	26	
0:15	3		2		0	0	5		12:15	16		10		0	0	26	
0:30	5		3		0	0	8		12:30	19		12		0	0	31	
0:45	2	15	1	9	0	0	3	24	12:45	10	60	16	49	0	0	26	109
1:00	1		0		0	0	1		13:00	17		11		0	0	28	
1:15	3		1		0	0	4		13:15	21		15		0	0	36	
1:30	2		2		0	0	4		13:30	15		10		0	0	25	
1:45	7	13	0	3	0	0	7	16	13:45	27	80	14	50	0	0	41	130
2:00	1		5		0	0	6		14:00	15		17		0	0	32	
2:15	1		0		0	0	1		14:15	13		12		0	0	25	
2:30	2		1		0	0	3		14:30	15		10		0	0	25	
2:45	0	4	1	7	0	0	1	11	14:45	47	90	33	72	0	0	80	162
3:00	1		2		0	0	3		15:00	36		39		0	0	75	
3:15	1		0		0	0	1		15:15	19		37		0	0	56	
3:30	1		0		0	0	1		15:30	16		23		0	0	39	
3:45	0	3	3	5	0	0	3	8	15:45	24	95	13	112	0	0	37	207
4:00	2		1		0	0	3		16:00	25		20		0	0	45	
4:15	1		0		0	0	1		16:15	33		15		0	0	48	
4:30	1		3		0	0	4		16:30	18		27		0	0	45	
4:45	2	6	3	7	0	0	5	13	16:45	23	99	15	77	0	0	38	176
5:00	5		3		0	0	8		17:00	36		19		0	0	55	
5:15	2		2		0	0	4		17:15	22		17		0	0	39	
5:30	3		3		0	0	6		17:30	22		14		0	0	36	
5:45	4	14	1	9	0	0	5	23	17:45	24	104	9	59	0	0	33	163
6:00	7		2		0	0	9		18:00	12		13		0	0	25	
6:15	13		2		0	0	15		18:15	8		15		0	0	23	
6:30	14		11		0	0	25		18:30	17		18		0	0	35	
6:45	16	50	13	28	0	0	29	78	18:45	22	59	13	59	0	0	35	118
7:00	20		8		0	0	28		19:00	18		14		0	0	32	
7:15	16		8		0	0	24		19:15	20		15		0	0	35	
7:30	15		15		0	0	30		19:30	13		15		0	0	28	
7:45	38	89	27	58	0	0	65	147	19:45	14	65	13	57	0	0	27	122
8:00	42		30		0	0	72		20:00	14		20		0	0	34	
8:15	11		18		0	0	29		20:15	14		8		0	0	22	
8:30	17		12		0	0	29		20:30	12		9		0	0	21	
8:45	16	86	11	71	0	0	27	157	20:45	13	53	7	44	0	0	20	97
9:00	11		10		0	0	21		21:00	12		11		0	0	23	
9:15	16		7		0	0	23		21:15	13		15		0	0	28	
9:30	20		14		0	0	34		21:30	5		2		0	0	7	
9:45	14	61	14	45	0	0	28	106	21:45	16	46	5	33	0	0	21	79
10:00	9		8		0	0	17		22:00	6		11		0	0	17	
10:15	22		11		0	0	33		22:15	9		3		0	0	12	
10:30	24		8		0	0	32		22:30	13		9		0	0	22	
10:45	15	70	8	35	0	0	23	105	22:45	6	34	4	27	0	0	10	61
11:00	14		13		0	0	27		23:00	9		10		0	0	19	
11:15	9		13		0	0	22		23:15	5		7		0	0	12	
11:30	12		13		0	0	25		23:30	11		3		0	0	14	
11:45	15	50	12	51	0	0	27	101	23:45	6	31	5	25	0	0	11	56
TOTALS		461		328				**789**	**TOTALS**		816		664				**1480**
SPLIT %		58.4%		41.6%				**34.8%**	**SPLIT %**		55.1%		44.9%				**65.2%**

DAILY TOTALS	NB	SB	EB	WB	Total
	1,277	992	0	0	2,269

AM Peak Hour	7:15	7:30					**7:30**		**PM Peak Hour**	14:45	14:45					**14:45**		
AM Pk Volume	111	90					**196**		**PM Pk Volume**	118	132					**250**		
Pk Hr Factor	0.661	0.750					**0.681**		**Pk Hr Factor**	0.628	0.846					**0.781**		
7 - 9 Volume	175	129	0	0			**304**		**4 - 6 Volume**	203	136	0	0			**339**		
7 - 9 Peak Hour	7:15	7:30					**7:30**		**4 - 6 Peak Hour**	16:15	16:30					**16:15**		
7 - 9 Pk Volume	111	90	0	0			**196**		**4 - 6 Pk Volume**	110	78	0	0			**186**		
Pk Hr Factor	0.661	0.750	0.000	0.000			**0.681**		**Pk Hr Factor**	0.764	0.722	0.000	0.000			**0.845**		

Prepared by National Data & Surveying Services

CLASSIFICATION

Lincoln Rd Bet. Morris St & Hudson Blvd

Day: Friday
Date: 8/19/2022

City: Alexandria
Project #: LA22_240057_003n

North Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	12	3	0	0	0	0	0	0	0	0	0	0	15
1:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11
2:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
3:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
5:00	0	11	8	0	3	0	0	0	0	0	0	0	0	22
6:00	0	27	11	2	5	0	0	1	0	0	0	0	0	46
7:00	1	75	18	4	2	1	0	1	1	1	0	0	0	104
8:00	0	62	19	2	5	1	0	1	1	0	0	0	0	91
9:00	0	29	12	0	4	0	0	0	0	0	0	0	0	45
10:00	0	29	16	0	3	3	0	1	0	0	0	0	0	52
11:00	0	38	15	0	5	1	0	0	0	0	0	0	0	59
12:00 PM	0	49	21	0	5	0	0	1	0	0	0	0	0	76
13:00	0	44	17	1	2	0	0	0	0	0	0	0	0	64
14:00	0	79	18	2	3	5	1	0	2	1	0	0	0	111
15:00	0	79	21	1	2	1	0	0	0	0	0	0	0	104
16:00	0	68	17	1	3	0	0	1	0	0	0	0	0	90
17:00	0	64	19	0	1	0	0	0	0	0	0	0	0	84
18:00	1	57	17	0	1	0	0	0	0	0	0	0	0	76
19:00	0	52	15	0	1	0	0	0	0	0	0	0	0	68
20:00	0	39	14	0	0	0	0	0	0	0	0	0	0	53
21:00	0	50	7	0	0	0	0	0	0	0	0	0	0	57
22:00	0	40	7	0	0	0	0	0	0	0	0	0	0	47
23:00	0	32	6	0	0	0	0	0	0	0	0	0	0	38
Totals	**2**	**952**	**286**	**13**	**45**	**12**	**1**	**6**	**4**	**2**				**1323**
% of Totals	0%	72%	22%	1%	3%	1%	0%	0%	0%	0%				100%

AM Volumes	1	299	107	8	27	6	0	4	2	1	0	0	0	455
% AM	0%	23%	8%	1%	2%	0%		0%	0%	0%				34%
AM Peak Hour	7:00	7:00	8:00	7:00	6:00	10:00		6:00	7:00	7:00				7:00
Volume	1	75	19	4	5	3		1	1	1				104
PM Volumes	1	653	179	5	18	6	1	2	2	1	0	0	0	868
% PM	0%	49%	14%	0%	1%	0%	0%	0%	0%	0%				66%
PM Peak Hour	18:00	14:00	12:00	14:00	12:00	14:00	14:00	12:00	14:00	14:00				14:00
Volume	1	79	21	2	5	5	1	1	2	1				111

Directional Peak Periods	**AM 7-9**			**NOON 12-2**			**PM 4-6**			**Off Peak Volumes**		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	195		15%	140		11%	174		13%	814		62%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

Lincoln Rd Bet. Morris St & Hudson Blvd

Day: Friday
Date: 8/19/2022

City: Alexandria
Project #: LA22_240057_003s

South Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	13	2	1	0	0	0	0	0	0	0	0	0	16
1:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
2:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
3:00	0	3	2	0	0	1	0	0	0	0	0	0	0	6
4:00	0	6	0	0	1	0	0	0	0	0	0	0	0	7
5:00	0	5	4	0	0	0	0	0	0	0	0	0	0	9
6:00	0	19	6	2	0	0	0	0	0	0	0	0	0	27
7:00	0	48	8	3	1	0	0	0	0	0	0	0	0	60
8:00	0	43	18	2	4	0	0	0	0	0	0	0	0	67
9:00	0	28	17	0	1	1	0	0	0	0	0	0	0	47
10:00	0	33	16	0	2	0	1	2	0	0	0	0	0	54
11:00	0	42	15	0	2	0	0	0	0	0	0	0	0	59
12:00 PM	0	37	16	0	3	0	0	0	0	0	0	0	0	56
13:00	0	39	13	0	4	0	0	0	0	0	0	0	0	56
14:00	5	36	14	1	0	0	0	0	0	0	0	0	0	56
15:00	0	79	41	2	3	0	0	0	0	0	0	0	0	125
16:00	0	56	15	0	1	0	0	0	0	0	0	0	0	72
17:00	0	43	16	0	2	0	0	0	0	0	0	0	0	61
18:00	0	52	22	0	1	0	0	0	0	0	0	0	0	75
19:00	0	35	13	0	1	0	0	0	0	0	0	0	0	49
20:00	1	36	9	0	1	0	0	0	0	0	0	0	0	47
21:00	0	43	9	0	2	0	0	0	0	0	0	0	0	54
22:00	0	28	3	0	0	0	0	0	0	0	0	0	0	31
23:00	0	14	5	3	0	0	0	0	0	0	0	0	0	22
Totals	6	748	266	14	29	2	1	2						1068
% of Totals	1%	70%	25%	1%	3%	0%	0%	0%						100%

AM Volumes	0	250	90	8	11	2	1	2	0	0	0	0	0	364
% AM		23%	8%	1%	1%	0%	0%	0%						34%
AM Peak Hour		7:00	8:00	7:00	8:00	3:00	10:00	10:00						8:00
Volume		48	18	3	4	1	1	2						67
PM Volumes	6	498	176	6	18	0	0	0	0	0	0	0	0	704
% PM	1%	47%	16%	1%	2%									66%
PM Peak Hour	14:00	15:00	15:00	23:00	13:00									15:00
Volume	5	79	41	3	4									125

Directional Peak Periods All Classes	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	127		12%	112		10%	133		12%	696		65%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

Lincoln Rd Bet. Morris St & Hudson Blvd

Day: Friday
Date: 8/19/2022

City: Alexandria
Project #: LA22_240057_003

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	25	5	1	0	0	0	0	0	0	0	0	0	31
1:00	0	16	2	0	0	0	0	0	0	0	0	0	0	18
2:00	0	7	3	0	0	0	0	0	0	0	0	0	0	10
3:00	0	4	2	0	0	1	0	0	0	0	0	0	0	7
4:00	0	8	2	0	1	0	0	0	0	0	0	0	0	11
5:00	0	16	12	0	3	0	0	0	0	0	0	0	0	31
6:00	0	46	17	4	5	0	0	1	0	0	0	0	0	73
7:00	1	123	26	7	3	1	0	1	1	1	0	0	0	164
8:00	0	105	37	4	9	1	0	1	1	0	0	0	0	158
9:00	0	57	29	0	5	1	0	0	0	0	0	0	0	92
10:00	0	62	32	0	5	3	1	3	0	0	0	0	0	106
11:00	0	80	30	0	7	1	0	0	0	0	0	0	0	118
12:00 PM	0	86	37	0	8	0	0	1	0	0	0	0	0	132
13:00	0	83	30	1	6	0	0	0	0	0	0	0	0	120
14:00	5	115	32	3	3	5	1	0	2	1	0	0	0	167
15:00	0	158	62	3	5	1	0	0	0	0	0	0	0	229
16:00	0	124	32	1	4	0	0	1	0	0	0	0	0	162
17:00	0	107	35	0	3	0	0	0	0	0	0	0	0	145
18:00	1	109	39	0	2	0	0	0	0	0	0	0	0	151
19:00	0	87	28	0	2	0	0	0	0	0	0	0	0	117
20:00	1	75	23	0	1	0	0	0	0	0	0	0	0	100
21:00	0	93	16	0	2	0	0	0	0	0	0	0	0	111
22:00	0	68	10	0	0	0	0	0	0	0	0	0	0	78
23:00	0	46	11	3	0	0	0	0	0	0	0	0	0	60
Totals	8	1700	552	27	74	14	2	8	4	2				2391
% of Totals	0%	71%	23%	1%	3%	1%	0%	0%	0%	0%				100%

AM Volumes	1	549	197	16	38	8	1	6	2	1	0	0	0	819
% AM	0%	23%	8%	1%	2%	0%	0%	0%	0%	0%				34%
AM Peak Hour	7:00	7:00	8:00	7:00	8:00	10:00	10:00	10:00	7:00	7:00				7:00
Volume	1	123	37	7	9	3	1	3	1	1				164
PM Volumes	7	1151	355	11	36	6	1	2	2	1	0	0	0	1572
% PM	0%	48%	15%	0%	2%	0%	0%	0%	0%	0%				66%
PM Peak Hour	14:00	15:00	15:00	14:00	12:00	14:00	14:00	12:00	14:00	14:00				15:00
Volume	5	158	62	3	8	5	1	1	2	1				229

Directional Peak Periods All Classes	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	322		13%	252		11%	307		13%	1510		63%

Classification Definitions

1. Motorcycles
2. Passenger Cars
3. 2-Axle, 4-Tire Single Units
4. Buses
5. 2-Axle, 6-Tire Single Units
6. 3-Axle Single Units
7. > =4-Axle Single Units
8. <=4-Axle Single Trailers
9. 5-Axle Single Trailers
10. >=6-Axle Single Trailers
11. <=5-Axle Multi-Trailers
12. 6-Axle Multi-Trailers
13. >=7-Axle Multi-Trailers

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

VOLUME

Lincoln Rd Bet. Morris St & Hudson Blvd

Day: Friday
Date: 8/19/2022

City: Alexandria
Project #: LA22_240057_003

DAILY TOTALS	NB	SB	EB	WB	Total
	1,323	1,068	0	0	2,391

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
0:00	8		7		0	0	15		12:00	17		10		0	0	27	
0:15	2		4		0	0	6		12:15	13		14		0	0	27	
0:30	3		3		0	0	6		12:30	21		16		0	0	37	
0:45	2	15	2	16	0	0	4	31	12:45	25	76	16	56	0	0	41	132
1:00	4		5		0	0	9		13:00	16		11		0	0	27	
1:15	3		0		0	0	3		13:15	16		17		0	0	33	
1:30	2		2		0	0	4		13:30	10		17		0	0	27	
1:45	2	11	0	7	0	0	2	18	13:45	22	64	11	56	0	0	33	120
2:00	0		2		0	0	2		14:00	15		11		0	0	26	
2:15	0		0		0	0			14:15	15		12		0	0	27	
2:30	4		2		0	0	6		14:30	20		15		0	0	35	
2:45	1	5	1	5	0	0	2	10	14:45	61	111	18	56	0	0	79	167
3:00	0		3		0	0	3		15:00	32		43		0	0	75	
3:15	1		2		0	0	3		15:15	28		34		0	0	62	
3:30	0		0		0	0			15:30	23		19		0	0	42	
3:45	0	1	1	6	0	0	1	7	15:45	21	104	29	125	0	0	50	229
4:00	0		2		0	0	2		16:00	22		20		0	0	42	
4:15	0		1		0	0	1		16:15	28		18		0	0	46	
4:30	1		2		0	0	3		16:30	13		16		0	0	29	
4:45	3	4	2	7	0	0	5	11	16:45	27	90	18	72	0	0	45	162
5:00	3		1		0	0	4		17:00	22		14		0	0	36	
5:15	3		3		0	0	6		17:15	21		15		0	0	36	
5:30	8		1		0	0	9		17:30	22		20		0	0	42	
5:45	8	22	4	9	0	0	12	31	17:45	19	84	12	61	0	0	31	145
6:00	5		5		0	0	10		18:00	15		14		0	0	29	
6:15	12		4		0	0	16		18:15	29		26		0	0	55	
6:30	11		6		0	0	17		18:30	21		17		0	0	38	
6:45	18	46	12	27	0	0	30	73	18:45	11	76	18	75	0	0	29	151
7:00	18		16		0	0	34		19:00	14		13		0	0	27	
7:15	19		7		0	0	26		19:15	22		12		0	0	34	
7:30	20		14		0	0	34		19:30	18		12		0	0	30	
7:45	47	104	23	60	0	0	70	164	19:45	14	68	12	49	0	0	26	117
8:00	48		31		0	0	79		20:00	8		13		0	0	21	
8:15	17		18		0	0	35		20:15	14		13		0	0	27	
8:30	13		7		0	0	20		20:30	17		12		0	0	29	
8:45	13	91	11	67	0	0	24	158	20:45	14	53	9	47	0	0	23	100
9:00	7		9		0	0	16		21:00	11		14		0	0	25	
9:15	15		10		0	0	25		21:15	18		12		0	0	30	
9:30	16		18		0	0	34		21:30	18		16		0	0	34	
9:45	7	45	10	47	0	0	17	92	21:45	10	57	12	54	0	0	22	111
10:00	13		12		0	0	25		22:00	6		6		0	0	12	
10:15	13		13		0	0	26		22:15	17		5		0	0	22	
10:30	11		9		0	0	20		22:30	13		10		0	0	23	
10:45	15	52	20	54	0	0	35	106	22:45	11	47	10	31	0	0	21	78
11:00	10		12		0	0	22		23:00	13		7		0	0	20	
11:15	10		20		0	0	30		23:15	11		4		0	0	15	
11:30	16		14		0	0	30		23:30	8		1		0	0	9	
11:45	23	59	13	59	0	0	36	118	23:45	6	38	10	22	0	0	16	60
TOTALS		455		364				819	TOTALS		868		704				1572
SPLIT %		55.6%		44.4%				34.3%	SPLIT %		55.2%		44.8%				65.7%

DAILY TOTALS	NB	SB	EB	WB	Total
	1,323	1,068	0	0	2,391

AM Peak Hour	7:15	7:30					7:30		PM Peak Hour	14:45	15:00					14:45		
AM Pk Volume	134	86					218		PM Pk Volume	144	125					258		
Pk Hr Factor	0.698	0.694					0.690		Pk Hr Factor	0.590	0.727					0.816		
7 - 9 Volume	195	127	0	0			322		4 - 6 Volume	174	133	0	0			307		
7 - 9 Peak Hour	7:15	7:30					7:30		4 - 6 Peak Hour	16:45	16:00					16:00		
7 - 9 Pk Volume	134	86	0	0			218		4 - 6 Pk Volume	92	72	0	0			162		
Pk Hr Factor	0.698	0.694	0.000	0.000			0.690		Pk Hr Factor	0.852	0.900	0.000	0.000			0.880		

Prepared by National Data & Surveying Services

CLASSIFICATION

Lincoln Rd Bet. Morris St & Hudson Blvd

Day: Saturday
Date: 8/20/2022

City: Alexandria
Project #: LA22_240057_003n

North Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	23	4	0	0	0	0	0	0	0	0	0	0	27
1:00	0	10	4	0	0	0	0	0	0	0	0	0	0	14
2:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
3:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
4:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
5:00	0	3	3	0	0	0	0	0	0	0	0	0	0	6
6:00	0	9	1	0	1	0	0	0	0	0	0	0	0	11
7:00	0	17	9	0	1	0	0	0	0	0	0	0	0	27
8:00	0	30	9	1	0	0	0	0	0	0	0	0	0	40
9:00	0	40	15	1	1	0	0	0	0	0	0	0	0	57
10:00	0	38	11	0	1	0	0	0	0	0	0	0	0	50
11:00	0	38	13	0	0	0	0	0	0	0	0	0	0	51
12:00 PM	0	41	22	0	1	0	0	0	0	0	0	0	0	64
13:00	0	38	8	1	0	0	0	0	0	0	0	0	0	47
14:00	0	47	14	0	1	0	0	0	0	0	0	0	0	62
15:00	0	40	17	0	1	0	0	0	0	0	0	0	0	58
16:00	1	50	13	1	0	0	0	0	0	0	0	0	0	65
17:00	0	52	12	0	1	0	0	0	1	0	0	0	0	66
18:00	1	42	13	0	0	0	0	0	0	0	0	0	0	56
19:00	0	44	16	0	0	0	0	0	0	0	0	0	0	60
20:00	0	39	6	0	2	0	0	0	0	0	0	0	0	47
21:00	0	36	2	0	0	0	0	0	0	0	0	0	0	38
22:00	0	33	3	0	0	0	0	0	0	0	0	0	0	36
23:00	0	30	1	0	0	0	0	0	0	0	0	0	0	31
Totals	2	715	198	4	10				1					930
% of Totals	0%	77%	21%	0%	1%				0%					100%

AM Volumes	0	223	71	2	4	0	0	0	0	0	0	0	0	300
% AM		24%	8%	0%	0%									32%
AM Peak Hour		9:00	9:00	8:00	6:00									9:00
Volume		40	15	1	1									57
PM Volumes	2	492	127	2	6	0	0	0	1	0	0	0	0	630
% PM	0%	53%	14%	0%	1%				0%					68%
PM Peak Hour	16:00	17:00	12:00	13:00	20:00				17:00					17:00
Volume	1	52	22	1	2				1					66

Directional Peak Periods All Classes	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
	Volume	%	Volume	%	Volume	%	Volume	%
	67	7%	111	12%	131	14%	621	67%

Classification Definitions

1. Motorcycles
2. Passenger Cars
3. 2-Axle, 4-Tire Single Units
4. Buses
5. 2-Axle, 6-Tire Single Units
6. 3-Axle Single Units
7. > =4-Axle Single Units
8. <=4-Axle Single Trailers
9. 5-Axle Single Trailers
10. >=6-Axle Single Trailers
11. <=5-Axle Multi-Trailers
12. 6-Axle Multi-Trailers
13. >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

Lincoln Rd Bet. Morris St & Hudson Blvd

Day: Saturday
Date: 8/20/2022

City: Alexandria
Project #: LA22_240057_003s

South Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	13	7	0	0	0	0	0	0	0	0	0	0	20
1:00	0	13	2	0	0	0	0	0	0	0	0	0	0	15
2:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
3:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
4:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
5:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
6:00	0	7	1	0	1	0	0	0	0	0	0	0	0	9
7:00	0	13	7	0	1	0	0	0	0	0	0	0	0	21
8:00	0	31	5	0	1	0	0	1	0	0	0	0	0	38
9:00	0	27	10	0	2	0	0	0	0	0	0	0	0	39
10:00	0	18	13	1	2	0	0	0	0	0	0	0	0	34
11:00	0	31	20	1	1	0	0	0	0	0	0	0	0	53
12:00 PM	0	48	14	0	2	0	0	0	0	0	0	0	0	64
13:00	0	36	13	0	1	0	0	0	0	0	0	0	0	50
14:00	0	30	12	1	2	0	0	0	0	0	0	0	0	45
15:00	0	37	16	0	1	0	0	0	0	0	0	0	0	54
16:00	1	46	10	0	1	0	0	0	0	0	0	0	0	58
17:00	0	33	8	0	2	0	0	0	0	0	0	0	0	43
18:00	0	37	10	0	1	0	0	0	0	0	0	0	0	48
19:00	0	36	10	0	1	0	0	0	0	0	0	0	0	47
20:00	0	35	14	0	1	0	0	0	0	0	0	0	0	50
21:00	0	31	6	0	1	0	0	0	0	0	0	0	0	38
22:00	0	18	5	0	0	0	0	0	0	0	0	0	0	23
23:00	0	18	5	0	0	0	0	0	0	0	0	0	0	23
Totals	**1**	**581**	**193**	**3**	**21**			**1**						**800**
% of Totals	0%	73%	24%	0%	3%			0%						100%

AM Volumes	0	176	70	2	8	0	0	1	0	0	0	0	0	257
% AM		22%	9%	0%	1%			0%						32%
AM Peak Hour		8:00	11:00	10:00	9:00			8:00						11:00
Volume		31	20	1	2			1						53
PM Volumes	1	405	123	1	13	0	0	0	0	0	0	0	0	543
% PM	0%	51%	15%	0%	2%									68%
PM Peak Hour	16:00	12:00	15:00	14:00	12:00									12:00
Volume	1	48	16	1	2									64

Directional Peak Periods All Classes	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	59		7%	114		14%	101		13%	526		66%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

Lincoln Rd Bet. Morris St & Hudson Blvd

Day: Saturday
Date: 8/20/2022

City: Alexandria
Project #: LA22_240057_003

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	36	11	0	0	0	0	0	0	0	0	0	0	47
1:00	0	23	6	0	0	0	0	0	0	0	0	0	0	29
2:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
3:00	0	11	1	0	0	0	0	0	0	0	0	0	0	12
4:00	0	11	3	0	0	0	0	0	0	0	0	0	0	14
5:00	0	9	5	0	0	0	0	0	0	0	0	0	0	14
6:00	0	16	2	0	2	0	0	0	0	0	0	0	0	20
7:00	0	30	16	0	2	0	0	0	0	0	0	0	0	48
8:00	0	61	14	1	1	0	0	1	0	0	0	0	0	78
9:00	0	67	25	1	3	0	0	0	0	0	0	0	0	96
10:00	0	56	24	1	3	0	0	0	0	0	0	0	0	84
11:00	0	69	33	1	1	0	0	0	0	0	0	0	0	104
12:00 PM	0	89	36	0	3	0	0	0	0	0	0	0	0	128
13:00	0	74	21	1	1	0	0	0	0	0	0	0	0	97
14:00	0	77	26	1	3	0	0	0	0	0	0	0	0	107
15:00	0	77	33	0	2	0	0	0	0	0	0	0	0	112
16:00	2	96	23	1	1	0	0	0	0	0	0	0	0	123
17:00	0	85	20	0	3	0	0	0	1	0	0	0	0	109
18:00	1	79	23	0	1	0	0	0	0	0	0	0	0	104
19:00	0	80	26	0	1	0	0	0	0	0	0	0	0	107
20:00	0	74	20	0	3	0	0	0	0	0	0	0	0	97
21:00	0	67	8	0	1	0	0	0	0	0	0	0	0	76
22:00	0	51	8	0	0	0	0	0	0	0	0	0	0	59
23:00	0	48	6	0	0	0	0	0	0	0	0	0	0	54
Totals	3	1296	391	7	31			1	1					1730
% of Totals	0%	75%	23%	0%	2%			0%	0%					100%

AM Volumes	0	399	141	4	12	0	0	1	0	0	0	0	0	557
% AM		23%	8%	0%	1%			0%						32%
AM Peak Hour		11:00	11:00	8:00	9:00			8:00						11:00
Volume		69	33	1	3			1						104
PM Volumes	3	897	250	3	19	0	0	0	1	0	0	0	0	1173
% PM	0%	52%	14%	0%	1%				0%					68%
PM Peak Hour	16:00	16:00	12:00	13:00	12:00				17:00					12:00
Volume	2	96	36	1	3				1					128

Directional Peak Periods All Classes	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	126		7%	225		13%	232		13%	1147		66%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

VOLUME

Lincoln Rd Bet. Morris St & Hudson Blvd

Day: Saturday
Date: 8/20/2022

City: Alexandria
Project #: LA22_240057_003

DAILY TOTALS	NB	SB	EB	WB	Total
	930	800	0	0	1,730

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
0:00	8		6		0	0	14		12:00	9		18		0	0	27	
0:15	9		2		0	0	11		12:15	21		17		0	0	38	
0:30	5		6		0	0	11		12:30	17		15		0	0	32	
0:45	5	27	6	20	0	0	11	47	12:45	17	64	14	64	0	0	31	128
1:00	2		6		0	0	8		13:00	10		19		0	0	29	
1:15	5		2		0	0	7		13:15	14		10		0	0	24	
1:30	3		6		0	0	9		13:30	9		11		0	0	20	
1:45	4	14	1	15	0	0	5	29	13:45	14	47	10	50	0	0	24	97
2:00	2		2		0	0	4		14:00	21		14		0	0	35	
2:15	1		2		0	0	3		14:15	22		14		0	0	36	
2:30	2		1		0	0	3		14:30	8		6		0	0	14	
2:45	1	6	0	5	0	0	1	11	14:45	11	62	11	45	0	0	22	107
3:00	2		1		0	0	3		15:00	17		12		0	0	29	
3:15	2		1		0	0	3		15:15	12		12		0	0	24	
3:30	0		2		0	0	2		15:30	17		18		0	0	35	
3:45	0	4	4	8	0	0	4	12	15:45	12	58	12	54	0	0	24	112
4:00	3		1		0	0	4		16:00	19		14		0	0	33	
4:15	2		2		0	0	4		16:15	17		17		0	0	34	
4:30	2		0		0	0	2		16:30	18		14		0	0	32	
4:45	0	7	4	7	0	0	4	14	16:45	11	65	13	58	0	0	24	123
5:00	1		2		0	0	3		17:00	16		9		0	0	25	
5:15	2		0		0	0	2		17:15	14		10		0	0	24	
5:30	2		4		0	0	6		17:30	23		16		0	0	39	
5:45	1	6	2	8	0	0	3	14	17:45	13	66	8	43	0	0	21	109
6:00	2		3		0	0	5		18:00	11		14		0	0	25	
6:15	4		0		0	0	4		18:15	17		9		0	0	26	
6:30	1		3		0	0	4		18:30	12		12		0	0	24	
6:45	4	11	3	9	0	0	7	20	18:45	16	56	13	48	0	0	29	104
7:00	3		3		0	0	6		19:00	13		14		0	0	27	
7:15	6		3		0	0	9		19:15	21		15		0	0	36	
7:30	9		9		0	0	18		19:30	13		10		0	0	23	
7:45	9	27	6	21	0	0	15	48	19:45	13	60	8	47	0	0	21	107
8:00	8		9		0	0	17		20:00	14		11		0	0	25	
8:15	10		6		0	0	16		20:15	9		17		0	0	26	
8:30	11		12		0	0	23		20:30	13		8		0	0	21	
8:45	11	40	11	38	0	0	22	78	20:45	11	47	14	50	0	0	25	97
9:00	11		13		0	0	24		21:00	13		14		0	0	27	
9:15	17		9		0	0	26		21:15	9		12		0	0	21	
9:30	18		7		0	0	25		21:30	10		7		0	0	17	
9:45	11	57	10	39	0	0	21	96	21:45	6	38	5	38	0	0	11	76
10:00	9		14		0	0	23		22:00	6		6		0	0	12	
10:15	19		5		0	0	24		22:15	10		3		0	0	13	
10:30	9		8		0	0	17		22:30	15		8		0	0	23	
10:45	13	50	7	34	0	0	20	84	22:45	5	36	6	23	0	0	11	59
11:00	17		13		0	0	30		23:00	7		7		0	0	14	
11:15	13		14		0	0	27		23:15	4		6		0	0	10	
11:30	9		16		0	0	25		23:30	9		5		0	0	14	
11:45	12	51	10	53	0	0	22	104	23:45	11	31	5	23	0	0	16	54
TOTALS		300		257				557	TOTALS		630		543				1173
SPLIT %		53.9%		46.1%				32.2%	SPLIT %		53.7%		46.3%				67.8%

DAILY TOTALS	NB	SB	EB	WB	Total
	930	800	0	0	1,730

AM Peak Hour	11:45		11:30					11:45	PM Peak Hour	13:30		12:15					12:15
AM Pk Volume	59		61					119	PM Pk Volume	66		65					130
Pk Hr Factor	0.702		0.847					0.783	Pk Hr Factor	0.750		0.855					0.855
7 - 9 Volume	67		59		0	0		126	4 - 6 Volume	131		101		0	0		232
7 - 9 Peak Hour	8:00		8:00					8:00	4 - 6 Peak Hour	17:00		16:00					16:00
7 - 9 Pk Volume	40		38		0	0		78	4 - 6 Pk Volume	66		58		0	0		123
Pk Hr Factor	0.909		0.792		0.000	0.000		0.848	Pk Hr Factor	0.717		0.853		0.000	0.000		0.904

Prepared by National Data & Surveying Services

CLASSIFICATION

Lincoln Rd Bet. Morris St & Hudson Blvd

Day: Sunday
Date: 8/21/2022

City: Alexandria
Project #: LA22_240057_003n

North Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	16	3	0	0	0	0	0	0	0	0	0	0	19
1:00	0	11	6	0	0	0	0	0	0	0	0	0	0	17
2:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
3:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
4:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
6:00	0	7	1	0	1	0	0	0	0	0	0	0	0	9
7:00	0	17	6	0	1	0	0	0	0	0	0	0	0	24
8:00	0	23	11	0	2	0	0	1	0	0	0	0	0	37
9:00	0	41	16	0	2	0	0	0	0	0	0	0	0	59
10:00	0	33	8	0	0	0	0	0	0	0	0	0	0	41
11:00	0	33	16	0	0	1	0	0	0	0	0	0	0	50
12:00 PM	0	43	11	0	1	0	0	0	0	0	0	0	0	55
13:00	0	48	19	0	1	0	0	0	0	0	0	0	0	68
14:00	0	54	21	0	0	0	0	0	0	0	0	0	0	75
15:00	0	72	11	0	0	0	0	0	0	0	0	0	0	83
16:00	2	58	19	0	0	0	0	1	0	0	0	0	0	80
17:00	0	55	19	0	0	0	0	0	0	0	0	0	0	74
18:00	0	53	10	0	0	0	0	1	0	0	0	0	0	64
19:00	0	45	18	0	0	0	0	0	0	0	0	0	0	63
20:00	0	40	6	0	2	0	0	0	0	0	0	0	0	48
21:00	0	25	4	0	0	0	0	0	0	0	0	0	0	29
22:00	0	29	4	1	0	0	0	0	0	0	0	0	0	34
23:00	0	16	2	0	0	0	0	0	0	0	0	0	0	18
Totals	**2**	**733**	**216**	**1**	**10**	**1**		**3**						**966**
% of Totals	0%	76%	22%	0%	1%	0%		0%						100%

AM Volumes	0	195	72	0	6	1	0	1	0	0	0	0	0	275
% AM		20%	7%		1%	0%		0%						28%
AM Peak Hour		9:00	9:00		8:00	11:00		8:00						9:00
Volume		41	16		2	1		1						59
PM Volumes	2	538	144	1	4	0	0	2	0	0	0	0	0	691
% PM	0%	56%	15%	0%	0%			0%						72%
PM Peak Hour	16:00	15:00	14:00	22:00	20:00			16:00						15:00
Volume	2	72	21	1	2			1						83

Directional Peak Periods	**AM 7-9**			**NOON 12-2**			**PM 4-6**			**Off Peak Volumes**		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	61		6%	123		13%	154		16%	628		65%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

Lincoln Rd Bet. Morris St & Hudson Blvd

Day: Sunday
Date: 8/21/2022

City: Alexandria
Project #: LA22_240057_003s

South Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	15	0	1	0	0	0	0	0	0	0	0	0	16
1:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
2:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
3:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
4:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
7:00	0	6	5	0	1	0	0	0	0	0	0	0	0	12
8:00	0	21	7	0	0	0	0	0	0	0	0	0	0	28
9:00	0	20	7	0	1	0	0	0	0	0	0	0	0	28
10:00	0	29	13	0	1	0	0	0	0	0	0	0	0	43
11:00	0	35	7	0	0	0	0	0	0	0	0	0	0	42
12:00 PM	0	44	15	0	0	0	0	0	0	0	0	0	0	59
13:00	0	42	23	0	0	0	0	0	0	0	0	0	0	65
14:00	0	36	11	0	2	0	0	0	0	0	0	0	0	49
15:00	1	46	20	0	1	0	0	0	0	0	0	0	0	68
16:00	0	63	17	0	0	0	0	1	0	0	0	0	0	81
17:00	0	55	10	0	0	0	0	1	0	0	0	0	0	66
18:00	0	41	21	0	2	0	0	0	0	0	0	0	0	64
19:00	0	49	10	0	0	0	0	0	0	0	0	0	0	59
20:00	0	28	5	0	1	0	0	0	0	0	0	0	0	34
21:00	0	28	4	0	0	0	0	0	0	0	0	0	0	32
22:00	0	14	3	0	0	0	0	0	0	0	0	0	0	17
23:00	0	14	2	0	0	0	0	0	0	0	0	0	0	16
Totals	1	614	184	1	9			2						811
% of Totals	0%	76%	23%	0%	1%			0%						100%

AM Volumes	0	154	43	1	3	0	0	0	0	0	0	0	0	201
% AM		19%	5%	0%	0%									25%
AM Peak Hour		11:00	10:00		7:00									10:00
Volume		35	13	1	1									43
PM Volumes	1	460	141	0	6	0	0	2	0	0	0	0	0	610
% PM	0%	57%	17%		1%			0%						75%
PM Peak Hour	15:00	16:00	13:00		14:00			16:00						16:00
Volume	1	63	23		2			1						81

Directional Peak Periods All Classes	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	40		5%	124		15%	147		18%	500		62%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

Lincoln Rd Bet. Morris St & Hudson Blvd

Day: Sunday
Date: 8/21/2022

City: Alexandria
Project #: LA22_240057_003

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	31	3	1	0	0	0	0	0	0	0	0	0	35
1:00	0	18	6	0	0	0	0	0	0	0	0	0	0	24
2:00	0	12	3	0	0	0	0	0	0	0	0	0	0	15
3:00	0	10	2	0	0	0	0	0	0	0	0	0	0	12
4:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
5:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
6:00	0	13	3	0	1	0	0	0	0	0	0	0	0	17
7:00	0	23	11	0	2	0	0	0	0	0	0	0	0	36
8:00	0	44	18	0	2	0	0	1	0	0	0	0	0	65
9:00	0	61	23	0	3	0	0	0	0	0	0	0	0	87
10:00	0	62	21	0	1	0	0	0	0	0	0	0	0	84
11:00	0	68	23	0	0	1	0	0	0	0	0	0	0	92
12:00 PM	0	87	26	0	1	0	0	0	0	0	0	0	0	114
13:00	0	90	42	0	1	0	0	0	0	0	0	0	0	133
14:00	0	90	32	0	2	0	0	0	0	0	0	0	0	124
15:00	1	118	31	0	1	0	0	0	0	0	0	0	0	151
16:00	2	121	36	0	0	0	0	2	0	0	0	0	0	161
17:00	0	110	29	0	0	0	0	1	0	0	0	0	0	140
18:00	0	94	31	0	2	0	0	1	0	0	0	0	0	128
19:00	0	94	28	0	0	0	0	0	0	0	0	0	0	122
20:00	0	68	11	0	3	0	0	0	0	0	0	0	0	82
21:00	0	53	8	0	0	0	0	0	0	0	0	0	0	61
22:00	0	43	7	1	0	0	0	0	0	0	0	0	0	51
23:00	0	30	4	0	0	0	0	0	0	0	0	0	0	34
Totals	3	1347	400	2	19	1		5						1777
% of Totals	0%	76%	23%	0%	1%	0%		0%						100%

AM Volumes	0	349	115	1	9	1	0	1	0	0	0	0	0	476
% AM		20%	6%	0%	1%	0%		0%						27%
AM Peak Hour		11:00	9:00		9:00	11:00		8:00						11:00
Volume		68	23	1	3	1		1						92
PM Volumes	3	998	285	1	10	0	0	4	0	0	0	0	0	1301
% PM	0%	56%	16%	0%	1%			0%						73%
PM Peak Hour	16:00	16:00	13:00	22:00	20:00			16:00						16:00
Volume	2	121	42	1	3			2						161

Directional Peak Periods All Classes	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
	Volume	%	Volume	%	Volume	%	Volume	%
	101	6%	247	14%	301	17%	1128	63%

Classification Definitions

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4 Buses
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8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

VOLUME

Lincoln Rd Bet. Morris St & Hudson Blvd

Day: Sunday
Date: 8/21/2022

City: Alexandria
Project #: LA22_240057_003

DAILY TOTALS	NB	SB	EB	WB	Total
	966	811	0	0	1,777

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
0:00	5		7		0	0	12		12:00	10		12		0	0	22	
0:15	7		2		0	0	9		12:15	11		12		0	0	23	
0:30	3		5		0	0	8		12:30	12		15		0	0	27	
0:45	4	19	2	16	0	0	6	35	12:45	22	55	20	59	0	0	42	114
1:00	2		3		0	0	5		13:00	18		15		0	0	33	
1:15	6		1		0	0	7		13:15	27		21		0	0	48	
1:30	3		2		0	0	5		13:30	10		19		0	0	29	
1:45	6	17	1	7	0	0	7	24	13:45	13	68	10	65	0	0	23	133
2:00	1		5		0	0	6		14:00	21		14		0	0	35	
2:15	2		1		0	0	3		14:15	19		16		0	0	35	
2:30	0		1		0	0	1		14:30	15		11		0	0	26	
2:45	3	6	2	9	0	0	5	15	14:45	20	75	8	49	0	0	28	124
3:00	3		1		0	0	4		15:00	22		14		0	0	36	
3:15	1		1		0	0	2		15:15	20		17		0	0	37	
3:30	2		3		0	0	5		15:30	23		19		0	0	42	
3:45	1	7	0	5	0	0	1	12	15:45	18	83	18	68	0	0	36	151
4:00	0		1		0	0	1		16:00	22		21		0	0	43	
4:15	2		1		0	0	3		16:15	19		18		0	0	37	
4:30	0		0		0	0			16:30	20		23		0	0	43	
4:45	0	2	0	2	0	0		4	16:45	19	80	19	81	0	0	38	161
5:00	1		1		0	0	2		17:00	13		16		0	0	29	
5:15	1		0		0	0	1		17:15	25		15		0	0	40	
5:30	0		0		0	0			17:30	23		18		0	0	41	
5:45	2	4	0	1	0	0	2	5	17:45	13	74	17	66	0	0	30	140
6:00	2		2		0	0	4		18:00	17		18		0	0	35	
6:15	1		4		0	0	5		18:15	12		16		0	0	28	
6:30	2		1		0	0	3		18:30	8		14		0	0	22	
6:45	4	9	1	8	0	0	5	17	18:45	27	64	16	64	0	0	43	128
7:00	9		2		0	0	11		19:00	15		18		0	0	33	
7:15	6		2		0	0	8		19:15	19		18		0	0	37	
7:30	5		3		0	0	8		19:30	16		13		0	0	29	
7:45	4	24	5	12	0	0	9	36	19:45	13	63	10	59	0	0	23	122
8:00	16		4		0	0	20		20:00	22		13		0	0	35	
8:15	6		8		0	0	14		20:15	8		3		0	0	11	
8:30	3		5		0	0	8		20:30	13		11		0	0	24	
8:45	12	37	11	28	0	0	23	65	20:45	5	48	7	34	0	0	12	82
9:00	15		8		0	0	23		21:00	14		11		0	0	25	
9:15	13		10		0	0	23		21:15	6		6		0	0	12	
9:30	15		4		0	0	19		21:30	6		10		0	0	16	
9:45	16	59	6	28	0	0	22	87	21:45	3	29	5	32	0	0	8	61
10:00	6		7		0	0	13		22:00	5		5		0	0	10	
10:15	14		6		0	0	20		22:15	4		3		0	0	7	
10:30	7		18		0	0	25		22:30	13		5		0	0	18	
10:45	14	41	12	43	0	0	26	84	22:45	12	34	4	17	0	0	16	51
11:00	15		6		0	0	21		23:00	5		4		0	0	9	
11:15	19		12		0	0	31		23:15	3		5		0	0	8	
11:30	8		11		0	0	19		23:30	6		3		0	0	9	
11:45	8	50	13	42	0	0	21	92	23:45	4	18	4	16	0	0	8	34
TOTALS		275		201				476	TOTALS		691		610				1301
SPLIT %		57.8%		42.2%				26.8%	SPLIT %		53.1%		46.9%				73.2%

DAILY TOTALS	NB	SB	EB	WB	Total
	966	811	0	0	1,777

AM Peak Hour	9:00	11:45					10:30		PM Peak Hour	14:45	16:00					16:00		
AM Pk Volume	59	52					103		PM Pk Volume	85	81					161		
Pk Hr Factor	0.922	0.867					0.831		Pk Hr Factor	0.924	0.880					0.936		
7 - 9 Volume	61	40	0	0			101		4 - 6 Volume	154	147	0	0			301		
7 - 9 Peak Hour	8:00	8:00					8:00		4 - 6 Peak Hour	16:00	16:00					16:00		
7 - 9 Pk Volume	37	28	0	0			65		4 - 6 Pk Volume	80	81	0	0			161		
Pk Hr Factor	0.578	0.636	0.000	0.000			0.707		Pk Hr Factor	0.909	0.880	0.000	0.000			0.936		

Appendix A

Initial Data Collection

III. 7-Day, 24-Hour Machine Counts

4. LA 1 (South of Hudson Blvd)

Prepared by National Data & Surveying Services

CLASSIFICATION

SR 1/3rd St S/O Hudson Blvd

Day: Monday
Date: 8/15/2022

City: Alexandria
Project #: LA22_240057_004n

North Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
1:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
2:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
3:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
4:00	0	3	5	0	1	0	0	0	0	0	0	0	0	9
5:00	0	23	13	0	3	0	0	0	0	0	0	0	0	39
6:00	0	76	36	1	7	0	0	2	1	0	0	0	0	123
7:00	0	119	57	1	8	5	2	0	10	1	0	0	0	203
8:00	0	53	34	0	9	0	0	4	1	1	0	0	0	102
9:00	0	39	24	1	5	7	1	2	2	1	0	0	0	82
10:00	0	42	24	1	7	2	0	4	2	0	0	0	0	82
11:00	0	49	26	0	7	5	1	0	6	2	0	0	0	96
12:00 PM	0	37	28	0	6	4	0	1	0	0	0	0	0	76
13:00	0	37	16	0	7	8	1	1	1	1	0	0	0	72
14:00	0	72	42	2	8	1	0	2	1	1	0	0	0	129
15:00	0	39	22	1	6	5	0	3	1	0	0	0	0	77
16:00	0	29	20	0	7	2	0	4	0	0	0	0	0	62
17:00	1	32	19	0	4	0	0	1	0	0	0	0	0	57
18:00	0	32	17	1	1	0	0	0	0	0	0	0	0	51
19:00	0	26	15	0	3	0	0	0	0	0	0	0	0	44
20:00	0	9	8	0	4	0	0	2	0	0	0	0	0	23
21:00	0	13	6	0	0	0	0	0	0	0	0	0	0	19
22:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
23:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
Totals	**1**	**754**	**421**	**8**	**93**	**39**	**5**	**26**	**25**	**7**				**1379**
% of Totals	0%	55%	31%	1%	7%	3%	0%	2%	2%	1%				100%

AM Volumes	0	419	224	4	47	19	4	12	22	5	0	0	0	756
% AM		30%	16%	0%	3%	1%	0%	1%	2%	0%				55%
AM Peak Hour		7:00	7:00	6:00	8:00	9:00	7:00	8:00	7:00	11:00				7:00
Volume		119	57	1	9	7	2	4	10	2				203
PM Volumes	1	335	197	4	46	20	1	14	3	2	0	0	0	623
% PM	0%	24%	14%	0%	3%	1%	0%	1%	0%	0%				45%
PM Peak Hour	17:00	14:00	14:00	14:00	14:00	13:00	13:00	16:00	13:00	13:00				14:00
Volume	1	72	42	2	8	8	1	4	1	1				129

Directional Peak Periods	**AM 7-9**			**NOON 12-2**			**PM 4-6**			**Off Peak Volumes**		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	305		22%	148		11%	119		9%	807		59%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
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13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

SR 1/3rd St S/O Hudson Blvd

Day: Monday
Date: 8/15/2022

City: Alexandria
Project #: LA22_240057_004s

South Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	8
1:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
3:00	0	1	2	0	0	1	0	0	0	0	0	0	0	4
4:00	0	4	1	0	1	0	0	0	0	0	0	0	0	6
5:00	2	22	19	0	5	3	0	0	3	0	0	0	0	54
6:00	0	10	10	0	2	3	0	1	2	0	0	0	0	28
7:00	0	27	17	2	5	3	0	0	3	0	0	0	0	57
8:00	0	24	23	1	3	6	0	0	4	0	0	0	0	61
9:00	0	34	20	1	9	5	0	2	4	0	0	0	0	75
10:00	1	33	22	0	6	8	0	3	7	0	0	0	0	80
11:00	0	38	22	0	6	4	0	2	8	0	0	0	0	80
12:00 PM	0	36	18	0	9	5	0	3	4	0	0	0	0	75
13:00	0	39	26	0	3	7	1	4	3	0	0	0	0	83
14:00	0	36	36	2	5	3	0	0	0	0	0	0	0	82
15:00	0	70	39	1	6	1	0	1	1	0	0	0	0	119
16:00	0	94	49	1	4	0	0	0	0	0	0	0	0	148
17:00	0	69	40	0	4	0	0	1	0	0	0	0	0	114
18:00	0	44	15	0	3	0	0	0	0	0	0	0	0	62
19:00	0	45	12	0	3	0	0	0	0	0	0	0	0	60
20:00	0	16	7	0	1	0	0	0	0	0	0	0	0	24
21:00	0	7	7	0	1	0	0	0	0	0	0	0	0	15
22:00	0	10	5	0	0	0	0	0	0	0	0	0	0	15
23:00	0	5	3	0	2	0	0	0	0	0	0	0	0	10
Totals	3	675	395	8	78	49	1	17	39					1265
% of Totals	0%	53%	31%	1%	6%	4%	0%	1%	3%					100%

AM Volumes	3	204	138	4	37	33	0	8	31	0	0	0	0	458
% AM	0%	16%	11%	0%	3%	3%		1%	2%					36%
AM Peak Hour	5:00	11:00	8:00	7:00	9:00	10:00		10:00	11:00					10:00
Volume	2	38	23	2	9	8		3	8					80
PM Volumes	0	471	257	4	41	16	1	9	8	0	0	0	0	807
% PM		37%	20%	0%	3%	1%	0%	1%	1%					64%
PM Peak Hour		16:00	16:00	14:00	12:00	13:00	13:00	13:00	12:00					16:00
Volume		94	49	2	9	7	1	4	4					148

Directional Peak Periods All Classes	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	118		9%	158		12%	262		21%	727		57%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

SR 1/3rd St S/O Hudson Blvd

Day: Monday
Date: 8/15/2022

City: Alexandria
Project #: LA22_240057_004

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	10	3	0	0	0	0	0	0	0	0	0	0	13
1:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
2:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
3:00	0	5	4	0	0	1	0	0	0	0	0	0	0	10
4:00	0	7	6	0	2	0	0	0	0	0	0	0	0	15
5:00	2	45	32	0	8	3	0	0	3	0	0	0	0	93
6:00	0	86	46	1	9	3	0	3	3	0	0	0	0	151
7:00	0	146	74	3	13	8	2	0	13	1	0	0	0	260
8:00	0	77	57	1	12	6	0	4	5	1	0	0	0	163
9:00	0	73	44	2	14	12	1	4	6	1	0	0	0	157
10:00	1	75	46	1	13	10	0	7	9	0	0	0	0	162
11:00	0	87	48	0	13	9	1	2	14	2	0	0	0	176
12:00 PM	0	73	46	0	15	9	0	4	4	0	0	0	0	151
13:00	0	76	42	0	10	15	2	5	4	1	0	0	0	155
14:00	0	108	78	4	13	4	0	2	1	1	0	0	0	211
15:00	0	109	61	2	12	6	0	4	2	0	0	0	0	196
16:00	0	123	69	1	11	2	0	4	0	0	0	0	0	210
17:00	1	101	59	0	8	0	0	2	0	0	0	0	0	171
18:00	0	76	32	1	4	0	0	0	0	0	0	0	0	113
19:00	0	71	27	0	6	0	0	0	0	0	0	0	0	104
20:00	0	25	15	0	5	0	0	2	0	0	0	0	0	47
21:00	0	20	13	0	1	0	0	0	0	0	0	0	0	34
22:00	0	17	7	0	0	0	0	0	0	0	0	0	0	24
23:00	0	7	5	0	2	0	0	0	0	0	0	0	0	14
Totals	4	1429	816	16	171	88	6	43	64	7				2644
% of Totals	0%	54%	31%	1%	6%	3%	0%	2%	2%	0%				100%

AM Volumes	3	623	362	8	84	52	4	20	53	5	0	0	0	1214
% AM	0%	24%	14%	0%	3%	2%	0%	1%	2%	0%				46%
AM Peak Hour	5:00	7:00	7:00	7:00	9:00	9:00	7:00	10:00	11:00	11:00				7:00
Volume	2	146	74	3	14	12	2	7	14	2				260
PM Volumes	1	806	454	8	87	36	2	23	11	2	0	0	0	1430
% PM	0%	30%	17%	0%	3%	1%	0%	1%	0%	0%				54%
PM Peak Hour	17:00	16:00	14:00	14:00	12:00	13:00	13:00	13:00	12:00	13:00				14:00
Volume	1	123	78	4	15	15	2	5	4	1				211

Directional Peak Periods	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
All Classes	Volume	%	Volume	%	Volume	%	Volume	%
	423	16%	306	12%	381	14%	1534	58%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

VOLUME

SR 1/3rd St S/O Hudson Blvd

Day: Monday
Date: 8/15/2022

City: Alexandria
Project #: LA22_240057_004

DAILY TOTALS	NB	SB	EB	WB	Total
	1,379	1,265	0	0	2,644

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
0:00	3		1		0	0	4		12:00	16		17		0	0	33	
0:15	1		4		0	0	5		12:15	14		19		0	0	33	
0:30	1		2		0	0	3		12:30	20		21		0	0	41	
0:45	0	5	1	8	0	0	1	13	12:45	26	76	18	75	0	0	44	151
1:00	2		0		0	0	2		13:00	20		19		0	0	39	
1:15	1		2		0	0	3		13:15	11		27		0	0	38	
1:30	2		0		0	0	2		13:30	21		15		0	0	36	
1:45	1	6	0	2	0	0	1	8	13:45	20	72	22	83	0	0	42	155
2:00	0		1		0	0	1		14:00	29		19		0	0	48	
2:15	1		2		0	0	3		14:15	20		20		0	0	40	
2:30	2		0		0	0	2		14:30	45		22		0	0	67	
2:45	0	3	0	3	0	0		6	14:45	35	129	21	82	0	0	56	211
3:00	2		2		0	0	4		15:00	22		28		0	0	50	
3:15	1		2		0	0	3		15:15	19		24		0	0	43	
3:30	2		0		0	0	2		15:30	23		38		0	0	61	
3:45	1	6	0	4	0	0	1	10	15:45	13	77	29	119	0	0	42	196
4:00	0		1		0	0	1		16:00	20		39		0	0	59	
4:15	2		1		0	0	3		16:15	19		31		0	0	50	
4:30	3		2		0	0	5		16:30	10		40		0	0	50	
4:45	4	9	2	6	0	0	6	15	16:45	13	62	38	148	0	0	51	210
5:00	5		5		0	0	10		17:00	15		44		0	0	59	
5:15	8		9		0	0	17		17:15	20		28		0	0	48	
5:30	14		16		0	0	30		17:30	13		32		0	0	45	
5:45	12	39	24	54	0	0	36	93	17:45	9	57	10	114	0	0	19	171
6:00	19		7		0	0	26		18:00	10		22		0	0	32	
6:15	31		7		0	0	38		18:15	15		18		0	0	33	
6:30	32		4		0	0	36		18:30	21		13		0	0	34	
6:45	41	123	10	28	0	0	51	151	18:45	5	51	9	62	0	0	14	113
7:00	51		12		0	0	63		19:00	15		16		0	0	31	
7:15	51		17		0	0	68		19:15	10		16		0	0	26	
7:30	47		14		0	0	61		19:30	13		15		0	0	28	
7:45	54	203	14	57	0	0	68	260	19:45	6	44	13	60	0	0	19	104
8:00	24		14		0	0	38		20:00	7		9		0	0	16	
8:15	26		16		0	0	42		20:15	6		6		0	0	12	
8:30	31		16		0	0	47		20:30	8		3		0	0	11	
8:45	21	102	15	61	0	0	36	163	20:45	2	23	6	24	0	0	8	47
9:00	23		16		0	0	39		21:00	5		5		0	0	10	
9:15	28		22		0	0	50		21:15	5		4		0	0	9	
9:30	17		20		0	0	37		21:30	5		4		0	0	9	
9:45	14	82	17	75	0	0	31	157	21:45	4	19	2	15	0	0	6	34
10:00	22		23		0	0	45		22:00	0		4		0	0	4	
10:15	25		16		0	0	41		22:15	5		4		0	0	9	
10:30	17		24		0	0	41		22:30	3		6		0	0	9	
10:45	18	82	17	80	0	0	35	162	22:45	1	9	1	15	0	0	2	24
11:00	30		15		0	0	45		23:00	1		4		0	0	5	
11:15	21		24		0	0	45		23:15	1		2		0	0	3	
11:30	25		21		0	0	46		23:30	1		3		0	0	4	
11:45	20	96	20	80	0	0	40	176	23:45	1	4	1	10	0	0	2	14
TOTALS		756		458				**1214**	**TOTALS**		623		807				**1430**
SPLIT %		62.3%		37.7%				**45.9%**	**SPLIT %**		43.6%		56.4%				**54.1%**

DAILY TOTALS	NB	SB	EB	WB	Total
	1,379	1,265	0	0	2,644

AM Peak Hour	7:00	9:15					**7:00**		**PM Peak Hour**	14:00	16:15					**14:30**		
AM Pk Volume	203	82					**260**		**PM Pk Volume**	129	153					**216**		
Pk Hr Factor	0.940	0.891					**0.956**		**Pk Hr Factor**	0.717	0.869					**0.806**		
7 - 9 Volume	305	118	0	0			**423**		**4 - 6 Volume**	119	262	0	0			**381**		
7 - 9 Peak Hour	7:00	8:00					**7:00**		**4 - 6 Peak Hour**	16:00	16:15					**16:00**		
7 - 9 Pk Volume	203	61	0	0			**260**		**4 - 6 Pk Volume**	62	153	0	0			**210**		
Pk Hr Factor	0.940	0.953	0.000	0.000			**0.956**		**Pk Hr Factor**	0.775	0.869	0.000	0.000			**0.890**		

Prepared by National Data & Surveying Services

CLASSIFICATION

SR 1/3rd St S/O Hudson Blvd

Day: Tuesday
Date: 8/16/2022

City: Alexandria
Project #: LA22_240057_004n

North Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	5	2	0	1	0	0	0	0	0	0	0	0	8
1:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
2:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
3:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
4:00	0	6	8	0	0	0	0	0	0	0	0	0	0	14
5:00	0	26	8	0	6	0	0	1	0	0	0	0	0	41
6:00	0	73	35	1	6	0	0	1	1	0	0	0	0	117
7:00	0	133	51	1	8	3	3	2	10	3	0	0	0	214
8:00	0	61	31	0	16	2	0	1	4	1	0	0	0	116
9:00	0	45	22	0	5	4	1	2	5	3	0	0	0	87
10:00	0	26	32	0	8	7	0	0	6	1	0	0	0	80
11:00	1	42	23	1	4	2	1	0	5	1	0	0	0	80
12:00 PM	0	33	31	1	7	5	2	3	1	2	0	0	0	85
13:00	0	49	23	0	3	3	0	3	6	1	0	0	0	88
14:00	3	71	46	1	8	7	1	2	3	2	0	0	0	144
15:00	0	32	23	2	10	1	0	0	1	0	0	0	0	69
16:00	0	38	24	2	2	0	0	1	0	0	0	0	0	67
17:00	0	36	23	0	5	0	1	1	0	0	0	0	0	66
18:00	0	25	11	0	1	0	0	3	0	0	0	0	0	40
19:00	0	21	16	0	2	0	0	0	0	0	0	0	0	39
20:00	0	25	5	0	1	0	0	0	0	0	0	0	0	31
21:00	0	15	5	0	0	0	0	1	0	0	0	0	0	21
22:00	0	8	2	0	1	0	0	0	0	0	0	0	0	11
23:00	0	3	4	0	0	0	0	0	0	0	0	0	0	7
Totals	4	781	427	9	94	34	9	21	42	14				1435
% of Totals	0%	54%	30%	1%	7%	2%	1%	1%	3%	1%				100%

AM Volumes	1	425	214	3	54	18	5	7	31	9	0	0	0	767
% AM	0%	30%	15%	0%	4%	1%	0%	0%	2%	1%				53%
AM Peak Hour	11:00	7:00	7:00	6:00	8:00	10:00	7:00	7:00	7:00	7:00				7:00
Volume	1	133	51	1	16	7	3	2	10	3				214
PM Volumes	3	356	213	6	40	16	4	14	11	5	0	0	0	668
% PM	0%	25%	15%	0%	3%	1%	0%	1%	1%	0%				47%
PM Peak Hour	14:00	14:00	14:00	15:00	15:00	14:00	12:00	12:00	13:00	12:00				14:00
Volume	3	71	46	2	10	7	2	3	6	2				144

Directional Peak Periods All Classes	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
	Volume	%	Volume	%	Volume	%	Volume	%
	330	23%	173	12%	133	9%	799	56%

Classification Definitions

1. Motorcycles
2. Passenger Cars
3. 2-Axle, 4-Tire Single Units
4. Buses
5. 2-Axle, 6-Tire Single Units
6. 3-Axle Single Units
7. > =4-Axle Single Units
8. <=4-Axle Single Trailers
9. 5-Axle Single Trailers
10. >=6-Axle Single Trailers
11. <=5-Axle Multi-Trailers
12. 6-Axle Multi-Trailers
13. >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

SR 1/3rd St S/O Hudson Blvd

Day: Tuesday
Date: 8/16/2022

City: Alexandria
Project #: LA22_240057_004s

South Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
1:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
2:00	0	2	1	0	1	0	0	0	0	0	0	0	0	4
3:00	0	1	0	0	1	0	0	0	1	0	0	0	0	3
4:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
5:00	0	24	24	0	3	2	0	0	2	0	0	0	0	55
6:00	0	15	7	0	2	1	0	1	1	0	0	0	0	27
7:00	1	24	13	3	3	5	0	1	5	0	0	0	0	55
8:00	0	29	17	1	4	1	0	1	1	0	0	0	0	54
9:00	0	14	16	0	7	9	0	1	3	0	0	0	0	50
10:00	0	24	25	3	7	9	0	3	1	0	0	0	0	72
11:00	0	46	20	0	4	6	0	1	3	0	0	0	0	80
12:00 PM	0	37	22	0	1	8	0	2	7	0	0	0	0	77
13:00	0	44	31	0	9	4	0	3	0	0	0	0	0	91
14:00	0	45	28	1	7	4	0	1	2	0	0	0	0	88
15:00	1	71	38	1	7	0	0	0	0	0	0	0	0	118
16:00	0	85	66	1	12	0	0	1	0	0	0	0	0	165
17:00	0	75	43	1	8	0	0	0	0	0	0	0	0	127
18:00	0	37	22	0	5	0	0	1	0	0	0	0	0	65
19:00	0	31	19	1	3	0	0	0	0	0	0	0	0	54
20:00	0	21	7	0	1	0	0	1	0	0	0	0	0	30
21:00	0	10	5	0	1	0	0	0	0	0	0	0	0	16
22:00	0	11	6	0	0	1	0	0	0	0	0	0	0	18
23:00	0	7	3	0	1	0	0	0	0	0	0	0	0	11
Totals	2	662	418	12	87	50		17	26					1274
% of Totals	0%	52%	33%	1%	7%	4%		1%	2%					100%

AM Volumes	1	188	128	7	32	33	0	8	17	0	0	0	0	414
% AM	0%	15%	10%	1%	3%	3%		1%	1%					32%
AM Peak Hour	7:00	11:00	10:00	7:00	9:00	9:00		10:00	7:00					11:00
Volume	1	46	25	3	7	9		3	5					80
PM Volumes	1	474	290	5	55	17	0	9	9	0	0	0	0	860
% PM	0%	37%	23%	0%	4%	1%		1%	1%					68%
PM Peak Hour	15:00	16:00	16:00	14:00	16:00	12:00		13:00	12:00					16:00
Volume	1	85	66	1	12	8		3	7					165

Directional Peak Periods All Classes	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	109		9%	168		13%	292		23%	705		55%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

SR 1/3rd St S/O Hudson Blvd

Day: Tuesday
Date: 8/16/2022

City: Alexandria
Project #: LA22_240057_004

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	10	3	0	1	0	0	0	0	0	0	0	0	14
1:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
2:00	0	4	2	0	1	0	0	0	0	0	0	0	0	7
3:00	0	3	1	0	1	0	0	0	1	0	0	0	0	6
4:00	0	8	10	0	0	0	0	0	0	0	0	0	0	18
5:00	0	50	32	0	9	2	0	1	2	0	0	0	0	96
6:00	0	88	42	1	8	1	0	2	2	0	0	0	0	144
7:00	1	157	64	4	11	8	3	3	15	3	0	0	0	269
8:00	0	90	48	1	20	3	0	2	5	1	0	0	0	170
9:00	0	59	38	0	12	13	1	3	8	3	0	0	0	137
10:00	0	50	57	3	15	16	0	3	7	1	0	0	0	152
11:00	1	88	43	1	8	8	1	1	8	1	0	0	0	160
12:00 PM	0	70	53	1	8	13	2	5	8	2	0	0	0	162
13:00	0	93	54	0	12	7	0	6	6	1	0	0	0	179
14:00	3	116	74	2	15	11	1	3	5	2	0	0	0	232
15:00	1	103	61	3	17	1	0	0	1	0	0	0	0	187
16:00	0	123	90	3	14	0	0	2	0	0	0	0	0	232
17:00	0	111	66	1	13	0	1	1	0	0	0	0	0	193
18:00	0	62	33	0	6	0	0	4	0	0	0	0	0	105
19:00	0	52	35	1	5	0	0	0	0	0	0	0	0	93
20:00	0	46	12	0	2	0	0	1	0	0	0	0	0	61
21:00	0	25	10	0	1	0	0	1	0	0	0	0	0	37
22:00	0	19	8	0	1	1	0	0	0	0	0	0	0	29
23:00	0	10	7	0	1	0	0	0	0	0	0	0	0	18
Totals	6	1443	845	21	181	84	9	38	68	14				2709
% of Totals	0%	53%	31%	1%	7%	3%	0%	1%	3%	1%				100%

AM Volumes	2	613	342	10	86	51	5	15	48	9	0	0	0	1181
% AM	0%	23%	13%	0%	3%	2%	0%	1%	2%	0%				44%
AM Peak Hour	7:00	7:00	7:00	7:00	8:00	10:00	7:00	7:00	7:00	7:00				7:00
Volume	1	157	64	4	20	16	3	3	15	3				269
PM Volumes	4	830	503	11	95	33	4	23	20	5	0	0	0	1528
% PM	0%	31%	19%	0%	4%	1%	0%	1%	1%	0%				56%
PM Peak Hour	14:00	16:00	16:00	15:00	15:00	12:00	12:00	13:00	12:00	12:00				14:00
Volume	3	123	90	3	17	13	2	6	8	2				232

Directional Peak Periods All Classes	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
	Volume	%	Volume	%	Volume	%	Volume	%
	439	16%	341	13%	425	16%	1504	56%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

VOLUME

SR 1/3rd St S/O Hudson Blvd

Day: Tuesday
Date: 8/16/2022

City: Alexandria
Project #: LA22_240057_004

DAILY TOTALS	NB	SB	EB	WB	Total
	1,435	1,274	0	0	2,709

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
0:00	3		1		0	0	4		12:00	28		18		0	0	46	
0:15	1		2		0	0	3		12:15	19		16		0	0	35	
0:30	3		2		0	0	5		12:30	20		17		0	0	37	
0:45	1	8	1	6	0	0	2	14	12:45	18	85	26	77	0	0	44	162
1:00	1		2		0	0	3		13:00	15		23		0	0	38	
1:15	1		0		0	0	1		13:15	19		27		0	0	46	
1:30	2		0		0	0	2		13:30	33		24		0	0	57	
1:45	0	4	2	4	0	0	2	8	13:45	21	88	17	91	0	0	38	179
2:00	0		0		0	0			14:00	35		20		0	0	55	
2:15	1		1		0	0	2		14:15	16		20		0	0	36	
2:30	1		3		0	0	4		14:30	70		26		0	0	96	
2:45	1	3	0	4	0	0	1	7	14:45	23	144	22	88	0	0	45	232
3:00	0		0		0	0			15:00	19		20		0	0	39	
3:15	2		1		0	0	3		15:15	12		37		0	0	49	
3:30	0		1		0	0	1		15:30	21		29		0	0	50	
3:45	1	3	1	3	0	0	2	6	15:45	17	69	32	118	0	0	49	187
4:00	2		2		0	0	4		16:00	17		46		0	0	63	
4:15	2		2		0	0	4		16:15	12		32		0	0	44	
4:30	2		0		0	0	2		16:30	21		47		0	0	68	
4:45	8	14	0	4	0	0	8	18	16:45	17	67	40	165	0	0	57	232
5:00	4		6		0	0	10		17:00	9		37		0	0	46	
5:15	9		9		0	0	18		17:15	20		39		0	0	59	
5:30	11		17		0	0	28		17:30	21		29		0	0	50	
5:45	17	41	23	55	0	0	40	96	17:45	16	66	22	127	0	0	38	193
6:00	10		4		0	0	14		18:00	11		21		0	0	32	
6:15	28		12		0	0	40		18:15	9		17		0	0	26	
6:30	34		4		0	0	38		18:30	9		14		0	0	23	
6:45	45	117	7	27	0	0	52	144	18:45	11	40	13	65	0	0	24	105
7:00	41		14		0	0	55		19:00	9		13		0	0	22	
7:15	45		13		0	0	58		19:15	9		14		0	0	23	
7:30	58		12		0	0	70		19:30	14		13		0	0	27	
7:45	70	214	16	55	0	0	86	269	19:45	7	39	14	54	0	0	21	93
8:00	42		16		0	0	58		20:00	8		10		0	0	18	
8:15	28		9		0	0	37		20:15	7		7		0	0	14	
8:30	25		18		0	0	43		20:30	9		9		0	0	18	
8:45	21	116	11	54	0	0	32	170	20:45	7	31	4	30	0	0	11	61
9:00	22		17		0	0	39		21:00	7		4		0	0	11	
9:15	21		10		0	0	31		21:15	9		5		0	0	14	
9:30	23		8		0	0	31		21:30	3		4		0	0	7	
9:45	21	87	15	50	0	0	36	137	21:45	2	21	3	16	0	0	5	37
10:00	15		20		0	0	35		22:00	4		5		0	0	9	
10:15	20		21		0	0	41		22:15	3		5		0	0	8	
10:30	21		11		0	0	32		22:30	4		0		0	0	4	
10:45	24	80	20	72	0	0	44	152	22:45	0	11	8	18	0	0	8	29
11:00	30		20		0	0	50		23:00	1		5		0	0	6	
11:15	22		23		0	0	45		23:15	2		2		0	0	4	
11:30	21		21		0	0	42		23:30	3		2		0	0	5	
11:45	7	80	16	80	0	0	23	160	23:45	1	7	2	11	0	0	3	18
TOTALS		767		414				**1181**	**TOTALS**		668		860				**1528**
SPLIT %		64.9%		35.1%				**43.6%**	**SPLIT %**		43.7%		56.3%				**56.4%**

DAILY TOTALS	NB	SB	EB	WB	Total
	1,435	1,274	0	0	2,709

AM Peak Hour	7:15	10:45					**7:15**		**PM Peak Hour**	14:00	16:00					**14:00**		
AM Pk Volume	215	84					**272**		**PM Pk Volume**	144	165					**232**		
Pk Hr Factor	0.768	0.913					**0.791**		**Pk Hr Factor**	0.514	0.878					**0.604**		
7 - 9 Volume	330	109	0	0			**439**		**4 - 6 Volume**	133	292	0	0			**425**		
7 - 9 Peak Hour	7:15	7:45					**7:15**		**4 - 6 Peak Hour**	16:00	16:00					**16:00**		
7 - 9 Pk Volume	215	59	0	0			**272**		**4 - 6 Pk Volume**	67	165	0	0			**232**		
Pk Hr Factor	0.768	0.819	0.000	0.000			**0.791**		**Pk Hr Factor**	0.798	0.878	0.000	0.000			**0.853**		

Prepared by National Data & Surveying Services

CLASSIFICATION

SR 1/3rd St S/O Hudson Blvd

Day: Wednesday
Date: 8/17/2022

City: Alexandria
Project #: LA22_240057_004n

North Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	2	1	0	1	0	0	0	0	0	0	0	0	4
1:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
2:00	0	3	3	0	0	0	0	0	0	0	0	0	0	6
3:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
4:00	0	5	6	0	0	0	0	1	0	0	0	0	0	12
5:00	0	19	12	0	4	0	0	0	0	0	0	0	0	35
6:00	1	70	36	3	5	0	0	1	0	1	0	0	0	117
7:00	0	133	54	1	6	11	2	2	7	2	0	0	0	218
8:00	1	52	35	0	9	2	0	1	5	0	0	0	0	105
9:00	1	45	42	1	13	7	2	4	1	1	0	0	0	117
10:00	0	30	19	0	7	3	0	1	4	0	0	0	0	64
11:00	1	35	27	1	5	5	4	0	2	1	0	0	0	81
12:00 PM	1	33	21	1	7	6	0	2	6	0	0	0	0	77
13:00	0	32	18	1	5	4	0	8	2	1	0	0	0	71
14:00	0	63	45	2	7	11	1	1	1	1	0	0	0	132
15:00	0	34	15	1	5	2	0	1	0	0	0	0	0	58
16:00	0	41	26	0	7	0	0	1	0	0	0	0	0	75
17:00	1	44	29	0	6	0	0	0	0	0	0	0	0	80
18:00	0	30	15	0	4	0	0	0	0	0	0	0	0	49
19:00	0	23	14	0	2	0	0	2	0	0	0	0	0	41
20:00	0	18	10	0	1	0	0	0	0	0	0	0	0	29
21:00	0	10	6	0	2	0	0	0	0	0	0	0	0	18
22:00	0	4	4	0	1	0	0	0	0	0	0	0	0	9
23:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
Totals	6	740	442	11	97	51	9	25	28	7				1416
% of Totals	0%	52%	31%	1%	7%	4%	1%	2%	2%	0%				100%

AM Volumes	4	403	237	6	50	28	8	10	19	5	0	0	0	770
% AM	0%	28%	17%	0%	4%	2%	1%	1%	1%	0%				54%
AM Peak Hour	6:00	7:00	7:00	6:00	9:00	7:00	11:00	9:00	7:00	7:00				7:00
Volume	1	133	54	3	13	11	4	4	7	2				218
PM Volumes	2	337	205	5	47	23	1	15	9	2	0	0	0	646
% PM	0%	24%	14%	0%	3%	2%	0%	1%	1%	0%				46%
PM Peak Hour	12:00	14:00	14:00	14:00	12:00	14:00	14:00	13:00	12:00	13:00				14:00
Volume	1	63	45	2	7	11	1	8	6	1				132

Directional Peak Periods All Classes	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
	Volume	%	Volume	%	Volume	%	Volume	%
	323	23%	148	10%	155	11%	790	56%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

SR 1/3rd St S/O Hudson Blvd

Day: Wednesday
Date: 8/17/2022

City: Alexandria
Project #: LA22_240057_004s

South Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	3	1	0	1	0	0	0	0	0	0	0	0	5
1:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
2:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
3:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
4:00	0	2	2	0	1	0	0	0	0	0	0	0	0	5
5:00	2	23	23	0	4	2	0	0	2	0	0	0	0	56
6:00	1	17	6	0	5	1	0	1	2	0	0	0	0	33
7:00	0	18	9	2	3	0	0	0	1	0	0	0	0	33
8:00	0	22	19	1	7	3	0	0	5	0	0	0	0	57
9:00	0	17	14	0	3	4	0	1	4	0	0	0	0	43
10:00	1	20	27	2	8	5	0	1	2	0	0	0	0	66
11:00	0	38	16	0	7	4	0	2	4	0	0	0	0	71
12:00 PM	0	27	18	0	1	2	0	2	5	0	0	0	0	55
13:00	0	32	27	0	8	6	0	2	3	0	0	0	0	78
14:00	0	44	41	1	7	6	0	1	0	0	0	0	0	100
15:00	0	54	35	1	10	3	0	1	1	0	0	0	0	105
16:00	0	84	61	1	10	0	0	1	0	0	0	0	0	157
17:00	0	71	51	0	7	0	0	0	0	0	0	0	0	129
18:00	0	41	23	1	2	0	0	0	0	0	0	0	0	67
19:00	0	49	15	1	3	0	0	0	0	0	0	0	0	68
20:00	0	23	17	0	3	0	0	1	0	0	0	0	0	44
21:00	0	13	4	0	1	0	0	0	0	0	0	0	0	18
22:00	0	9	3	0	0	0	0	0	0	0	0	0	0	12
23:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
Totals	4	618	417	10	91	36		13	29					1218
% of Totals	0%	51%	34%	1%	7%	3%		1%	2%					100%

AM Volumes	4	167	120	5	39	19	0	5	20	0	0	0	0	379
% AM	0%	14%	10%	0%	3%	2%		0%	2%					31%
AM Peak Hour	5:00	11:00	10:00	7:00	10:00	10:00		11:00	8:00					11:00
Volume	2	38	27	2	8	5		2	5					71
PM Volumes	0	451	297	5	52	17	0	8	9	0	0	0	0	839
% PM		37%	24%	0%	4%	1%		1%	1%					69%
PM Peak Hour		16:00	16:00	14:00	15:00	13:00		12:00	12:00					16:00
Volume		84	61	1	10	6		2	5					157

Directional Peak Periods All Classes	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	90		7%	133		11%	286		23%	709		58%

Classification Definitions

1. Motorcycles
2. Passenger Cars
3. 2-Axle, 4-Tire Single Units
4. Buses
5. 2-Axle, 6-Tire Single Units
6. 3-Axle Single Units
7. > =4-Axle Single Units
8. <=4-Axle Single Trailers
9. 5-Axle Single Trailers
10. >=6-Axle Single Trailers
11. <=5-Axle Multi-Trailers
12. 6-Axle Multi-Trailers
13. >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

SR 1/3rd St S/O Hudson Blvd

Day: Wednesday
Date: 8/17/2022

City: Alexandria
Project #: LA22_240057_004

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	5	2	0	2	0	0	0	0	0	0	0	0	9
1:00	0	7	3	0	0	0	0	0	0	0	0	0	0	10
2:00	0	4	4	0	0	0	0	0	0	0	0	0	0	8
3:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
4:00	0	7	8	0	1	0	0	1	0	0	0	0	0	17
5:00	2	42	35	0	8	2	0	0	2	0	0	0	0	91
6:00	2	87	42	3	10	1	0	2	2	1	0	0	0	150
7:00	0	151	63	3	9	11	2	2	8	2	0	0	0	251
8:00	1	74	54	1	16	5	0	1	10	0	0	0	0	162
9:00	1	62	56	1	16	11	2	5	5	1	0	0	0	160
10:00	1	50	46	2	15	8	0	2	6	0	0	0	0	130
11:00	1	73	43	1	12	9	4	2	6	1	0	0	0	152
12:00 PM	1	60	39	1	8	8	0	4	11	0	0	0	0	132
13:00	0	64	45	1	13	10	0	10	5	1	0	0	0	149
14:00	0	107	86	3	14	17	1	2	1	1	0	0	0	232
15:00	0	88	50	2	15	5	0	2	1	0	0	0	0	163
16:00	0	125	87	1	17	0	0	2	0	0	0	0	0	232
17:00	1	115	80	0	13	0	0	0	0	0	0	0	0	209
18:00	0	71	38	1	6	0	0	0	0	0	0	0	0	116
19:00	0	72	29	1	5	0	0	2	0	0	0	0	0	109
20:00	0	41	27	0	4	0	0	1	0	0	0	0	0	73
21:00	0	23	10	0	3	0	0	0	0	0	0	0	0	36
22:00	0	13	7	0	1	0	0	0	0	0	0	0	0	21
23:00	0	9	4	0	0	0	0	0	0	0	0	0	0	13
Totals	10	1358	859	21	188	87	9	38	57	7				2634
% of Totals	0%	52%	33%	1%	7%	3%	0%	1%	2%	0%				100%

AM Volumes	8	570	357	11	89	47	8	15	39	5	0	0	0	1149
% AM	0%	22%	14%	0%	3%	2%	0%	1%	1%	0%				44%
AM Peak Hour	5:00	7:00	7:00	6:00	8:00	7:00	11:00	9:00	8:00	7:00				7:00
Volume	2	151	63	3	16	11	4	5	10	2				251
PM Volumes	2	788	502	10	99	40	1	23	18	2	0	0	0	1485
% PM	0%	30%	19%	0%	4%	2%	0%	1%	1%	0%				56%
PM Peak Hour	12:00	16:00	16:00	14:00	16:00	14:00	14:00	13:00	12:00	13:00				14:00
Volume	1	125	87	3	17	17	1	10	11	1				232

Directional Peak Periods All Classes	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
	Volume	%	Volume	%	Volume	%	Volume	%
	413	16%	281	11%	441	17%	1499	57%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

VOLUME

SR 1/3rd St S/O Hudson Blvd

Day: Wednesday
Date: 8/17/2022

City: Alexandria
Project #: LA22_240057_004

DAILY TOTALS	NB	SB	EB	WB	Total
	1,416	1,218	0	0	2,634

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
0:00	0		3		0	0	3		12:00	14		11		0	0	25	
0:15	0		2		0	0	2		12:15	25		15		0	0	40	
0:30	2		0		0	0	2		12:30	23		16		0	0	39	
0:45	2	4	0	5	0	0	2	9	12:45	15	77	13	55	0	0	28	132
1:00	0		1		0	0	1		13:00	14		22		0	0	36	
1:15	2		0		0	0	2		13:15	23		16		0	0	39	
1:30	3		0		0	0	3		13:30	15		17		0	0	32	
1:45	2	7	2	3	0	0	4	10	13:45	19	71	23	78	0	0	42	149
2:00	0		1		0	0	1		14:00	25		21		0	0	46	
2:15	3		0		0	0	3		14:15	28		27		0	0	55	
2:30	1		1		0	0	2		14:30	55		30		0	0	85	
2:45	2	6	0	2	0	0	2	8	14:45	24	132	22	100	0	0	46	232
3:00	1		1		0	0	2		15:00	17		21		0	0	38	
3:15	1		1		0	0	2		15:15	14		23		0	0	37	
3:30	1		2		0	0	3		15:30	19		31		0	0	50	
3:45	1	4	1	5	0	0	2	9	15:45	8	58	30	105	0	0	38	163
4:00	0		1		0	0	1		16:00	15		38		0	0	53	
4:15	2		0		0	0	2		16:15	17		38		0	0	55	
4:30	3		2		0	0	5		16:30	16		50		0	0	66	
4:45	7	12	2	5	0	0	9	17	16:45	27	75	31	157	0	0	58	232
5:00	3		4		0	0	7		17:00	20		44		0	0	64	
5:15	11		13		0	0	24		17:15	24		39		0	0	63	
5:30	9		15		0	0	24		17:30	18		28		0	0	46	
5:45	12	35	24	56	0	0	36	91	17:45	18	80	18	129	0	0	36	209
6:00	11		11		0	0	22		18:00	11		20		0	0	31	
6:15	32		10		0	0	42		18:15	12		20		0	0	32	
6:30	36		11		0	0	47		18:30	12		14		0	0	26	
6:45	38	117	1	33	0	0	39	150	18:45	14	49	13	67	0	0	27	116
7:00	55		3		0	0	58		19:00	13		18		0	0	31	
7:15	52		11		0	0	63		19:15	13		17		0	0	30	
7:30	49		5		0	0	54		19:30	7		18		0	0	25	
7:45	62	218	14	33	0	0	76	251	19:45	8	41	15	68	0	0	23	109
8:00	31		23		0	0	54		20:00	7		16		0	0	23	
8:15	34		16		0	0	50		20:15	10		11		0	0	21	
8:30	14		6		0	0	20		20:30	7		8		0	0	15	
8:45	26	105	12	57	0	0	38	162	20:45	5	29	9	44	0	0	14	73
9:00	33		7		0	0	40		21:00	2		5		0	0	7	
9:15	26		12		0	0	38		21:15	4		4		0	0	8	
9:30	32		14		0	0	46		21:30	9		6		0	0	15	
9:45	26	117	10	43	0	0	36	160	21:45	3	18	3	18	0	0	6	36
10:00	16		17		0	0	33		22:00	4		3		0	0	7	
10:15	17		13		0	0	30		22:15	2		7		0	0	9	
10:30	19		18		0	0	37		22:30	2		0		0	0	2	
10:45	12	64	18	66	0	0	30	130	22:45	1	9	2	12	0	0	3	21
11:00	22		21		0	0	43		23:00	2		2		0	0	4	
11:15	19		18		0	0	37		23:15	4		1		0	0	5	
11:30	19		19		0	0	38		23:30	1		2		0	0	3	
11:45	21	81	13	71	0	0	34	152	23:45	0	7	1	6	0	0	1	13
TOTALS		770		379				**1149**	**TOTALS**		646		839				**1485**
SPLIT %		67.0%		33.0%				**43.6%**	**SPLIT %**		43.5%		56.5%				**56.4%**

DAILY TOTALS	NB	SB	EB	WB	Total
	1,416	1,218	0	0	2,634

AM Peak Hour	7:00	10:45					**7:00**		**PM Peak Hour**	14:00	16:30					**16:30**		
AM Pk Volume	218	76					**251**		**PM Pk Volume**	132	164					**251**		
Pk Hr Factor	0.879	0.905					**0.826**		**Pk Hr Factor**	0.600	0.820					**0.951**		
7 - 9 Volume	323	90	0	0			**413**		**4 - 6 Volume**	155	286	0	0			**441**		
7 - 9 Peak Hour	7:00	7:45					**7:00**		**4 - 6 Peak Hour**	16:45	16:30					**16:30**		
7 - 9 Pk Volume	218	59	0	0			**251**		**4 - 6 Pk Volume**	89	164	0	0			**251**		
Pk Hr Factor	0.879	0.641	0.000	0.000			**0.826**		**Pk Hr Factor**	0.824	0.820	0.000	0.000			**0.951**		

Prepared by National Data & Surveying Services

CLASSIFICATION

SR 1/3rd St S/O Hudson Blvd

Day: Thursday
Date: 8/18/2022

City: Alexandria
Project #: LA22_240057_004n

North Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	2
1:00	0	4	3	0	0	0	0	0	0	0	0	0	0	7
2:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2
3:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
4:00	0	3	7	0	0	0	0	0	0	0	0	0	0	10
5:00	0	23	11	0	5	0	0	0	0	0	0	0	0	39
6:00	0	72	39	1	5	0	0	1	1	0	0	0	0	119
7:00	0	104	53	1	8	6	2	2	9	2	0	0	0	187
8:00	1	55	29	0	5	2	1	1	4	3	0	0	0	101
9:00	1	43	21	0	8	5	2	1	2	2	0	0	0	85
10:00	0	36	18	1	8	6	1	0	5	1	0	0	0	76
11:00	0	38	25	0	4	5	2	1	3	0	0	0	0	78
12:00 PM	0	63	30	0	11	5	2	3	5	2	0	0	0	121
13:00	0	36	21	0	6	6	1	2	8	1	0	0	0	81
14:00	0	54	41	2	8	9	2	3	5	2	0	0	0	126
15:00	0	37	27	2	8	3	1	1	2	0	0	0	0	81
16:00	0	35	20	0	4	0	0	0	0	0	0	0	0	59
17:00	0	30	18	1	7	0	0	2	0	0	0	0	0	58
18:00	0	30	14	0	1	0	0	0	0	0	0	0	0	45
19:00	0	24	11	0	2	0	0	0	0	0	0	0	0	37
20:00	0	15	14	0	2	0	0	2	0	0	0	0	0	33
21:00	0	16	8	0	0	0	0	0	0	0	0	0	0	24
22:00	0	9	0	0	1	0	0	1	0	0	0	0	0	11
23:00	0	4	5	0	0	0	0	0	0	0	0	0	0	9
Totals	2	735	418	8	94	47	14	20	44	13				1395
% of Totals	0%	53%	30%	1%	7%	3%	1%	1%	3%	1%				100%

AM Volumes	2	382	209	3	44	24	8	6	24	8	0	0	0	710
% AM	0%	27%	15%	0%	3%	2%	1%	0%	2%	1%				51%
AM Peak Hour	8:00	7:00	7:00	6:00	7:00	7:00	7:00	7:00	7:00	8:00				7:00
Volume	1	104	53	1	8	6	2	2	9	3				187
PM Volumes	0	353	209	5	50	23	6	14	20	5	0	0	0	685
% PM		25%	15%	0%	4%	2%	0%	1%	1%	0%				49%
PM Peak Hour		12:00	14:00	14:00	12:00	14:00	12:00	12:00	13:00	12:00				14:00
Volume		63	41	2	11	9	2	3	8	2				126

Directional Peak Periods All Classes	AM 7-9 Volume		%	NOON 12-2 Volume		%	PM 4-6 Volume		%	Off Peak Volumes Volume		%
	288	⟷	21%	202	⟷	14%	117	⟷	8%	788	⟷	56%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

SR 1/3rd St S/O Hudson Blvd

Day: Thursday
Date: 8/18/2022

City: Alexandria
Project #: LA22_240057_004s

South Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
2:00	0	2	1	0	1	0	0	0	0	0	0	0	0	4
3:00	0	2	2	0	0	0	1	0	0	0	0	0	0	5
4:00	0	2	1	0	1	0	0	0	0	0	0	0	0	4
5:00	1	26	22	0	4	0	0	0	2	0	0	0	0	55
6:00	0	16	9	0	6	0	0	1	1	0	0	0	0	33
7:00	0	27	18	2	5	5	0	0	4	0	0	0	0	61
8:00	0	19	6	0	7	1	0	0	2	0	0	0	0	35
9:00	0	17	14	1	5	6	1	3	5	0	0	0	0	52
10:00	0	27	15	0	8	7	0	1	3	0	0	0	0	61
11:00	0	39	31	0	9	9	0	4	5	0	0	0	0	97
12:00 PM	0	32	26	0	6	3	0	2	5	0	0	0	0	74
13:00	0	33	20	0	6	8	0	4	2	0	0	0	0	73
14:00	0	39	26	2	7	8	0	0	6	0	0	0	0	88
15:00	0	72	58	2	9	2	0	0	0	0	0	0	0	143
16:00	0	86	44	2	5	0	0	0	0	0	0	0	0	137
17:00	0	85	64	0	6	0	0	1	0	0	0	0	0	156
18:00	0	36	26	0	4	0	0	0	0	0	0	0	0	66
19:00	0	44	20	0	3	0	0	0	0	0	0	0	0	67
20:00	0	27	17	0	2	0	0	0	0	0	0	0	0	46
21:00	0	15	3	0	0	0	0	0	1	0	0	0	0	19
22:00	0	14	6	0	1	0	0	0	0	0	0	0	0	21
23:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
Totals	**1**	**672**	**431**	**9**	**95**	**49**	**2**	**16**	**36**					**1311**
% of Totals	0%	51%	33%	1%	7%	4%	0%	1%	3%					100%

AM Volumes	1	180	120	3	46	28	2	9	22	0	0	0	0	411
% AM	0%	14%	9%	0%	4%	2%	0%	1%	2%					31%
AM Peak Hour	5:00	11:00	11:00	7:00	11:00	11:00	3:00	11:00	9:00					11:00
Volume	1	39	31	2	9	9	1	4	5					97
PM Volumes	0	492	311	6	49	21	0	7	14	0	0	0	0	900
% PM		38%	24%	0%	4%	2%		1%	1%					69%
PM Peak Hour		16:00	17:00	14:00	15:00	13:00		13:00	14:00					17:00
Volume		86	64	2	9	8		4	6					156

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	96		7%	147		11%	293		22%	775		59%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

SR 1/3rd St S/O Hudson Blvd

Day: Thursday
Date: 8/18/2022

City: Alexandria
Project #: LA22_240057_004

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	3	0	0	1	0	0	0	0	0	0	0	0	4
1:00	0	5	4	0	0	0	0	0	0	0	0	0	0	9
2:00	0	2	3	0	1	0	0	0	0	0	0	0	0	6
3:00	0	5	3	0	0	0	1	0	0	0	0	0	0	9
4:00	0	5	8	0	1	0	0	0	0	0	0	0	0	14
5:00	1	49	33	0	9	0	0	0	2	0	0	0	0	94
6:00	0	88	48	1	11	0	0	2	2	0	0	0	0	152
7:00	0	131	71	3	13	11	2	2	13	2	0	0	0	248
8:00	1	74	35	0	12	3	1	1	6	3	0	0	0	136
9:00	1	60	35	1	13	11	3	4	7	2	0	0	0	137
10:00	0	63	33	1	16	13	1	1	8	1	0	0	0	137
11:00	0	77	56	0	13	14	2	5	8	0	0	0	0	175
12:00 PM	0	95	56	0	17	8	2	5	10	2	0	0	0	195
13:00	0	69	41	0	12	14	1	6	10	1	0	0	0	154
14:00	0	93	67	4	15	17	2	3	11	2	0	0	0	214
15:00	0	109	85	4	17	5	1	1	2	0	0	0	0	224
16:00	0	121	64	2	9	0	0	0	0	0	0	0	0	196
17:00	0	115	82	1	13	0	0	3	0	0	0	0	0	214
18:00	0	66	40	0	5	0	0	0	0	0	0	0	0	111
19:00	0	68	31	0	5	0	0	0	0	0	0	0	0	104
20:00	0	42	31	0	4	0	0	2	0	0	0	0	0	79
21:00	0	31	11	0	0	0	0	0	1	0	0	0	0	43
22:00	0	23	6	0	2	0	0	1	0	0	0	0	0	32
23:00	0	13	6	0	0	0	0	0	0	0	0	0	0	19
Totals	3	1407	849	17	189	96	16	36	80	13				2706
% of Totals	0%	52%	31%	1%	7%	4%	1%	1%	3%	0%				100%

AM Volumes	3	562	329	6	90	52	10	15	46	8	0	0	0	1121
% AM	0%	21%	12%	0%	3%	2%	0%	1%	2%	0%				41%
AM Peak Hour	5:00	7:00	7:00	7:00	10:00	11:00	9:00	11:00	7:00	8:00				7:00
Volume	1	131	71	3	16	14	3	5	13	3				248
PM Volumes	0	845	520	11	99	44	6	21	34	5	0	0	0	1585
% PM		31%	19%	0%	4%	2%	0%	1%	1%	0%				59%
PM Peak Hour		16:00	15:00	14:00	12:00	14:00	12:00	13:00	14:00	12:00				15:00
Volume		121	85	4	17	17	2	6	11	2				224

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	384		14%	349		13%	410		15%	1563		58%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

VOLUME

SR 1/3rd St S/O Hudson Blvd

Day: Thursday
Date: 8/18/2022

City: Alexandria
Project #: LA22_240057_004

DAILY TOTALS	NB	SB	EB	WB	Total
	1,395	1,311	0	0	2,706

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
0:00	0		0		0	0			12:00	29		18		0	0	47	
0:15	0		1		0	0	1		12:15	22		20		0	0	42	
0:30	0		1		0	0	1		12:30	36		22		0	0	58	
0:45	2	2	0	2	0	0	2	4	12:45	34	121	14	74	0	0	48	195
1:00	0		0		0	0			13:00	22		14		0	0	36	
1:15	1		0		0	0	1		13:15	22		17		0	0	39	
1:30	4		1		0	0	5		13:30	18		22		0	0	40	
1:45	2	7	1	2	0	0	3	9	13:45	19	81	20	73	0	0	39	154
2:00	0		3		0	0	3		14:00	27		23		0	0	50	
2:15	1		1		0	0	2		14:15	18		14		0	0	32	
2:30	0		0		0	0			14:30	52		31		0	0	83	
2:45	1	2	0	4	0	0	1	6	14:45	29	126	20	88	0	0	49	214
3:00	0		1		0	0	1		15:00	20		35		0	0	55	
3:15	3		2		0	0	5		15:15	20		33		0	0	53	
3:30	0		1		0	0	1		15:30	19		36		0	0	55	
3:45	1	4	1	5	0	0	2	9	15:45	22	81	39	143	0	0	61	224
4:00	0		0		0	0			16:00	14		38		0	0	52	
4:15	1		2		0	0	3		16:15	13		32		0	0	45	
4:30	1		1		0	0	2		16:30	12		40		0	0	52	
4:45	8	10	1	4	0	0	9	14	16:45	20	59	27	137	0	0	47	196
5:00	5		5		0	0	10		17:00	14		54		0	0	68	
5:15	11		15		0	0	26		17:15	12		42		0	0	54	
5:30	11		17		0	0	28		17:30	14		37		0	0	51	
5:45	12	39	18	55	0	0	30	94	17:45	18	58	23	156	0	0	41	214
6:00	16		8		0	0	24		18:00	9		19		0	0	28	
6:15	30		7		0	0	37		18:15	11		15		0	0	26	
6:30	23		14		0	0	37		18:30	16		15		0	0	31	
6:45	50	119	4	33	0	0	54	152	18:45	9	45	17	66	0	0	26	111
7:00	44		7		0	0	51		19:00	14		11		0	0	25	
7:15	44		13		0	0	57		19:15	6		25		0	0	31	
7:30	59		19		0	0	78		19:30	9		10		0	0	19	
7:45	40	187	22	61	0	0	62	248	19:45	8	37	21	67	0	0	29	104
8:00	31		9		0	0	40		20:00	10		14		0	0	24	
8:15	21		13		0	0	34		20:15	11		14		0	0	25	
8:30	26		7		0	0	33		20:30	6		11		0	0	17	
8:45	23	101	6	35	0	0	29	136	20:45	6	33	7	46	0	0	13	79
9:00	26		14		0	0	40		21:00	8		2		0	0	10	
9:15	24		17		0	0	41		21:15	3		7		0	0	10	
9:30	20		12		0	0	32		21:30	4		9		0	0	13	
9:45	15	85	9	52	0	0	24	137	21:45	9	24	1	19	0	0	10	43
10:00	14		12		0	0	26		22:00	2		6		0	0	8	
10:15	15		20		0	0	35		22:15	3		3		0	0	6	
10:30	28		12		0	0	40		22:30	4		6		0	0	10	
10:45	19	76	17	61	0	0	36	137	22:45	2	11	6	21	0	0	8	32
11:00	30		23		0	0	53		23:00	4		5		0	0	9	
11:15	19		23		0	0	42		23:15	4		1		0	0	5	
11:30	13		24		0	0	37		23:30	1		1		0	0	2	
11:45	16	78	27	97	0	0	43	175	23:45	0	9	3	10	0	0	3	19
TOTALS		710		411				1121	TOTALS		685		900				1585
SPLIT %		63.3%		36.7%				41.4%	SPLIT %		43.2%		56.8%				58.6%

DAILY TOTALS	NB	SB	EB	WB	Total
	1,395	1,311	0	0	2,706

AM Peak Hour	6:45	11:00					7:00		PM Peak Hour	14:00	16:30					14:30		
AM Pk Volume	197	97					248		PM Pk Volume	126	163					240		
Pk Hr Factor	0.835	0.898					0.795		Pk Hr Factor	0.606	0.755					0.723		
7 - 9 Volume	288	96	0	0			384		4 - 6 Volume	117	293	0	0			410		
7 - 9 Peak Hour	7:00	7:15					7:00		4 - 6 Peak Hour	16:45	16:30					16:30		
7 - 9 Pk Volume	187	63	0	0			248		4 - 6 Pk Volume	60	163	0	0			221		
Pk Hr Factor	0.792	0.716	0.000	0.000			0.795		Pk Hr Factor	0.750	0.755	0.000	0.000			0.813		

Prepared by National Data & Surveying Services

CLASSIFICATION

SR 1/3rd St S/O Hudson Blvd

Day: Friday
Date: 8/19/2022

City: Alexandria
Project #: LA22_240057_004n

North Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	5	1	0	1	0	0	0	0	0	0	0	0	7
1:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
2:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00	0	5	12	0	1	0	0	0	0	0	0	0	0	18
5:00	0	21	10	0	4	0	0	0	0	0	0	0	0	35
6:00	0	73	41	2	6	0	0	0	0	0	0	0	0	122
7:00	0	100	41	1	7	6	3	1	7	1	0	0	0	167
8:00	0	47	27	0	6	8	1	3	4	1	0	0	0	97
9:00	0	32	31	0	9	3	1	2	6	0	0	0	0	84
10:00	0	50	20	0	3	8	3	3	4	1	0	0	0	92
11:00	0	41	25	1	5	4	1	0	6	0	0	0	0	83
12:00 PM	0	35	15	0	2	3	1	2	3	1	0	0	0	62
13:00	0	33	17	1	6	2	0	1	2	1	0	0	0	63
14:00	0	56	37	0	9	3	0	0	4	0	0	0	0	109
15:00	0	47	34	2	10	1	0	2	0	0	0	0	0	96
16:00	0	34	19	2	5	0	0	1	0	0	0	0	0	61
17:00	0	61	24	0	7	0	0	2	1	0	0	0	0	95
18:00	0	37	11	0	2	0	0	0	0	0	0	0	0	50
19:00	0	23	16	0	5	0	0	1	0	0	0	0	0	45
20:00	0	17	13	0	0	0	0	0	0	0	0	0	0	30
21:00	0	20	9	0	0	0	0	0	0	0	0	0	0	29
22:00	0	15	9	0	0	0	0	0	0	0	0	0	0	24
23:00	0	6	3	0	0	0	0	0	0	0	0	0	0	9
Totals		763	417	9	88	38	10	18	37	5				1385
% of Totals		55%	30%	1%	6%	3%	1%	1%	3%	0%				100%

AM Volumes	0	379	210	4	42	29	9	9	27	3	0	0	0	712
% AM		27%	15%	0%	3%	2%	1%	1%	2%	0%				51%
AM Peak Hour		7:00	6:00	6:00	9:00	8:00	7:00	8:00	7:00	7:00				7:00
Volume		100	41	2	9	8	3	3	7	1				167
PM Volumes	0	384	207	5	46	9	1	9	10	2	0	0	0	673
% PM		28%	15%	0%	3%	1%	0%	1%	1%	0%				49%
PM Peak Hour		17:00	14:00	15:00	15:00	12:00	12:00	12:00	14:00	12:00				14:00
Volume		61	37	2	10	3	1	2	4	1				109

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	264		19%	125		9%	156		11%	840		61%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

SR 1/3rd St S/O Hudson Blvd

Day: Friday
Date: 8/19/2022

City: Alexandria
Project #: LA22_240057_004s

South Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	2	3	0	0	0	0	0	0	0	0	0	0	5
1:00	0	2	2	0	1	0	0	0	0	0	0	0	0	5
2:00	0	4	3	0	0	0	0	0	0	0	0	0	0	7
3:00	0	1	0	0	0	1	0	0	0	1	0	0	0	3
4:00	0	2	1	0	0	0	0	0	1	0	0	0	0	4
5:00	1	19	20	0	5	3	0	0	3	0	0	0	0	51
6:00	0	10	4	1	5	4	0	1	3	0	0	0	0	28
7:00	0	21	15	1	3	7	0	1	6	0	0	0	0	54
8:00	0	26	14	0	4	9	0	2	1	0	0	0	0	56
9:00	1	24	19	1	8	5	0	2	6	0	0	0	0	66
10:00	1	31	19	2	5	9	0	1	5	0	0	0	0	73
11:00	0	35	26	1	5	3	0	1	4	0	0	0	0	75
12:00 PM	0	46	23	0	8	5	0	1	6	0	0	0	0	89
13:00	0	30	24	0	9	2	0	0	3	0	0	0	0	68
14:00	0	45	32	1	2	4	0	0	2	1	0	0	0	87
15:00	0	68	45	0	12	1	0	0	1	0	0	0	0	127
16:00	0	95	55	3	11	0	0	0	0	0	0	0	0	164
17:00	0	66	41	0	4	0	0	2	0	0	0	0	0	113
18:00	0	39	23	1	5	1	0	1	0	0	0	0	0	70
19:00	0	46	28	0	2	0	0	2	0	0	0	0	0	78
20:00	0	22	14	0	3	0	0	1	0	0	0	0	0	40
21:00	0	24	9	0	3	0	0	0	0	0	0	0	0	36
22:00	0	19	11	0	1	0	0	0	0	0	0	0	0	31
23:00	0	16	5	0	0	0	0	0	0	0	0	0	0	21
Totals	3	693	436	11	96	54		15	41	2				1351
% of Totals	0%	51%	32%	1%	7%	4%		1%	3%	0%				100%

AM Volumes	3	177	126	6	36	41	0	8	29	1	0	0	0	427
% AM	0%	13%	9%	0%	3%	3%		1%	2%	0%				32%
AM Peak Hour	5:00	11:00	11:00	10:00	9:00	8:00		8:00	7:00	3:00				11:00
Volume	1	35	26	2	8	9		2	6	1				75
PM Volumes	0	516	310	5	60	13	0	7	12	1	0	0	0	924
% PM		38%	23%	0%	4%	1%		1%	1%	0%				68%
PM Peak Hour		16:00	16:00	16:00	15:00	12:00		17:00	12:00	14:00				16:00
Volume		95	55	3	12	5		2	6	1				164

Directional Peak Periods All Classes	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
	Volume	%	Volume	%	Volume	%	Volume	%
	110	8%	157	12%	277	21%	807	60%

Classification Definitions

1 Motorcycles
2 Passenger Cars
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4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

SR 1/3rd St S/O Hudson Blvd

Day: Friday
Date: 8/19/2022

City: Alexandria
Project #: LA22_240057_004

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	7	4	0	1	0	0	0	0	0	0	0	0	12
1:00	0	4	4	0	1	0	0	0	0	0	0	0	0	9
2:00	0	6	3	0	0	0	0	0	0	0	0	0	0	9
3:00	0	2	0	0	0	1	0	0	0	1	0	0	0	4
4:00	0	7	13	0	1	0	0	0	1	0	0	0	0	22
5:00	1	40	30	0	9	3	0	0	3	0	0	0	0	86
6:00	0	83	45	3	11	4	0	1	3	0	0	0	0	150
7:00	0	121	56	2	10	13	3	2	13	1	0	0	0	221
8:00	0	73	41	0	10	17	1	5	5	1	0	0	0	153
9:00	1	56	50	1	17	8	1	4	12	0	0	0	0	150
10:00	1	81	39	2	8	17	3	4	9	1	0	0	0	165
11:00	0	76	51	2	10	7	1	1	10	0	0	0	0	158
12:00 PM	0	81	38	0	10	8	1	3	9	1	0	0	0	151
13:00	0	63	41	1	15	4	0	1	5	1	0	0	0	131
14:00	0	101	69	1	11	7	0	0	6	1	0	0	0	196
15:00	0	115	79	2	22	2	0	2	1	0	0	0	0	223
16:00	0	129	74	5	16	0	0	1	0	0	0	0	0	225
17:00	0	127	65	0	11	0	0	4	1	0	0	0	0	208
18:00	0	76	34	1	7	1	0	1	0	0	0	0	0	120
19:00	0	69	44	0	7	0	0	3	0	0	0	0	0	123
20:00	0	39	27	0	3	0	0	1	0	0	0	0	0	70
21:00	0	44	18	0	3	0	0	0	0	0	0	0	0	65
22:00	0	34	20	0	1	0	0	0	0	0	0	0	0	55
23:00	0	22	8	0	0	0	0	0	0	0	0	0	0	30
Totals	3	1456	853	20	184	92	10	33	78	7				2736
% of Totals	0%	53%	31%	1%	7%	3%	0%	1%	3%	0%				100%

AM Volumes	3	556	336	10	78	70	9	17	56	4	0	0	0	1139
% AM	0%	20%	12%	0%	3%	3%	0%	1%	2%	0%				42%
AM Peak Hour	5:00	7:00	7:00	6:00	9:00	8:00	7:00	8:00	7:00	3:00				7:00
Volume	1	121	56	3	17	17	3	5	13	1				221
PM Volumes	0	900	517	10	106	22	1	16	22	3	0	0	0	1597
% PM		33%	19%	0%	4%	1%	0%	1%	1%	0%				58%
PM Peak Hour		16:00	15:00	16:00	15:00	12:00	12:00	17:00	12:00	12:00				16:00
Volume		129	79	5	22	8	1	4	9	1				225

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	374		14%	282		10%	433		16%	1647		60%

Classification Definitions

1 Motorcycles
2 Passenger Cars
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4 Buses
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7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

VOLUME

SR 1/3rd St S/O Hudson Blvd

Day: Friday
Date: 8/19/2022

City: Alexandria
Project #: LA22_240057_004

DAILY TOTALS	NB	SB	EB	WB	Total
	1,385	1,351	0	0	2,736

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
0:00	3		0		0	0	3		12:00	15		23		0	0	38	
0:15	2		1		0	0	3		12:15	15		21		0	0	36	
0:30	1		1		0	0	2		12:30	17		23		0	0	40	
0:45	1	7	3	5	0	0	4	12	12:45	15	62	22	89	0	0	37	151
1:00	0		1		0	0	1		13:00	15		23		0	0	38	
1:15	1		1		0	0	2		13:15	12		14		0	0	26	
1:30	3		1		0	0	4		13:30	17		14		0	0	31	
1:45	0	4	2	5	0	0	2	9	13:45	19	63	17	68	0	0	36	131
2:00	1		4		0	0	5		14:00	23		18		0	0	41	
2:15	0		0		0	0			14:15	20		25		0	0	45	
2:30	1		1		0	0	2		14:30	50		22		0	0	72	
2:45	0	2	2	7	0	0	2	9	14:45	16	109	22	87	0	0	38	196
3:00	0		1		0	0	1		15:00	23		33		0	0	56	
3:15	1		1		0	0	2		15:15	27		30		0	0	57	
3:30	0		0		0	0			15:30	26		35		0	0	61	
3:45	0	1	1	3	0	0	1	4	15:45	20	96	29	127	0	0	49	223
4:00	1		0		0	0	1		16:00	13		42		0	0	55	
4:15	1		0		0	0	1		16:15	13		34		0	0	47	
4:30	4		4		0	0	8		16:30	16		44		0	0	60	
4:45	12	18	0	4	0	0	12	22	16:45	19	61	44	164	0	0	63	225
5:00	4		3		0	0	7		17:00	20		37		0	0	57	
5:15	6		12		0	0	18		17:15	24		31		0	0	55	
5:30	11		12		0	0	23		17:30	28		27		0	0	55	
5:45	14	35	24	51	0	0	38	86	17:45	23	95	18	113	0	0	41	208
6:00	18		6		0	0	24		18:00	10		14		0	0	24	
6:15	25		7		0	0	32		18:15	12		19		0	0	31	
6:30	31		6		0	0	37		18:30	15		24		0	0	39	
6:45	48	122	9	28	0	0	57	150	18:45	13	50	13	70	0	0	26	120
7:00	49		8		0	0	57		19:00	13		12		0	0	25	
7:15	39		18		0	0	57		19:15	11		27		0	0	38	
7:30	40		14		0	0	54		19:30	11		20		0	0	31	
7:45	39	167	14	54	0	0	53	221	19:45	10	45	19	78	0	0	29	123
8:00	34		13		0	0	47		20:00	12		8		0	0	20	
8:15	23		14		0	0	37		20:15	8		7		0	0	15	
8:30	18		13		0	0	31		20:30	3		10		0	0	13	
8:45	22	97	16	56	0	0	38	153	20:45	7	30	15	40	0	0	22	70
9:00	23		15		0	0	38		21:00	9		11		0	0	20	
9:15	27		12		0	0	39		21:15	8		10		0	0	18	
9:30	13		21		0	0	34		21:30	3		9		0	0	12	
9:45	21	84	18	66	0	0	39	150	21:45	9	29	6	36	0	0	15	65
10:00	37		15		0	0	52		22:00	7		10		0	0	17	
10:15	22		16		0	0	38		22:15	2		4		0	0	6	
10:30	22		22		0	0	44		22:30	8		11		0	0	19	
10:45	11	92	20	73	0	0	31	165	22:45	7	24	6	31	0	0	13	55
11:00	33		16		0	0	49		23:00	3		8		0	0	11	
11:15	20		20		0	0	40		23:15	1		7		0	0	8	
11:30	13		16		0	0	29		23:30	4		4		0	0	8	
11:45	17	83	23	75	0	0	40	158	23:45	1	9	2	21	0	0	3	30
TOTALS		712		427				1139	TOTALS		673		924				1597
SPLIT %		62.5%		37.5%				41.6%	SPLIT %		42.1%		57.9%				58.4%

DAILY TOTALS	NB	SB	EB	WB	Total
	1,385	1,351	0	0	2,736

AM Peak Hour	6:45	11:45					6:45		PM Peak Hour	14:30	16:00					16:30		
AM Pk Volume	176	90					225		PM Pk Volume	116	164					235		
Pk Hr Factor	0.898	0.978					0.987		Pk Hr Factor	0.580	0.932					0.933		
7 - 9 Volume	264	110	0	0			374		4 - 6 Volume	156	277	0	0			433		
7 - 9 Peak Hour	7:00	7:15					7:00		4 - 6 Peak Hour	17:00	16:00					16:30		
7 - 9 Pk Volume	167	59	0	0			221		4 - 6 Pk Volume	95	164	0	0			235		
Pk Hr Factor	0.852	0.819	0.000	0.000			0.969		Pk Hr Factor	0.848	0.932	0.000	0.000			0.933		

Prepared by National Data & Surveying Services

CLASSIFICATION

SR 1/3rd St S/O Hudson Blvd

Day: Saturday
Date: 8/20/2022

City: Alexandria
Project #: LA22_240057_004n

North Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	8	2	0	0	0	0	0	0	0	0	0	0	10
1:00	0	6	3	0	0	0	0	0	0	0	0	0	0	9
2:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
3:00	0	7	3	0	0	0	0	0	0	0	0	0	0	10
4:00	0	5	0	0	2	0	0	0	0	0	0	0	0	7
5:00	0	9	4	1	1	0	0	2	0	0	0	0	0	17
6:00	0	23	10	0	1	0	0	2	0	0	0	0	0	36
7:00	0	19	11	0	1	0	0	2	0	0	0	0	0	33
8:00	0	26	13	0	3	0	0	1	1	0	0	0	0	44
9:00	0	35	19	0	4	0	0	2	0	0	0	0	0	60
10:00	0	39	25	1	4	0	0	0	0	0	0	0	0	69
11:00	0	45	26	0	3	0	0	1	0	0	0	0	0	75
12:00 PM	0	34	13	0	5	0	0	1	0	0	0	0	0	53
13:00	0	46	15	0	3	0	0	1	0	0	0	0	0	65
14:00	0	48	22	0	4	0	0	0	0	0	0	0	0	74
15:00	0	38	20	0	4	0	0	1	1	0	0	0	0	64
16:00	0	29	21	0	4	0	0	2	0	0	0	0	0	56
17:00	0	34	15	0	4	0	0	0	0	0	0	0	0	53
18:00	1	42	13	0	3	0	0	2	0	0	0	0	0	61
19:00	0	34	10	0	2	0	0	0	0	0	0	0	0	46
20:00	0	27	5	0	0	0	0	0	0	0	0	0	0	32
21:00	0	20	7	0	1	0	0	0	0	0	0	0	0	28
22:00	0	14	9	0	0	0	0	0	0	0	0	0	0	23
23:00	0	5	3	0	1	0	0	0	0	0	0	0	0	9
Totals	1	598	271	2	50			17	2					941
% of Totals	0%	64%	29%	0%	5%			2%	0%					100%

AM Volumes	0	227	118	2	19	0	0	10	1	0	0	0	0	377
% AM		24%	13%	0%	2%			1%	0%					40%
AM Peak Hour		11:00	11:00	5:00	9:00			5:00	8:00					11:00
Volume		45	26	1	4			2	1					75
PM Volumes	1	371	153	0	31	0	0	7	1	0	0	0	0	564
% PM	0%	39%	16%		3%			1%	0%					60%
PM Peak Hour	18:00	14:00	14:00		12:00			16:00	15:00					14:00
Volume	1	48	22		5			2	1					74

Directional Peak Periods All Classes	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	77		8%	118		13%	109		12%	637		68%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

SR 1/3rd St S/O Hudson Blvd

Day: Saturday
Date: 8/20/2022

City: Alexandria
Project #: LA22_240057_004s

South Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	17	1	0	0	0	0	0	0	0	0	0	0	18
1:00	0	5	5	0	0	0	0	0	0	0	0	0	0	10
2:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
3:00	0	2	2	0	1	0	0	0	0	0	0	0	0	5
4:00	0	4	1	1	2	0	0	0	0	0	0	0	0	8
5:00	0	4	1	0	1	0	0	0	0	0	0	0	0	6
6:00	0	4	0	0	2	0	0	0	0	0	0	0	0	6
7:00	0	13	9	0	1	0	0	1	0	0	0	0	0	24
8:00	0	17	13	0	3	0	0	1	0	0	0	0	0	34
9:00	0	19	9	0	2	0	0	1	0	0	0	0	0	31
10:00	0	24	21	0	2	0	0	0	1	0	0	0	0	48
11:00	0	25	25	0	7	0	0	0	0	0	0	0	0	57
12:00 PM	0	40	29	0	2	0	0	1	1	0	0	0	0	73
13:00	0	43	21	0	4	0	0	0	0	0	0	0	0	68
14:00	0	47	15	0	7	0	0	0	0	0	0	0	0	69
15:00	0	30	21	0	1	0	0	0	0	0	0	0	0	52
16:00	0	45	21	0	4	0	0	1	0	0	0	0	0	71
17:00	1	32	15	0	2	0	0	1	2	0	0	0	0	53
18:00	0	33	25	0	5	0	0	1	0	0	0	0	0	64
19:00	1	45	25	0	3	0	0	2	0	0	0	0	0	76
20:00	1	27	9	0	0	0	0	0	0	0	0	0	0	37
21:00	0	20	14	0	2	0	0	0	0	0	0	0	0	36
22:00	0	11	9	0	3	0	0	0	0	0	0	0	0	23
23:00	0	15	3	0	0	0	0	0	0	0	0	0	0	18
Totals	**3**	**527**	**296**	**1**	**54**			**9**	**4**					**894**
% of Totals	0%	59%	33%	0%	6%			1%	0%					100%

AM Volumes	0	139	89	1	21	0	0	3	1	0	0	0	0	254
% AM		16%	10%	0%	2%			0%	0%					28%
AM Peak Hour		11:00	11:00	4:00	11:00			7:00	10:00					11:00
Volume		25	25	1	7			1	1					57
PM Volumes	3	388	207	0	33	0	0	6	3	0	0	0	0	640
% PM	0%	43%	23%		4%			1%	0%					72%
PM Peak Hour	17:00	14:00	12:00		14:00			19:00	17:00					19:00
Volume	1	47	29		7			2	2					76

Directional Peak Periods	**AM 7-9**			**NOON 12-2**			**PM 4-6**			**Off Peak Volumes**		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	58		6%	141		16%	124		14%	571		64%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

SR 1/3rd St S/O Hudson Blvd

Day: Saturday
Date: 8/20/2022

City: Alexandria
Project #: LA22_240057_004

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	25	3	0	0	0	0	0	0	0	0	0	0	28
1:00	0	11	8	0	0	0	0	0	0	0	0	0	0	19
2:00	0	10	4	0	0	0	0	0	0	0	0	0	0	14
3:00	0	9	5	0	1	0	0	0	0	0	0	0	0	15
4:00	0	9	1	1	4	0	0	0	0	0	0	0	0	15
5:00	0	13	5	1	2	0	0	2	0	0	0	0	0	23
6:00	0	27	10	0	3	0	0	2	0	0	0	0	0	42
7:00	0	32	20	0	2	0	0	3	0	0	0	0	0	57
8:00	0	43	26	0	6	0	0	2	1	0	0	0	0	78
9:00	0	54	28	0	6	0	0	3	0	0	0	0	0	91
10:00	0	63	46	1	6	0	0	0	1	0	0	0	0	117
11:00	0	70	51	0	10	0	0	1	0	0	0	0	0	132
12:00 PM	0	74	42	0	7	0	0	2	1	0	0	0	0	126
13:00	0	89	36	0	7	0	0	1	0	0	0	0	0	133
14:00	0	95	37	0	11	0	0	0	0	0	0	0	0	143
15:00	0	68	41	0	5	0	0	1	1	0	0	0	0	116
16:00	0	74	42	0	8	0	0	3	0	0	0	0	0	127
17:00	1	66	30	0	6	0	0	1	2	0	0	0	0	106
18:00	1	75	38	0	8	0	0	3	0	0	0	0	0	125
19:00	1	79	35	0	5	0	0	2	0	0	0	0	0	122
20:00	1	54	14	0	0	0	0	0	0	0	0	0	0	69
21:00	0	40	21	0	3	0	0	0	0	0	0	0	0	64
22:00	0	25	18	0	3	0	0	0	0	0	0	0	0	46
23:00	0	20	6	0	1	0	0	0	0	0	0	0	0	27
Totals	4	1125	567	3	104			26	6					1835
% of Totals	0%	61%	31%	0%	6%			1%	0%					100%

AM Volumes	0	366	207	3	40	0	0	13	2	0	0	0	0	631
% AM		20%	11%	0%	2%			1%	0%					34%
AM Peak Hour		11:00	11:00	4:00	11:00			7:00	8:00					11:00
Volume		70	51	1	10			3	1					132
PM Volumes	4	759	360	0	64	0	0	13	4	0	0	0	0	1204
% PM	0%	41%	20%		3%			1%	0%					66%
PM Peak Hour	17:00	14:00	12:00		14:00			16:00	17:00					14:00
Volume	1	95	42		11			3	2					143

Directional Peak Periods All Classes	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	135		7%	259		14%	233		13%	1208		66%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

VOLUME

SR 1/3rd St S/O Hudson Blvd

Day: Saturday
Date: 8/20/2022

City: Alexandria
Project #: LA22_240057_004

DAILY TOTALS	NB	SB	EB	WB	Total
	941	894	0	0	1,835

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
0:00	3		3		0	0	6		12:00	15		14		0	0	29	
0:15	2		7		0	0	9		12:15	11		17		0	0	28	
0:30	3		5		0	0	8		12:30	13		20		0	0	33	
0:45	2	10	3	18	0	0	5	28	12:45	14	53	22	73	0	0	36	126
1:00	3		1		0	0	4		13:00	12		23		0	0	35	
1:15	2		4		0	0	6		13:15	15		6		0	0	21	
1:30	3		3		0	0	6		13:30	17		20		0	0	37	
1:45	1	9	2	10	0	0	3	19	13:45	21	65	19	68	0	0	40	133
2:00	3		6		0	0	9		14:00	20		21		0	0	41	
2:15	2		0		0	0	2		14:15	17		11		0	0	28	
2:30	1		1		0	0	2		14:30	20		27		0	0	47	
2:45	1	7	0	7	0	0	1	14	14:45	17	74	10	69	0	0	27	143
3:00	2		1		0	0	3		15:00	11		9		0	0	20	
3:15	1		1		0	0	2		15:15	15		17		0	0	32	
3:30	5		2		0	0	7		15:30	19		12		0	0	31	
3:45	2	10	1	5	0	0	3	15	15:45	19	64	14	52	0	0	33	116
4:00	2		3		0	0	5		16:00	12		20		0	0	32	
4:15	1		2		0	0	3		16:15	6		18		0	0	24	
4:30	1		1		0	0	2		16:30	28		20		0	0	48	
4:45	3	7	2	8	0	0	5	15	16:45	10	56	13	71	0	0	23	127
5:00	1		0		0	0	1		17:00	8		11		0	0	19	
5:15	8		1		0	0	9		17:15	15		14		0	0	29	
5:30	4		2		0	0	6		17:30	16		13		0	0	29	
5:45	4	17	3	6	0	0	7	23	17:45	14	53	15	53	0	0	29	106
6:00	7		1		0	0	8		18:00	21		22		0	0	43	
6:15	9		0		0	0	9		18:15	11		13		0	0	24	
6:30	11		2		0	0	13		18:30	14		15		0	0	29	
6:45	9	36	3	6	0	0	12	42	18:45	15	61	14	64	0	0	29	125
7:00	9		4		0	0	13		19:00	11		29		0	0	40	
7:15	11		9		0	0	20		19:15	9		21		0	0	30	
7:30	6		6		0	0	12		19:30	13		16		0	0	29	
7:45	7	33	5	24	0	0	12	57	19:45	13	46	10	76	0	0	23	122
8:00	9		8		0	0	17		20:00	7		8		0	0	15	
8:15	11		3		0	0	14		20:15	6		6		0	0	12	
8:30	9		13		0	0	22		20:30	11		9		0	0	20	
8:45	15	44	10	34	0	0	25	78	20:45	8	32	14	37	0	0	22	69
9:00	16		9		0	0	25		21:00	13		10		0	0	23	
9:15	15		9		0	0	24		21:15	4		9		0	0	13	
9:30	19		7		0	0	26		21:30	7		11		0	0	18	
9:45	10	60	6	31	0	0	16	91	21:45	4	28	6	36	0	0	10	64
10:00	17		11		0	0	28		22:00	8		5		0	0	13	
10:15	10		10		0	0	20		22:15	3		7		0	0	10	
10:30	22		15		0	0	37		22:30	7		6		0	0	13	
10:45	20	69	12	48	0	0	32	117	22:45	5	23	5	23	0	0	10	46
11:00	26		16		0	0	42		23:00	2		3		0	0	5	
11:15	12		12		0	0	24		23:15	1		8		0	0	9	
11:30	21		13		0	0	34		23:30	5		3		0	0	8	
11:45	16	75	16	57	0	0	32	132	23:45	1	9	4	18	0	0	5	27
TOTALS		377		254				**631**	**TOTALS**		564		640				**1204**
SPLIT %		59.7%		40.3%				**34.4%**	**SPLIT %**		46.8%		53.2%				**65.6%**

DAILY TOTALS	NB	SB	EB	WB	Total
	941	894	0	0	1,835

AM Peak Hour	10:30	11:45					**10:30**		**PM Peak Hour**	13:45	12:15					**13:45**		
AM Pk Volume	80	67					**135**		**PM Pk Volume**	78	82					**156**		
Pk Hr Factor	0.769	0.838					**0.804**		**Pk Hr Factor**	0.929	0.891					**0.830**		
7 - 9 Volume	77	58	0	0			**135**		**4 - 6 Volume**	109	124			0	0	**233**		
7 - 9 Peak Hour	8:00	8:00					**8:00**		**4 - 6 Peak Hour**	16:30	16:00					**16:00**		
7 - 9 Pk Volume	44	34	0	0			**78**		**4 - 6 Pk Volume**	61	71			0	0	**127**		
Pk Hr Factor	0.733	0.654	0.000	0.000			**0.780**		**Pk Hr Factor**	0.545	0.888			0.000	0.000	**0.661**		

Prepared by National Data & Surveying Services

CLASSIFICATION

SR 1/3rd St S/O Hudson Blvd

Day: Sunday
Date: 8/21/2022

City: Alexandria
Project #: LA22_240057_004n

North Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
1:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
2:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
3:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
4:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
5:00	0	5	4	0	0	0	0	0	0	0	0	0	0	9
6:00	0	18	5	0	0	0	0	0	0	0	0	0	0	23
7:00	0	20	6	0	0	0	0	0	0	0	0	0	0	26
8:00	0	31	17	0	1	0	0	1	0	0	0	0	0	50
9:00	0	31	12	0	4	0	0	0	0	0	0	0	0	47
10:00	0	38	19	0	2	0	0	1	0	0	0	0	0	60
11:00	0	27	10	0	2	0	0	1	0	0	0	0	0	40
12:00 PM	0	18	17	0	2	0	0	0	0	0	0	0	0	37
13:00	0	51	18	0	2	0	0	0	0	0	0	0	0	71
14:00	0	36	28	0	3	0	0	0	0	0	0	0	0	67
15:00	1	37	17	0	2	0	0	1	0	0	0	0	0	58
16:00	0	41	20	0	3	0	0	0	0	0	0	0	0	64
17:00	0	33	14	0	1	0	0	0	0	0	0	0	0	48
18:00	0	49	10	0	2	0	0	0	0	0	0	0	0	61
19:00	0	22	4	0	2	0	0	0	0	0	0	0	0	28
20:00	0	16	6	0	3	0	0	0	0	0	0	0	0	25
21:00	0	10	4	0	0	0	0	0	0	0	0	0	0	14
22:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
23:00	0	12	4	0	1	0	0	0	0	0	0	0	0	17
Totals	**1**	**523**	**223**		**30**			**4**						**781**
% of Totals	0%	67%	29%		4%			1%						100%

AM Volumes	0	193	79	0	9	0	0	3	0	0	0	0	0	284
% AM		25%	10%		1%			0%						36%
AM Peak Hour		10:00	10:00		9:00			8:00						10:00
Volume		38	19		4			1						60
PM Volumes	1	330	144	0	21	0	0	1	0	0	0	0	0	497
% PM	0%	42%	18%		3%			0%						64%
PM Peak Hour	15:00	13:00	14:00		14:00			15:00						13:00
Volume	1	51	28		3			1						71

Directional Peak Periods All Classes	AM 7-9 Volume		%	NOON 12-2 Volume		%	PM 4-6 Volume		%	Off Peak Volumes Volume		%
	76	⟷	10%	108	⟷	14%	112	⟷	14%	485	⟷	62%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

SR 1/3rd St S/O Hudson Blvd

Day: Sunday
Date: 8/21/2022

City: Alexandria
Project #: LA22_240057_004s

South Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	7	3	0	0	0	0	0	0	0	0	0	0	10
1:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
2:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
3:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
5:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
6:00	0	6	1	0	2	0	0	0	0	0	0	0	0	9
7:00	0	13	3	0	1	0	0	0	0	0	0	0	0	17
8:00	0	10	13	0	1	0	0	0	1	0	0	0	0	25
9:00	0	15	9	0	3	0	0	1	0	0	0	0	0	28
10:00	0	27	16	0	0	0	0	1	0	0	0	0	0	44
11:00	0	31	6	0	4	0	0	0	0	0	0	0	0	41
12:00 PM	1	25	25	0	3	0	0	0	0	0	0	0	0	54
13:00	0	30	24	0	6	0	0	0	0	0	0	0	0	60
14:00	0	32	18	0	4	0	0	0	0	0	0	0	0	54
15:00	0	43	19	0	4	0	0	0	0	0	0	0	0	66
16:00	0	38	20	0	0	0	0	0	0	0	0	0	0	58
17:00	1	35	26	0	3	0	0	0	0	0	0	0	0	65
18:00	0	32	15	0	3	0	0	0	0	0	0	0	0	50
19:00	0	27	10	0	2	0	0	0	0	0	0	0	0	39
20:00	0	22	11	1	2	0	0	0	0	0	0	0	0	36
21:00	0	12	8	0	2	0	0	0	0	0	0	0	0	22
22:00	0	13	2	0	0	0	0	0	0	0	0	0	0	15
23:00	0	17	0	0	1	0	0	0	0	0	0	0	0	18
Totals	2	458	233	1	41			2	1					738
% of Totals	0%	62%	32%	0%	6%			0%	0%					100%

AM Volumes	0	132	55	0	11	0	0	2	1	0	0	0	0	201
% AM		18%	7%		1%			0%	0%					27%
AM Peak Hour		11:00	10:00		11:00			9:00	8:00					10:00
Volume		31	16		4			1	1					44
PM Volumes	2	326	178	1	30	0	0	0	0	0	0	0	0	537
% PM	0%	44%	24%	0%	4%									73%
PM Peak Hour	12:00	15:00	17:00	20:00	13:00									15:00
Volume	1	43	26	1	6									66

Directional Peak Periods All Classes	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	42		6%	114		15%	123		17%	459		62%

Classification Definitions

1 Motorcycles	**4** Buses	**7** > =4-Axle Single Units	**10** >=6-Axle Single Trailers	**13** >=7-Axle Multi-Trailers
2 Passenger Cars	**5** 2-Axle, 6-Tire Single Units	**8** <=4-Axle Single Trailers	**11** <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	**6** 3-Axle Single Units	**9** 5-Axle Single Trailers	**12** 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services

CLASSIFICATION

SR 1/3rd St S/O Hudson Blvd

Day: Sunday
Date: 8/21/2022

City: Alexandria
Project #: LA22_240057_004

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	14	3	0	0	0	0	0	0	0	0	0	0	17
1:00	0	11	2	0	0	0	0	0	0	0	0	0	0	13
2:00	0	11	3	0	0	0	0	0	0	0	0	0	0	14
3:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
4:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
5:00	0	10	6	0	0	0	0	0	0	0	0	0	0	16
6:00	0	24	6	0	2	0	0	0	0	0	0	0	0	32
7:00	0	33	9	0	1	0	0	0	0	0	0	0	0	43
8:00	0	41	30	0	2	0	0	1	1	0	0	0	0	75
9:00	0	46	21	0	7	0	0	1	0	0	0	0	0	75
10:00	0	65	35	0	2	0	0	2	0	0	0	0	0	104
11:00	0	58	16	0	6	0	0	1	0	0	0	0	0	81
12:00 PM	1	43	42	0	5	0	0	0	0	0	0	0	0	91
13:00	0	81	42	0	8	0	0	0	0	0	0	0	0	131
14:00	0	68	46	0	7	0	0	0	0	0	0	0	0	121
15:00	1	80	36	0	6	0	0	1	0	0	0	0	0	124
16:00	0	79	40	0	3	0	0	0	0	0	0	0	0	122
17:00	1	68	40	0	4	0	0	0	0	0	0	0	0	113
18:00	0	81	25	0	5	0	0	0	0	0	0	0	0	111
19:00	0	49	14	0	4	0	0	0	0	0	0	0	0	67
20:00	0	38	17	1	5	0	0	0	0	0	0	0	0	61
21:00	0	22	12	0	2	0	0	0	0	0	0	0	0	36
22:00	0	18	4	0	0	0	0	0	0	0	0	0	0	22
23:00	0	29	4	0	2	0	0	0	0	0	0	0	0	35
Totals	3	981	456	1	71			6	1					1519
% of Totals	0%	65%	30%	0%	5%			0%	0%					100%

AM Volumes	0	325	134	0	20	0	0	5	1	0	0	0	0	485
% AM		21%	9%		1%			0%	0%					32%
AM Peak Hour		10:00	10:00		9:00			10:00	8:00					10:00
Volume		65	35		7			2	1					104
PM Volumes	3	656	322	1	51	0	0	1	0	0	0	0	0	1034
% PM	0%	43%	21%	0%	3%			0%						68%
PM Peak Hour	12:00	13:00	14:00	20:00	13:00			15:00						13:00
Volume	1	81	46	1	8			1						131

Directional Peak Periods All Classes	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	118		8%	222		15%	235		15%	944		62%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

VOLUME

SR 1/3rd St S/O Hudson Blvd

Day: Sunday
Date: 8/21/2022

City: Alexandria
Project #: LA22_240057_004

DAILY TOTALS	NB	SB	EB	WB	Total
	781	738	0	0	1,519

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
0:00	2		3		0	0	5		12:00	10		16		0	0	26	
0:15	1		2		0	0	3		12:15	6		15		0	0	21	
0:30	1		2		0	0	3		12:30	8		10		0	0	18	
0:45	3	7	3	10	0	0	6	17	12:45	13	37	13	54	0	0	26	91
1:00	3		2		0	0	5		13:00	9		10		0	0	19	
1:15	1		1		0	0	2		13:15	19		21		0	0	40	
1:30	2		0		0	0	2		13:30	21		15		0	0	36	
1:45	3	9	1	4	0	0	4	13	13:45	22	71	14	60	0	0	36	131
2:00	3		4		0	0	7		14:00	11		9		0	0	20	
2:15	0		1		0	0	1		14:15	23		11		0	0	34	
2:30	1		0		0	0	1		14:30	22		17		0	0	39	
2:45	1	5	4	9	0	0	5	14	14:45	11	67	17	54	0	0	28	121
3:00	0		0		0	0			15:00	10		23		0	0	33	
3:15	0		1		0	0	1		15:15	17		15		0	0	32	
3:30	0		1		0	0	1		15:30	11		18		0	0	29	
3:45	3	3	1	3	0	0	4	6	15:45	20	58	10	66	0	0	30	124
4:00	1		0		0	0	1		16:00	20		13		0	0	33	
4:15	0		2		0	0	2		16:15	13		16		0	0	29	
4:30	1		1		0	0	2		16:30	20		16		0	0	36	
4:45	3	5	1	4	0	0	4	9	16:45	11	64	13	58	0	0	24	122
5:00	2		1		0	0	3		17:00	9		16		0	0	25	
5:15	2		3		0	0	5		17:15	12		15		0	0	27	
5:30	1		1		0	0	2		17:30	19		23		0	0	42	
5:45	4	9	2	7	0	0	6	16	17:45	8	48	11	65	0	0	19	113
6:00	6		2		0	0	8		18:00	9		14		0	0	23	
6:15	3		1		0	0	4		18:15	18		13		0	0	31	
6:30	6		2		0	0	8		18:30	13		13		0	0	26	
6:45	8	23	4	9	0	0	12	32	18:45	21	61	10	50	0	0	31	111
7:00	5		4		0	0	9		19:00	7		11		0	0	18	
7:15	5		6		0	0	11		19:15	6		10		0	0	16	
7:30	10		5		0	0	15		19:30	7		12		0	0	19	
7:45	6	26	2	17	0	0	8	43	19:45	8	28	6	39	0	0	14	67
8:00	8		5		0	0	13		20:00	6		13		0	0	19	
8:15	10		6		0	0	16		20:15	5		8		0	0	13	
8:30	18		6		0	0	24		20:30	10		10		0	0	20	
8:45	14	50	8	25	0	0	22	75	20:45	4	25	5	36	0	0	9	61
9:00	8		8		0	0	16		21:00	2		8		0	0	10	
9:15	8		8		0	0	16		21:15	6		2		0	0	8	
9:30	13		7		0	0	20		21:30	4		7		0	0	11	
9:45	18	47	5	28	0	0	23	75	21:45	2	14	5	22	0	0	7	36
10:00	9		6		0	0	15		22:00	3		7		0	0	10	
10:15	19		8		0	0	27		22:15	1		2		0	0	3	
10:30	16		13		0	0	29		22:30	3		2		0	0	5	
10:45	16	60	17	44	0	0	33	104	22:45	0	7	4	15	0	0	4	22
11:00	11		8		0	0	19		23:00	3		5		0	0	8	
11:15	7		7		0	0	14		23:15	5		4		0	0	9	
11:30	16		11		0	0	27		23:30	3		4		0	0	7	
11:45	6	40	15	41	0	0	21	81	23:45	6	17	5	18	0	0	11	35
TOTALS		284		201				485	TOTALS		497		537				1034
SPLIT %		58.6%		41.4%				31.9%	SPLIT %		48.1%		51.9%				68.1%

DAILY TOTALS	NB	SB	EB	WB	Total
	781	738	0	0	1,519

AM Peak Hour	9:45		11:30				10:15		PM Peak Hour	13:45		14:45				14:15		
AM Pk Volume	62		57				108		PM Pk Volume	78		73				134		
Pk Hr Factor	0.816		0.891				0.818		Pk Hr Factor	0.848		0.793				0.859		
7 - 9 Volume	76		42		0	0	118		4 - 6 Volume	112		123		0	0	235		
7 - 9 Peak Hour	8:00		8:00				8:00		4 - 6 Peak Hour	16:00		16:45				16:00		
7 - 9 Pk Volume	50		25		0	0	75		4 - 6 Pk Volume	64		67		0	0	122		
Pk Hr Factor	0.694		0.781		0.000	0.000	0.781		Pk Hr Factor	0.800		0.728		0.000	0.000	0.847		

Appendix A

Initial Data Collection

IV. QA/QC Documentation

Initial Data Collection QA/QC Checklist

√	***Data Collection***	***Comments***
√	Weather, incident, or construction didn't affect the data collected	
√	Tube counts checked for any large variations in data during the entire time period obtained	
√	All data on raw counts have been corrected and documented	n/a
√	Key map corresponds to raw data	

	Appendix A	***Comments***
√	All required documents in Appendix A: Initial Data Collection	

Notes:

Engineer: Sen Skaikay Date given to Quality Checker: 9/1/22

Quality Checker: Nick Ferlito Date check completed: 9/6/22

Appendix B

Final Data Collection

I. Machine Counts
II. Peak Period Counts
    a. Raw Turning Movement Counts
    b. Demand Calculations
    c. Peak Hour Determination
    d. Turning Movement Count Summary Figure
III. Peak Period Observations
IV. Growth Rate Determination
V. Geometric Field Check
VI. QAQC

Appendix B

I. Machine Counts

A study area map of the corridor is shown in **Figure B-1**. The machine counts used in this study were collected by National Data & Surveying Services (NDS) personnel between Monday, August 15, 2022 and Sunday, August 21, 2022. Tubes that were collected for 7 days were presented in **Appendix A**. 48-hour classification counts were collected by National Data & Surveying Services (NDS) between Tuesday, August 16, 2022 and Wednesday, August 17, 2022.

48-hour classification counts were collected for each intersection (shown in **Figure B-2**).

The count data is shown in **Figure B-22.**

LEGEND

PROPOSED STUDY AREA

FIGURE B-1
SUGARHOUSE ROAD EXTENSION
STUDY AREA MAP

ALEXANDRIA, LA

NEEL-SCHAFFER
Solutions you can build upon

Location	Direction	ADT
Site 1	EB	850
Site 2	NB	1,431
Site 3	SB	2,164

Location	Direction	ADT
Site 4	EB	504
Site 5	NB	1,257
Site 6	WB	950
Site 7	SB	760
Site 8	WB	534
Site 9	SB	1,599
Site 10	NB	1,384
Site 11	SB	985
Site 12	EB	1,284
Site 13	WB	29
Site 14	EB	3,462
Site 15	NB	1,157
Site 16	WB	1,109
Site 17	SB	1,782

LEGEND

48-HOUR TUBE COUNT LOCATIONS

FIGURE B-2
SUGARHOUSE ROAD EXTENSION
48-HOUR TUBE COUNT LOCATIONS AND ADTS

ALEXANDRIA, LA

NEEL-SCHAFFER
Solutions you can build upon

Prepared by National Data & Surveying Services

CLASSIFICATION

Hudson Blvd W/O CR 1/3rd St

Day: Tuesday
Date: 8/16/2022

City: Alexandria
Project #: LA22_240058_001e

East Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
00:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
00:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	2	0	0	1	0	0	0	0	0	0	0	0	3
05:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
05:30	0	1	1	0	0	1	0	0	0	0	0	0	0	3
05:45	0	9	2	0	0	0	0	0	0	0	0	0	0	11
06:00	0	5	3	0	0	0	0	0	0	0	0	0	0	8
06:15	0	8	1	0	2	0	0	0	0	0	0	0	0	11
06:30	0	6	4	1	4	0	0	0	0	0	0	0	0	15
06:45	0	10	2	1	2	0	0	0	0	0	0	0	0	15
07:00	0	10	3	0	1	0	0	0	0	0	0	0	0	14
07:15	0	3	6	1	3	0	0	1	0	0	0	0	0	14
07:30	0	12	1	0	0	0	0	0	0	0	0	0	0	13
07:45	0	11	4	1	0	0	0	0	0	0	0	0	0	16
08:00	1	13	4	0	3	0	0	0	0	0	0	0	0	21
08:15	0	10	3	0	3	0	0	0	1	0	0	0	0	17
08:30	0	14	4	0	1	0	0	0	0	0	0	0	0	19
08:45	0	8	1	0	2	1	0	0	0	0	0	0	0	12
09:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
09:15	0	3	5	0	0	0	0	0	0	0	0	0	0	8
09:30	0	9	3	0	2	1	1	0	0	0	0	0	0	16
09:45	0	7	5	0	3	1	0	0	0	0	0	0	0	16
10:00	0	6	3	0	2	0	0	0	0	0	0	0	0	11
10:15	0	4	1	0	1	0	0	0	0	0	0	0	0	6
10:30	0	7	2	0	0	0	0	0	0	0	0	0	0	9
10:45	0	3	5	0	1	0	0	0	0	0	0	0	0	9
11:00	0	11	0	0	0	0	0	0	0	0	0	0	0	11
11:15	0	6	3	0	1	0	0	0	0	0	0	0	0	10
11:30	0	8	2	0	0	0	0	0	0	0	0	0	0	10
11:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5
12:00 PM	0	7	1	0	1	0	0	0	0	0	0	0	0	9
12:15	0	5	3	0	2	1	0	0	0	0	0	0	0	11
12:30	0	11	4	0	0	0	0	0	0	0	0	0	0	15
12:45	0	8	2	0	0	0	0	0	0	0	0	0	0	10
13:00	0	4	2	0	2	1	0	0	0	0	0	0	0	9
13:15	0	6	4	0	2	0	0	0	0	0	0	0	0	12
13:30	0	9	3	0	1	0	0	0	0	0	0	0	0	13
13:45	0	5	1	0	3	0	0	0	0	0	0	0	0	9
14:00	0	4	2	0	1	0	0	0	0	0	0	0	0	7
14:15	0	12	1	0	2	0	0	0	0	0	0	0	0	15
14:30	0	15	6	0	2	0	0	0	0	0	0	0	0	23
14:45	0	12	4	1	1	0	0	0	0	0	0	0	0	18

15:00	0	11	6	0	0	0	0	0	0	0	0	0	0	**17**
15:15	0	15	3	2	3	0	0	0	0	0	0	0	0	**23**
15:30	0	9	4	0	1	0	0	0	0	0	0	0	0	**14**
15:45	0	12	4	1	1	0	0	0	0	0	0	0	0	**18**
16:00	0	7	2	2	0	0	0	0	0	0	0	0	0	**11**
16:15	0	13	3	0	0	0	0	0	0	0	0	0	0	**16**
16:30	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**
16:45	0	10	6	0	2	0	0	0	0	0	0	0	0	**18**
17:00	0	11	5	0	0	0	0	0	0	0	0	0	0	**16**
17:15	0	14	4	0	1	0	0	0	0	0	0	0	0	**19**
17:30	0	14	3	0	0	0	0	1	0	0	0	0	0	**18**
17:45	0	5	2	0	2	0	0	0	0	0	0	0	0	**9**
18:00	0	10	5	0	0	0	0	0	0	0	0	0	0	**15**
18:15	0	18	2	0	0	0	0	0	0	0	0	0	0	**20**
18:30	0	6	3	0	0	0	0	0	0	0	0	0	0	**9**
18:45	0	11	4	0	0	0	0	0	0	0	0	0	0	**15**
19:00	0	16	0	0	1	1	0	0	0	0	0	0	0	**18**
19:15	0	3	4	0	0	0	0	0	0	0	0	0	0	**7**
19:30	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**
19:45	0	8	2	0	0	0	0	0	0	0	0	0	0	**10**
20:00	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
20:15	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**
20:30	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
20:45	0	8	2	0	0	0	0	0	0	0	0	0	0	**10**
21:00	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
21:15	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
21:30	0	5	3	0	0	0	0	0	0	0	0	0	0	**8**
21:45	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
22:00	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
22:15	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
22:30	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
22:45	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
23:15	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
23:30	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
23:45	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
Totals	**1**	**585**	**183**	**10**	**60**	**7**	**1**	**2**	**1**					**850**
% of Totals	0%	69%	22%	1%	7%	1%	0%	0%	0%					100%

AM Volumes	1	212	72	4	32	4	1	1	1	0	0	0	0	328
% AM	0%	25%	8%	0%	4%	0%	0%	0%	0%					39%
AM Peak Hour	07:15	07:45	09:15	06:30	06:30	08:45	08:45	06:30	07:30					07:45
Volume	1	48	16	3	10	2	1	1	1					73
PM Volumes	0	373	111	6	28	3	0	1	0	0	0	0	0	522
% PM		44%	13%	1%	3%	0%		0%						61%
PM Peak Hour		14:30	14:30	15:15	13:00	12:15		16:45						14:30
Volume		53	19	5	8	2		1						81

Directional Peak Periods	**AM 7-9**			**NOON 12-2**			**PM 4-6**			**Off Peak Volumes**		
All Classes	Volume		%	Volume		%	Volume		%	Volume		%
	126	⟷	15%	88	⟷	10%	116	⟷	14%	520	⟷	61%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

Hudson Blvd W/O CR 1/3rd St

Day: Wednesday
Date: 8/17/2022

City: Alexandria
Project #: LA22_240058_001e

East Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
00:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
00:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
01:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2
02:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
02:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	1	0	0	1	0	0	0	0	0	0	0	0	2
05:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
05:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:30	0	6	1	0	0	0	0	0	0	0	0	0	0	7
05:45	1	7	1	0	0	1	0	0	0	0	0	0	0	10
06:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
06:15	0	2	1	0	1	0	0	0	0	0	0	0	0	4
06:30	0	8	3	0	0	0	0	0	0	0	0	0	0	11
06:45	0	6	0	1	1	0	0	0	0	0	0	0	0	8
07:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
07:15	0	8	6	2	2	0	0	0	0	0	0	0	0	18
07:30	0	13	2	1	0	1	0	1	0	0	0	0	0	18
07:45	0	8	2	0	3	0	0	0	0	0	0	0	0	13
08:00	0	4	4	0	1	0	0	0	0	0	0	0	0	9
08:15	0	10	4	0	1	0	0	0	0	0	0	0	0	15
08:30	0	8	0	0	0	0	0	0	0	0	0	0	0	8
08:45	0	8	1	0	2	0	0	0	0	0	0	0	0	11
09:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
09:15	0	6	2	0	2	0	0	0	0	0	0	0	0	10
09:30	0	8	6	0	1	0	0	1	0	0	0	0	0	16
09:45	0	8	2	0	0	0	0	0	0	0	0	0	0	10
10:00	0	6	3	0	1	0	0	0	0	0	0	0	0	10
10:15	0	8	2	0	0	0	0	0	0	0	0	0	0	10
10:30	0	8	3	0	1	0	0	0	0	0	0	0	0	12
10:45	0	4	1	0	0	1	0	0	0	0	0	0	0	6
11:00	0	7	3	0	2	0	0	0	0	0	0	0	0	12
11:15	0	12	6	0	0	0	0	1	0	0	0	0	0	19
11:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
11:45	0	9	4	0	0	0	0	0	0	0	0	0	0	13
12:00 PM	0	7	5	1	0	0	0	0	0	0	0	0	0	13
12:15	0	6	4	0	1	1	0	0	0	0	0	0	0	12
12:30	0	4	2	0	0	0	0	0	0	0	0	0	0	6
12:45	0	7	1	0	1	0	0	0	1	0	0	0	0	10
13:00	0	7	2	1	0	0	0	0	0	0	0	0	0	10
13:15	0	8	2	0	0	0	0	0	0	0	0	0	0	10
13:30	0	12	3	0	1	0	0	0	0	0	0	0	0	16
13:45	0	7	3	0	1	0	0	0	0	0	0	0	0	11
14:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11
14:15	0	12	7	0	1	0	0	0	0	0	0	0	0	20
14:30	0	9	1	0	2	0	0	0	0	0	0	0	0	12
14:45	0	9	2	1	1	0	0	0	0	0	0	0	0	13

15:00	0	10	2	0	1	0	0	0	0	0	0	0	0	**13**
15:15	0	7	4	1	3	0	0	0	0	0	0	0	0	**15**
15:30	0	13	4	0	0	0	0	0	0	0	0	0	0	**17**
15:45	0	10	3	1	2	0	0	0	0	0	0	0	0	**16**
16:00	0	10	1	1	0	0	0	0	0	0	0	0	0	**12**
16:15	0	14	3	0	0	0	0	0	0	0	0	0	0	**17**
16:30	0	16	7	0	3	0	0	0	0	0	0	0	0	**26**
16:45	0	14	4	0	0	0	0	0	0	0	0	0	0	**18**
17:00	0	16	3	0	0	0	0	0	0	0	0	0	0	**19**
17:15	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**
17:30	0	11	4	0	0	0	0	0	0	0	0	0	0	**15**
17:45	0	10	6	0	0	0	0	0	0	0	0	0	0	**16**
18:00	0	9	4	0	0	0	0	0	0	0	0	0	0	**13**
18:15	0	9	5	0	0	0	0	1	0	0	0	0	0	**15**
18:30	0	13	4	0	0	0	0	0	0	0	0	0	0	**17**
18:45	0	9	2	0	0	0	0	0	0	0	0	0	0	**11**
19:00	0	13	1	0	1	0	0	0	0	0	0	0	0	**15**
19:15	0	8	6	0	0	0	0	0	0	0	0	0	0	**14**
19:30	0	10	4	0	0	0	0	0	0	0	0	0	0	**14**
19:45	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
20:00	0	9	2	0	0	0	0	0	0	0	0	0	0	**11**
20:15	1	7	1	0	0	0	0	0	0	0	0	0	0	**9**
20:30	0	9	3	0	1	0	0	0	0	0	0	0	0	**13**
20:45	0	8	3	0	0	0	0	0	0	0	0	0	0	**11**
21:00	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**
21:15	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
21:30	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**
21:45	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
22:00	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
22:15	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
22:30	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
22:45	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**
23:00	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
23:15	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
23:30	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
23:45	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
Totals	**2**	**608**	**183**	**10**	**38**	**4**		**4**	**1**					**850**
% of Totals	0%	72%	22%	1%	4%	0%		0%	0%					100%

AM Volumes	1	211	65	4	19	3	0	3	0	0	0	0	0	306
% AM	0%	25%	8%	0%	2%	0%		0%						36%
AM Peak Hour	05:00	07:00	11:15	06:45	07:15	05:00		06:45						07:00
Volume	1	37	15	4	6	1		1						58
PM Volumes	1	397	118	6	19	1	0	1	1	0	0	0	0	544
% PM	0%	47%	14%	1%	2%	0%		0%	0%					64%
PM Peak Hour	19:30	16:15	17:30	15:15	14:30	12:00		17:30	12:00					16:15
Volume	1	60	19	3	7	1		1	1					80

Directional Peak Periods	**AM 7-9**			**NOON 12-2**			**PM 4-6**			**Off Peak Volumes**		
All Classes	Volume		%	Volume		%	Volume		%	Volume		%
	101	⟷	12%	88	⟷	10%	133	⟷	16%	528	⟷	62%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

SR 1/3rd St S/O Hudson Blvd

Day: Tuesday
Date: 8/16/2022

City: Alexandria
Project #: LA22_240058_002n

North Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
00:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
00:30	0	1	1	0	1	0	0	0	0	0	0	0	0	3
00:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:45	0	1	7	0	0	0	0	0	0	0	0	0	0	8
05:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
05:15	0	3	2	0	4	0	0	0	0	0	0	0	0	9
05:30	0	7	3	0	1	0	0	0	0	0	0	0	0	11
05:45	0	13	2	0	1	0	0	1	0	0	0	0	0	17
06:00	0	6	2	0	2	0	0	0	0	0	0	0	0	10
06:15	0	17	11	0	0	0	0	0	0	0	0	0	0	28
06:30	0	20	10	1	3	0	0	0	0	0	0	0	0	34
06:45	0	30	12	0	1	0	0	1	1	0	0	0	0	45
07:00	0	24	13	0	1	0	0	0	2	1	0	0	0	41
07:15	0	28	7	0	2	1	2	0	4	1	0	0	0	45
07:30	0	37	11	1	2	1	0	1	4	1	0	0	0	58
07:45	0	44	20	0	3	1	1	1	0	0	0	0	0	70
08:00	0	22	14	0	4	0	0	0	2	0	0	0	0	42
08:15	0	18	5	0	2	1	0	0	1	1	0	0	0	28
08:30	0	11	6	0	8	0	0	0	0	0	0	0	0	25
08:45	0	10	6	0	2	1	0	1	1	0	0	0	0	21
09:00	0	11	5	0	1	1	0	0	2	2	0	0	0	22
09:15	0	10	6	0	2	0	0	0	3	0	0	0	0	21
09:30	0	11	6	0	2	2	0	2	0	0	0	0	0	23
09:45	0	13	5	0	0	1	1	0	0	1	0	0	0	21
10:00	0	2	3	0	4	3	0	0	2	1	0	0	0	15
10:15	0	7	8	0	2	1	0	0	2	0	0	0	0	20
10:30	0	8	10	0	1	0	0	0	2	0	0	0	0	21
10:45	0	9	11	0	1	3	0	0	0	0	0	0	0	24
11:00	0	15	11	0	2	0	0	0	2	0	0	0	0	30
11:15	0	14	5	1	1	0	1	0	0	0	0	0	0	22
11:30	1	9	5	0	1	1	0	0	3	1	0	0	0	21
11:45	0	10	2	0	0	1	0	0	0	0	0	0	0	13
12:00 PM	0	8	11	1	1	3	2	0	0	2	0	0	0	28
12:15	0	9	6	0	3	0	0	0	1	0	0	0	0	19
12:30	0	9	5	0	3	1	0	2	0	0	0	0	0	20
12:45	0	7	9	0	0	1	0	1	0	0	0	0	0	18
13:00	0	8	5	0	0	0	0	0	2	0	0	0	0	15
13:15	0	10	4	0	0	1	0	0	3	1	0	0	0	19
13:30	0	20	8	0	0	2	0	2	1	0	0	0	0	33
13:45	0	11	6	0	3	0	0	1	0	0	0	0	0	21
14:00	3	17	7	0	5	1	0	0	2	0	0	0	0	35
14:15	0	9	4	0	0	3	0	0	0	0	0	0	0	16
14:30	0	32	27	1	2	3	1	1	1	2	0	0	0	70
14:45	0	13	8	0	1	0	0	1	0	0	0	0	0	23

15:00	0	8	7	1	2	0	0	0	1	0	0	0	0	**19**
15:15	0	5	2	1	3	1	0	0	0	0	0	0	0	**12**
15:30	0	10	7	0	4	0	0	0	0	0	0	0	0	**21**
15:45	0	9	7	0	1	0	0	0	0	0	0	0	0	**17**
16:00	0	11	5	0	1	0	0	0	0	0	0	0	0	**17**
16:15	0	5	5	1	0	0	0	1	0	0	0	0	0	**12**
16:30	0	12	8	1	0	0	0	0	0	0	0	0	0	**21**
16:45	0	10	6	0	1	0	0	0	0	0	0	0	0	**17**
17:00	0	5	4	0	2	0	0	0	0	0	0	0	0	**11**
17:15	0	12	8	0	0	0	0	0	0	0	0	0	0	**20**
17:30	0	11	6	0	3	0	0	1	0	0	0	0	0	**21**
17:45	0	10	5	0	0	0	1	0	0	0	0	0	0	**16**
18:00	0	6	3	0	0	0	0	2	0	0	0	0	0	**11**
18:15	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
18:30	0	3	5	0	1	0	0	0	0	0	0	0	0	**9**
18:45	0	8	2	0	0	0	0	1	0	0	0	0	0	**11**
19:00	0	4	4	0	1	0	0	0	0	0	0	0	0	**9**
19:15	0	5	4	0	0	0	0	0	0	0	0	0	0	**9**
19:30	0	9	5	0	0	0	0	0	0	0	0	0	0	**14**
19:45	0	3	3	0	1	0	0	0	0	0	0	0	0	**7**
20:00	0	5	2	0	1	0	0	0	0	0	0	0	0	**8**
20:15	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**
20:30	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
20:45	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
21:00	0	4	3	0	0	0	0	0	0	0	0	0	0	**7**
21:15	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**
21:30	0	2	0	0	0	0	0	1	0	0	0	0	0	**3**
21:45	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
22:00	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
22:15	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
22:30	0	2	1	0	1	0	0	0	0	0	0	0	0	**4**
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
23:00	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
23:15	0	0	2	0	0	0	0	0	0	0	0	0	0	**2**
23:30	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
23:45	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
Totals	**4**	**789**	**427**	**9**	**94**	**34**	**9**	**21**	**42**	**14**				**1443**
% of Totals	0%	55%	30%	1%	7%	2%	1%	1%	3%	1%				100%

AM Volumes	1	431	214	3	54	18	5	7	31	9	0	0	0	773
% AM	0%	30%	15%	0%	4%	1%	0%	0%	2%	1%				54%
AM Peak Hour	10:45	07:00	07:15	11:15	07:45	09:30	07:00	08:45	06:45	06:45				07:15
Volume	1	133	52	2	17	7	3	3	11	3				215
PM Volumes	3	358	213	6	40	16	4	14	11	5	0	0	0	670
% PM	0%	25%	15%	0%	3%	1%	0%	1%	1%	0%				46%
PM Peak Hour	13:15	14:00	14:00	14:30	13:45	13:45	12:00	12:00	12:45	12:00				14:00
Volume	3	71	46	3	10	7	2	3	6	2				144

Directional Peak Periods	**AM 7-9**		**NOON 12-2**		**PM 4-6**		**Off Peak Volumes**	
All Classes	Volume	%	Volume	%	Volume	%	Volume	%
	330 ⟷	23%	173 ⟷	12%	135 ⟷	9%	805 ⟷	56%

Classification Definitions

1 Motorcycles	**4** Buses	**7** > =4-Axle Single Units	**10** >=6-Axle Single Trailers	**13** >=7-Axle Multi-Trailers
2 Passenger Cars	**5** 2-Axle, 6-Tire Single Units	**8** <=4-Axle Single Trailers	**11** <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	**6** 3-Axle Single Units	**9** 5-Axle Single Trailers	**12** 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services

CLASSIFICATION

SR 1/3rd St S/O Hudson Blvd

Day: Wednesday
Date: 8/17/2022

City: Alexandria
Project #: LA22_240058_002n

North Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	1	0	1	0	0	0	0	0	0	0	0	2
00:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
01:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	0	2	0	0	0	0	0	0	0	0	0	0	2
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:30	0	1	2	0	0	0	0	0	0	0	0	0	0	3
04:45	0	2	4	0	0	0	0	1	0	0	0	0	0	7
05:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
05:15	0	5	4	0	2	0	0	0	0	0	0	0	0	11
05:30	0	5	3	0	1	0	0	0	0	0	0	0	0	9
05:45	0	6	5	0	1	0	0	0	0	0	0	0	0	12
06:00	0	6	4	0	1	0	0	0	0	0	0	0	0	11
06:15	0	18	11	2	1	0	0	0	0	0	0	0	0	32
06:30	1	18	14	1	2	0	0	0	0	0	0	0	0	36
06:45	0	28	7	0	1	0	0	1	0	1	0	0	0	38
07:00	0	29	15	0	0	5	1	1	3	1	0	0	0	55
07:15	0	36	9	0	1	2	0	0	3	1	0	0	0	52
07:30	0	29	15	1	0	4	0	0	0	0	0	0	0	49
07:45	0	39	15	0	5	0	1	1	1	0	0	0	0	62
08:00	1	14	13	0	2	0	0	0	1	0	0	0	0	31
08:15	0	22	6	0	5	0	0	0	1	0	0	0	0	34
08:30	0	8	4	0	1	0	0	0	1	0	0	0	0	14
08:45	0	8	12	0	1	2	0	1	2	0	0	0	0	26
09:00	0	11	12	1	4	3	0	2	0	0	0	0	0	33
09:15	1	12	9	0	2	0	0	1	1	0	0	0	0	26
09:30	0	13	10	0	6	0	2	0	0	1	0	0	0	32
09:45	0	9	11	0	1	4	0	1	0	0	0	0	0	26
10:00	0	7	4	0	3	0	0	0	2	0	0	0	0	16
10:15	0	7	7	0	0	2	0	0	1	0	0	0	0	17
10:30	0	11	4	0	3	1	0	0	0	0	0	0	0	19
10:45	0	5	4	0	1	0	0	1	1	0	0	0	0	12
11:00	0	10	9	0	1	0	0	0	2	0	0	0	0	22
11:15	0	8	9	0	1	1	0	0	0	0	0	0	0	19
11:30	0	9	4	0	2	1	2	0	0	1	0	0	0	19
11:45	1	8	5	1	1	3	2	0	0	0	0	0	0	21
12:00 PM	0	7	3	0	1	0	0	0	3	0	0	0	0	14
12:15	1	7	6	1	3	5	0	0	2	0	0	0	0	25
12:30	0	11	6	0	3	1	0	2	0	0	0	0	0	23
12:45	0	8	6	0	0	0	0	0	1	0	0	0	0	15
13:00	0	9	3	0	1	0	0	1	0	0	0	0	0	14
13:15	0	9	6	1	1	1	0	4	0	1	0	0	0	23
13:30	0	6	6	0	1	0	0	2	0	0	0	0	0	15
13:45	0	8	3	0	2	3	0	1	2	0	0	0	0	19
14:00	0	12	5	1	1	3	1	1	1	0	0	0	0	25
14:15	0	15	10	0	2	1	0	0	0	0	0	0	0	28
14:30	0	28	19	0	3	5	0	0	0	0	0	0	0	55
14:45	0	8	11	1	1	2	0	0	0	1	0	0	0	24

15:00	0	11	4	0	2	0	0	0	0	0	0	0	0	**17**
15:15	0	4	5	1	1	2	0	1	0	0	0	0	0	**14**
15:30	0	15	3	0	1	0	0	0	0	0	0	0	0	**19**
15:45	0	6	3	0	1	0	0	0	0	0	0	0	0	**10**
16:00	0	8	6	0	1	0	0	0	0	0	0	0	0	**15**
16:15	0	10	6	0	1	0	0	0	0	0	0	0	0	**17**
16:30	0	6	7	0	2	0	0	1	0	0	0	0	0	**16**
16:45	0	17	7	0	3	0	0	0	0	0	0	0	0	**27**
17:00	0	11	8	0	1	0	0	0	0	0	0	0	0	**20**
17:15	1	13	8	0	2	0	0	0	0	0	0	0	0	**24**
17:30	0	10	6	0	2	0	0	0	0	0	0	0	0	**18**
17:45	0	10	7	0	1	0	0	0	0	0	0	0	0	**18**
18:00	0	8	3	0	0	0	0	0	0	0	0	0	0	**11**
18:15	0	7	4	0	1	0	0	0	0	0	0	0	0	**12**
18:30	0	8	4	0	0	0	0	0	0	0	0	0	0	**12**
18:45	0	7	4	0	3	0	0	0	0	0	0	0	0	**14**
19:00	0	6	4	0	1	0	0	2	0	0	0	0	0	**13**
19:15	0	8	5	0	0	0	0	0	0	0	0	0	0	**13**
19:30	0	3	4	0	0	0	0	0	0	0	0	0	0	**7**
19:45	0	6	1	0	1	0	0	0	0	0	0	0	0	**8**
20:00	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**
20:15	0	5	4	0	1	0	0	0	0	0	0	0	0	**10**
20:30	0	3	4	0	0	0	0	0	0	0	0	0	0	**7**
20:45	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
21:00	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
21:15	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
21:30	0	2	5	0	2	0	0	0	0	0	0	0	0	**9**
21:45	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
22:00	0	2	2	0	0	0	0	0	0	0	0	0	0	**4**
22:15	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
22:30	0	0	1	0	1	0	0	0	0	0	0	0	0	**2**
22:45	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
23:00	0	0	2	0	0	0	0	0	0	0	0	0	0	**2**
23:15	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
23:30	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Totals	**6**	**742**	**442**	**11**	**97**	**51**	**9**	**25**	**28**	**7**				**1418**
% of Totals	0%	52%	31%	1%	7%	4%	1%	2%	2%	0%				100%

AM Volumes	4	403	237	6	50	28	8	10	19	5	0	0	0	770
% AM	0%	28%	17%	0%	4%	2%	1%	1%	1%	0%				54%
AM Peak Hour	11:30	07:00	07:00	05:45	07:45	06:45	11:00	08:30	07:00	06:30				07:00
Volume	2	133	54	3	13	11	4	4	7	3				218
PM Volumes	2	339	205	5	47	23	1	15	9	2	0	0	0	648
% PM	0%	24%	14%	0%	3%	2%	0%	1%	1%	0%				46%
PM Peak Hour	12:00	13:45	14:00	13:15	13:45	13:45	13:15	13:00	12:00	12:30				14:00
Volume	1	63	45	2	8	12	1	8	6	1				132

Directional Peak Periods	**AM 7-9**		**NOON 12-2**		**PM 4-6**		**Off Peak Volumes**	
All Classes	Volume	%	Volume	%	Volume	%	Volume	%
	323 ⟷	23%	148 ⟷	10%	155 ⟷	11%	792 ⟷	56%

Classification Definitions

1 Motorcycles	**4** Buses	**7** > =4-Axle Single Units	**10** >=6-Axle Single Trailers	**13** >=7-Axle Multi-Trailers
2 Passenger Cars	**5** 2-Axle, 6-Tire Single Units	**8** <=4-Axle Single Trailers	**11** <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	**6** 3-Axle Single Units	**9** 5-Axle Single Trailers	**12** 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services

CLASSIFICATION

SR 1/3rd St N/O Hudson Blvd

Day: Tuesday
Date: 8/16/2022

City: Alexandria
Project #: LA22_240058_003s

South Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
00:15	0	5	1	0	0	0	0	0	0	0	0	0	0	6
00:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
00:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:30	0	4	2	0	0	0	0	0	0	0	0	0	0	6
01:45	0	3	2	0	0	0	0	0	0	0	0	0	0	5
02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
02:15	0	6	2	0	0	0	0	0	0	0	0	0	0	8
02:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
02:45	0	5	1	0	0	0	0	0	0	0	0	0	0	6
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:15	0	3	1	0	0	0	0	0	1	0	0	0	0	5
03:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	2	1	1	1	0	0	0	0	0	0	0	0	5
04:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
05:15	0	13	4	0	1	0	0	0	0	0	0	0	0	18
05:30	0	15	6	0	2	0	0	0	0	0	0	0	0	23
05:45	0	18	9	0	2	0	0	0	0	0	0	0	0	29
06:00	0	7	2	0	1	0	0	0	0	0	0	0	0	10
06:15	0	15	6	1	2	0	0	0	1	0	0	0	0	25
06:30	0	11	5	0	1	0	0	0	0	0	0	0	0	17
06:45	0	13	2	1	0	0	0	0	0	0	0	0	0	16
07:00	0	26	6	0	1	0	0	1	1	0	0	0	0	35
07:15	0	24	7	3	2	0	0	0	0	0	0	0	0	36
07:30	0	13	7	0	2	0	0	0	0	0	0	0	0	22
07:45	0	18	5	0	0	0	0	0	0	0	0	0	0	23
08:00	0	24	7	1	1	0	0	1	0	0	0	0	0	34
08:15	0	19	6	0	4	0	0	0	0	0	0	0	0	29
08:30	0	19	4	0	1	0	0	0	1	0	0	0	0	25
08:45	0	15	4	0	1	0	0	0	0	0	0	0	0	20
09:00	0	20	9	0	2	0	0	0	2	0	0	0	0	33
09:15	0	20	5	0	1	0	0	0	1	0	0	0	0	27
09:30	0	31	12	0	2	0	0	0	0	0	0	0	0	45
09:45	0	21	12	0	2	0	0	0	0	0	0	0	0	35
10:00	0	17	4	0	1	0	0	0	1	0	0	0	0	23
10:15	0	13	6	0	1	0	0	0	0	0	0	0	0	20
10:30	1	18	8	0	2	1	0	0	0	0	0	0	0	30
10:45	0	23	7	0	5	1	0	0	0	0	0	0	0	36
11:00	0	24	8	0	4	0	0	0	0	0	0	0	0	36
11:15	0	22	11	0	1	0	0	0	0	0	0	0	0	34
11:30	0	14	6	1	3	0	0	0	0	0	0	0	0	24
11:45	0	28	13	0	2	1	0	1	0	0	0	0	0	45
12:00 PM	0	29	8	1	1	0	1	0	0	0	0	0	0	40
12:15	0	18	10	0	2	0	0	0	0	0	0	0	0	30
12:30	0	20	8	0	2	0	0	0	1	0	0	0	0	31
12:45	0	21	7	0	1	0	0	1	1	0	0	0	0	31
13:00	0	21	11	0	3	0	0	0	0	0	0	0	0	35
13:15	0	28	9	0	3	0	0	0	1	0	0	0	0	41
13:30	0	19	7	0	0	0	0	0	0	0	0	0	0	26
13:45	0	21	10	0	2	0	0	0	0	0	0	0	0	33
14:00	0	35	12	0	1	0	0	0	0	0	0	0	0	48
14:15	0	27	13	0	2	1	0	0	0	0	0	0	0	43
14:30	1	19	7	0	3	0	0	0	0	0	0	0	0	30
14:45	1	25	9	0	2	0	0	0	0	0	0	0	0	37

15:00	0	18	11	0	1	0	0	0	0	0	0	0	0	**30**
15:15	0	29	7	0	2	0	0	0	0	0	0	0	0	**38**
15:30	0	34	11	0	1	0	0	0	0	0	0	0	0	**46**
15:45	0	36	14	0	1	0	0	0	0	0	0	0	0	**51**
16:00	0	29	9	1	0	0	0	0	0	0	0	0	0	**39**
16:15	0	43	11	1	3	0	0	0	0	0	0	0	0	**58**
16:30	0	45	11	0	2	0	0	0	0	0	0	0	0	**58**
16:45	0	36	12	0	1	0	0	0	0	0	0	0	0	**49**
17:00	0	39	13	0	0	0	0	0	0	0	0	0	0	**52**
17:15	0	34	10	0	1	0	0	0	0	0	0	0	0	**45**
17:30	0	30	9	0	2	0	0	0	0	0	0	0	0	**41**
17:45	0	34	14	0	0	0	0	0	0	0	0	0	0	**48**
18:00	0	25	6	0	2	0	0	0	0	0	0	0	0	**33**
18:15	0	21	7	0	1	0	0	0	0	0	0	0	0	**29**
18:30	0	15	9	0	2	0	0	0	0	0	0	0	0	**26**
18:45	0	22	6	0	1	0	0	0	0	0	0	0	0	**29**
19:00	0	22	6	0	2	0	0	0	0	0	0	0	0	**30**
19:15	0	25	7	0	1	0	0	0	0	0	0	0	0	**33**
19:30	0	18	4	0	2	0	0	0	0	0	0	0	0	**24**
19:45	0	11	5	0	0	0	0	0	0	0	0	0	0	**16**
20:00	0	20	2	0	0	0	0	0	0	0	0	0	0	**22**
20:15	0	16	1	0	0	0	0	0	0	0	0	0	0	**17**
20:30	0	14	3	0	0	0	0	0	0	0	0	0	0	**17**
20:45	0	25	5	0	2	0	0	0	0	0	0	0	0	**32**
21:00	0	10	3	0	0	0	0	0	0	0	0	0	0	**13**
21:15	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**
21:30	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**
21:45	0	4	4	0	0	0	0	0	0	0	0	0	0	**8**
22:00	0	10	3	0	0	0	0	0	0	0	0	0	0	**13**
22:15	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
22:30	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
22:45	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**
23:00	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
23:15	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
23:30	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
23:45	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
Totals	**3**	**1551**	**515**	**11**	**97**	**4**	**1**	**4**	**11**					**2197**
% of Totals	0%	71%	23%	1%	4%	0%	0%	0%	1%					100%

AM Volumes	1	549	194	8	48	3	0	3	8	0	0	0	0	814
% AM	0%	25%	9%	0%	2%	0%		0%	0%					37%
AM Peak Hour	09:45	11:45	11:45	06:30	10:45	10:00	11:15	06:15	08:30					11:45
Volume	1	95	39	4	13	2	1	1	4					146
PM Volumes	2	1002	321	3	49	1	1	1	3	0	0	0	0	1383
% PM	0%	46%	15%	0%	2%	0%	0%	0%	0%					63%
PM Peak Hour	14:00	16:15	16:15	15:30	12:30	13:30	12:00	12:00	12:30					16:15
Volume	2	163	47	2	9	1	1	1	3					217

Directional Peak Periods	**AM 7-9**		**NOON 12-2**		**PM 4-6**		**Off Peak Volumes**	
All Classes	Volume	%	Volume	%	Volume	%	Volume	%
	224 ⟷	10%	267 ⟷	12%	390 ⟷	18%	1316 ⟷	60%

Classification Definitions

1 Motorcycles	**4** Buses	**7** > =4-Axle Single Units	**10** >=6-Axle Single Trailers	**13** >=7-Axle Multi-Trailers
2 Passenger Cars	**5** 2-Axle, 6-Tire Single Units	**8** <=4-Axle Single Trailers	**11** <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	**6** 3-Axle Single Units	**9** 5-Axle Single Trailers	**12** 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services

CLASSIFICATION

SR 1/3rd St N/O Hudson Blvd

Day: Wednesday
Date: 8/17/2022

City: Alexandria
Project #: LA22_240058_003s

South Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	7	3	0	0	0	0	0	0	0	0	0	0	10
00:15	0	8	2	0	0	0	0	0	0	0	0	0	0	10
00:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
00:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
01:15	0	6	1	0	0	0	0	0	0	0	0	0	0	7
01:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4
01:45	0	7	3	0	0	0	0	0	0	0	0	0	0	10
02:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
02:15	0	10	4	0	0	0	0	0	0	0	0	0	0	14
02:30	0	5	1	0	0	0	0	0	0	0	0	0	0	6
02:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
03:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:30	0	3	1	0	0	0	0	0	1	0	0	0	0	5
03:45	0	1	1	0	0	1	0	0	0	0	0	0	0	3
04:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	4	1	0	0	0	0	0	0	0	0	0	0	5
04:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
05:15	0	8	2	0	0	0	0	0	1	0	0	0	0	11
05:30	0	11	5	0	0	3	0	0	0	0	0	0	0	19
05:45	0	20	8	0	0	0	0	0	0	0	0	0	0	28
06:00	0	11	2	0	0	0	0	0	0	0	0	0	0	13
06:15	0	13	5	1	1	0	0	0	0	0	0	0	0	20
06:30	0	11	4	0	1	0	0	0	0	0	0	0	0	16
06:45	0	6	2	1	0	0	0	0	1	0	0	0	0	10
07:00	0	14	3	0	0	0	0	0	0	0	0	0	0	17
07:15	0	18	4	2	2	1	0	1	0	0	0	0	0	28
07:30	0	21	6	0	1	0	0	0	0	0	0	0	0	28
07:45	0	18	5	0	2	0	0	0	0	0	0	0	0	25
08:00	0	19	7	0	3	0	0	0	0	0	0	0	0	29
08:15	0	25	6	0	2	0	0	0	0	0	0	0	0	33
08:30	0	18	6	0	1	0	0	0	0	0	0	0	0	25
08:45	0	12	4	0	0	0	0	0	0	0	0	0	0	16
09:00	0	14	5	0	1	0	0	0	0	0	0	0	0	20
09:15	0	23	10	0	2	0	0	0	0	0	0	0	0	35
09:30	0	20	9	0	3	0	0	0	2	0	0	0	0	34
09:45	0	19	14	0	1	0	0	0	1	0	0	0	0	35
10:00	0	15	9	0	1	0	0	0	1	0	0	0	0	26
10:15	0	16	5	0	0	1	0	0	0	0	0	0	0	22
10:30	0	19	5	0	1	0	0	0	0	0	0	0	0	25
10:45	0	18	6	0	1	0	0	0	0	0	0	0	0	25
11:00	0	32	14	0	2	1	0	0	1	0	0	0	0	50
11:15	0	17	6	0	1	0	0	0	0	0	0	0	0	24
11:30	0	20	5	0	0	0	0	0	0	0	0	0	0	25
11:45	0	26	8	0	2	0	0	0	0	0	0	0	0	36
12:00 PM	0	22	11	0	1	0	0	0	0	0	0	0	0	34
12:15	0	23	8	0	2	0	0	0	0	0	0	0	0	33
12:30	0	15	6	0	0	0	0	0	1	0	0	0	0	22
12:45	0	21	9	0	1	0	0	0	0	0	0	0	0	31
13:00	0	21	8	0	0	0	0	0	0	0	0	0	0	29
13:15	0	17	6	0	1	0	0	0	0	0	0	0	0	24
13:30	0	25	7	0	1	0	0	0	0	0	0	0	0	33
13:45	0	25	12	0	0	0	0	0	0	0	0	0	0	37
14:00	0	27	6	0	1	0	0	0	0	0	0	0	0	34
14:15	0	30	14	0	3	0	0	0	0	0	0	0	0	47
14:30	0	24	9	0	3	0	0	0	0	0	0	0	0	36
14:45	0	26	7	0	2	0	0	0	0	0	0	0	0	35

15:00	0	18	8	0	1	0	0	0	0	0	0	0	0	**27**
15:15	0	32	12	1	2	0	0	0	0	0	0	0	0	**47**
15:30	0	28	11	0	3	0	0	0	0	0	0	0	0	**42**
15:45	0	31	8	1	2	0	0	1	0	0	0	0	0	**43**
16:00	0	35	10	1	0	0	0	0	0	0	0	0	0	**46**
16:15	0	28	8	0	1	0	0	0	0	0	0	0	0	**37**
16:30	0	42	13	0	1	0	0	0	0	0	0	0	0	**56**
16:45	0	34	8	0	2	0	0	0	0	0	0	0	0	**44**
17:00	0	42	15	1	3	0	0	0	0	0	0	0	0	**61**
17:15	0	41	14	0	1	0	0	0	0	0	0	0	0	**56**
17:30	0	30	11	0	2	1	0	0	0	0	0	0	0	**44**
17:45	0	25	10	0	1	0	0	0	0	0	0	0	0	**36**
18:00	0	24	10	0	1	0	0	0	0	0	0	0	0	**35**
18:15	0	27	4	0	0	0	0	0	0	0	0	0	0	**31**
18:30	0	24	6	0	0	0	1	0	0	0	0	0	0	**31**
18:45	0	16	8	0	1	0	0	0	0	0	0	0	0	**25**
19:00	0	31	12	0	1	0	0	0	0	0	0	0	0	**44**
19:15	0	26	6	0	2	0	0	0	0	0	0	0	0	**34**
19:30	0	21	5	0	0	0	0	0	0	0	0	0	0	**26**
19:45	0	11	7	0	0	0	0	0	0	0	0	0	0	**18**
20:00	0	18	7	0	0	0	0	0	0	0	0	0	0	**25**
20:15	1	19	9	0	2	0	0	0	0	0	0	0	0	**31**
20:30	0	10	5	0	0	0	0	0	0	0	0	0	0	**15**
20:45	0	18	3	0	0	0	0	1	0	0	0	0	0	**22**
21:00	0	7	3	0	0	0	0	0	0	0	0	0	0	**10**
21:15	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
21:30	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
21:45	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
22:00	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
22:15	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**
22:30	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
22:45	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
23:00	0	8	1	0	1	0	0	0	0	0	0	0	0	**10**
23:15	0	2	3	0	0	0	0	0	0	0	0	0	0	**5**
23:30	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
23:45	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
Totals	**1**	**1518**	**513**	**8**	**70**	**8**	**1**	**3**	**9**					**2131**
% of Totals	0%	71%	24%	0%	3%	0%	0%	0%	0%					100%

AM Volumes	0	544	188	4	28	7	0	1	8	0	0	0	0	780
% AM		26%	9%	0%	1%	0%		0%	0%					37%
AM Peak Hour		11:00	09:15	06:30	07:15	04:45		06:30	09:15					11:00
Volume		95	42	3	8	3		1	4					135
PM Volumes	1	974	325	4	42	1	1	2	1	0	0	0	0	1351
% PM	0%	46%	15%	0%	2%	0%	0%	0%	0%					63%
PM Peak Hour	19:30	16:30	16:30	15:15	14:00	16:45	17:45	15:00	12:00					16:30
Volume	1	159	50	3	9	1	1	1	1					217

Directional Peak Periods	**AM 7-9**			**NOON 12-2**			**PM 4-6**			**Off Peak Volumes**		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	201		9%	243		11%	380		18%	1307		61%

Classification Definitions

1 Motorcycles	**4** Buses	**7** > =4-Axle Single Units	**10** >=6-Axle Single Trailers	**13** >=7-Axle Multi-Trailers
2 Passenger Cars	**5** 2-Axle, 6-Tire Single Units	**8** <=4-Axle Single Trailers	**11** <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	**6** 3-Axle Single Units	**9** 5-Axle Single Trailers	**12** 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services

CLASSIFICATION

Hudson Blvd W/O Lincoln Rd

Day: Tuesday
Date: 8/16/2022

City: Alexandria
Project #: LA22_240058_004e

East Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
00:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	3	2	0	0	0	0	0	0	0	0	0	0	5
05:45	0	1	0	0	1	0	0	0	0	0	0	0	0	2
06:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
06:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
06:30	0	1	1	1	1	0	0	0	0	0	0	0	0	4
06:45	0	10	2	0	0	0	0	0	0	0	0	0	0	12
07:00	0	8	4	0	0	0	0	0	0	0	0	0	0	12
07:15	0	12	0	0	1	0	0	0	0	0	0	0	0	13
07:30	0	6	2	1	0	0	0	0	0	0	0	0	0	9
07:45	0	18	5	3	2	1	0	0	0	0	0	0	0	29
08:00	0	12	11	2	0	0	0	0	0	0	0	0	0	25
08:15	0	5	1	0	0	0	0	0	0	0	0	0	0	6
08:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
08:45	0	6	1	0	0	0	0	0	0	0	0	0	0	7
09:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
09:15	0	5	2	0	0	0	0	0	0	0	0	0	0	7
09:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
09:45	0	0	3	0	0	0	0	0	0	0	0	0	0	3
10:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
10:15	0	1	1	0	1	0	0	0	0	0	0	0	0	3
10:30	0	3	2	0	0	0	0	0	0	0	0	0	0	5
10:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
11:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
11:15	0	6	1	0	0	0	0	0	0	0	0	0	0	7
11:30	0	7	2	0	0	0	0	0	0	0	0	0	0	9
11:45	0	2	2	0	0	0	0	0	0	0	0	0	0	4
12:00 PM	0	4	2	1	0	0	0	0	0	0	0	0	0	7
12:15	0	7	0	0	0	0	0	0	0	0	0	0	0	7
12:30	0	4	3	0	0	0	0	0	0	0	0	0	0	7
12:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
13:00	0	5	4	0	0	0	0	0	0	0	0	0	0	9
13:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4
13:30	0	2	6	0	0	0	0	0	0	0	0	0	0	8
13:45	0	5	1	0	0	0	0	0	0	0	0	0	0	6
14:00	0	5	1	0	3	0	0	0	0	0	0	0	0	9
14:15	0	9	2	0	0	0	0	0	0	0	0	0	0	11
14:30	0	4	3	0	0	0	0	0	0	0	0	0	0	7
14:45	0	10	6	1	2	0	0	0	0	0	0	0	0	19

15:00	0	12	6	0	0	0	0	0	0	0	0	0	0	**18**
15:15	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
15:30	0	15	3	0	3	0	0	0	0	0	0	0	0	**21**
15:45	0	2	2	1	0	0	0	0	0	0	0	0	0	**5**
16:00	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
16:15	0	4	3	1	0	0	0	0	0	0	0	0	0	**8**
16:30	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
16:45	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
17:00	0	7	3	0	0	0	0	0	0	0	0	0	0	**10**
17:15	0	8	2	0	0	0	0	0	0	0	0	0	0	**10**
17:30	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
17:45	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**
18:00	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
18:15	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
18:30	0	9	1	0	1	0	0	0	0	0	0	0	0	**11**
18:45	0	9	3	0	0	0	0	0	0	0	0	0	0	**12**
19:00	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**
19:15	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
19:30	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**
19:45	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
20:00	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
20:15	0	1	0	0	1	0	0	0	0	0	0	0	0	**2**
20:30	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
20:45	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**
21:00	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
21:30	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
21:45	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
22:00	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
22:15	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
22:30	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
23:30	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
23:45	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
Totals		**354**	**116**	**11**	**16**	**1**								**498**
% of Totals		71%	23%	2%	3%	0%								100%

AM Volumes	0	140	51	7	6	1	0	0	0	0	0	0	0	205
% AM		28%	10%	1%	1%	0%								41%
AM Peak Hour		07:15	07:30	07:15	07:00	07:00								07:15
Volume		48	19	6	3	1								76
PM Volumes	0	214	65	4	10	0	0	0	0	0	0	0	0	293
% PM		43%	13%	1%	2%									59%
PM Peak Hour		14:45	14:15	15:30	14:00									14:45
Volume		45	17	2	5									66

Directional Peak Periods	**AM 7-9**			**NOON 12-2**			**PM 4-6**			**Off Peak Volumes**		
All Classes	Volume		%	Volume		%	Volume		%	Volume		%
	103	⟷	21%	50	⟷	10%	59	⟷	12%	286	⟷	57%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

Hudson Blvd W/O Lincoln Rd

Day: Wednesday
Date: 8/17/2022

City: Alexandria
Project #: LA22_240058_004e

East Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
00:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
00:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
05:15	0	0	0	0	1	0	0	0	0	0	0	0	0	1
05:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4
05:45	0	4	0	0	1	0	0	0	0	0	0	0	0	5
06:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
06:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
06:30	0	2	0	1	1	0	0	0	0	0	0	0	0	4
06:45	0	8	2	0	0	0	0	0	0	0	0	0	0	10
07:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
07:15	0	10	2	0	0	0	0	0	0	0	0	0	0	12
07:30	0	9	2	2	0	0	0	0	0	0	0	0	0	13
07:45	0	16	4	5	2	0	0	0	0	0	0	0	0	27
08:00	0	10	10	0	2	0	0	0	0	0	0	0	0	22
08:15	0	6	1	0	1	0	0	0	0	0	0	0	0	8
08:30	0	10	0	0	0	0	0	0	0	0	0	0	0	10
08:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5
09:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
09:15	0	4	2	0	0	0	0	0	0	0	0	0	0	6
09:30	0	6	3	0	0	0	0	0	0	0	0	0	0	9
09:45	0	4	2	0	0	0	0	0	0	0	0	0	0	6
10:00	0	4	2	0	1	0	0	0	0	0	0	0	0	7
10:15	0	3	2	0	0	0	0	0	0	0	0	0	0	5
10:30	0	2	2	0	0	0	0	0	0	0	0	0	0	4
10:45	0	4	1	0	0	0	0	0	0	0	0	0	0	5
11:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
11:15	0	5	2	0	0	0	0	0	0	0	0	0	0	7
11:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:45	0	2	3	0	0	0	0	0	0	0	0	0	0	5
12:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
12:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4
12:30	0	6	1	0	2	0	0	0	0	0	0	0	0	9
12:45	0	2	2	0	0	0	0	0	0	0	0	0	0	4
13:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
13:15	0	6	0	0	1	0	0	0	0	0	0	0	0	7
13:30	0	6	2	0	1	0	0	0	0	0	0	0	0	9
13:45	0	1	1	0	2	0	0	0	0	0	0	0	0	4
14:00	0	6	1	0	4	0	0	0	0	0	0	0	0	11
14:15	0	2	2	0	1	0	0	0	0	0	0	0	0	5
14:30	0	6	2	0	1	0	0	0	0	0	0	0	0	9
14:45	0	13	6	1	1	0	0	0	0	0	0	0	0	21

15:00	0	17	4	1	1	0	0	0	0	0	0	0	0	**23**
15:15	0	3	3	0	0	0	0	0	0	0	0	0	0	**6**
15:30	0	6	2	1	0	0	0	0	0	0	0	0	0	**9**
15:45	0	10	2	1	0	0	0	0	0	0	0	0	0	**13**
16:00	0	5	4	1	0	0	0	0	0	0	0	0	0	**10**
16:15	0	7	2	0	1	0	0	0	0	0	0	0	0	**10**
16:30	0	6	0	0	2	0	0	0	0	0	0	0	0	**8**
16:45	0	5	3	0	0	0	0	0	0	0	0	0	0	**8**
17:00	0	7	3	1	0	0	0	0	0	0	0	0	0	**11**
17:15	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**
17:30	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
17:45	0	4	4	0	0	0	0	0	0	0	0	0	0	**8**
18:00	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
18:15	0	4	2	0	1	0	0	0	0	0	0	0	0	**7**
18:30	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
18:45	0	3	4	0	0	0	0	0	0	0	0	0	0	**7**
19:00	0	4	2	0	0	0	0	0	0	0	0	0	0	**6**
19:15	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
19:30	0	4	3	0	0	0	0	0	0	0	0	0	0	**7**
19:45	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
20:00	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**
20:15	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
20:30	0	2	0	0	1	0	0	0	0	0	0	0	0	**3**
20:45	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
21:00	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**
21:15	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
21:30	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
21:45	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
22:00	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
22:15	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
22:45	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
23:15	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
23:30	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
23:45	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
Totals		**345**	**122**	**14**	**28**									**509**
% of Totals		68%	24%	3%	6%									100%

AM Volumes	0	149	51	8	9	0	0	0	0	0	0	0	0	217
% AM		29%	10%	2%	2%									43%
AM Peak Hour		07:15	07:15	07:00	07:30									07:15
Volume		45	18	7	5									74
PM Volumes	0	196	71	6	19	0	0	0	0	0	0	0	0	292
% PM		39%	14%	1%	4%									57%
PM Peak Hour		14:30	14:30	14:45	13:15									14:30
Volume		39	15	3	8									59

Directional Peak Periods	**AM 7-9**			**NOON 12-2**			**PM 4-6**			**Off Peak Volumes**		
All Classes	Volume		%	Volume		%	Volume		%	Volume		%
	105	⟷	21%	43	⟷	8%	69	⟷	14%	292	⟷	57%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

Lincoln Rd S/O Hudson Blvd

Day: Tuesday
Date: 8/16/2022

City: Alexandria
Project #: LA22_240058_005n

North Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	5
00:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
00:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:45	0	1	0	0	1	0	0	0	0	0	0	0	0	2
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	1	0	0	1	0	0	0	0	0	0	0	0	2
05:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:30	0	0	4	0	0	0	0	0	0	0	0	0	0	4
05:45	0	5	5	0	0	0	0	0	0	0	0	0	0	10
06:00	0	2	3	0	0	1	0	0	0	0	0	0	0	6
06:15	0	8	3	1	1	0	0	0	0	0	0	0	0	13
06:30	0	7	1	1	1	0	0	0	0	0	0	0	0	10
06:45	0	12	3	1	2	0	0	0	0	0	0	0	0	18
07:00	0	13	3	2	3	0	0	0	0	0	0	0	0	21
07:15	1	14	4	0	2	0	0	0	0	0	0	0	0	21
07:30	0	14	2	0	0	0	0	0	0	0	0	0	0	16
07:45	7	31	6	2	2	0	1	1	1	1	0	0	0	52
08:00	0	30	5	3	3	0	0	1	0	0	4	0	0	46
08:15	0	8	1	0	1	0	0	0	1	0	0	0	0	11
08:30	0	6	4	0	1	1	0	0	0	0	0	0	0	12
08:45	0	10	0	0	0	0	0	0	0	0	0	0	0	10
09:00	0	8	4	0	0	0	0	0	0	0	0	0	0	12
09:15	0	7	6	0	1	0	0	0	0	0	0	0	0	14
09:30	0	6	5	0	1	1	0	0	0	0	0	0	0	13
09:45	0	9	5	0	0	0	0	0	0	0	0	0	0	14
10:00	0	3	5	0	1	0	0	0	0	0	0	0	0	9
10:15	0	6	4	0	0	0	0	0	0	0	0	0	0	10
10:30	0	12	2	0	0	0	0	0	0	0	0	0	0	14
10:45	0	5	3	0	1	0	0	0	0	0	0	0	0	9
11:00	0	10	2	0	2	0	0	0	0	0	0	0	0	14
11:15	0	15	4	0	0	0	0	0	0	0	0	0	0	19
11:30	0	7	6	0	0	0	0	1	0	0	0	0	0	14
11:45	0	9	4	0	0	1	0	0	0	0	0	0	0	14
12:00 PM	0	6	4	0	1	0	0	0	0	0	0	0	0	11
12:15	0	13	2	0	2	1	0	0	0	0	0	0	0	18
12:30	0	9	3	0	0	0	0	0	0	0	0	0	0	12
12:45	0	13	1	0	1	0	0	0	0	0	0	0	0	15
13:00	0	11	6	0	2	0	0	0	0	0	0	0	0	19
13:15	0	10	4	0	2	0	0	0	0	0	0	0	0	16
13:30	0	16	4	1	0	0	0	0	0	0	0	0	0	21
13:45	0	8	3	0	2	0	0	0	0	0	0	0	0	13
14:00	0	10	3	0	2	0	0	0	0	0	0	0	0	15
14:15	0	14	4	0	1	1	0	0	0	0	0	0	0	20
14:30	0	8	7	0	1	0	0	0	0	0	0	0	0	16
14:45	1	24	8	3	1	2	0	2	1	0	0	0	0	42

15:00	0	22	7	0	2	0	0	0	0	0	0	0	0	**31**
15:15	0	20	4	0	2	0	0	0	0	0	0	0	0	**26**
15:30	0	11	4	0	0	0	0	0	0	0	0	0	0	**15**
15:45	0	13	3	1	1	0	0	0	0	0	0	0	0	**18**
16:00	1	13	3	0	0	0	0	0	0	0	0	0	0	**17**
16:15	0	30	5	2	0	0	0	0	0	0	0	0	0	**37**
16:30	0	14	4	0	1	0	0	0	0	0	0	0	0	**19**
16:45	0	17	4	0	2	0	0	0	0	0	0	0	0	**23**
17:00	0	18	6	0	1	0	0	0	0	0	0	0	0	**25**
17:15	0	17	6	0	1	0	0	0	0	0	0	0	0	**24**
17:30	0	17	3	0	0	0	0	1	0	0	0	0	0	**21**
17:45	0	19	10	0	3	0	0	0	0	0	0	0	0	**32**
18:00	0	16	3	0	1	0	0	0	0	0	0	0	0	**20**
18:15	0	18	3	0	0	0	0	0	0	0	0	0	0	**21**
18:30	0	9	9	0	0	0	0	0	0	0	0	0	0	**18**
18:45	0	12	5	0	0	0	0	0	0	0	0	0	0	**17**
19:00	0	14	3	0	0	0	0	0	0	0	0	0	0	**17**
19:15	0	13	5	0	0	0	0	0	0	0	0	0	0	**18**
19:30	0	13	3	0	0	0	0	0	0	0	0	0	0	**16**
19:45	0	12	2	0	0	0	0	0	0	0	0	0	0	**14**
20:00	0	8	5	0	0	0	0	0	0	0	0	0	0	**13**
20:15	0	20	4	0	0	0	0	0	0	0	0	0	0	**24**
20:30	0	14	1	0	0	0	0	0	0	0	0	0	0	**15**
20:45	0	9	2	0	0	0	0	0	0	0	0	0	0	**11**
21:00	0	9	2	0	0	0	0	0	0	0	0	0	0	**11**
21:15	0	14	1	0	0	0	0	0	0	0	0	0	0	**15**
21:30	0	7	3	0	0	0	0	0	0	0	0	0	0	**10**
21:45	0	11	2	0	0	0	0	0	0	0	0	0	0	**13**
22:00	0	8	2	0	0	0	0	0	0	0	0	0	0	**10**
22:15	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
22:30	0	12	3	0	0	1	0	0	0	0	0	0	0	**16**
22:45	0	10	2	0	0	0	0	0	0	0	0	0	0	**12**
23:00	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
23:15	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
23:30	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
23:45	0	4	2	0	0	0	0	0	0	0	0	0	0	**6**
Totals	**10**	**882**	**271**	**17**	**53**	**9**	**1**	**6**	**3**	**1**	**4**			**1257**
% of Totals	1%	70%	22%	1%	4%	1%	0%	0%	0%	0%	0%			100%

AM Volumes	8	278	101	10	24	4	1	3	2	1	4	0	0	436
% AM	1%	22%	8%	1%	2%	0%	0%	0%	0%	0%	0%			35%
AM Peak Hour	07:00	07:15	09:15	06:15	06:30	11:30	07:00	07:15	07:30	07:00	07:15			07:15
Volume	8	89	21	5	8	2	1	2	2	1	4			135
PM Volumes	2	604	170	7	29	5	0	3	1	0	0	0	0	821
% PM	0%	48%	14%	1%	2%	0%		0%	0%					65%
PM Peak Hour	14:00	16:15	14:15	14:00	13:00	14:00		14:00	14:00					14:30
Volume	1	79	26	3	6	3		2	1					115

Directional Peak Periods	**AM 7-9**			**NOON 12-2**			**PM 4-6**			**Off Peak Volumes**		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	189		15%	125		10%	198		16%	745		59%

Classification Definitions

1 Motorcycles	**4** Buses	**7** > =4-Axle Single Units	**10** >=6-Axle Single Trailers	**13** >=7-Axle Multi-Trailers
2 Passenger Cars	**5** 2-Axle, 6-Tire Single Units	**8** <=4-Axle Single Trailers	**11** <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	**6** 3-Axle Single Units	**9** 5-Axle Single Trailers	**12** 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services

CLASSIFICATION

Lincoln Rd S/O Hudson Blvd

Day: Wednesday
Date: 8/17/2022

City: Alexandria
Project #: LA22_240058_005n

North Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
00:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4
00:30	0	5	1	0	0	0	0	0	0	0	0	0	0	6
00:45	0	4	1	0	0	0	0	0	0	0	0	0	0	5
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:15	0	4	1	0	0	0	0	0	0	0	0	0	0	5
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2
02:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	2	0	0	1	0	0	0	0	0	0	0	0	3
05:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
05:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
05:30	0	4	4	0	0	0	0	0	0	0	0	0	0	8
05:45	0	7	1	0	0	1	0	0	0	0	0	0	0	9
06:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
06:15	0	5	2	1	1	0	0	0	0	0	0	0	0	9
06:30	0	4	1	1	0	0	0	0	0	0	0	0	0	6
06:45	0	10	3	0	3	0	0	0	0	0	0	0	0	16
07:00	0	18	4	2	3	0	0	0	0	0	0	0	0	27
07:15	0	14	5	0	0	1	0	0	0	0	0	0	0	20
07:30	0	13	6	0	0	0	0	0	0	0	0	0	0	19
07:45	4	25	6	3	0	1	0	5	0	0	0	0	0	44
08:00	0	22	5	3	2	2	0	1	1	0	1	0	0	37
08:15	0	6	5	0	1	0	0	0	0	0	0	0	0	12
08:30	0	12	1	0	2	0	0	0	0	0	0	0	0	15
08:45	0	8	3	0	0	0	0	0	0	0	0	0	0	11
09:00	0	8	1	0	1	0	0	0	0	0	0	0	0	10
09:15	0	8	1	0	0	0	0	0	0	0	0	0	0	9
09:30	0	7	4	0	0	1	0	0	0	0	0	0	0	12
09:45	0	14	1	0	0	0	0	1	0	0	0	0	0	16
10:00	0	10	3	0	1	0	0	0	0	0	0	0	0	14
10:15	0	8	0	0	1	0	0	0	0	0	0	0	0	9
10:30	0	13	4	0	1	0	0	0	0	0	0	0	0	18
10:45	0	13	3	0	1	0	0	0	0	0	0	0	0	17
11:00	0	9	8	0	0	0	0	0	0	0	0	0	0	17
11:15	0	4	3	0	1	0	0	1	0	0	0	0	0	9
11:30	0	8	1	0	0	0	0	0	0	0	0	0	0	9
11:45	0	7	3	0	2	0	0	0	0	0	0	0	0	12
12:00 PM	0	12	4	1	0	0	0	0	0	0	0	0	0	17
12:15	0	12	2	0	2	0	0	0	0	0	0	0	0	16
12:30	0	6	4	0	0	0	0	0	0	0	0	0	0	10
12:45	0	12	3	0	1	0	0	0	1	0	0	0	0	17
13:00	0	9	4	1	2	0	0	0	0	0	0	0	0	16
13:15	0	9	1	0	0	0	0	0	0	0	0	0	0	10
13:30	0	10	3	1	2	0	0	0	0	0	0	0	0	16
13:45	0	9	8	0	0	0	0	1	0	0	0	0	0	18
14:00	0	12	4	0	1	0	0	0	0	0	0	0	0	17
14:15	0	17	8	0	2	0	0	0	0	0	0	0	0	27
14:30	0	11	4	0	2	0	0	0	0	0	0	0	0	17
14:45	2	23	4	1	3	5	1	1	2	0	1	0	0	43

15:00	1	24	7	0	1	2	1	0	0	0	0	0	0	**36**
15:15	0	13	4	0	1	0	0	0	0	0	0	0	0	**18**
15:30	0	7	4	0	1	0	0	0	0	0	0	0	0	**12**
15:45	0	16	3	1	2	0	0	0	0	0	0	0	0	**22**
16:00	0	17	5	1	0	0	0	0	0	0	0	0	0	**23**
16:15	0	19	2	2	0	0	0	0	0	0	0	0	0	**23**
16:30	0	18	7	0	2	0	0	0	0	0	0	0	0	**27**
16:45	0	21	7	1	0	0	0	0	0	0	0	0	0	**29**
17:00	0	14	6	0	1	0	0	0	0	0	0	0	0	**21**
17:15	0	20	6	0	1	0	0	0	0	0	0	0	0	**27**
17:30	0	18	5	0	0	0	0	0	0	0	0	0	0	**23**
17:45	0	16	3	0	2	0	0	0	0	0	0	0	0	**21**
18:00	0	18	2	0	0	0	0	1	0	0	0	0	0	**21**
18:15	0	15	6	0	2	0	0	0	0	0	0	0	0	**23**
18:30	0	12	12	0	1	0	0	0	0	0	0	0	0	**25**
18:45	0	14	6	0	1	0	0	0	0	0	0	0	0	**21**
19:00	0	12	3	0	0	0	0	0	0	0	0	0	0	**15**
19:15	0	23	3	0	0	0	0	0	0	0	0	0	0	**26**
19:30	0	13	6	0	0	0	0	0	0	0	0	0	0	**19**
19:45	0	13	3	0	0	0	0	0	0	0	0	0	0	**16**
20:00	0	9	3	0	0	0	0	0	0	0	0	0	0	**12**
20:15	0	10	2	0	1	0	0	0	0	0	0	0	0	**13**
20:30	0	12	3	0	1	0	0	0	0	0	0	0	0	**16**
20:45	0	12	3	0	0	0	0	0	0	0	0	0	0	**15**
21:00	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
21:15	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**
21:30	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**
21:45	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**
22:00	0	8	2	0	0	0	0	0	0	0	0	0	0	**10**
22:15	0	2	2	0	0	0	0	0	0	0	0	0	0	**4**
22:30	0	7	3	0	1	0	0	0	0	0	0	0	0	**11**
22:45	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
23:00	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
23:15	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
23:30	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
23:45	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
Totals	**7**	**879**	**266**	**19**	**54**	**13**	**2**	**11**	**4**		**2**			**1257**
% of Totals	1%	70%	21%	2%	4%	1%	0%	1%	0%		0%			100%

AM Volumes	4	294	91	10	21	6	0	8	1	0	1	0	0	436
% AM	0%	23%	7%	1%	2%	0%		1%	0%		0%			35%
AM Peak Hour	07:00	07:15	07:15	07:15	06:15	07:15		07:15	07:15		07:15			07:15
Volume	4	74	22	6	7	4		6	1		1			120
PM Volumes	3	585	175	9	33	7	2	3	3	0	1	0	0	821
% PM	0%	47%	14%	1%	3%	1%	0%	0%	0%		0%			65%
PM Peak Hour	14:15	14:15	18:15	15:30	14:00	14:15	14:15	13:00	14:00		14:00			14:15
Volume	3	75	27	4	8	7	2	1	2		1			123

Directional Peak Periods	**AM 7-9**			**NOON 12-2**			**PM 4-6**			**Off Peak Volumes**		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	185		15%	120		10%	194		15%	758		60%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

Hudson Blvd E/O Lincoln Rd

Day: Tuesday
Date: 8/16/2022

City: Alexandria
Project #: LA22_240058_006w

West Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
0:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
0:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15	0	0	0	0	1	0	0	0	0	0	0	0	0	1
1:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:45	0	0	0	0	1	0	0	0	0	0	0	0	0	1
3:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3
3:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
4:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3
4:45	0	4	2	0	0	0	0	0	0	0	0	0	0	6
5:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4
5:30	0	4	0	0	1	0	0	0	0	0	0	0	0	5
5:45	0	2	1	0	1	0	0	0	0	0	0	0	0	4
6:00	0	3	2	0	0	1	0	0	0	0	0	0	0	6
6:15	0	7	0	0	0	0	0	0	0	0	0	0	0	7
6:30	0	5	1	1	1	0	0	0	0	0	0	0	0	8
6:45	0	12	4	0	1	0	0	0	0	0	0	0	0	17
7:00	0	12	5	0	0	0	0	0	0	0	0	0	0	17
7:15	0	18	3	0	3	0	0	1	0	0	0	0	0	25
7:30	0	17	2	1	1	0	0	0	0	0	0	0	0	21
7:45	0	18	4	1	0	0	0	0	0	0	0	0	0	23
8:00	0	14	2	1	1	0	0	0	0	0	0	0	0	18
8:15	0	13	3	0	2	0	0	0	0	0	0	0	0	18
8:30	0	11	3	0	2	0	0	0	0	0	0	0	0	16
8:45	1	4	3	0	1	0	0	0	0	0	0	0	0	9
9:00	0	7	1	0	2	0	0	0	0	0	0	0	0	10
9:15	0	10	5	0	1	0	0	0	0	0	0	0	0	16
9:30	0	8	3	0	2	0	0	0	0	0	0	0	0	13
9:45	0	14	2	0	2	0	0	0	0	0	0	0	0	18
10:00	0	11	2	0	0	0	0	0	0	0	0	0	0	13
10:15	0	6	5	0	0	0	0	0	0	0	0	0	0	11
10:30	0	6	4	0	0	1	0	0	0	0	0	0	0	11
10:45	0	10	4	0	0	0	0	0	0	0	0	0	0	14
11:00	0	12	0	0	0	0	0	0	0	0	0	0	0	12
11:15	0	11	5	1	1	0	0	0	0	0	0	0	0	18
11:30	0	9	2	0	0	0	0	0	0	0	0	0	0	11
11:45	0	9	3	0	1	0	0	0	0	0	0	0	0	13
12:00 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	10
12:15	0	7	2	0	0	0	0	0	0	0	0	0	0	9
12:30	0	5	2	0	2	1	0	0	0	0	0	0	0	10
12:45	0	10	6	0	1	0	0	0	0	0	0	0	0	17
13:00	0	12	3	0	1	0	0	0	0	0	0	0	0	16
13:15	0	9	3	0	0	0	0	0	0	0	0	0	0	12
13:30	0	7	3	0	0	1	0	0	0	0	0	0	0	11
13:45	0	8	3	0	0	0	0	0	0	0	0	0	0	11
14:00	0	7	4	0	3	0	0	0	0	0	0	0	0	14
14:15	0	13	2	1	0	0	0	0	0	0	0	0	0	16
14:30	0	17	10	0	1	0	0	0	0	0	0	0	0	28
14:45	0	12	4	0	0	0	0	0	0	0	0	0	0	16

15:00	0	12	4	0	2	0	0	0	0	0	0	0	0	**18**
15:15	0	16	8	0	1	0	0	0	0	0	0	0	0	**25**
15:30	0	9	5	1	2	0	0	0	0	0	0	0	0	**17**
15:45	0	10	2	2	0	0	0	0	0	0	0	0	0	**14**
16:00	0	10	3	0	2	0	0	0	0	0	0	0	0	**15**
16:15	0	11	3	1	1	0	0	0	0	0	0	0	0	**16**
16:30	0	12	4	0	3	0	0	0	0	0	0	0	0	**19**
16:45	0	11	2	0	2	0	0	0	0	0	0	0	0	**15**
17:00	0	11	2	0	0	0	0	0	0	0	0	0	0	**13**
17:15	0	14	6	0	0	0	0	0	0	0	0	0	0	**20**
17:30	0	11	4	0	2	0	0	0	1	0	0	0	0	**18**
17:45	0	10	2	0	1	0	0	0	0	0	0	0	0	**13**
18:00	0	5	0	0	1	0	0	0	0	0	0	0	0	**6**
18:15	0	14	3	0	0	0	0	0	0	0	0	0	0	**17**
18:30	0	10	3	0	0	0	0	0	0	0	0	0	0	**13**
18:45	0	9	2	0	0	0	0	0	0	0	0	0	0	**11**
19:00	0	10	3	0	0	0	0	0	0	0	0	0	0	**13**
19:15	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**
19:30	0	7	4	0	0	0	0	0	0	0	0	0	0	**11**
19:45	0	4	4	0	1	0	0	0	0	0	0	0	0	**9**
20:00	0	5	1	0	1	0	0	0	0	0	0	0	0	**7**
20:15	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
20:30	0	7	1	0	2	0	0	0	0	0	0	0	0	**10**
20:45	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
21:00	0	10	2	0	0	0	0	0	0	0	0	0	0	**12**
21:15	0	8	2	0	0	0	0	0	0	0	0	0	0	**10**
21:30	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
21:45	0	5	2	0	1	0	0	0	0	0	0	0	0	**8**
22:00	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
22:15	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
22:30	0	1	2	0	0	0	0	0	0	0	0	0	0	**3**
22:45	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
23:00	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
23:15	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
23:30	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
23:45	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
Totals	**1**	**681**	**200**	**10**	**55**	**4**		**1**	**1**					**953**
% of Totals	0%	71%	21%	1%	6%	0%		0%	0%					100%

AM Volumes	1	280	79	5	25	2	0	1	0	0	0	0	0	393
% AM	0%	29%	8%	1%	3%	0%		0%						41%
AM Peak Hour	8:00	7:15	10:00	7:15	8:15	5:15		6:30						7:15
Volume	1	67	15	3	7	1		1						87
PM Volumes	0	401	121	5	30	2	0	0	1	0	0	0	0	560
% PM		42%	13%	1%	3%	0%			0%					59%
PM Peak Hour		14:30	14:30	15:30	16:00	12:00			16:45					14:30
Volume		57	26	4	8	1			1					87

Directional Peak Periods	**AM 7-9**		**NOON 12-2**		**PM 4-6**		**Off Peak Volumes**	
All Classes	Volume	%	Volume	%	Volume	%	Volume	%
	147 ⟷	15%	96 ⟷	10%	129 ⟷	14%	581 ⟷	61%

Classification Definitions

1 Motorcycles	**4** Buses	**7** > =4-Axle Single Units	**10** >=6-Axle Single Trailers	**13** >=7-Axle Multi-Trailers
2 Passenger Cars	**5** 2-Axle, 6-Tire Single Units	**8** <=4-Axle Single Trailers	**11** <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	**6** 3-Axle Single Units	**9** 5-Axle Single Trailers	**12** 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services

CLASSIFICATION

Hudson Blvd E/O Lincoln Rd

Day: Wednesday
Date: 8/17/2022

City: Alexandria
Project #: LA22_240058_006w

West Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
0:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
0:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:45	0	1	3	0	0	0	0	0	0	0	0	0	0	4
4:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2
4:15	0	2	0	0	1	0	0	0	0	0	0	0	0	3
4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
5:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
5:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
5:30	0	4	3	0	0	0	0	0	0	0	0	0	0	7
5:45	0	1	1	0	2	0	0	0	0	0	0	0	0	4
6:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
6:15	0	5	1	0	2	0	0	0	0	0	0	0	0	8
6:30	0	9	1	1	2	0	0	0	0	0	0	0	0	13
6:45	0	11	6	0	0	0	0	0	0	0	0	0	0	17
7:00	0	11	0	0	1	0	0	0	0	0	0	0	0	12
7:15	0	18	3	0	1	0	0	0	0	0	0	0	0	22
7:30	0	14	5	1	0	0	0	0	0	0	0	0	0	20
7:45	0	18	7	2	1	0	0	0	0	0	0	0	0	28
8:00	0	10	4	0	0	0	0	0	0	0	0	0	0	14
8:15	0	9	4	0	0	0	0	0	0	0	0	0	0	13
8:30	0	5	3	0	1	0	0	0	0	0	0	0	0	9
8:45	0	4	3	0	1	0	0	0	0	0	0	0	0	8
9:00	0	6	1	0	2	0	0	0	0	0	0	0	0	9
9:15	0	4	1	0	0	0	0	0	0	0	0	0	0	5
9:30	0	8	3	0	0	0	0	0	0	0	0	0	0	11
9:45	0	10	3	0	1	0	0	0	0	0	0	0	0	14
10:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
10:15	0	5	2	0	0	0	0	0	0	0	0	0	0	7
10:30	0	5	1	0	0	0	0	0	0	0	0	0	0	6
10:45	0	6	2	0	1	0	0	0	0	0	0	0	0	9
11:00	0	6	3	1	1	0	0	0	0	0	0	0	0	11
11:15	0	7	2	0	0	0	0	0	0	0	0	0	0	9
11:30	0	6	4	0	0	0	0	0	0	0	0	0	0	10
11:45	0	12	2	0	0	0	0	1	0	0	0	0	0	15
12:00 PM	0	6	4	0	0	0	0	0	0	0	0	0	0	10
12:15	0	7	3	0	1	0	0	0	0	0	0	0	0	11
12:30	0	10	1	0	2	0	0	0	0	0	0	0	0	13
12:45	0	21	6	0	0	0	0	0	0	0	0	0	0	27
13:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
13:15	0	12	3	0	0	0	0	0	0	0	0	0	0	15
13:30	0	13	8	0	1	0	0	0	0	0	0	0	0	22
13:45	0	7	1	0	2	0	0	0	0	0	0	0	0	10
14:00	0	10	1	0	2	0	0	0	0	0	0	0	0	13
14:15	0	10	4	1	1	0	0	0	0	0	0	0	0	16
14:30	0	16	6	0	1	0	0	0	0	0	0	0	0	23
14:45	0	11	5	0	4	0	0	0	0	0	0	0	0	20

15:00	0	7	1	0	1	0	0	0	0	0	0	0	0	**9**
15:15	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**
15:30	0	11	5	2	2	0	0	0	0	0	0	0	0	**20**
15:45	0	11	3	1	3	0	0	0	0	0	0	0	0	**18**
16:00	0	17	1	0	2	0	0	0	0	0	0	0	0	**20**
16:15	0	15	8	1	0	0	0	0	0	0	0	0	0	**24**
16:30	0	16	6	0	1	0	0	0	0	0	0	0	0	**23**
16:45	0	10	4	0	0	0	0	0	0	0	0	0	0	**14**
17:00	0	11	2	0	0	0	0	0	0	0	0	0	0	**13**
17:15	0	12	3	0	0	0	0	0	0	0	0	0	0	**15**
17:30	0	15	4	0	2	0	0	0	0	0	0	0	0	**21**
17:45	0	12	3	0	0	0	0	0	0	0	0	0	0	**15**
18:00	0	9	2	0	0	0	0	0	0	0	0	0	0	**11**
18:15	0	9	6	0	0	0	0	0	0	0	0	0	0	**15**
18:30	0	17	6	0	0	0	0	0	0	0	0	0	0	**23**
18:45	0	12	5	0	0	0	0	0	0	0	0	0	0	**17**
19:00	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
19:15	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
19:30	0	6	3	0	0	0	0	0	0	0	0	0	0	**9**
19:45	0	11	1	0	2	0	0	0	0	0	0	0	0	**14**
20:00	0	10	2	0	1	0	0	0	0	0	0	0	0	**13**
20:15	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
20:30	0	8	2	0	0	0	0	0	0	0	0	0	0	**10**
20:45	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**
21:00	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
21:15	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
21:30	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**
21:45	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
22:00	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
22:15	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
22:30	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
22:45	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
23:00	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
23:15	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
23:30	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
23:45	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
Totals		**692**	**199**	**10**	**45**			**1**						**947**
% of Totals		73%	21%	1%	5%			0%						100%

AM Volumes	0	240	75	5	17	0	0	1	0	0	0	0	0	338
% AM		25%	8%	1%	2%			0%						36%
AM Peak Hour		7:00	7:30	7:00	5:45			11:00						7:15
Volume		61	20	3	6			1						84
PM Volumes	0	452	124	5	28	0	0	0	0	0	0	0	0	609
% PM		48%	13%	1%	3%									64%
PM Peak Hour		15:45	16:15	15:30	14:00									15:45
Volume		59	20	4	8									85

Directional Peak Periods	**AM 7-9**			**NOON 12-2**			**PM 4-6**			**Off Peak Volumes**		
All Classes	Volume		%	Volume		%	Volume		%	Volume		%
	126	⟷	13%	116	⟷	12%	145	⟷	15%	560	⟷	59%

Classification Definitions

1 Motorcycles	**4** Buses	**7** > =4-Axle Single Units	**10** >=6-Axle Single Trailers	**13** >=7-Axle Multi-Trailers
2 Passenger Cars	**5** 2-Axle, 6-Tire Single Units	**8** <=4-Axle Single Trailers	**11** <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	**6** 3-Axle Single Units	**9** 5-Axle Single Trailers	**12** 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services

CLASSIFICATION

Lincoln Rd N/O Hudson Blvd

Day: Tuesday
Date: 8/16/2022

City: Alexandria
Project #: LA22_240058_007s

South Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
00:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
00:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
00:45	1	0	1	0	0	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	1	2	0	0	0	0	0	0	0	0	0	0	3
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	1	1	1	0	0	0	0	0	0	0	0	0	3
06:45	0	1	1	2	0	0	0	0	0	0	0	0	0	4
07:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
07:15	0	3	3	0	0	0	0	0	0	0	0	0	0	6
07:30	0	8	0	1	0	1	0	0	0	0	0	0	0	10
07:45	0	11	6	5	3	1	1	0	0	0	0	0	0	27
08:00	0	25	14	3	2	0	1	1	0	0	0	0	0	46
08:15	0	8	2	1	1	0	0	0	0	0	0	0	0	12
08:30	0	6	3	0	1	0	0	0	0	0	0	0	0	10
08:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6
09:00	0	9	1	0	1	0	0	1	0	0	0	0	0	12
09:15	0	2	5	0	1	0	0	0	0	0	0	0	0	8
09:30	0	6	4	0	0	0	0	0	0	0	0	0	0	10
09:45	0	5	5	1	0	0	0	0	0	0	0	0	0	11
10:00	0	7	3	0	1	1	0	0	0	0	0	0	0	12
10:15	0	5	3	0	1	0	0	0	0	0	0	0	0	9
10:30	0	5	4	0	0	0	0	0	0	0	0	0	0	9
10:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4
11:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
11:15	0	5	3	0	1	0	0	0	1	0	0	0	0	10
11:30	0	6	4	0	0	0	0	0	0	0	0	0	0	10
11:45	0	11	2	0	0	0	0	0	0	0	0	0	0	13
12:00 PM	0	4	5	0	0	0	0	0	0	0	0	0	0	9
12:15	0	7	1	1	0	0	0	0	0	0	0	0	0	9
12:30	0	6	1	0	1	0	0	0	0	0	0	0	0	8
12:45	0	6	2	0	0	0	0	0	0	0	0	0	0	8
13:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
13:15	1	8	4	0	1	0	0	0	0	0	0	0	0	14
13:30	0	8	1	0	0	0	0	0	0	0	0	0	0	9
13:45	0	5	1	0	0	0	0	0	0	0	0	0	0	6
14:00	0	5	1	0	0	0	1	0	0	0	0	0	0	7
14:15	0	3	0	0	2	0	0	0	0	0	0	0	0	5
14:30	0	4	3	2	0	0	0	0	0	0	0	0	0	9
14:45	0	19	6	3	2	1	0	0	0	0	0	0	0	31

15:00	0	37	14	1	1	0	0	0	0	0	0	0	0	**53**
15:15	0	10	3	1	1	0	0	0	0	0	0	0	0	**15**
15:30	0	11	2	0	0	0	0	0	0	0	0	0	0	**13**
15:45	0	8	0	0	1	0	0	0	0	0	0	0	0	**9**
16:00	0	13	1	1	0	0	0	0	0	0	0	0	0	**15**
16:15	0	20	2	0	2	0	0	0	0	0	0	0	0	**24**
16:30	0	9	4	0	0	0	0	0	0	0	0	0	0	**13**
16:45	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
17:00	0	12	2	0	0	0	0	0	0	0	0	0	0	**14**
17:15	0	9	0	0	1	0	0	0	0	0	0	0	0	**10**
17:30	0	8	2	0	0	0	0	0	0	0	0	0	0	**10**
17:45	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
18:00	1	7	3	0	1	0	0	0	0	0	0	0	0	**12**
18:15	0	10	5	0	0	0	0	0	0	0	0	0	0	**15**
18:30	0	15	3	0	0	0	0	0	0	0	0	0	0	**18**
18:45	0	24	5	0	0	0	0	0	0	0	0	0	0	**29**
19:00	0	9	6	0	1	0	0	0	0	0	0	0	0	**16**
19:15	1	8	0	0	0	0	0	0	0	0	0	0	0	**9**
19:30	1	8	3	0	0	0	0	0	0	0	0	0	0	**12**
19:45	0	4	2	0	0	0	0	0	0	0	0	0	0	**6**
20:00	0	5	0	0	1	0	0	0	0	0	0	0	0	**6**
20:15	0	15	4	0	0	0	0	0	0	0	0	0	0	**19**
20:30	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**
20:45	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
21:00	0	7	1	0	1	0	0	0	0	0	0	0	0	**9**
21:15	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
21:30	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
21:45	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
22:00	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
22:15	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
22:30	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**
22:45	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
23:00	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
23:30	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
23:45	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
Totals	**5**	**544**	**170**	**23**	**28**	**4**	**3**	**2**	**1**					**780**
% of Totals	1%	70%	22%	3%	4%	1%	0%	0%	0%					100%

AM Volumes	1	159	71	14	12	3	2	2	1	0	0	0	0	265
% AM	0%	20%	9%	2%	2%	0%	0%	0%	0%					34%
AM Peak Hour		07:30	07:45	07:30	07:45	07:00	07:15	07:15	10:30					07:30
Volume	1	52	25	10	7	2	2	1	1					95
PM Volumes	4	385	99	9	16	1	1	0	0	0	0	0	0	515
% PM	1%	49%	13%	1%	2%	0%	0%							66%
PM Peak Hour	18:45	14:45	14:30	14:30	14:15	14:00	13:15							14:45
Volume	2	77	26	7	5	1	1							112

Directional Peak Periods	**AM 7-9**			**NOON 12-2**			**PM 4-6**			**Off Peak Volumes**		
All Classes	Volume		%	Volume		%	Volume		%	Volume		%
	125	⟷	16%	70	⟷	9%	102	⟷	13%	483	⟷	62%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

Lincoln Rd N/O Hudson Blvd

Day: Wednesday
Date: 8/17/2022

City: Alexandria
Project #: LA22_240058_007s

South Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
00:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	1	2	0	0	0	0	0	0	0	0	0	0	3
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
06:15	0	0	0	1	0	0	0	0	0	0	0	0	0	1
06:30	0	2	0	1	0	0	0	0	0	0	0	0	0	3
06:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3
07:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
07:15	0	6	1	0	1	0	0	0	0	0	0	0	0	8
07:30	0	7	1	1	1	1	0	0	0	0	0	0	0	11
07:45	0	16	5	4	2	2	3	0	0	0	0	0	0	32
08:00	0	23	16	1	2	1	0	0	1	1	0	0	0	45
08:15	0	3	3	1	1	0	0	0	0	0	0	0	0	8
08:30	0	3	3	0	0	0	0	0	0	0	0	0	0	6
08:45	1	7	3	1	0	0	0	0	0	0	0	0	0	12
09:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
09:15	0	2	3	0	0	0	0	0	0	0	0	0	0	5
09:30	0	5	1	0	1	0	0	0	0	0	0	0	0	7
09:45	0	4	2	0	0	0	0	0	0	0	0	0	0	6
10:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10
10:15	0	3	1	0	2	0	0	0	0	0	0	0	0	6
10:30	0	3	3	0	0	0	0	0	0	0	0	0	0	6
10:45	0	7	2	0	0	0	0	0	0	0	0	0	0	9
11:00	0	8	4	0	0	0	0	0	0	0	0	0	0	12
11:15	0	5	4	0	1	0	0	0	0	0	0	0	0	10
11:30	0	1	5	0	0	0	0	0	0	0	0	0	0	6
11:45	0	8	4	0	0	0	0	0	0	0	0	0	0	12
12:00 PM	0	8	2	0	0	0	0	0	0	0	0	0	0	10
12:15	0	5	1	0	1	0	0	0	0	0	0	0	0	7
12:30	0	5	1	0	0	0	0	0	0	0	0	0	0	6
12:45	0	2	4	0	2	0	0	0	0	0	0	0	0	8
13:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
13:15	0	9	0	0	1	0	0	0	0	0	0	0	0	10
13:30	1	3	3	0	0	0	0	0	0	0	0	0	0	7
13:45	0	2	3	0	0	0	0	0	0	0	0	0	0	5
14:00	0	8	4	0	0	0	0	0	0	0	0	0	0	12
14:15	0	5	3	0	1	0	0	0	0	0	0	0	0	9
14:30	0	5	2	2	1	0	0	0	0	0	0	0	0	10
14:45	0	18	6	4	2	1	2	0	0	0	0	0	0	33

15:00	0	41	13	3	1	0	0	0	0	0	0	0	0	**58**
15:15	0	9	4	0	1	0	0	0	0	0	0	0	0	**14**
15:30	1	14	2	1	1	0	0	0	0	0	0	0	0	**19**
15:45	0	7	2	0	1	0	0	0	0	0	0	0	0	**10**
16:00	0	9	2	0	0	0	0	0	0	0	0	0	0	**11**
16:15	0	10	5	0	1	0	0	0	0	0	0	0	0	**16**
16:30	0	7	4	0	1	0	0	0	0	0	0	0	0	**12**
16:45	0	9	6	0	0	0	0	0	0	0	0	0	0	**15**
17:00	0	12	3	0	0	0	0	0	0	0	0	0	0	**15**
17:15	0	9	4	0	1	0	0	0	0	0	0	0	0	**14**
17:30	0	11	3	0	0	0	0	0	0	0	0	0	0	**14**
17:45	0	8	2	0	0	0	0	0	0	0	0	0	0	**10**
18:00	0	9	2	0	1	0	0	0	0	0	0	0	0	**12**
18:15	0	14	2	0	0	0	0	0	0	0	0	0	0	**16**
18:30	0	8	2	0	0	0	0	0	0	0	0	0	0	**10**
18:45	0	13	2	0	0	0	0	0	0	0	0	0	0	**15**
19:00	0	7	3	0	1	0	0	0	0	0	0	0	0	**11**
19:15	0	7	5	0	0	0	0	0	0	0	0	0	0	**12**
19:30	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**
19:45	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
20:00	0	6	1	0	1	0	0	0	0	0	0	0	0	**8**
20:15	0	10	2	0	0	0	0	0	0	0	0	0	0	**12**
20:30	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
20:45	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
21:00	1	2	1	0	1	0	0	0	0	0	0	0	0	**5**
21:15	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
21:30	1	3	1	0	0	0	0	0	0	0	0	0	0	**5**
21:45	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
22:00	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
22:15	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
22:30	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
22:45	1	3	0	0	0	0	0	0	0	0	0	0	0	**4**
23:00	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
23:15	1	1	0	0	0	0	0	0	0	0	0	0	0	**2**
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
23:45	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
Totals	**7**	**491**	**180**	**20**	**30**	**5**	**5**		**1**	**1**				**740**
% of Totals	1%	66%	24%	3%	4%	1%	1%		0%	0%				100%

AM Volumes	1	149	73	10	11	4	3	0	1	1	0	0	0	253
% AM	0%	20%	10%	1%	1%	1%	0%		0%	0%				34%
AM Peak Hour	08:00	07:15	07:45	07:30	07:15	07:15	07:00		07:15	07:15				07:15
Volume	1	52	27	7	6	4	3		1	1				96
PM Volumes	6	342	107	10	19	1	2	0	0	0	0	0	0	487
% PM	1%	46%	14%	1%	3%	0%	0%							66%
PM Peak Hour	20:45	14:45	14:30	14:15	14:15	14:00	14:00							14:45
Volume	2	82	25	9	5	1	2							124

Directional Peak Periods	**AM 7-9**			**NOON 12-2**			**PM 4-6**			**Off Peak Volumes**		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	125		17%	57		8%	107		14%	451		61%

Classification Definitions

1 Motorcycles	**4** Buses	**7** > =4-Axle Single Units	**10** >=6-Axle Single Trailers	**13** >=7-Axle Multi-Trailers
2 Passenger Cars	**5** 2-Axle, 6-Tire Single Units	**8** <=4-Axle Single Trailers	**11** <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	**6** 3-Axle Single Units	**9** 5-Axle Single Trailers	**12** 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services

CLASSIFICATION

Hudson Blvd E/O Eddie Williams Ave

Day: Tuesday
Date: 8/16/2022

City: Alexandria
Project #: LA22_240058_008w

West Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
00:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
00:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
00:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
04:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	3	0	0	2	0	0	0	0	0	0	0	0	5
05:45	0	1	0	0	1	0	0	0	0	0	0	0	0	2
06:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
06:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
06:30	0	1	1	1	1	0	0	0	0	0	0	0	0	4
06:45	0	8	1	0	1	0	0	0	0	0	0	0	0	10
07:00	0	9	2	0	2	0	0	0	0	0	0	0	0	13
07:15	0	12	0	0	1	0	0	0	0	0	0	0	0	13
07:30	0	4	4	1	0	0	0	0	0	0	0	0	0	9
07:45	0	17	7	2	3	0	0	0	0	0	0	0	0	29
08:00	0	9	15	3	1	0	0	0	0	0	0	0	0	28
08:15	0	5	1	0	1	0	0	0	0	0	0	0	0	7
08:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
08:45	0	10	1	0	0	0	0	0	0	0	0	0	0	11
09:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
09:15	0	2	2	0	0	0	0	0	0	0	0	0	0	4
09:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4
09:45	0	1	3	0	0	0	0	0	0	0	0	0	0	4
10:00	0	3	3	0	0	0	0	0	0	0	0	0	0	6
10:15	0	1	1	0	1	0	0	0	0	0	0	0	0	3
10:30	0	1	3	0	0	0	0	0	0	0	0	0	0	4
10:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3
11:00	0	2	2	0	1	0	0	0	0	0	0	0	0	5
11:15	0	9	1	0	0	0	0	0	0	0	0	0	0	10
11:30	0	3	4	0	0	0	0	0	0	0	0	0	0	7
11:45	0	3	3	0	1	0	0	0	0	0	0	0	0	7
12:00 PM	0	1	2	0	0	0	0	0	0	0	0	0	0	3
12:15	0	6	1	0	0	0	0	0	0	0	0	0	0	7
12:30	0	4	1	1	0	0	0	0	0	0	0	0	0	6
12:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
13:00	0	6	3	0	0	0	0	0	0	0	0	0	0	9
13:15	0	4	1	0	0	0	0	0	0	0	0	0	0	5
13:30	0	1	7	0	0	0	0	0	0	0	0	0	0	8
13:45	0	4	2	0	0	0	0	0	0	0	0	0	0	6
14:00	0	5	1	0	4	0	0	0	0	0	0	0	0	10
14:15	0	10	2	0	1	0	0	0	0	0	0	0	0	13
14:30	0	3	9	0	0	0	0	0	0	0	0	0	0	12
14:45	0	11	3	1	3	0	0	0	0	0	0	0	0	18

15:00	0	13	11	0	2	0	0	0	0	0	0	0	0	**26**
15:15	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
15:30	0	12	4	0	3	0	0	0	0	0	0	0	0	**19**
15:45	0	3	2	1	0	0	0	0	0	0	0	0	0	**6**
16:00	0	4	3	0	0	0	0	0	0	0	0	0	0	**7**
16:15	0	4	3	1	0	0	0	0	0	0	0	0	0	**8**
16:30	0	8	3	0	0	0	0	0	0	0	0	0	0	**11**
16:45	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
17:00	0	5	3	0	0	0	0	0	0	0	0	0	0	**8**
17:15	0	5	6	0	0	0	0	0	0	0	0	0	0	**11**
17:30	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
17:45	0	0	2	0	0	0	0	0	0	0	0	0	0	**2**
18:00	0	4	3	0	0	0	0	0	0	0	0	0	0	**7**
18:15	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
18:30	0	7	0	0	2	0	0	0	0	0	0	0	0	**9**
18:45	0	9	3	0	0	0	0	0	0	0	0	0	0	**12**
19:00	0	1	1	0	1	0	0	0	0	0	0	0	0	**3**
19:15	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
19:30	0	4	2	0	0	0	0	0	0	0	0	0	0	**6**
19:45	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
20:00	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
20:15	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
20:30	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**
20:45	0	2	2	0	0	0	0	0	0	0	0	0	0	**4**
21:00	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
21:30	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
21:45	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
22:00	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
22:15	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
22:30	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
23:30	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
23:45	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
Totals		**314**	**154**	**11**	**32**									**511**
% of Totals		61%	30%	2%	6%									100%

AM Volumes	0	128	66	7	16	0	0	0	0	0	0	0	0	217
% AM		25%	13%	1%	3%									42%
AM Peak Hour		07:00	07:30	07:15	07:00									07:15
Volume		42	27	6	6									79
PM Volumes	0	186	88	4	16	0	0	0	0	0	0	0	0	294
% PM		36%	17%	1%	3%									58%
PM Peak Hour		14:45	14:15	15:30	14:00									14:15
Volume		42	25	2	8									69

Directional Peak Periods	**AM 7-9**			**NOON 12-2**			**PM 4-6**			**Off Peak Volumes**		
All Classes	Volume		%	Volume		%	Volume		%	Volume		%
	111	⟷	22%	45	⟷	9%	56	⟷	11%	299	⟷	59%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

Hudson Blvd E/O Eddie Williams Ave

Day: Wednesday
Date: 8/17/2022

City: Alexandria
Project #: LA22_240058_008w

West Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
00:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
01:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
05:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
05:15	0	2	0	0	1	0	0	0	0	0	0	0	0	3
05:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
05:45	0	2	1	0	1	0	0	0	0	0	0	0	0	4
06:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
06:15	0	2	0	0	1	0	0	0	0	0	0	0	0	3
06:30	0	2	0	1	1	0	0	0	0	0	0	0	0	4
06:45	0	6	4	0	0	0	0	0	0	0	0	0	0	10
07:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
07:15	0	9	4	0	0	0	0	0	0	0	0	0	0	13
07:30	0	8	2	2	0	0	0	0	0	0	0	0	0	12
07:45	0	10	9	3	2	0	0	0	0	0	0	0	0	24
08:00	0	8	13	2	4	0	0	0	0	0	0	0	0	27
08:15	0	5	2	0	2	0	0	0	0	0	0	0	0	9
08:30	0	11	1	0	0	0	0	0	0	0	0	0	0	12
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	2	1	0	1	0	0	0	0	0	0	0	0	4
09:15	0	3	3	0	0	0	0	0	0	0	0	0	0	6
09:30	0	2	4	0	0	0	0	0	0	0	0	0	0	6
09:45	0	3	2	0	2	0	0	0	0	0	0	0	0	7
10:00	0	5	1	0	1	0	0	0	0	0	0	0	0	7
10:15	0	2	1	0	2	0	0	0	0	0	0	0	0	5
10:30	0	2	4	0	0	0	0	0	0	0	0	0	0	6
10:45	0	3	3	0	0	0	0	0	0	0	0	0	0	6
11:00	0	5	5	0	0	0	0	0	0	0	0	0	0	10
11:15	0	6	3	0	1	0	0	0	0	0	0	0	0	10
11:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:45	0	3	2	0	0	0	0	0	0	0	0	0	0	5
12:00 PM	0	5	2	0	0	0	0	0	0	0	0	0	0	7
12:15	0	2	2	0	0	0	0	0	0	0	0	0	0	4
12:30	0	5	1	0	3	0	0	0	0	0	0	0	0	9
12:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4
13:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
13:15	0	2	2	0	1	0	0	0	0	0	0	0	0	5
13:30	0	7	1	0	1	0	0	0	0	0	0	0	0	9
13:45	0	1	2	0	3	0	0	0	0	0	0	0	0	6
14:00	0	5	2	0	3	0	0	0	0	0	0	0	0	10
14:15	0	4	1	0	3	0	0	0	0	0	0	0	0	8
14:30	0	10	3	0	2	0	0	0	0	0	0	0	0	15
14:45	0	10	7	1	1	0	0	0	0	0	0	0	0	19

15:00	0	12	13	1	1	0	0	0	0	0	0	0	0	**27**
15:15	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**
15:30	0	6	2	1	0	0	0	0	0	0	0	0	0	**9**
15:45	0	7	4	1	0	0	0	0	0	0	0	0	0	**12**
16:00	0	6	5	1	0	0	0	0	0	0	0	0	0	**12**
16:15	0	6	2	0	1	0	0	0	0	0	0	0	0	**9**
16:30	0	4	0	0	2	0	0	0	0	0	0	0	0	**6**
16:45	0	5	4	0	0	0	0	0	0	0	0	0	0	**9**
17:00	0	6	3	1	0	0	0	0	0	0	0	0	0	**10**
17:15	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
17:30	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
17:45	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**
18:00	0	3	0	0	1	0	0	0	0	0	0	0	0	**4**
18:15	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**
18:30	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
18:45	0	3	3	0	1	0	0	0	0	0	0	0	0	**7**
19:00	0	3	2	0	1	0	0	0	0	0	0	0	0	**6**
19:15	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
19:30	0	8	6	0	1	0	0	0	0	0	0	0	0	**15**
19:45	0	9	3	0	2	0	0	0	0	0	0	0	0	**14**
20:00	0	2	4	0	0	0	0	0	0	0	0	0	0	**6**
20:15	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
20:30	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
20:45	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
21:00	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**
21:15	0	1	2	0	0	0	0	0	0	0	0	0	0	**3**
21:30	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
21:45	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
22:15	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
22:30	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
22:45	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
23:15	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
23:30	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
23:45	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
Totals		**330**	**166**	**14**	**46**									**556**
% of Totals		59%	30%	3%	8%									100%

AM Volumes	0	129	73	8	19	0	0	0	0	0	0	0	0	229
% AM		23%	13%	1%	3%									41%
AM Peak Hour		07:15	07:15	07:15	07:30									07:15
Volume		35	28	7	8									76
PM Volumes	0	201	93	6	27	0	0	0	0	0	0	0	0	327
% PM		36%	17%	1%	5%									59%
PM Peak Hour		14:15	14:30	14:45	13:45									14:15
Volume		36	25	3	11									69

Directional Peak Periods	**AM 7-9**			**NOON 12-2**			**PM 4-6**			**Off Peak Volumes**		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	106		19%	48		9%	73		13%	329		59%

Classification Definitions

1 Motorcycles	**4** Buses	**7** > =4-Axle Single Units	**10** >=6-Axle Single Trailers	**13** >=7-Axle Multi-Trailers
2 Passenger Cars	**5** 2-Axle, 6-Tire Single Units	**8** <=4-Axle Single Trailers	**11** <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	**6** 3-Axle Single Units	**9** 5-Axle Single Trailers	**12** 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services

CLASSIFICATION

SR 1280-1/Eddie Williams Ave N/O Hudson Blvd

Day: Tuesday
Date: 8/16/2022

City: Alexandria
Project #: LA22_240058_009s

South Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
00:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4
00:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
00:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
01:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:30	0	1	0	0	2	0	0	0	0	0	0	0	0	3
01:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4
02:30	0	2	0	0	0	1	0	0	1	0	0	0	0	4
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
03:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:30	0	3	0	0	1	0	0	0	0	0	0	0	0	4
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
04:15	0	1	0	0	1	0	0	0	0	0	0	0	0	2
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4
05:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:15	0	2	2	0	0	0	0	0	0	0	0	0	0	4
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
06:00	0	2	0	2	0	0	0	0	0	0	0	0	0	4
06:15	0	4	1	0	0	0	0	0	0	0	0	0	0	5
06:30	0	7	1	0	1	0	0	0	0	0	0	0	0	9
06:45	0	14	6	0	0	0	0	0	0	0	0	0	0	20
07:00	0	11	2	1	2	0	0	1	0	0	0	0	0	17
07:15	0	16	10	1	5	1	0	0	0	0	0	0	0	33
07:30	0	30	4	2	2	1	0	0	1	0	0	0	0	40
07:45	0	56	17	0	2	0	0	0	2	0	0	0	0	77
08:00	0	60	23	1	2	0	0	0	0	0	0	0	0	86
08:15	0	12	6	0	2	0	0	0	0	0	0	0	0	20
08:30	0	8	2	0	0	0	0	0	0	0	0	0	0	10
08:45	0	17	4	0	1	1	0	0	0	0	0	0	0	23
09:00	0	14	4	0	0	0	0	1	0	0	0	0	0	19
09:15	0	8	7	0	1	0	0	0	1	0	0	0	0	17
09:30	1	7	5	0	2	0	0	0	1	0	0	0	0	16
09:45	0	11	1	0	1	1	0	1	0	0	0	0	0	15
10:00	0	12	6	0	1	2	0	0	0	0	0	0	0	21
10:15	0	16	8	0	1	0	0	0	0	0	0	0	0	25
10:30	0	20	5	0	2	0	0	0	1	0	0	0	0	28
10:45	0	10	4	0	0	0	0	1	0	0	0	0	0	15
11:00	0	10	3	0	0	0	0	0	0	0	0	0	0	13
11:15	0	23	9	0	1	1	0	0	0	0	0	0	0	34
11:30	0	6	4	0	3	0	0	0	0	0	0	0	0	13
11:45	0	8	8	0	2	0	0	0	1	0	0	0	0	19
12:00 PM	0	8	4	0	3	0	0	0	1	0	0	0	0	16
12:15	0	17	5	0	1	2	0	0	2	0	0	0	0	27
12:30	0	24	3	0	1	0	0	0	0	0	0	0	0	28
12:45	0	8	6	0	0	0	0	1	0	0	0	0	0	15
13:00	0	12	5	0	2	1	0	0	1	0	0	0	0	21
13:15	0	16	4	1	2	0	0	0	1	0	0	0	0	24
13:30	0	6	2	0	2	0	0	0	1	0	0	0	0	11
13:45	0	21	6	0	0	1	0	0	0	0	0	0	0	28
14:00	0	8	6	0	3	0	0	0	0	0	0	0	0	17
14:15	0	15	6	0	2	0	0	0	0	0	0	0	0	23
14:30	0	31	10	1	4	0	0	0	0	0	0	0	0	46
14:45	0	56	27	1	2	0	0	0	0	0	0	0	0	86

15:00	0	54	20	0	2	0	0	0	1	0	0	0	0	**77**
15:15	0	34	4	1	0	0	0	0	0	0	0	0	0	**39**
15:30	0	15	2	0	2	0	0	0	0	0	0	0	0	**19**
15:45	0	15	6	1	0	0	0	0	0	0	0	0	0	**22**
16:00	0	15	3	1	0	0	0	0	0	0	0	0	0	**19**
16:15	1	15	3	0	1	0	0	0	0	0	0	0	0	**20**
16:30	0	13	5	1	0	0	0	0	0	0	0	0	0	**19**
16:45	0	13	6	0	0	0	0	0	0	0	0	0	0	**19**
17:00	0	19	7	0	0	0	0	0	0	0	0	0	0	**26**
17:15	0	21	5	0	1	0	0	0	0	0	0	0	0	**27**
17:30	0	15	5	0	0	0	0	0	0	0	0	0	0	**20**
17:45	0	11	11	0	0	0	0	0	0	0	0	0	0	**22**
18:00	0	18	5	0	1	0	0	0	0	0	0	0	0	**24**
18:15	0	5	5	0	1	0	0	0	0	0	0	0	0	**11**
18:30	0	18	9	0	0	0	0	0	0	0	0	0	0	**27**
18:45	0	14	2	0	1	0	0	0	0	0	0	0	0	**17**
19:00	0	12	2	0	0	0	0	0	0	0	0	0	0	**14**
19:15	0	12	4	0	0	0	0	0	1	0	0	0	0	**17**
19:30	0	9	3	0	1	0	0	0	1	0	0	0	0	**14**
19:45	0	12	3	0	0	0	0	0	0	0	0	0	0	**15**
20:00	0	12	2	0	2	1	0	0	0	0	0	0	0	**17**
20:15	0	13	5	0	3	1	0	0	1	0	0	0	0	**23**
20:30	0	9	5	0	2	2	0	0	0	0	0	0	0	**18**
20:45	0	10	3	0	0	0	0	0	0	0	0	0	0	**13**
21:00	0	11	3	0	3	2	0	0	1	0	0	0	0	**20**
21:15	0	10	1	0	1	0	0	0	1	0	0	0	0	**13**
21:30	0	3	1	0	1	0	0	0	0	0	0	0	0	**5**
21:45	0	6	3	1	1	0	0	0	0	0	0	0	0	**11**
22:00	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
22:15	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**
22:30	0	4	3	0	0	0	0	0	0	0	0	0	0	**7**
22:45	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
23:15	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
23:30	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
23:45	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
Totals	**2**	**1095**	**371**	**15**	**80**	**18**		**5**	**20**					**1606**
% of Totals	0%	68%	23%	1%	5%	1%		0%	1%					100%

AM Volumes	1	427	147	7	35	8	0	4	8	0	0	0	0	637
% AM	0%	27%	9%	0%	2%	0%		0%	0%					40%
AM Peak Hour	08:45	07:15	07:15	06:45	07:00	09:15		09:00	11:30					07:15
Volume	1	162	54	4	11	3		2	4					236
PM Volumes	1	668	224	8	45	10	0	1	12	0	0	0	0	969
% PM	0%	42%	14%	0%	3%	1%		0%	1%					60%
PM Peak Hour	15:30	14:30	14:15	14:30	14:00	20:15		12:00	12:00					14:30
Volume	1	175	63	3	11	5		1	3					248

Directional Peak Periods	**AM 7-9**			**NOON 12-2**			**PM 4-6**			**Off Peak Volumes**		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	306	⟷	19%	170	⟷	11%	172	⟷	11%	958	⟷	60%

Classification Definitions

1 Motorcycles	**4** Buses	**7** > =4-Axle Single Units	**10** >=6-Axle Single Trailers	**13** >=7-Axle Multi-Trailers
2 Passenger Cars	**5** 2-Axle, 6-Tire Single Units	**8** <=4-Axle Single Trailers	**11** <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	**6** 3-Axle Single Units	**9** 5-Axle Single Trailers	**12** 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services

CLASSIFICATION

SR 1280-1/Eddie Williams Ave N/O Hudson Blvd

Day: Wednesday
Date: 8/17/2022

City: Alexandria
Project #: LA22_240058_009s

South Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
00:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
00:30	0	3	0	0	0	0	0	0	1	0	0	0	0	4
00:45	0	6	2	0	0	0	0	0	1	0	0	0	0	9
01:00	0	3	2	0	2	0	0	0	0	0	0	0	0	7
01:15	0	2	0	0	0	0	0	1	0	0	0	0	0	3
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:30	0	2	0	0	1	0	0	0	0	0	0	0	0	3
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3
05:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
05:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	4	1	0	0	0	0	0	0	0	0	0	0	5
06:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
06:15	0	7	3	0	0	0	0	0	0	0	0	0	0	10
06:30	0	5	1	0	1	0	0	0	0	0	0	0	0	7
06:45	0	8	2	2	0	0	0	0	0	0	0	0	0	12
07:00	0	9	4	0	0	0	0	1	0	0	0	0	0	14
07:15	1	18	9	0	4	0	0	0	0	0	0	0	0	32
07:30	0	16	3	1	3	2	0	0	0	0	0	0	0	25
07:45	0	38	15	1	3	0	0	0	0	0	0	0	0	57
08:00	0	57	22	0	1	0	0	0	0	0	0	0	0	80
08:15	0	12	4	1	3	0	0	0	0	0	0	0	0	20
08:30	0	7	2	0	2	0	0	0	0	0	0	0	0	11
08:45	0	14	3	0	1	0	0	0	0	0	0	0	0	18
09:00	1	13	8	0	3	0	0	0	1	0	0	0	0	26
09:15	0	12	3	0	2	0	0	0	0	0	0	0	0	17
09:30	0	18	7	0	2	0	0	1	1	0	0	0	0	29
09:45	0	11	3	0	2	0	0	0	0	0	0	0	0	16
10:00	0	13	2	0	2	1	0	0	0	0	0	0	0	18
10:15	0	17	5	0	1	1	0	0	0	0	0	0	0	24
10:30	0	15	3	0	2	0	0	1	0	0	0	0	0	21
10:45	0	12	1	0	0	0	0	0	1	0	0	0	0	14
11:00	1	12	3	0	1	1	0	0	1	0	0	0	0	19
11:15	0	12	3	0	1	0	0	0	0	0	0	0	0	16
11:30	0	13	6	0	2	0	0	0	0	0	0	0	0	21
11:45	0	12	8	1	2	0	0	0	0	0	0	0	0	23
12:00 PM	0	18	4	0	3	0	0	0	0	0	0	0	0	25
12:15	0	18	1	0	2	0	0	0	0	0	0	0	0	21
12:30	0	16	3	0	2	0	0	0	0	0	0	0	0	21
12:45	0	13	7	0	3	0	0	0	0	0	0	0	0	23
13:00	0	14	5	0	1	0	0	0	1	0	0	0	0	21
13:15	0	8	1	0	2	1	0	0	0	0	0	0	0	12
13:30	0	19	3	0	4	1	0	0	1	0	0	0	0	28
13:45	0	17	4	0	1	0	0	1	0	0	0	0	0	23
14:00	0	9	6	0	2	1	0	0	0	0	0	0	0	18
14:15	0	12	3	1	0	1	0	0	0	0	0	0	0	17
14:30	0	18	4	2	0	0	0	0	0	0	0	0	0	24
14:45	0	73	19	1	4	1	0	0	1	0	0	0	0	99

15:00	0	48	14	0	2	0	0	0	0	0	0	0	0	**64**
15:15	0	28	9	0	4	0	0	0	0	0	0	0	0	**41**
15:30	0	25	5	0	1	0	0	0	0	0	0	0	0	**31**
15:45	0	19	3	0	2	0	0	0	0	0	0	0	0	**24**
16:00	0	22	5	0	0	0	0	0	0	0	0	0	0	**27**
16:15	0	14	7	1	0	0	0	0	2	0	0	0	0	**24**
16:30	0	21	7	0	1	0	0	0	0	0	0	0	0	**29**
16:45	0	11	5	0	0	0	0	0	0	0	0	0	0	**16**
17:00	0	23	5	0	2	0	0	1	0	0	0	0	0	**31**
17:15	0	23	6	0	0	0	0	0	0	0	0	0	0	**29**
17:30	0	26	6	0	0	0	0	0	0	0	0	0	0	**32**
17:45	0	22	5	0	1	0	0	0	0	0	0	0	0	**28**
18:00	0	16	5	0	0	0	0	0	0	0	0	0	0	**21**
18:15	0	16	8	0	0	0	0	0	0	0	0	0	0	**24**
18:30	0	13	0	0	1	0	0	0	0	0	0	0	0	**14**
18:45	0	19	4	1	0	0	0	0	1	0	0	0	0	**25**
19:00	0	24	3	0	1	0	0	0	1	0	0	0	0	**29**
19:15	0	10	2	0	0	0	0	0	0	0	0	0	0	**12**
19:30	0	17	1	0	0	0	0	0	0	0	0	0	0	**18**
19:45	0	25	5	0	0	0	0	0	0	0	0	0	0	**30**
20:00	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**
20:15	0	19	2	0	0	0	0	0	0	0	0	0	0	**21**
20:30	0	8	3	0	0	0	0	0	0	0	0	0	0	**11**
20:45	0	9	4	0	0	0	0	0	0	0	0	0	0	**13**
21:00	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**
21:15	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
21:30	0	6	2	0	2	0	0	0	0	0	0	0	0	**10**
21:45	0	4	3	0	0	0	0	0	0	0	0	0	0	**7**
22:00	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
22:15	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
22:30	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
22:45	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
23:00	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**
23:15	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
23:30	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Totals	**3**	**1151**	**315**	**12**	**82**	**10**		**6**	**13**					**1592**
% of Totals	0%	72%	20%	1%	5%	1%		0%	1%					100%

AM Volumes	3	394	130	6	41	5	0	4	6	0	0	0	0	589
% AM	0%	25%	8%	0%	3%	0%		0%	0%					37%
AM Peak Hour	06:30	07:15	07:15	06:45	07:15	06:45		00:30						07:15
Volume	1	129	49	3	11	2		1	2					194
PM Volumes	0	757	185	6	41	5	0	2	7	0	0	0	0	1003
% PM		48%	12%	0%	3%	0%		0%	0%					63%
PM Peak Hour		14:45	14:45	14:00	14:45	13:15		13:00	12:45					14:45
Volume		174	47	4	11	3		1	2					235

Directional Peak Periods	**AM 7-9**		**NOON 12-2**		**PM 4-6**		**Off Peak Volumes**	
All Classes	Volume	%	Volume	%	Volume	%	Volume	%
	257 ⟷	16%	174 ⟷	11%	216 ⟷	14%	945 ⟷	59%

Classification Definitions

1 Motorcycles	**4** Buses	**7** > =4-Axle Single Units	**10** >=6-Axle Single Trailers	**13** >=7-Axle Multi-Trailers
2 Passenger Cars	**5** 2-Axle, 6-Tire Single Units	**8** <=4-Axle Single Trailers	**11** <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	**6** 3-Axle Single Units	**9** 5-Axle Single Trailers	**12** 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services

CLASSIFICATION

SR 1280-1/Eddie Williams Ave S/O Hudson Blvd

Day: Tuesday
Date: 8/16/2022

City: Alexandria
Project #: LA22_240058_010n

North Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
0:15	0	2	3	0	0	0	0	0	0	0	0	0	0	5
0:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
1:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30	0	2	1	0	1	0	0	0	0	0	0	0	0	4
3:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00	0	3	1	0	0	1	0	0	0	0	0	0	0	5
5:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
5:30	0	2	0	0	0	0	0	0	1	0	0	0	0	3
5:45	0	4	1	0	1	0	0	0	0	0	0	0	0	6
6:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
6:15	0	7	2	1	0	0	0	0	0	0	0	0	0	10
6:30	0	4	1	0	0	0	0	0	0	0	0	0	0	5
6:45	0	7	4	0	2	0	0	1	0	0	0	0	0	14
7:00	0	22	8	1	1	2	0	0	1	0	0	0	0	35
7:15	0	28	6	0	2	1	0	0	0	0	0	0	0	37
7:30	0	53	8	0	2	0	0	0	1	0	0	0	0	64
7:45	0	49	11	1	4	0	0	0	0	0	0	0	0	65
8:00	1	27	14	0	3	1	0	1	0	0	0	0	0	47
8:15	0	11	6	0	1	1	0	0	0	0	0	0	0	19
8:30	0	8	5	1	2	0	0	0	0	0	0	0	0	16
8:45	0	6	1	1	1	1	0	0	0	0	0	0	0	10
9:00	0	5	1	0	1	0	0	0	0	0	0	0	0	7
9:15	0	3	2	1	0	0	0	0	0	0	0	0	0	6
9:30	0	9	7	0	1	1	0	0	1	0	0	0	0	19
9:45	0	15	8	0	4	3	0	0	0	0	0	0	0	30
10:00	0	15	1	0	1	0	0	0	0	0	0	0	0	17
10:15	0	12	4	0	1	0	0	0	0	0	0	0	0	17
10:30	0	10	4	0	1	1	0	1	0	0	0	0	0	17
10:45	0	6	2	0	1	1	0	0	2	0	0	0	0	12
11:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
11:15	0	5	3	0	1	0	0	0	0	0	0	0	0	9
11:30	0	9	5	0	1	0	0	0	0	0	0	0	0	15
11:45	0	6	5	0	0	0	0	0	1	0	0	0	0	12
12:00 PM	0	10	2	0	1	1	0	0	0	0	0	0	0	14
12:15	0	12	5	0	0	0	0	0	0	0	0	0	0	17
12:30	0	8	6	0	3	0	0	0	1	0	0	0	0	18
12:45	0	7	4	0	2	0	0	0	0	0	0	0	0	13
13:00	0	6	2	0	0	1	0	0	0	0	0	0	0	9
13:15	0	13	6	0	0	0	0	0	0	0	0	0	0	19
13:30	0	14	5	0	1	0	0	0	0	0	0	0	0	20
13:45	0	13	4	0	1	0	0	0	0	0	0	0	0	18
14:00	0	19	6	1	2	0	0	0	0	0	0	0	0	28
14:15	0	22	15	1	5	1	0	0	0	0	0	0	0	44
14:30	0	28	12	1	1	0	0	0	0	0	0	0	0	42
14:45	0	39	18	2	1	0	0	0	0	0	0	0	0	60

15:00	0	15	13	2	1	0	0	0	0	0	0	0	0	**31**
15:15	0	12	6	1	3	0	0	0	0	0	0	0	0	**22**
15:30	0	9	6	0	1	1	0	0	0	0	0	0	0	**17**
15:45	0	10	7	1	1	0	0	0	0	0	0	0	0	**19**
16:00	0	11	8	0	1	0	0	0	0	0	0	0	0	**20**
16:15	0	8	8	1	0	0	0	0	0	0	0	0	0	**17**
16:30	0	12	5	1	2	0	0	0	0	0	0	0	0	**20**
16:45	0	9	6	0	2	0	0	0	1	0	0	0	0	**18**
17:00	0	19	0	0	3	0	0	0	0	0	0	0	0	**22**
17:15	0	18	4	0	1	0	0	0	0	0	0	0	0	**23**
17:30	0	16	3	0	2	0	0	0	1	0	0	0	0	**22**
17:45	0	11	4	0	0	0	0	0	0	0	0	0	0	**15**
18:00	0	6	4	0	1	0	0	0	0	0	0	0	0	**11**
18:15	0	6	5	0	0	0	0	0	0	0	0	0	0	**11**
18:30	0	5	6	0	0	0	0	0	0	0	0	0	0	**11**
18:45	0	3	4	0	0	0	0	0	0	0	0	0	0	**7**
19:00	0	13	3	0	1	0	0	0	0	0	0	0	0	**17**
19:15	0	7	2	0	2	0	0	0	0	0	0	0	0	**11**
19:30	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**
19:45	0	5	4	0	2	0	0	0	0	0	0	0	0	**11**
20:00	0	11	0	0	2	0	0	0	0	0	0	0	0	**13**
20:15	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
20:30	0	14	1	0	0	0	0	0	0	0	0	0	0	**15**
20:45	0	7	4	0	0	0	0	0	0	0	0	0	0	**11**
21:00	0	4	2	0	1	0	0	0	0	0	0	0	0	**7**
21:15	0	3	3	0	1	0	0	0	0	0	0	0	0	**7**
21:30	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
21:45	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
22:00	0	2	1	0	1	0	0	0	0	0	0	0	0	**4**
22:15	0	4	2	0	0	0	0	0	0	0	0	0	0	**6**
22:30	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
22:45	0	4	2	0	0	0	0	0	0	0	0	0	0	**6**
23:00	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
23:15	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
23:30	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
23:45	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
Totals	**1**	**839**	**327**	**17**	**77**	**17**		**3**	**10**					**1291**
% of Totals	0%	65%	25%	1%	6%	1%		0%	1%					100%

AM Volumes	1	366	121	6	32	13	0	3	7	0	0	0	0	549
% AM	0%	28%	9%	0%	2%	1%		0%	1%					43%
AM Peak Hour	7:15	7:15	7:15	8:30	7:15	9:00		6:00	6:45					7:15
Volume	1	157	39	3	11	4		1	2					213
PM Volumes	0	473	206	11	45	4	0	0	3	0	0	0	0	742
% PM		37%	16%	1%	3%	0%			0%					57%
PM Peak Hour		14:00	14:15	14:15	13:30	12:00			16:45					14:15
Volume		108	58	6	9	1			2					177

Directional Peak Periods	**AM 7-9**			**NOON 12-2**			**PM 4-6**			**Off Peak Volumes**		
All Classes	Volume		%	Volume		%	Volume		%	Volume		%
	293	⟷	23%	128	⟷	10%	157	⟷	12%	713	⟷	55%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

SR 1280-1/Eddie Williams Ave S/O Hudson Blvd

Day: Wednesday
Date: 8/17/2022

City: Alexandria
Project #: LA22_240058_010n

North Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
0:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
0:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1
2:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	0	1	1	0	1	0	0	0	0	0	0	0	0	3
4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45	0	2	0	0	0	0	0	0	1	0	0	0	0	3
5:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
5:15	0	2	0	0	0	0	0	0	1	0	0	0	0	3
5:30	0	2	1	0	0	0	0	0	1	0	0	0	0	4
5:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4
6:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
6:15	0	6	1	1	0	0	0	0	0	0	0	0	0	8
6:30	0	9	3	0	0	0	0	0	0	0	0	0	0	12
6:45	0	12	5	0	0	0	0	0	0	0	0	0	0	17
7:00	0	21	7	1	0	1	0	0	0	0	0	0	0	30
7:15	0	26	13	0	0	0	0	0	0	0	0	0	0	39
7:30	0	35	15	0	2	0	0	0	0	0	0	0	0	52
7:45	1	60	13	0	2	0	0	0	0	0	0	0	0	76
8:00	0	28	15	0	3	0	0	1	1	0	0	0	0	48
8:15	0	6	1	1	1	0	0	0	0	0	0	0	0	9
8:30	0	8	7	0	0	0	0	0	0	0	0	0	0	15
8:45	0	18	12	0	4	0	0	0	0	0	0	0	0	34
9:00	0	17	14	0	3	0	0	0	0	0	0	0	0	34
9:15	1	16	13	0	1	0	0	0	0	0	0	0	0	31
9:30	0	21	2	0	2	1	0	0	0	0	0	0	0	26
9:45	0	12	8	0	0	0	0	0	0	0	0	0	0	20
10:00	0	12	1	0	1	0	0	0	1	0	0	0	0	15
10:15	1	14	5	0	1	0	0	0	1	0	0	0	0	22
10:30	0	10	3	0	3	0	0	0	0	0	0	0	0	16
10:45	0	9	5	0	2	0	0	0	0	0	0	0	0	16
11:00	0	13	8	0	2	0	0	0	0	0	0	0	0	23
11:15	0	10	9	0	2	0	0	0	0	0	0	0	0	21
11:30	0	13	5	0	2	0	0	1	0	0	0	0	0	21
11:45	0	7	9	0	2	0	0	0	0	0	0	0	0	18
12:00 PM	0	8	6	0	0	0	0	0	0	0	0	0	0	14
12:15	0	19	7	0	1	0	0	0	0	0	0	0	0	27
12:30	0	15	4	0	4	0	0	1	0	0	0	0	0	24
12:45	0	15	3	0	0	0	0	0	0	0	0	0	0	18
13:00	0	20	10	0	1	0	0	0	0	0	0	0	0	31
13:15	0	17	4	0	0	0	0	0	0	0	0	0	0	21
13:30	0	16	9	1	2	0	0	0	0	0	0	0	0	28
13:45	0	15	3	0	0	0	0	0	0	0	0	0	0	18
14:00	0	16	1	1	1	0	0	0	0	0	0	0	0	19
14:15	0	21	9	1	1	0	0	0	0	0	0	0	0	32
14:30	0	25	8	1	2	0	0	0	0	0	0	0	0	36
14:45	0	28	4	3	1	0	0	0	0	0	0	0	0	36

15:00	0	23	7	1	1	0	0	0	0	0	0	0	0	**32**
15:15	0	14	4	1	2	0	0	0	0	0	0	0	0	**21**
15:30	0	21	5	0	1	0	0	0	0	0	0	0	0	**27**
15:45	0	11	3	1	0	0	0	0	0	0	0	0	0	**15**
16:00	0	14	8	1	0	0	0	0	0	0	0	0	0	**23**
16:15	0	20	6	0	0	0	0	0	0	0	0	0	0	**26**
16:30	0	17	2	0	2	0	0	0	0	0	0	0	0	**21**
16:45	0	14	2	0	0	0	0	0	0	0	0	0	0	**16**
17:00	0	24	3	0	0	0	0	0	0	0	0	0	0	**27**
17:15	0	18	4	0	0	0	0	0	0	0	0	0	0	**22**
17:30	0	17	2	0	1	0	0	0	0	0	0	0	0	**20**
17:45	0	20	5	0	0	0	0	0	0	0	0	0	0	**25**
18:00	0	14	2	0	1	0	0	0	0	0	0	0	0	**17**
18:15	0	16	5	0	0	0	0	0	0	0	0	0	0	**21**
18:30	0	16	4	0	1	0	0	0	0	0	0	0	0	**21**
18:45	0	13	1	0	0	0	0	0	0	0	0	0	0	**14**
19:00	0	16	4	0	0	0	0	0	0	0	0	0	0	**20**
19:15	0	13	2	1	1	0	0	0	0	0	0	0	0	**17**
19:30	0	8	2	0	0	0	0	0	0	0	0	0	0	**10**
19:45	0	10	2	0	0	0	0	0	0	0	0	0	0	**12**
20:00	0	9	2	0	1	0	0	0	0	0	0	0	0	**12**
20:15	0	10	2	0	1	0	0	0	0	0	0	0	0	**13**
20:30	0	6	4	0	0	0	0	0	0	0	0	0	0	**10**
20:45	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
21:00	0	7	1	0	1	0	0	0	0	0	0	0	0	**9**
21:15	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
21:30	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
21:45	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
22:00	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
22:15	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**
22:30	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
22:45	0	8	2	0	0	0	0	0	0	0	0	0	0	**10**
23:00	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
23:15	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**
23:30	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
23:45	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
Totals	**3**	**1044**	**342**	**15**	**60**	**3**		**3**	**6**					**1476**
% of Totals	0%	71%	23%	1%	4%	0%		0%	0%					100%

AM Volumes	3	408	181	3	34	3	0	2	6	0	0	0	0	640
% AM	0%	28%	12%	0%	2%	0%		0%	0%					43%
AM Peak Hour	7:00	7:15	7:15	6:15	8:45	1:15		7:15	4:45					7:15
Volume	1	149	56	2	10	1		1	3					215
PM Volumes	0	636	161	12	26	0	0	1	0	0	0	0	0	836
% PM		43%	11%	1%	2%			0%						57%
PM Peak Hour		14:15	14:15	14:00	12:15			12:00						14:15
Volume		97	28	6	6			1						136

Directional Peak Periods	**AM 7-9**		**NOON 12-2**		**PM 4-6**		**Off Peak Volumes**	
All Classes	Volume	%	Volume	%	Volume	%	Volume	%
	303 ⟷	21%	181 ⟷	12%	180 ⟷	12%	812 ⟷	55%

Classification Definitions

1 Motorcycles	**4** Buses	**7** > =4-Axle Single Units	**10** >=6-Axle Single Trailers	**13** >=7-Axle Multi-Trailers
2 Passenger Cars	**5** 2-Axle, 6-Tire Single Units	**8** <=4-Axle Single Trailers	**11** <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	**6** 3-Axle Single Units	**9** 5-Axle Single Trailers	**12** 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services

CLASSIFICATION

Lincoln Rd N/O Sugar House Rd

Day: Tuesday
Date: 8/16/2022

City: Alexandria
Project #: LA22_240058_011s

South Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
00:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	1	3	0	0	0	0	0	0	0	0	0	0	4
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	1	0	0	0	1	0	0	0	0	0	0	0	2
03:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
04:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
05:30	0	0	1	0	1	0	0	0	0	0	0	0	0	2
05:45	0	1	2	0	0	0	0	0	0	0	0	0	0	3
06:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
06:15	0	10	0	0	0	1	0	0	0	0	0	0	0	11
06:30	0	10	2	1	0	0	0	0	0	0	0	0	0	13
06:45	0	7	2	1	0	0	0	0	0	0	0	0	0	10
07:00	0	4	3	0	0	0	0	0	0	0	0	0	0	7
07:15	0	8	5	0	0	0	0	0	0	0	0	0	0	13
07:30	0	7	0	0	0	0	0	0	0	0	0	0	0	7
07:45	0	17	2	0	1	0	0	0	0	0	0	0	0	20
08:00	0	21	9	2	2	0	0	0	0	0	0	0	0	34
08:15	0	10	2	0	3	0	0	0	1	0	0	0	0	16
08:30	0	11	3	0	2	0	0	0	0	0	0	0	0	16
08:45	0	7	6	0	0	0	0	0	0	0	0	0	0	13
09:00	0	5	0	0	2	1	0	0	0	0	0	0	0	8
09:15	0	9	2	0	1	0	0	0	0	0	0	0	0	12
09:30	0	9	4	0	1	0	0	1	0	0	0	0	0	15
09:45	0	9	6	0	1	0	0	0	0	0	0	0	0	16
10:00	0	10	5	0	0	2	0	0	0	0	0	0	0	17
10:15	0	10	0	1	0	0	0	0	0	0	0	0	0	11
10:30	0	8	4	0	0	0	0	0	0	0	0	0	0	12
10:45	0	9	3	0	0	0	0	0	0	0	0	0	0	12
11:00	0	9	2	0	1	0	0	0	0	0	0	0	0	12
11:15	1	9	3	1	1	0	0	0	1	0	0	0	0	16
11:30	0	7	1	1	0	0	0	0	0	0	0	0	0	9
11:45	0	10	2	0	0	0	0	1	0	0	0	0	0	13
12:00 PM	0	10	4	0	0	0	0	0	0	0	0	0	0	14
12:15	0	4	2	0	1	0	0	0	0	0	0	0	0	7
12:30	0	7	1	0	1	0	0	0	0	0	0	0	0	9
12:45	0	6	2	0	1	0	0	0	0	0	0	0	0	9
13:00	0	7	3	0	1	0	0	0	0	0	0	0	0	11
13:15	0	13	2	0	2	0	0	0	0	0	0	0	0	17
13:30	0	14	1	0	2	0	0	0	0	0	0	0	0	17
13:45	0	7	1	0	0	0	0	0	0	0	0	0	0	8
14:00	0	7	1	0	1	0	0	1	0	0	0	0	0	10
14:15	0	6	2	1	1	0	0	0	0	0	0	0	0	10
14:30	0	15	4	1	0	0	0	0	0	0	0	0	0	20
14:45	0	19	7	1	1	0	0	0	0	0	0	0	0	28

15:00	0	23	9	0	1	0	0	0	0	0	0	0	0	**33**
15:15	1	21	2	1	1	0	0	0	0	0	0	0	0	**26**
15:30	0	16	2	1	3	0	0	0	0	0	0	0	0	**22**
15:45	0	17	5	0	0	0	0	0	0	0	0	0	0	**22**
16:00	0	17	2	0	0	0	0	0	0	0	0	0	0	**19**
16:15	0	12	5	0	2	0	0	0	0	0	0	0	0	**19**
16:30	0	21	3	0	0	0	0	0	0	0	0	0	0	**24**
16:45	0	10	2	0	0	0	0	0	0	0	0	0	0	**12**
17:00	0	14	4	0	0	0	0	0	0	0	0	0	0	**18**
17:15	0	14	0	1	2	0	0	0	0	0	0	0	0	**17**
17:30	0	7	4	0	1	0	0	0	0	0	0	0	0	**12**
17:45	0	9	5	0	0	0	0	0	0	0	0	0	0	**14**
18:00	0	9	2	0	1	0	0	0	0	0	0	0	0	**12**
18:15	0	8	6	0	1	0	0	0	0	0	0	0	0	**15**
18:30	0	9	5	0	0	0	0	0	0	0	0	0	0	**14**
18:45	0	28	5	0	2	0	0	0	0	0	0	0	0	**35**
19:00	0	9	5	0	1	0	0	0	0	0	0	0	0	**15**
19:15	0	8	3	0	0	0	0	0	0	0	0	0	0	**11**
19:30	0	5	3	0	0	0	0	0	0	0	0	0	0	**8**
19:45	0	5	3	0	1	0	0	0	0	0	0	0	0	**9**
20:00	0	6	2	0	1	0	0	0	0	0	0	0	0	**9**
20:15	0	13	5	0	0	0	0	0	0	0	0	0	0	**18**
20:30	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
20:45	0	4	2	0	0	0	0	0	0	0	0	0	0	**6**
21:00	0	11	2	0	1	0	0	0	0	0	0	0	0	**14**
21:15	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
21:30	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
21:45	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
22:00	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
22:15	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
22:30	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
22:45	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
23:15	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
23:45	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
Totals	**2**	**710**	**195**	**13**	**45**	**5**		**3**	**2**					**975**
% of Totals	0%	73%	20%	1%	5%	1%		0%	0%					100%

AM Volumes	1	246	74	7	16	5	0	2	2	0	0	0	0	353
% AM	0%	25%	8%	1%	2%	1%		0%	0%					36%
AM Peak Hour	10:30	07:45	08:00	06:00	07:45	09:15		08:45	07:30					07:45
Volume	1	59	20	2	8	2		1	1					86
PM Volumes	1	464	121	6	29	0	0	1	0	0	0	0	0	622
% PM	0%	48%	12%	1%	3%			0%						64%
PM Peak Hour	14:30	14:45	14:15	14:00	12:45			13:15						14:45
Volume	1	79	22	3	6			1						109

Directional Peak Periods	**AM 7-9**		**NOON 12-2**		**PM 4-6**		**Off Peak Volumes**	
All Classes	Volume	%	Volume	%	Volume	%	Volume	%
	126 ⟷	13%	92 ⟷	9%	135 ⟷	14%	622 ⟷	64%

Classification Definitions

1 Motorcycles	**4** Buses	**7** > =4-Axle Single Units	**10** >=6-Axle Single Trailers	**13** >=7-Axle Multi-Trailers
2 Passenger Cars	**5** 2-Axle, 6-Tire Single Units	**8** <=4-Axle Single Trailers	**11** <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	**6** 3-Axle Single Units	**9** 5-Axle Single Trailers	**12** 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services

CLASSIFICATION

Lincoln Rd N/O Sugar House Rd

Day: Wednesday
Date: 8/17/2022

City: Alexandria
Project #: LA22_240058_011s

South Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
00:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
00:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4
00:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
01:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:15	0	2	0	0	0	1	0	0	0	0	0	0	0	3
04:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:45	0	4	1	0	0	0	0	0	0	0	0	0	0	5
05:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
05:45	0	3	2	0	1	0	0	0	0	0	0	0	0	6
06:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
06:15	0	4	1	0	0	0	0	0	0	0	0	0	0	5
06:30	0	7	0	1	0	0	0	0	0	0	0	0	0	8
06:45	0	6	2	1	0	0	0	0	0	0	0	0	0	9
07:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
07:15	0	14	4	0	0	0	0	0	0	0	0	0	0	18
07:30	0	6	1	0	0	0	0	0	0	0	0	0	0	7
07:45	0	18	4	0	0	0	0	0	0	0	0	0	0	22
08:00	0	19	7	1	4	0	0	0	0	0	0	0	0	31
08:15	0	8	3	0	1	0	0	0	0	0	0	0	0	12
08:30	0	20	8	0	0	0	0	0	0	0	0	0	0	28
08:45	0	7	2	1	2	0	0	0	0	0	0	0	0	12
09:00	0	4	1	0	1	0	0	0	0	0	0	0	0	6
09:15	0	7	3	0	1	0	0	0	0	0	0	0	0	11
09:30	0	10	3	0	0	0	0	1	0	0	0	0	0	14
09:45	0	6	4	0	0	0	0	0	0	0	0	0	0	10
10:00	0	5	2	0	0	0	0	1	0	0	0	0	0	8
10:15	0	12	1	0	1	1	0	0	0	0	0	0	0	15
10:30	0	12	2	0	2	0	0	0	0	0	0	0	0	16
10:45	0	8	3	0	0	1	0	0	0	0	0	0	0	12
11:00	0	10	2	0	0	0	0	0	0	0	0	0	0	12
11:15	0	5	2	0	1	0	0	0	0	0	0	0	0	8
11:30	0	9	3	0	2	0	0	0	0	0	0	0	0	14
11:45	0	7	2	0	1	0	0	0	0	0	0	0	0	10
12:00 PM	0	8	4	0	0	0	0	0	0	0	0	0	0	12
12:15	0	10	2	1	1	0	0	0	0	0	0	0	0	14
12:30	0	8	3	0	2	0	0	0	0	0	0	0	0	13
12:45	0	8	3	0	0	0	0	0	0	0	0	0	0	11
13:00	0	5	8	0	2	0	0	0	0	0	0	0	0	15
13:15	0	8	2	0	1	0	0	0	0	0	0	0	0	11
13:30	0	7	1	0	0	0	0	1	0	0	0	0	0	9
13:45	0	12	6	0	0	0	0	0	0	0	0	0	0	18
14:00	0	9	3	0	0	0	0	0	0	0	0	0	0	12
14:15	0	8	1	0	1	0	0	0	0	0	0	0	0	10
14:30	0	7	4	1	1	0	0	0	0	0	0	0	0	13
14:45	0	17	6	1	1	0	0	0	0	0	0	0	0	25

15:00	0	32	5	1	2	0	0	0	0	0	0	0	0	**40**
15:15	0	22	6	0	1	0	0	0	0	0	0	0	0	**29**
15:30	0	14	6	1	1	0	0	0	0	0	0	0	0	**22**
15:45	0	9	4	0	0	0	0	0	0	0	0	0	0	**13**
16:00	0	16	5	0	0	0	0	0	0	0	0	0	0	**21**
16:15	0	12	4	0	1	0	0	0	0	0	0	0	0	**17**
16:30	0	13	8	0	0	0	0	0	0	0	0	0	0	**21**
16:45	0	12	4	0	0	0	0	1	0	0	0	0	0	**17**
17:00	0	18	3	0	0	0	0	0	0	0	0	0	0	**21**
17:15	0	12	6	0	1	0	0	0	0	0	0	0	0	**19**
17:30	0	21	5	0	0	0	0	0	0	0	0	0	0	**26**
17:45	0	9	1	0	1	0	0	0	0	0	0	0	0	**11**
18:00	0	11	3	0	0	0	0	0	0	0	0	0	0	**14**
18:15	0	17	1	0	1	0	0	0	0	0	0	0	0	**19**
18:30	0	7	4	0	0	0	0	0	0	0	0	0	0	**11**
18:45	0	17	4	0	0	0	0	0	0	0	0	0	0	**21**
19:00	0	9	3	0	1	0	0	0	0	0	0	0	0	**13**
19:15	0	13	4	0	0	0	0	0	0	0	0	0	0	**17**
19:30	0	7	3	0	0	0	0	0	0	0	0	0	0	**10**
19:45	0	13	2	0	1	0	0	0	0	0	0	0	0	**16**
20:00	0	11	3	0	1	0	0	0	0	0	0	0	0	**15**
20:15	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**
20:30	0	8	5	0	0	0	0	0	0	0	0	0	0	**13**
20:45	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
21:00	0	6	0	0	1	0	0	0	0	0	0	0	0	**7**
21:15	0	4	3	0	0	0	0	0	0	0	0	0	0	**7**
21:30	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**
21:45	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
22:00	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
22:15	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
22:30	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**
22:45	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
23:00	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
23:15	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
23:30	0	1	2	0	0	0	0	0	0	0	0	0	0	**3**
23:45	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
Totals		**722**	**218**	**9**	**38**	**3**		**4**						**994**
% of Totals		73%	22%	1%	4%	0%		0%						100%

AM Volumes	0	244	74	4	17	3	0	2	0	0	0	0	0	344
% AM		25%	7%	0%	2%	0%		0%						35%
AM Peak Hour		07:45	07:45	06:00	08:00	10:00		09:15						07:45
Volume		65	22	2	7	2		2						93
PM Volumes	0	478	144	5	21	0	0	2	0	0	0	0	0	650
% PM		48%	14%	1%	2%			0%						65%
PM Peak Hour		14:45	14:45	14:15	12:15			12:45						14:45
Volume		85	23	3	5			1						116

Directional Peak Periods	**AM 7-9**		**NOON 12-2**		**PM 4-6**		**Off Peak Volumes**	
All Classes	Volume	%	Volume	%	Volume	%	Volume	%
	139 ⟷	14%	103 ⟷	10%	153 ⟷	15%	599 ⟷	60%

Classification Definitions

1 Motorcycles	**4** Buses	**7** > =4-Axle Single Units	**10** >=6-Axle Single Trailers	**13** >=7-Axle Multi-Trailers
2 Passenger Cars	**5** 2-Axle, 6-Tire Single Units	**8** <=4-Axle Single Trailers	**11** <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	**6** 3-Axle Single Units	**9** 5-Axle Single Trailers	**12** 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services

CLASSIFICATION

Sugar House Rd W/O Lincoln Rd

Day: Tuesday
Date: 8/16/2022

City: Alexandria
Project #: LA22_240058_012e

East Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
00:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
00:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5
00:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	1	1	0	1	0	0	0	0	0	0	0	0	3
05:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:30	0	0	3	0	0	0	0	0	0	0	0	0	0	3
05:45	0	4	6	0	0	0	0	0	0	0	0	0	0	10
06:00	0	2	2	0	0	1	0	0	0	0	0	0	0	5
06:15	0	6	1	1	0	0	0	0	0	0	0	0	0	8
06:30	0	6	1	1	1	0	0	0	0	0	0	0	0	9
06:45	0	6	1	0	2	0	0	0	0	0	0	0	0	9
07:00	0	9	3	2	3	0	0	0	0	0	0	0	0	17
07:15	0	22	5	0	0	0	0	0	0	0	0	0	0	27
07:30	0	34	9	0	0	1	0	0	0	0	0	0	0	44
07:45	0	49	21	0	3	0	0	0	0	0	0	0	0	73
08:00	0	30	4	2	1	0	0	0	0	0	0	0	0	37
08:15	0	13	2	0	2	0	0	0	1	0	0	0	0	18
08:30	0	9	2	0	2	0	0	0	0	0	0	0	0	13
08:45	0	11	4	0	0	0	0	0	0	0	0	0	0	15
09:00	1	6	3	0	0	0	0	0	0	0	0	0	0	10
09:15	0	6	6	0	1	0	0	0	0	0	0	0	0	13
09:30	0	7	8	0	0	0	0	0	0	0	0	0	0	15
09:45	0	5	2	0	0	0	0	0	0	0	0	0	0	7
10:00	0	4	3	0	1	0	0	0	0	0	0	0	0	8
10:15	0	8	3	0	0	0	0	0	0	0	0	0	0	11
10:30	0	10	2	0	0	0	0	0	0	0	0	0	0	12
10:45	0	7	3	0	1	0	0	0	0	0	0	0	0	11
11:00	0	11	1	0	1	0	0	0	0	0	0	0	0	13
11:15	0	11	3	0	0	0	1	0	0	0	0	0	0	15
11:30	0	5	3	0	0	0	0	0	0	0	0	0	0	8
11:45	0	8	5	0	0	0	0	0	0	0	0	0	0	13
12:00 PM	0	8	3	0	1	0	0	0	0	0	0	0	0	12
12:15	0	12	2	0	1	1	0	0	0	0	0	0	0	16
12:30	0	8	3	0	0	0	0	0	0	0	0	0	0	11
12:45	0	13	3	0	0	0	0	0	0	0	0	0	0	16
13:00	0	5	6	0	1	0	0	0	0	0	0	0	0	12
13:15	0	16	6	0	0	0	0	0	0	0	0	0	0	22
13:30	0	17	4	1	0	0	0	0	0	0	0	0	0	22
13:45	0	9	4	0	3	0	0	0	0	0	0	0	0	16
14:00	0	13	4	0	2	0	0	0	0	0	0	0	0	19
14:15	0	15	7	0	2	1	0	0	0	0	0	0	0	25
14:30	0	28	5	0	1	0	0	0	0	0	0	0	0	34
14:45	0	41	13	0	0	0	0	0	0	0	0	0	0	54

15:00	0	22	7	0	2	0	0	0	0	0	0	0	0	**31**
15:15	0	18	4	0	2	0	0	0	0	0	0	0	0	**24**
15:30	0	14	2	0	0	0	0	0	0	0	0	0	0	**16**
15:45	0	18	2	1	1	0	0	0	0	0	0	0	0	**22**
16:00	0	21	4	1	0	0	0	0	0	0	0	0	0	**26**
16:15	0	26	3	1	0	0	0	0	0	0	0	0	0	**30**
16:30	0	17	6	0	1	0	0	0	0	0	0	0	0	**24**
16:45	0	21	5	0	0	0	0	0	0	0	0	0	0	**26**
17:00	0	18	7	0	0	0	0	0	0	0	0	0	0	**25**
17:15	0	18	5	0	0	0	0	0	0	0	0	0	0	**23**
17:30	0	19	3	0	0	0	0	1	0	0	0	0	0	**23**
17:45	0	22	8	0	2	0	0	0	0	0	0	0	0	**32**
18:00	0	13	3	0	0	0	0	0	0	0	0	0	0	**16**
18:15	0	14	1	0	0	0	0	0	0	0	0	0	0	**15**
18:30	0	9	8	0	0	0	0	0	0	0	0	0	0	**17**
18:45	0	7	3	0	0	0	0	0	0	0	0	0	0	**10**
19:00	0	10	2	0	0	0	0	0	0	0	0	0	0	**12**
19:15	0	14	5	0	0	0	0	0	0	0	0	0	0	**19**
19:30	0	9	4	0	0	0	0	0	0	0	0	0	0	**13**
19:45	0	9	3	0	0	0	0	0	0	0	0	0	0	**12**
20:00	0	10	2	0	0	0	0	0	0	0	0	0	0	**12**
20:15	0	17	2	0	0	0	0	0	0	0	0	0	0	**19**
20:30	0	14	2	0	0	0	0	0	0	0	0	0	0	**16**
20:45	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**
21:00	0	16	2	0	0	0	0	0	0	0	0	0	0	**18**
21:15	0	12	2	0	0	0	0	0	0	0	0	0	0	**14**
21:30	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
21:45	0	8	2	0	0	0	0	0	0	0	0	0	0	**10**
22:00	0	11	3	0	0	0	0	0	0	0	0	0	0	**14**
22:15	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
22:30	0	10	2	0	0	0	0	0	0	0	0	0	0	**12**
22:45	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
23:00	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**
23:15	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
23:30	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
23:45	0	4	2	0	0	0	0	0	0	0	0	0	0	**6**
Totals	**1**	**963**	**281**	**10**	**38**	**4**	**1**	**1**	**1**					**1300**
% of Totals	0%	74%	22%	1%	3%	0%	0%	0%	0%					100%

AM Volumes	1	305	113	6	19	2	1	0	1	0	0	0	0	448
% AM	0%	23%	9%	0%	1%	0%	0%		0%					34%
AM Peak Hour	08:15	07:15	07:15	06:15	07:45	05:15	10:30		07:30					07:15
Volume	1	135	39	4	8	1	1		1					181
PM Volumes	0	658	168	4	19	2	0	1	0	0	0	0	0	852
% PM		51%	13%	0%	1%	0%		0%						66%
PM Peak Hour		14:30	14:15	15:30	13:45	12:00		16:45						14:15
Volume		109	32	3	8	1		1						144

Directional Peak Periods	**AM 7-9**			**NOON 12-2**			**PM 4-6**			**Off Peak Volumes**		
All Classes	Volume		%	Volume		%	Volume		%	Volume		%
	244	⟷	19%	127	⟷	10%	209	⟷	16%	720	⟷	55%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

Sugar House Rd W/O Lincoln Rd

Day: Wednesday
Date: 8/17/2022

City: Alexandria
Project #: LA22_240058_012e

East Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
00:15	0	2	2	0	0	0	0	0	0	0	0	0	0	4
00:30	0	4	1	0	0	0	0	0	0	0	0	0	0	5
00:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:15	0	4	1	0	0	0	0	0	0	0	0	0	0	5
01:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:45	0	0	0	0	1	0	0	0	0	0	0	0	0	1
05:00	0	2	3	0	0	0	0	0	0	0	0	0	0	5
05:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
05:30	0	5	1	0	0	0	0	0	0	0	0	0	0	6
05:45	1	4	3	0	0	1	0	0	0	0	0	0	0	9
06:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
06:15	0	2	2	1	0	0	0	0	0	0	0	0	0	5
06:30	0	3	1	1	0	0	0	0	0	0	0	0	0	5
06:45	0	5	1	0	2	0	0	0	0	0	0	0	0	8
07:00	0	15	3	1	2	0	0	0	0	0	0	0	0	21
07:15	0	21	6	0	0	1	0	0	0	0	0	0	0	28
07:30	0	34	13	1	0	0	0	0	0	0	0	0	0	48
07:45	0	44	16	0	2	0	0	0	0	0	0	0	0	62
08:00	0	25	7	1	0	0	0	0	0	0	0	0	0	33
08:15	0	5	5	0	1	0	0	0	0	0	0	0	0	11
08:30	0	11	2	0	2	0	0	0	0	0	0	0	0	15
08:45	0	11	2	0	0	0	0	0	0	0	0	0	0	13
09:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
09:15	0	9	2	0	0	0	0	0	0	0	0	0	0	11
09:30	0	9	4	0	0	1	0	1	0	0	0	0	0	15
09:45	0	7	5	0	0	0	0	0	0	0	0	0	0	12
10:00	0	6	0	0	1	0	0	0	0	0	0	0	0	7
10:15	0	5	1	0	2	0	0	0	0	0	0	0	0	8
10:30	0	9	2	0	0	0	0	0	0	0	0	0	0	11
10:45	0	12	2	0	0	0	0	0	0	0	0	0	0	14
11:00	0	9	7	0	0	0	0	0	0	0	0	0	0	16
11:15	0	3	4	0	1	0	0	1	0	0	0	0	0	9
11:30	0	9	2	0	0	0	0	0	0	0	0	0	0	11
11:45	0	6	2	1	0	0	0	0	0	0	0	0	0	9
12:00 PM	0	14	4	0	0	0	0	0	0	0	0	0	0	18
12:15	0	10	1	0	2	0	0	0	0	0	0	0	0	13
12:30	0	6	8	0	0	0	0	0	0	0	0	0	0	14
12:45	0	13	3	0	1	0	0	1	0	0	0	0	0	18
13:00	0	10	5	1	1	0	0	0	0	0	0	0	0	17
13:15	0	9	1	0	0	0	0	0	0	0	0	0	0	10
13:30	0	11	3	1	1	0	0	0	0	0	0	0	0	16
13:45	0	11	1	0	0	0	0	1	0	0	0	0	0	13
14:00	0	10	5	0	1	0	0	0	0	0	0	0	0	16
14:15	0	21	11	0	1	0	0	0	0	0	0	0	0	33
14:30	0	21	7	0	2	0	0	0	0	0	0	0	0	30
14:45	0	40	19	0	0	0	0	0	0	0	0	0	0	59

15:00	0	26	6	0	2	0	0	0	0	0	0	0	0	**34**
15:15	0	18	5	0	0	0	0	0	0	0	0	0	0	**23**
15:30	0	7	3	0	1	0	0	0	0	0	0	0	0	**11**
15:45	0	17	3	1	2	0	0	0	0	0	0	0	0	**23**
16:00	0	16	4	1	0	0	0	0	0	0	0	0	0	**21**
16:15	0	15	4	2	1	0	0	0	0	0	0	0	0	**22**
16:30	0	23	4	0	1	0	0	0	0	0	0	0	0	**28**
16:45	0	20	2	1	0	0	0	0	0	0	0	0	0	**23**
17:00	0	15	5	0	0	0	0	0	0	0	0	0	0	**20**
17:15	0	22	5	0	1	0	0	0	0	0	0	0	0	**28**
17:30	0	20	5	0	0	0	0	0	0	0	0	0	0	**25**
17:45	0	11	5	0	0	0	0	0	0	0	0	0	0	**16**
18:00	0	23	1	0	0	0	0	1	0	0	0	0	0	**25**
18:15	0	10	7	0	0	0	0	0	0	0	0	0	0	**17**
18:30	0	16	6	0	0	0	0	0	0	0	0	0	0	**22**
18:45	0	15	5	0	1	0	0	0	0	0	0	0	0	**21**
19:00	0	14	3	0	0	0	0	0	0	0	0	0	0	**17**
19:15	0	18	4	0	0	0	0	0	0	0	0	0	0	**22**
19:30	0	10	3	0	0	0	0	0	0	0	0	0	0	**13**
19:45	0	11	2	0	0	0	0	0	0	0	0	0	0	**13**
20:00	0	10	2	0	0	0	0	0	0	0	0	0	0	**12**
20:15	0	10	4	0	0	0	0	0	0	0	0	0	0	**14**
20:30	0	15	5	0	0	0	0	0	0	0	0	0	0	**20**
20:45	0	11	1	0	0	0	0	0	0	0	0	0	0	**12**
21:00	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
21:15	0	8	3	0	0	0	0	0	0	0	0	0	0	**11**
21:30	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
21:45	0	6	2	0	1	0	0	0	0	0	0	0	0	**9**
22:00	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**
22:15	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
22:30	0	7	4	0	0	0	0	0	0	0	0	0	0	**11**
22:45	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
23:00	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**
23:15	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
23:30	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
23:45	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
Totals	**1**	**928**	**284**	**13**	**33**	**3**		**5**						**1267**
% of Totals	0%	73%	22%	1%	3%	0%		0%						100%

AM Volumes	1	305	105	6	14	3	0	2	0	0	0	0	0	436
% AM	0%	24%	8%	0%	1%	0%		0%						34%
AM Peak Hour	05:00	07:15	07:15	06:15	07:45	05:00		08:45						07:15
Volume	1	124	42	3	5	1		1						171
PM Volumes	0	623	179	7	19	0	0	3	0	0	0	0	0	831
% PM		49%	14%	1%	1%			0%						66%
PM Peak Hour		14:15	14:15	15:30	14:15			12:00						14:15
Volume		108	43	4	5			1						156

Directional Peak Periods	**AM 7-9**		**NOON 12-2**		**PM 4-6**		**Off Peak Volumes**	
All Classes	Volume	%	Volume	%	Volume	%	Volume	%
	231 ⟷	18%	119 ⟷	9%	183 ⟷	14%	734 ⟷	58%

Classification Definitions

1 Motorcycles	**4** Buses	**7** > =4-Axle Single Units	**10** >=6-Axle Single Trailers	**13** >=7-Axle Multi-Trailers
2 Passenger Cars	**5** 2-Axle, 6-Tire Single Units	**8** <=4-Axle Single Trailers	**11** <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	**6** 3-Axle Single Units	**9** 5-Axle Single Trailers	**12** 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services

CLASSIFICATION

Sugar House Rd E/O Lincoln Rd

Day: Tuesday
Date: 8/16/2022

City: Alexandria
Project #: LA22_240058_013w

West Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	1	0	0	0	0	0	0	0	1
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	1	0	0	0	0	0	0	0	1
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
13:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
13:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
14:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
14:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
14:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1

15:00	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
15:15	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
15:30	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
16:00	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
16:30	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
17:00	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
17:15	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
17:45	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
18:30	0	0	2	0	0	0	0	0	0	0	0	0	0	**2**
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
19:15	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
19:30	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
20:15	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
20:30	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
20:45	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Totals		**28**	**6**			**2**								**36**
% of Totals		78%	17%			6%								100%

AM Volumes	0	2	1	0	0	2	0	0	0	0	0	0	0	5
% AM		6%	3%			6%								14%
AM Peak Hour		08:30	07:15			09:00								08:00
Volume		2	1			1								2
PM Volumes	0	26	5	0	0	0	0	0	0	0	0	0	0	31
% PM		72%	14%											86%
PM Peak Hour		14:00	13:15											13:15
Volume		6	2											7

Directional Peak Periods	**AM 7-9**			**NOON 12-2**			**PM 4-6**			**Off Peak Volumes**		
All Classes	Volume		%	Volume		%	Volume		%	Volume		%
	2	⟷	6%	7	⟷	19%	6	⟷	17%	21	⟷	58%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

Sugar House Rd E/O Lincoln Rd

Day: Wednesday
Date: 8/17/2022

City: Alexandria
Project #: LA22_240058_013w

West Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
13:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
14:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
14:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
14:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1

15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
15:15	0	0	0	0	0	1	0	0	0	0	0	0	0	**1**
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
16:00	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
16:30	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
18:45	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
21:45	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Totals		**16**	**3**		**1**	**1**								**21**
% of Totals		76%	14%		5%	5%								100%

AM Volumes	0	3	1	0	0	0	0	0	0	0	0	0	0	4
% AM		14%	5%											19%
AM Peak Hour		11:30	10:30											11:30
Volume		4	1											4
PM Volumes	0	13	2	0	1	1	0	0	0	0	0	0	0	17
% PM		62%	10%		5%	5%								81%
PM Peak Hour		12:15	12:15		21:00	14:30								12:15
Volume		6	1		1	1								7

Directional Peak Periods	**AM 7-9**			**NOON 12-2**			**PM 4-6**			**Off Peak Volumes**		
All Classes	Volume		%	Volume		%	Volume		%	Volume		%
	0	⟷	0%	8	⟷	38%	2	⟷	10%	11	⟷	52%

Classification Definitions

1 Motorcycles	**4** Buses	**7** > =4-Axle Single Units	**10** >=6-Axle Single Trailers	**13** >=7-Axle Multi-Trailers
2 Passenger Cars	**5** 2-Axle, 6-Tire Single Units	**8** <=4-Axle Single Trailers	**11** <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	**6** 3-Axle Single Units	**9** 5-Axle Single Trailers	**12** 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services

CLASSIFICATION

SR 3250/Sugar House Rd W/O SR 1280-1/Eddie Williams Ave

Day: Tuesday
Date: 8/16/2022

City: Alexandria
Project #: LA22_240058_014e

East Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	7	2	0	1	0	0	0	0	0	0	0	0	10
00:15	0	7	2	0	0	0	0	0	0	0	0	0	0	9
00:30	0	11	3	0	1	0	0	0	0	0	0	0	0	15
00:45	0	4	1	0	0	0	0	0	0	0	0	0	0	5
01:00	0	8	3	0	1	0	0	0	0	0	0	0	0	12
01:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4
01:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4
01:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:15	0	7	2	0	0	0	0	0	0	0	0	0	0	9
02:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4
02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
03:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4
03:30	0	2	0	1	0	0	0	0	0	0	0	0	0	3
03:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	1	0	1	0	0	0	0	0	0	0	0	0	2
04:15	0	7	2	0	0	0	0	0	0	0	0	0	0	9
04:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	8	2	0	0	0	0	0	1	0	0	0	0	11
05:15	0	4	2	0	1	0	0	0	0	0	0	0	0	7
05:30	0	10	4	0	0	0	0	0	0	0	0	0	0	14
05:45	0	12	5	0	3	0	0	0	0	0	0	0	0	20
06:00	0	14	5	0	2	0	0	0	0	0	0	0	0	21
06:15	0	13	8	0	2	1	0	0	0	0	0	0	0	24
06:30	0	23	9	1	3	0	0	0	0	0	0	0	0	36
06:45	0	26	10	0	2	0	0	0	0	0	0	0	0	38
07:00	0	29	10	0	4	0	0	0	0	0	0	0	0	43
07:15	0	51	18	1	5	1	0	0	0	0	0	0	0	76
07:30	0	89	32	0	8	0	0	0	0	0	0	0	0	129
07:45	1	78	23	2	7	2	0	0	0	0	0	0	0	113
08:00	0	58	18	1	3	1	0	0	0	0	0	0	0	81
08:15	0	34	11	1	6	1	0	0	0	0	0	0	0	53
08:30	0	28	8	0	4	0	0	0	0	0	0	0	0	40
08:45	0	22	6	0	2	0	0	0	0	0	0	0	0	30
09:00	0	20	10	0	2	1	0	0	0	0	0	0	0	33
09:15	0	24	6	0	3	0	0	0	0	0	0	0	0	33
09:30	0	28	12	0	2	1	0	0	0	0	0	0	0	43
09:45	0	21	6	0	3	0	0	0	0	0	0	0	0	30
10:00	0	25	9	0	2	0	0	0	0	0	0	0	0	36
10:15	0	16	8	0	1	0	1	0	0	0	0	0	0	26
10:30	0	18	7	0	1	0	0	0	0	0	0	0	0	26
10:45	0	22	11	0	2	0	0	0	0	0	0	0	0	35
11:00	0	29	8	0	3	0	0	0	0	0	0	0	0	40
11:15	0	27	9	0	4	0	0	1	0	0	0	0	0	41
11:30	0	22	9	0	2	0	0	0	0	0	0	0	0	33
11:45	0	36	14	0	3	0	0	0	0	1	0	0	0	54
12:00 PM	0	28	8	0	2	0	0	0	0	0	0	0	0	38
12:15	0	32	10	0	3	0	0	0	0	0	0	0	0	45
12:30	0	26	6	0	1	0	0	1	0	0	0	0	0	34
12:45	0	33	9	0	3	0	0	0	0	0	0	0	0	45
13:00	0	38	11	0	6	2	0	1	0	0	0	0	0	58
13:15	0	37	12	0	4	1	0	0	0	0	0	0	0	54
13:30	0	26	10	0	2	1	0	0	0	0	0	0	0	39
13:45	0	27	8	0	4	0	0	0	0	0	0	0	0	39
14:00	0	43	13	0	4	2	0	0	1	0	0	0	0	63
14:15	0	44	14	2	5	2	0	0	0	0	0	0	0	67
14:30	0	54	18	1	7	3	0	0	0	0	0	0	0	83
14:45	0	68	22	1	7	1	0	0	0	0	0	0	0	99

15:00	0	42	11	2	4	2	0	0	0	0	0	0	0	**61**
15:15	0	40	10	0	2	0	0	0	0	0	0	0	0	**52**
15:30	0	28	10	0	2	0	0	0	0	0	0	0	0	**40**
15:45	0	46	14	1	4	2	0	0	0	0	0	0	0	**67**
16:00	0	45	18	1	5	0	0	0	0	0	0	0	0	**69**
16:15	0	43	14	0	5	0	0	0	0	0	0	0	0	**62**
16:30	1	42	16	1	3	0	0	0	0	0	0	0	0	**63**
16:45	0	45	19	1	3	1	0	0	0	0	0	0	0	**69**
17:00	0	39	13	2	4	1	0	0	0	0	0	0	0	**59**
17:15	0	36	13	0	4	0	0	0	0	0	0	0	0	**53**
17:30	0	45	14	1	3	2	0	0	0	1	0	0	0	**66**
17:45	0	54	18	1	4	1	0	0	0	0	0	0	0	**78**
18:00	0	34	8	0	3	0	0	0	0	0	0	0	0	**45**
18:15	0	44	10	0	3	1	0	0	0	0	0	0	0	**58**
18:30	0	36	14	0	1	0	0	0	0	0	0	0	0	**51**
18:45	0	29	5	0	2	0	0	0	0	0	0	0	0	**36**
19:00	0	42	11	0	1	1	0	0	0	0	0	0	0	**55**
19:15	0	32	9	0	2	0	0	0	0	0	0	0	0	**43**
19:30	0	26	8	0	1	0	0	0	0	0	0	0	0	**35**
19:45	0	33	8	0	2	0	0	0	0	0	0	0	0	**43**
20:00	0	22	5	0	1	0	0	0	0	0	0	0	0	**28**
20:15	0	24	6	0	2	0	0	0	0	0	0	0	0	**32**
20:30	0	30	10	0	2	0	0	0	0	0	0	0	0	**42**
20:45	0	24	5	0	1	0	0	0	0	0	0	0	0	**30**
21:00	1	23	7	0	2	0	0	0	0	0	0	0	0	**33**
21:15	0	14	7	0	1	0	0	0	0	0	0	0	0	**22**
21:30	0	15	3	0	1	0	0	0	0	0	0	0	0	**19**
21:45	0	16	6	0	2	0	0	0	0	0	0	0	0	**24**
22:00	0	21	5	0	1	0	0	0	0	0	0	0	0	**27**
22:15	0	12	2	0	1	0	0	0	0	0	0	0	0	**15**
22:30	0	28	8	0	2	0	0	0	0	0	0	0	0	**38**
22:45	0	16	5	0	0	0	0	0	0	0	0	0	0	**21**
23:00	0	18	3	0	0	0	0	0	0	0	0	0	0	**21**
23:15	0	9	2	0	0	0	0	0	0	0	0	0	0	**11**
23:30	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**
23:45	0	16	4	0	1	0	0	0	0	0	0	0	0	**21**
Totals	**3**	**2399**	**765**	**22**	**206**	**31**	**1**	**3**	**2**	**2**				**3434**
% of Totals	0%	70%	22%	1%	6%	1%	0%	0%	0%	0%				100%

AM Volumes	1	867	301	8	83	8	1	1	1	1	0	0	0	1272
% AM	0%	25%	9%	0%	2%	0%	0%	0%	0%	0%				37%
AM Peak Hour	07:00	07:15	07:15	07:15	07:00	07:15	09:30	10:30	04:15	11:00				07:15
Volume	1	276	91	4	24	4	1	1	1	1				399
PM Volumes	2	1532	464	14	123	23	0	2	1	1	0	0	0	2162
% PM	0%	45%	14%	0%	4%	1%		0%	0%	0%				63%
PM Peak Hour	15:45	14:00	14:00	14:15	14:00	14:00		12:15	13:15	16:45				14:00
Volume	1	209	67	6	23	8		2	1	1				312

Directional Peak Periods	**AM 7-9**		**NOON 12-2**		**PM 4-6**		**Off Peak Volumes**	
All Classes	Volume	%	Volume	%	Volume	%	Volume	%
	565 ⟷	16%	352 ⟷	10%	519 ⟷	15%	1998 ⟷	58%

Classification Definitions

1 Motorcycles	**4** Buses	**7** > =4-Axle Single Units	**10** >=6-Axle Single Trailers	**13** >=7-Axle Multi-Trailers
2 Passenger Cars	**5** 2-Axle, 6-Tire Single Units	**8** <=4-Axle Single Trailers	**11** <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	**6** 3-Axle Single Units	**9** 5-Axle Single Trailers	**12** 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services

CLASSIFICATION

SR 3250/Sugar House Rd W/O SR 1280-1/Eddie Williams Ave

Day: Wednesday
Date: 8/17/2022

City: Alexandria
Project #: LA22_240058_014e

East Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	10	3	0	1	0	0	0	0	0	0	0	0	14
00:15	0	11	2	0	0	0	0	0	0	0	0	0	0	13
00:30	0	6	1	0	0	0	0	0	0	0	0	0	0	7
00:45	0	8	3	0	0	0	0	0	0	0	0	0	0	11
01:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
01:15	0	7	0	0	1	0	0	0	0	0	0	0	0	8
01:30	0	8	1	0	1	0	0	0	0	0	0	0	0	10
01:45	0	6	2	0	0	0	0	0	0	0	0	0	0	8
02:00	0	9	3	0	1	0	0	0	0	0	0	0	0	13
02:15	0	5	2	0	0	0	0	0	0	0	0	0	0	7
02:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
02:45	0	4	1	0	0	0	0	0	0	0	0	0	0	5
03:00	0	5	2	1	0	0	0	0	0	0	0	0	0	8
03:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
04:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3
05:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
05:15	0	3	1	0	1	0	0	0	0	0	0	0	0	5
05:30	0	11	6	0	0	0	0	0	0	0	0	0	0	17
05:45	1	19	7	0	1	1	0	0	0	0	0	0	0	29
06:00	0	15	8	0	3	0	0	0	0	0	0	0	0	26
06:15	0	10	3	0	1	0	0	0	0	0	0	0	0	14
06:30	0	12	5	1	3	0	0	0	0	0	0	0	0	21
06:45	0	22	7	0	3	0	0	0	0	0	0	0	0	32
07:00	0	34	14	0	2	0	0	1	0	0	0	0	0	51
07:15	0	55	16	1	5	0	0	0	0	0	0	0	0	77
07:30	0	84	26	0	8	0	0	0	0	0	0	0	0	118
07:45	0	80	24	1	6	1	0	0	0	0	0	0	0	112
08:00	0	46	17	1	4	0	0	0	0	0	0	0	0	68
08:15	0	22	8	0	2	0	0	0	0	0	0	0	0	32
08:30	0	31	9	1	3	0	0	0	0	0	0	0	0	44
08:45	0	25	10	0	4	0	0	0	0	0	0	0	0	39
09:00	0	14	5	0	1	0	0	0	0	0	0	0	0	20
09:15	0	21	5	1	1	0	0	0	0	0	0	0	0	28
09:30	0	25	11	0	3	0	0	0	0	0	0	0	0	39
09:45	0	32	9	0	6	0	0	0	0	0	0	0	0	47
10:00	0	27	9	0	3	0	0	0	0	0	0	0	0	39
10:15	0	22	7	0	4	0	0	0	0	0	0	0	0	33
10:30	0	32	11	0	3	1	0	1	0	1	0	0	0	49
10:45	0	34	8	0	2	0	0	0	0	0	0	0	0	44
11:00	0	34	12	0	3	0	0	0	0	0	0	0	0	49
11:15	0	22	9	0	4	0	0	1	1	0	0	0	0	37
11:30	0	23	13	0	2	0	0	0	0	0	0	0	0	38
11:45	0	22	11	1	3	0	0	0	0	0	0	0	0	37
12:00 PM	0	36	14	1	4	0	0	0	0	0	0	0	0	55
12:15	0	27	7	0	3	0	0	0	0	0	0	0	0	37
12:30	0	23	8	0	1	0	0	0	0	0	0	0	0	32
12:45	0	30	10	0	2	0	0	0	0	0	0	0	0	42
13:00	0	29	9	1	3	0	0	0	0	0	0	0	0	42
13:15	0	31	11	0	3	0	0	0	0	0	0	0	0	45
13:30	0	37	13	1	4	0	0	0	0	0	0	0	0	55
13:45	0	29	10	0	4	0	0	0	0	0	0	0	0	43
14:00	0	34	11	0	5	0	0	0	0	0	0	0	0	50
14:15	0	51	15	1	4	1	0	0	0	0	0	0	0	72
14:30	0	62	20	2	5	0	0	0	0	0	0	0	0	89
14:45	0	75	24	0	6	2	0	0	0	0	0	0	0	107

15:00	0	57	17	1	4	0	0	0	0	0	0	0	0	**79**
15:15	0	43	16	2	6	1	0	0	0	0	0	0	0	**68**
15:30	0	38	10	0	2	0	0	0	0	0	0	0	0	**50**
15:45	0	44	12	2	3	1	0	0	0	0	0	0	0	**62**
16:00	0	38	13	0	4	0	0	0	1	0	0	0	0	**56**
16:15	0	41	15	1	4	0	0	0	0	0	0	0	0	**61**
16:30	0	52	15	2	3	0	0	0	0	0	0	0	0	**72**
16:45	0	52	19	1	5	0	0	0	0	0	0	0	0	**77**
17:00	0	48	17	2	6	0	0	0	0	0	0	0	0	**73**
17:15	0	51	14	1	3	0	0	0	0	0	0	0	0	**69**
17:30	0	50	11	1	4	0	0	0	0	0	0	0	0	**66**
17:45	0	37	12	0	2	0	0	0	0	0	0	0	0	**51**
18:00	0	38	12	0	3	0	0	0	0	0	0	0	0	**53**
18:15	0	33	8	0	2	0	0	0	0	0	0	0	0	**43**
18:30	0	39	13	1	3	0	0	0	0	0	0	0	0	**56**
18:45	0	20	8	0	1	0	0	0	0	0	0	0	0	**29**
19:00	0	38	10	0	0	0	0	0	0	0	0	0	0	**48**
19:15	0	37	8	0	1	0	0	0	0	0	0	0	0	**46**
19:30	0	35	10	0	0	0	0	0	0	0	0	0	0	**45**
19:45	0	24	6	0	0	0	0	0	0	0	0	0	0	**30**
20:00	0	31	8	0	1	0	0	0	0	0	0	0	0	**40**
20:15	0	32	7	0	3	0	0	0	0	0	0	0	0	**42**
20:30	0	24	6	0	1	0	0	0	0	0	0	0	0	**31**
20:45	0	23	7	0	2	0	0	0	0	0	0	0	0	**32**
21:00	0	18	4	0	0	0	0	0	0	0	0	0	0	**22**
21:15	0	21	7	0	1	0	0	0	0	0	0	0	0	**29**
21:30	0	20	5	0	1	0	0	0	0	0	0	0	0	**26**
21:45	0	22	7	0	2	0	0	0	0	0	0	0	0	**31**
22:00	0	16	3	0	1	0	0	0	0	0	0	0	0	**20**
22:15	0	10	2	0	2	0	0	0	0	0	0	0	0	**14**
22:30	0	18	6	1	0	0	0	0	0	0	0	0	0	**25**
22:45	0	12	4	0	2	0	0	0	0	0	0	0	0	**18**
23:00	0	22	7	0	0	0	0	0	0	0	0	0	0	**29**
23:15	0	13	3	0	2	0	0	0	0	0	0	0	0	**18**
23:30	0	12	4	0	1	0	0	0	0	0	0	0	0	**17**
23:45	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
Totals	**1**	**2466**	**776**	**29**	**204**	**8**		**3**	**2**	**1**				**3490**
% of Totals	0%	71%	22%	1%	6%	0%		0%	0%	0%				100%

AM Volumes	1	885	297	8	85	3	0	3	1	1	0	0	0	1284
% AM	0%	25%	9%	0%	2%	0%		0%	0%	0%				37%
AM Peak Hour	05:00	07:15	07:15	07:15	07:15	05:00		10:30	10:30	09:45				07:15
Volume	1	265	83	3	23	1		2	1	1				375
PM Volumes	0	1581	479	21	119	5	0	0	1	0	0	0	0	2206
% PM		45%	14%	1%	3%	0%			0%					63%
PM Peak Hour		14:15	14:30	16:15	14:30	14:00			15:15					14:15
Volume		245	77	6	21	3			1					347

Directional Peak Periods	**AM 7-9**		**NOON 12-2**		**PM 4-6**		**Off Peak Volumes**	
All Classes	Volume	%	Volume	%	Volume	%	Volume	%
	541 ⟷	16%	351 ⟷	10%	525 ⟷	15%	2073 ⟷	59%

Classification Definitions

1 Motorcycles	**4** Buses	**7** > =4-Axle Single Units	**10** >=6-Axle Single Trailers	**13** >=7-Axle Multi-Trailers
2 Passenger Cars	**5** 2-Axle, 6-Tire Single Units	**8** <=4-Axle Single Trailers	**11** <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	**6** 3-Axle Single Units	**9** 5-Axle Single Trailers	**12** 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services

CLASSIFICATION

SR 1280-1/Eddie Williams Ave S/O SR 3250/Sugar House Rd

Day: Tuesday
Date: 8/16/2022

City: Alexandria
Project #: LA22_240058_015n

North Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	2	0	0	0	0	1	0	0	0	0	0	0	3
0:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0:45	0	2	0	0	1	0	0	0	0	0	0	0	0	3
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:15	0	0	0	0	0	0	0	0	1	0	0	0	0	1
2:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	1	0	1	0	0	0	0	0	0	0	0	2
3:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:00	0	0	1	1	0	0	0	0	0	0	0	0	0	2
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4
4:45	0	7	2	0	0	0	0	0	0	0	0	0	0	9
5:00	0	5	1	0	3	0	0	0	0	0	0	0	0	9
5:15	0	2	1	0	0	0	0	0	1	0	0	0	0	4
5:30	0	3	1	0	1	0	0	0	0	0	0	0	0	5
5:45	0	4	2	1	0	1	0	0	0	0	0	0	0	8
6:00	0	6	3	0	0	3	0	0	0	0	0	0	0	12
6:15	0	7	4	1	3	0	0	1	0	0	0	0	0	16
6:30	0	13	5	2	0	0	0	0	1	0	0	0	0	21
6:45	0	16	7	1	1	0	0	0	0	1	1	0	0	27
7:00	0	13	5	1	4	0	0	0	0	0	0	0	0	23
7:15	0	26	8	0	1	0	0	0	0	0	0	0	0	35
7:30	0	18	6	0	1	0	0	0	0	0	0	0	0	25
7:45	0	19	6	0	0	0	0	0	0	0	0	0	0	25
8:00	0	12	5	1	1	0	0	0	0	0	0	0	0	19
8:15	0	10	2	0	1	2	0	0	0	0	0	0	0	15
8:30	1	8	0	0	1	0	0	0	0	0	0	0	0	10
8:45	0	11	7	0	3	0	0	2	1	0	0	0	0	24
9:00	0	10	3	0	1	0	0	0	0	0	0	0	0	14
9:15	0	11	6	0	4	0	0	0	0	0	0	0	0	21
9:30	0	14	6	1	2	1	0	0	0	0	0	0	0	24
9:45	0	4	2	0	2	0	0	0	0	0	0	0	0	8
10:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
10:15	0	4	5	0	0	0	0	0	0	0	0	0	0	9
10:30	0	11	2	0	0	0	0	0	0	0	0	0	0	13
10:45	0	4	7	0	1	0	0	0	0	0	0	0	0	12
11:00	0	6	3	0	1	0	0	0	0	0	0	0	0	10
11:15	0	11	8	0	0	0	0	0	0	0	0	0	0	19
11:30	0	8	3	0	2	1	0	1	1	0	0	0	0	16
11:45	0	13	3	0	2	0	0	0	0	0	0	0	0	18
12:00 PM	0	13	3	0	0	0	0	0	0	0	0	0	0	16
12:15	0	9	5	0	1	1	0	1	0	0	0	0	0	17
12:30	0	7	4	0	2	0	0	0	0	0	0	0	0	13
12:45	0	17	8	0	2	0	0	1	0	0	0	0	0	28
13:00	0	13	4	1	2	0	0	0	0	0	0	0	0	20
13:15	0	8	4	0	1	0	0	0	0	1	0	0	0	14
13:30	0	12	6	0	0	0	0	1	0	0	0	0	0	19
13:45	0	8	3	0	5	0	0	0	0	0	0	0	0	16
14:00	0	12	2	0	4	0	0	0	0	0	0	0	0	18
14:15	0	16	8	0	2	0	0	0	0	0	0	0	0	26
14:30	0	15	3	0	2	0	0	0	0	0	0	0	0	20
14:45	0	17	2	1	2	0	0	0	0	0	0	0	0	22

15:00	0	12	4	0	1	0	0	0	0	0	0	0	0	**17**
15:15	0	12	1	0	1	0	0	0	0	0	0	0	0	**14**
15:30	0	12	5	0	1	1	0	0	1	0	0	0	0	**20**
15:45	0	14	3	1	1	0	0	0	0	0	0	0	0	**19**
16:00	0	10	5	2	4	0	0	0	0	0	0	0	0	**21**
16:15	0	8	7	1	0	0	0	0	0	0	0	0	0	**16**
16:30	0	16	7	0	1	0	0	0	0	0	0	0	0	**24**
16:45	0	13	5	0	1	0	0	0	0	0	0	0	0	**19**
17:00	0	10	10	0	2	0	0	0	0	0	0	0	0	**22**
17:15	0	11	3	0	0	0	0	0	0	0	0	0	0	**14**
17:30	0	18	4	0	0	0	0	0	0	0	0	0	0	**22**
17:45	0	11	4	0	0	0	0	0	0	0	0	0	0	**15**
18:00	0	14	5	1	0	0	0	0	1	0	0	0	0	**21**
18:15	1	10	3	0	0	1	0	0	1	0	0	0	0	**16**
18:30	0	10	6	0	0	0	0	0	0	0	0	0	0	**16**
18:45	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
19:00	0	11	1	0	1	0	0	0	0	0	0	0	0	**13**
19:15	0	9	2	0	0	0	0	0	0	0	0	0	0	**11**
19:30	0	7	5	0	0	1	0	0	1	0	0	0	0	**14**
19:45	1	6	0	0	0	1	0	0	0	0	0	0	0	**8**
20:00	0	23	3	0	1	0	0	0	0	0	0	0	0	**27**
20:15	0	7	1	0	1	0	0	0	0	0	0	0	0	**9**
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
20:45	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
21:00	1	4	1	0	0	0	0	0	0	0	0	0	0	**6**
21:15	0	1	3	0	0	0	0	0	0	0	0	0	0	**4**
21:30	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
21:45	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
22:00	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
22:15	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
22:30	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**
22:45	0	3	1	1	0	0	0	0	0	0	0	0	0	**5**
23:00	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
23:15	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
23:30	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
23:45	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
Totals	**4**	**755**	**267**	**17**	**75**	**13**	**1**	**7**	**9**	**2**	**1**			**1151**
% of Totals	0%	66%	23%	1%	7%	1%	0%	1%	1%	0%	0%			100%

AM Volumes	1	299	119	9	37	8	1	4	5	1	1	0	0	485
% AM	0%	26%	10%	1%	3%	1%	0%	0%	0%	0%	0%			42%
AM Peak Hour	7:45	7:00	6:45	6:15	8:45	5:15		8:00	1:30	6:00	6:00			6:45
Volume	1	76	26	5	10	4	1	2	1	1	1			110
PM Volumes	3	456	148	8	38	5	0	3	4	1	0	0	0	666
% PM	0%	40%	13%	1%	3%	0%		0%	0%	0%				58%
PM Peak Hour	17:30	14:00	16:15	15:30	13:45	19:00		12:00	17:30	12:30				14:00
Volume	1	60	29	4	13	2		2	2	1				86

Directional Peak Periods	**AM 7-9**		**NOON 12-2**		**PM 4-6**		**Off Peak Volumes**	
All Classes	Volume	%	Volume	%	Volume	%	Volume	%
	176 ⟷	15%	143 ⟷	12%	153 ⟷	13%	679 ⟷	59%

Classification Definitions

1 Motorcycles	**4** Buses	**7** > =4-Axle Single Units	**10** >=6-Axle Single Trailers	**13** >=7-Axle Multi-Trailers
2 Passenger Cars	**5** 2-Axle, 6-Tire Single Units	**8** <=4-Axle Single Trailers	**11** <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	**6** 3-Axle Single Units	**9** 5-Axle Single Trailers	**12** 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services

CLASSIFICATION

SR 1280-1/Eddie Williams Ave S/O SR 3250/Sugar House Rd

Day: Wednesday
Date: 8/17/2022

City: Alexandria
Project #: LA22_240058_015n

North Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
0:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
0:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
3:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:30	0	0	0	0	0	0	0	1	0	0	0	0	0	1
3:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1
4:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45	0	2	2	0	0	0	0	0	0	0	0	0	0	4
5:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
5:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4
5:30	0	4	2	0	1	0	0	1	0	0	0	0	0	8
5:45	0	3	2	0	0	1	0	0	0	0	0	0	0	6
6:00	0	7	0	1	0	1	0	0	0	0	0	0	0	9
6:15	0	6	4	0	4	0	1	2	0	0	0	0	0	17
6:30	0	12	6	2	1	1	0	0	0	0	0	0	0	22
6:45	0	18	3	0	1	1	0	0	0	0	0	0	0	23
7:00	0	17	6	2	3	0	0	0	1	0	0	0	0	29
7:15	0	22	5	2	0	0	0	0	0	0	0	0	0	29
7:30	0	16	12	0	0	0	0	1	0	0	0	0	0	29
7:45	1	24	9	0	3	0	0	0	0	0	0	0	0	37
8:00	0	12	6	0	0	0	0	0	0	0	0	0	0	18
8:15	0	8	4	0	5	1	0	0	0	0	0	0	0	18
8:30	0	4	8	0	1	0	0	1	0	0	0	0	0	14
8:45	0	10	5	0	4	0	0	0	0	0	0	0	0	19
9:00	0	12	6	0	1	0	0	0	0	0	0	0	0	19
9:15	0	6	3	0	0	0	0	0	0	0	0	0	0	9
9:30	0	11	4	0	2	1	0	0	0	0	0	0	0	18
9:45	0	9	4	0	1	0	0	0	0	0	0	0	0	14
10:00	0	7	1	0	5	0	0	0	0	0	0	0	0	13
10:15	0	11	1	0	1	0	0	0	1	0	0	0	0	14
10:30	0	6	4	0	3	0	0	0	0	0	0	0	0	13
10:45	0	4	3	1	0	0	0	0	0	0	0	0	0	8
11:00	0	9	8	0	2	0	0	0	0	0	0	0	0	19
11:15	0	13	3	0	2	0	0	0	1	0	0	0	0	19
11:30	0	9	4	0	4	0	0	0	0	0	0	0	0	17
11:45	0	7	5	0	1	0	0	0	1	0	0	0	0	14
12:00 PM	0	11	4	0	1	0	0	0	0	0	0	0	0	16
12:15	0	8	4	0	3	0	0	0	0	0	0	0	0	15
12:30	0	10	5	1	4	0	0	0	0	0	0	0	0	20
12:45	0	8	5	1	2	0	0	1	0	0	0	0	0	17
13:00	0	7	3	0	3	0	0	0	1	0	0	0	0	14
13:15	0	4	5	0	4	0	0	0	0	0	0	0	0	13
13:30	0	5	3	0	1	0	0	0	0	0	0	0	0	9
13:45	0	13	2	0	1	0	0	0	0	0	0	0	0	16
14:00	0	5	6	0	2	0	0	0	0	0	0	0	0	13
14:15	1	10	2	0	1	1	0	0	0	0	0	0	0	15
14:30	0	18	6	0	1	0	0	0	0	0	0	0	0	25
14:45	0	20	6	1	5	0	0	0	0	0	0	0	0	32

15:00	0	17	4	0	1	0	0	0	0	0	0	0	0	**22**
15:15	0	18	5	0	2	0	0	0	0	0	0	0	0	**25**
15:30	0	10	0	0	2	0	0	0	0	0	0	0	0	**12**
15:45	0	15	5	1	1	0	0	0	1	0	0	0	0	**23**
16:00	1	16	6	0	0	1	0	0	0	0	0	0	0	**24**
16:15	0	10	8	1	2	0	0	0	0	0	0	0	0	**21**
16:30	0	12	13	0	2	0	0	0	0	0	0	0	0	**27**
16:45	0	16	5	0	0	0	0	0	0	0	0	0	0	**21**
17:00	0	15	4	0	2	0	0	0	0	0	0	0	0	**21**
17:15	0	10	5	0	1	0	0	0	0	0	0	0	0	**16**
17:30	0	12	5	0	0	0	0	0	0	0	0	0	0	**17**
17:45	0	16	3	1	1	0	0	0	0	0	0	0	0	**21**
18:00	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**
18:15	0	16	3	0	0	0	0	0	1	0	0	0	0	**20**
18:30	0	13	4	0	0	0	0	0	0	0	0	0	0	**17**
18:45	0	18	4	0	1	0	0	0	2	0	0	0	0	**25**
19:00	0	14	1	0	1	0	0	0	0	0	0	0	0	**16**
19:15	0	11	4	0	0	0	0	0	0	0	0	0	0	**15**
19:30	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**
19:45	0	10	2	0	1	0	0	0	0	0	0	0	0	**13**
20:00	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**
20:15	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
20:30	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
20:45	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**
21:00	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
21:15	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
21:30	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
21:45	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
22:00	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
22:15	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
22:30	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
22:45	0	4	0	1	0	0	0	0	0	0	0	0	0	**5**
23:00	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
23:15	0	4	2	0	0	0	0	0	0	0	0	0	0	**6**
23:30	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
23:45	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
Totals	**3**	**759**	**269**	**16**	**90**	**8**	**1**	**7**	**9**					**1162**
% of Totals	0%	65%	23%	1%	8%	1%	0%	1%	1%					100%

AM Volumes	1	294	126	9	45	6	1	6	4	0	0	0	0	492
% AM	0%	25%	11%	1%	4%	1%	0%	1%	0%					42%
AM Peak Hour	7:00	7:00	7:00	6:30	8:15	5:45	5:30	5:30	11:00					7:00
Volume	1	79	32	6	11	3	1	3	2					124
PM Volumes	2	465	143	7	45	2	0	1	5	0	0	0	0	670
% PM	0%	40%	12%	1%	4%	0%		0%	0%					58%
PM Peak Hour	13:30	14:30	15:45	12:00	12:30	13:30		12:00	18:00					14:30
Volume	1	73	32	2	13	1		1	3					104

Directional Peak Periods	**AM 7-9**			**NOON 12-2**			**PM 4-6**			**Off Peak Volumes**		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	193		17%	120		10%	168		14%	681		59%

Classification Definitions

1 Motorcycles	**4** Buses	**7** > =4-Axle Single Units	**10** >=6-Axle Single Trailers	**13** >=7-Axle Multi-Trailers
2 Passenger Cars	**5** 2-Axle, 6-Tire Single Units	**8** <=4-Axle Single Trailers	**11** <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	**6** 3-Axle Single Units	**9** 5-Axle Single Trailers	**12** 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services

CLASSIFICATION

SR 3250/Sugar House Rd E/O SR 1280-1/Eddie Williams Ave

Day: Tuesday
Date: 8/16/2022

City: Alexandria
Project #: LA22_240058_016w

West Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
0:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:45	0	1	3	0	0	0	0	0	0	0	0	0	0	4
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:30	0	2	0	0	0	1	0	0	0	0	0	0	0	3
3:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2
4:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4
5:00	0	1	1	0	0	0	0	0	1	0	0	0	0	3
5:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
5:30	0	0	1	0	1	0	0	0	0	0	0	0	0	2
5:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2
6:00	0	5	3	0	1	0	0	0	0	0	0	0	0	9
6:15	0	8	1	0	0	0	0	0	0	0	0	0	0	9
6:30	0	13	3	1	0	1	0	0	0	0	0	0	0	18
6:45	0	7	3	1	0	0	0	0	0	0	0	0	0	11
7:00	0	8	4	0	0	0	0	0	0	0	0	0	0	12
7:15	0	9	6	0	0	0	0	0	0	0	0	0	0	15
7:30	0	11	2	0	1	0	0	0	0	0	0	0	0	14
7:45	0	22	9	0	2	0	0	0	0	0	0	0	0	33
8:00	0	18	14	2	1	0	0	0	0	0	0	0	0	35
8:15	0	9	5	0	3	0	0	0	1	0	0	0	0	18
8:30	0	12	5	0	0	0	0	0	0	0	0	0	0	17
8:45	0	9	9	0	1	0	0	0	0	0	0	0	0	19
9:00	0	5	2	0	2	0	0	0	0	0	0	0	0	9
9:15	0	12	3	0	1	0	0	0	0	0	0	0	0	16
9:30	0	9	5	0	1	0	0	1	0	0	0	0	0	16
9:45	0	6	8	0	1	1	0	0	0	0	0	0	0	16
10:00	0	10	6	0	0	0	0	0	0	0	0	0	0	16
10:15	0	10	2	1	0	1	0	0	0	0	0	0	0	14
10:30	0	8	4	0	0	0	0	0	0	0	0	0	0	12
10:45	0	9	2	0	0	0	0	0	0	0	0	0	0	11
11:00	0	6	4	0	1	0	0	0	0	0	0	0	0	11
11:15	0	14	3	1	1	0	0	0	1	0	0	0	0	20
11:30	0	10	2	0	0	0	0	0	0	0	0	0	0	12
11:45	0	9	3	1	1	0	0	1	0	0	0	0	0	15
12:00 PM	0	10	5	0	0	0	0	0	0	0	0	0	0	15
12:15	0	3	2	0	1	0	0	0	0	0	0	0	0	6
12:30	0	8	1	0	1	1	0	0	0	0	0	0	0	11
12:45	0	6	3	0	2	0	0	0	0	0	0	0	0	11
13:00	0	9	5	0	1	0	0	0	0	0	0	0	0	15
13:15	0	13	5	1	2	0	0	0	0	0	0	0	0	21
13:30	0	13	2	0	3	0	0	0	0	0	0	0	0	18
13:45	0	8	2	0	0	0	0	0	0	0	0	0	0	10
14:00	0	6	2	0	1	0	0	1	0	0	0	0	0	10
14:15	0	7	4	0	2	0	0	0	0	0	0	0	0	13
14:30	0	15	5	0	1	0	0	0	0	0	0	0	0	21
14:45	0	21	10	2	1	0	0	0	0	0	0	0	0	34

15:00	1	16	14	0	1	0	0	0	0	0	0	0	0	**32**
15:15	0	20	6	1	1	0	0	0	0	0	0	0	0	**28**
15:30	0	19	2	1	3	0	0	0	0	0	0	0	0	**25**
15:45	0	21	7	0	0	0	0	0	0	0	0	0	0	**28**
16:00	0	13	7	0	0	0	0	0	0	0	0	0	0	**20**
16:15	0	14	4	1	1	0	0	0	0	0	0	0	0	**20**
16:30	0	26	8	0	0	0	0	0	0	0	0	0	0	**34**
16:45	0	15	2	0	0	0	0	0	0	0	0	0	0	**17**
17:00	0	10	6	0	0	0	0	0	0	0	0	0	0	**16**
17:15	0	15	1	1	2	0	0	0	0	0	0	0	0	**19**
17:30	0	9	4	0	1	0	0	0	0	0	0	0	0	**14**
17:45	0	5	8	0	0	0	0	0	0	0	0	0	0	**13**
18:00	0	11	3	0	1	0	0	0	0	0	0	0	0	**15**
18:15	0	7	8	0	1	0	0	0	0	0	0	0	0	**16**
18:30	0	12	6	0	0	0	0	0	0	0	0	0	0	**18**
18:45	0	21	10	0	2	0	0	0	0	0	0	0	0	**33**
19:00	0	8	2	0	2	0	0	0	0	0	0	0	0	**12**
19:15	0	11	5	0	0	0	0	0	0	0	0	0	0	**16**
19:30	0	3	4	0	0	0	0	0	0	0	0	0	0	**7**
19:45	0	5	3	0	0	0	0	0	0	0	0	0	0	**8**
20:00	0	9	3	0	1	0	0	0	0	0	0	0	0	**13**
20:15	0	14	6	0	0	0	0	0	0	0	0	0	0	**20**
20:30	0	11	3	0	0	0	0	0	0	0	0	0	0	**14**
20:45	0	6	3	0	0	0	0	0	0	0	0	0	0	**9**
21:00	0	9	2	0	1	0	0	0	0	0	0	0	0	**12**
21:15	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**
21:30	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
21:45	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
22:00	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
22:15	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**
22:30	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**
22:45	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
23:15	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
23:30	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
23:45	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
Totals	**1**	**750**	**301**	**14**	**50**	**5**		**3**	**3**					**1127**
% of Totals	0%	67%	27%	1%	4%	0%		0%	0%					100%

AM Volumes	0	266	119	7	18	4	0	2	3	0	0	0	0	419
% AM		24%	11%	1%	2%	0%		0%	0%					37%
AM Peak Hour		7:45	7:45	6:00	7:30	9:30		8:45	4:15					7:45
Volume		61	33	2	7	2		1	1					103
PM Volumes	1	484	182	7	32	1	0	1	0	0	0	0	0	708
% PM	0%	43%	16%	1%	3%	0%		0%						63%
PM Peak Hour	14:15	14:45	14:30	14:45	12:45	12:00		13:15						14:45
Volume	1	76	35	4	8	1		1						119

Directional Peak Periods	**AM 7-9**			**NOON 12-2**			**PM 4-6**			**Off Peak Volumes**		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	163		14%	107		9%	153		14%	704		62%

Classification Definitions

1 Motorcycles	**4** Buses	**7** > =4-Axle Single Units	**10** >=6-Axle Single Trailers	**13** >=7-Axle Multi-Trailers
2 Passenger Cars	**5** 2-Axle, 6-Tire Single Units	**8** <=4-Axle Single Trailers	**11** <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	**6** 3-Axle Single Units	**9** 5-Axle Single Trailers	**12** 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services

CLASSIFICATION

SR 3250/Sugar House Rd E/O SR 1280-1/Eddie Williams Ave

Day: Wednesday
Date: 8/17/2022

City: Alexandria
Project #: LA22_240058_016w

West Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
0:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3
0:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
1:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3
3:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
4:15	0	2	0	0	0	1	0	0	0	0	0	0	0	3
4:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:45	0	6	1	0	0	0	0	0	0	0	0	0	0	7
5:00	0	2	0	0	0	0	0	0	1	0	0	0	0	3
5:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
5:30	0	2	2	0	0	0	0	0	0	0	0	0	0	4
5:45	0	4	2	0	1	0	0	0	0	0	0	0	0	7
6:00	0	3	1	0	1	0	0	0	0	0	0	0	0	5
6:15	0	4	1	0	0	0	0	1	0	0	0	0	0	6
6:30	0	7	2	1	0	0	0	0	0	0	0	0	0	10
6:45	0	9	2	1	0	0	0	0	0	0	0	0	0	12
7:00	0	10	3	0	0	0	0	0	0	0	0	0	0	13
7:15	0	12	7	0	0	0	0	0	0	0	0	0	0	19
7:30	0	11	4	0	0	0	0	0	0	0	0	0	0	15
7:45	0	13	11	0	1	0	0	0	0	0	0	0	0	25
8:00	0	23	11	1	2	0	0	0	0	0	0	0	0	37
8:15	0	7	2	0	1	0	0	0	0	0	0	0	0	10
8:30	0	6	7	0	0	0	0	0	0	0	0	0	0	13
8:45	0	6	5	1	2	0	0	0	0	0	0	0	0	14
9:00	0	2	3	0	0	0	0	0	0	0	0	0	0	5
9:15	0	9	2	0	2	0	0	0	0	0	0	0	0	13
9:30	0	8	3	0	0	0	0	0	0	0	0	0	0	11
9:45	0	7	5	0	0	0	0	0	0	0	0	0	0	12
10:00	0	3	2	0	0	0	0	1	0	0	0	0	0	6
10:15	0	9	1	0	1	1	0	0	0	0	0	0	0	12
10:30	0	12	4	0	2	0	0	0	0	0	0	0	0	18
10:45	0	7	3	0	0	0	0	0	0	0	0	0	0	10
11:00	0	3	0	0	1	1	0	0	0	0	0	0	0	5
11:15	0	6	4	0	1	0	0	0	0	0	0	0	0	11
11:30	0	11	2	0	2	0	0	0	0	0	0	0	0	15
11:45	0	5	3	0	1	0	0	0	0	0	0	0	0	9
12:00 PM	0	8	4	0	0	0	0	0	0	0	0	0	0	12
12:15	0	11	3	1	1	0	0	0	0	0	0	0	0	16
12:30	0	9	5	0	2	0	0	0	0	0	0	0	0	16
12:45	0	8	3	0	2	0	0	0	0	0	0	0	0	13
13:00	0	7	9	0	2	0	0	0	0	0	0	0	0	18
13:15	0	10	3	1	1	0	0	0	0	0	0	0	0	15
13:30	0	8	2	0	2	0	0	0	0	0	0	0	0	12
13:45	0	10	11	0	0	0	0	0	0	0	0	0	0	21
14:00	0	12	6	0	1	0	0	0	0	0	0	0	0	19
14:15	0	8	2	0	1	0	0	0	0	0	0	0	0	11
14:30	0	7	4	0	1	0	0	0	0	0	0	0	0	12
14:45	0	17	9	2	2	0	0	0	0	0	0	0	0	30

15:00	0	27	11	1	2	0	0	0	0	0	0	0	0	**41**
15:15	0	15	11	0	1	0	0	0	0	0	0	0	0	**27**
15:30	0	17	6	1	1	0	0	0	0	0	0	0	0	**25**
15:45	0	12	3	0	0	0	0	0	0	0	0	0	0	**15**
16:00	0	16	5	0	1	0	0	0	0	0	0	0	0	**22**
16:15	0	15	4	0	1	0	0	0	0	0	0	0	0	**20**
16:30	0	13	8	0	0	0	0	0	0	0	0	0	0	**21**
16:45	0	14	5	0	0	0	0	1	0	0	0	0	0	**20**
17:00	0	19	5	0	0	0	0	0	0	0	0	0	0	**24**
17:15	0	14	6	0	1	0	0	0	0	0	0	0	0	**21**
17:30	0	20	8	0	0	0	0	0	0	0	0	0	0	**28**
17:45	0	11	1	0	1	0	0	0	0	0	0	0	0	**13**
18:00	0	9	4	0	0	0	0	0	0	0	0	0	0	**13**
18:15	0	15	2	0	2	0	0	0	0	0	0	0	0	**19**
18:30	0	8	4	0	0	0	0	0	0	0	0	0	0	**12**
18:45	0	16	4	0	0	0	0	0	0	0	0	0	0	**20**
19:00	0	11	5	0	1	0	0	0	0	0	0	0	0	**17**
19:15	0	16	3	0	0	0	0	0	0	0	0	0	0	**19**
19:30	0	7	5	0	0	0	0	0	0	0	0	0	0	**12**
19:45	0	11	4	0	1	0	0	0	0	0	0	0	0	**16**
20:00	0	12	3	0	1	0	0	0	0	0	0	0	0	**16**
20:15	0	10	1	0	1	0	0	0	0	0	0	0	0	**12**
20:30	0	9	8	0	0	0	0	0	0	0	0	0	0	**17**
20:45	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
21:00	0	10	1	0	1	0	0	0	0	0	0	0	0	**12**
21:15	0	4	3	0	0	0	0	0	0	0	0	0	0	**7**
21:30	0	8	0	0	1	0	0	0	0	0	0	0	0	**9**
21:45	0	6	2	0	1	0	0	0	0	0	0	0	0	**9**
22:00	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**
22:15	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**
22:30	0	2	3	0	0	0	0	0	0	0	0	0	0	**5**
22:45	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
23:00	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
23:15	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
23:30	0	2	3	0	0	0	0	0	0	0	0	0	0	**5**
23:45	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
Totals		**727**	**296**	**10**	**50**	**3**		**3**	**1**					**1090**
% of Totals		67%	27%	1%	5%	0%		0%	0%					100%

AM Volumes	0	226	102	4	18	3	0	2	1	0	0	0	0	356
% AM		21%	9%	0%	2%	0%		0%	0%					33%
AM Peak Hour		7:15	7:15	6:00	8:00	10:15		5:30	4:15					7:15
Volume		59	33	2	5	2		1	1					96
PM Volumes	0	501	194	6	32	0	0	1	0	0	0	0	0	734
% PM		46%	18%	1%	3%			0%						67%
PM Peak Hour		14:45	14:45	14:45	12:15			16:00						14:45
Volume		76	37	4	7			1						123

Directional Peak Periods	**AM 7-9**			**NOON 12-2**			**PM 4-6**			**Off Peak Volumes**		
All Classes	Volume		%	Volume		%	Volume		%	Volume		%
	146	⟷	13%	123	⟷	11%	169	⟷	16%	652	⟷	60%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

SR 1280-1/Eddie Williams Ave N/O SR 3250/Sugar House Rd

Day: Tuesday
Date: 8/16/2022

City: Alexandria
Project #: LA22_240058_017s

South Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
0:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
0:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5
0:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
1:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
1:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:45	0	0	0	0	1	0	0	0	1	0	0	0	0	2
2:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
2:30	0	1	0	0	0	0	0	0	2	0	0	0	0	3
2:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
3:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:30	0	3	1	0	1	0	0	0	0	0	0	0	0	5
3:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
4:15	0	1	0	0	1	0	0	0	0	0	0	0	0	2
4:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4
5:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
5:15	0	3	2	0	0	0	0	0	0	0	0	0	0	5
5:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
5:45	0	3	0	0	2	0	0	0	0	0	0	0	0	5
6:00	0	5	0	0	0	0	0	1	0	0	0	0	0	6
6:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5
6:30	0	7	0	1	3	0	0	0	0	0	0	0	0	11
6:45	0	29	8	1	0	0	0	0	0	0	0	0	0	38
7:00	0	14	5	1	2	0	0	1	1	0	0	0	0	24
7:15	1	21	4	0	3	0	1	0	1	1	0	0	0	32
7:30	1	24	6	2	2	0	0	0	3	0	0	0	0	38
7:45	0	65	15	1	5	0	0	0	3	0	0	0	0	89
8:00	0	70	32	4	1	1	0	0	0	0	0	0	0	108
8:15	0	13	5	0	0	2	0	0	0	0	0	0	0	20
8:30	0	6	2	0	0	0	0	0	0	0	0	0	0	8
8:45	0	16	5	0	0	0	0	0	1	0	0	0	0	22
9:00	0	14	2	0	1	1	0	0	0	0	0	0	0	18
9:15	0	11	7	0	1	2	0	0	1	0	0	0	0	22
9:30	0	8	4	0	1	0	0	0	2	0	0	0	0	15
9:45	0	8	2	0	1	2	0	1	0	0	0	0	0	14
10:00	0	16	3	0	0	1	2	0	1	0	0	0	0	23
10:15	1	8	6	0	1	0	0	0	0	1	0	0	0	17
10:30	0	16	2	0	1	1	0	0	4	0	0	0	0	24
10:45	0	15	6	0	0	0	0	1	0	0	0	0	0	22
11:00	0	12	3	0	0	0	0	0	0	0	0	0	0	15
11:15	0	18	8	0	0	0	1	0	1	0	0	0	0	28
11:30	0	8	4	0	1	0	0	0	1	0	0	0	0	14
11:45	0	11	6	0	1	0	0	0	2	0	0	0	0	20
12:00 PM	0	8	6	0	2	1	0	0	2	0	0	0	0	19
12:15	0	12	3	1	2	0	2	0	1	0	0	0	0	21
12:30	0	25	2	1	0	0	0	0	0	0	0	0	0	28
12:45	0	7	4	0	0	0	0	0	0	0	0	0	0	11
13:00	0	12	7	0	2	0	0	0	2	0	0	0	0	23
13:15	0	14	3	0	1	1	0	0	2	0	0	0	0	21
13:30	0	12	6	0	0	0	0	0	3	0	0	0	0	21
13:45	0	22	5	0	1	0	0	0	1	0	0	0	0	29
14:00	0	10	4	0	4	0	0	0	0	0	0	0	0	18
14:15	0	22	5	0	0	0	0	0	2	0	0	0	0	29
14:30	0	27	11	0	1	1	1	0	2	0	0	0	0	43
14:45	0	59	25	2	2	0	0	0	0	0	0	0	0	88

15:00	0	65	25	0	2	0	0	0	1	0	0	0	0	**93**
15:15	0	35	3	1	0	0	0	0	0	0	0	0	0	**39**
15:30	0	25	6	0	4	0	0	0	1	0	0	0	0	**36**
15:45	0	16	6	2	0	0	0	0	0	0	0	0	0	**24**
16:00	0	16	2	1	0	0	0	0	0	0	0	0	0	**19**
16:15	0	13	5	0	0	0	0	0	1	0	0	0	0	**19**
16:30	0	23	5	1	0	0	0	0	0	0	0	0	0	**29**
16:45	0	19	5	0	0	0	0	0	0	0	0	0	0	**24**
17:00	0	21	8	0	0	0	0	0	0	0	0	0	0	**29**
17:15	0	23	8	0	1	0	0	0	0	0	0	0	0	**32**
17:30	0	17	2	0	0	0	0	0	0	0	0	0	0	**19**
17:45	0	13	7	0	0	0	0	0	0	0	0	0	0	**20**
18:00	0	18	7	0	1	0	0	0	1	0	0	0	0	**27**
18:15	0	7	4	0	0	0	0	0	0	0	0	0	0	**11**
18:30	0	20	7	0	1	0	0	0	0	0	0	0	0	**28**
18:45	0	25	5	0	0	0	0	0	0	0	0	0	0	**30**
19:00	0	13	3	0	0	0	0	0	0	0	0	0	0	**16**
19:15	0	11	0	0	0	0	0	0	1	0	0	0	0	**12**
19:30	0	16	6	0	0	0	0	0	3	0	0	0	0	**25**
19:45	0	11	4	0	0	0	0	0	1	0	0	0	0	**16**
20:00	0	11	3	0	0	0	0	0	1	0	0	0	0	**15**
20:15	0	12	4	0	1	0	1	0	2	0	0	0	0	**20**
20:30	0	16	4	0	0	1	0	0	1	0	0	0	0	**22**
20:45	0	12	4	0	0	0	0	0	1	0	0	0	0	**17**
21:00	1	10	3	0	1	0	0	0	2	1	0	0	0	**18**
21:15	1	8	0	0	1	0	0	0	1	0	0	0	0	**11**
21:30	0	5	2	0	0	0	1	0	0	0	0	0	0	**8**
21:45	0	5	2	0	0	0	0	0	1	0	0	0	0	**8**
22:00	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**
22:15	0	7	3	0	0	0	0	0	0	0	0	0	0	**10**
22:30	0	9	2	0	0	0	0	0	0	0	0	0	0	**11**
22:45	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
23:00	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
23:15	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
23:30	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
23:45	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
Totals	**5**	**1239**	**372**	**19**	**56**	**14**	**9**	**4**	**57**	**3**				**1778**
% of Totals	0%	70%	21%	1%	3%	1%	1%	0%	3%	0%				100%

AM Volumes	3	475	143	10	29	10	4	4	24	2	0	0	0	704
% AM	0%	27%	8%	1%	2%	1%	0%	0%	1%	0%				40%
AM Peak Hour	6:45	7:15	7:30	7:15	7:00	9:00	9:15	5:15	7:00	6:30				7:15
Volume	2	180	58	7	12	5	2	1	8	1				267
PM Volumes	2	764	229	9	27	4	5	0	33	1	0	0	0	1074
% PM	0%	43%	13%	1%	2%	0%	0%		2%	0%				60%
PM Peak Hour	20:30	14:30	14:15	15:15	14:45	12:00	12:00		13:00	20:15				14:30
Volume	2	186	66	4	8	1	2		8	1				263

Directional Peak Periods	**AM 7-9**			**NOON 12-2**			**PM 4-6**			**Off Peak Volumes**		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	341		19%	173		10%	191		11%	1073		60%

Classification Definitions

1 Motorcycles	**4** Buses	**7** > =4-Axle Single Units	**10** >=6-Axle Single Trailers	**13** >=7-Axle Multi-Trailers
2 Passenger Cars	**5** 2-Axle, 6-Tire Single Units	**8** <=4-Axle Single Trailers	**11** <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	**6** 3-Axle Single Units	**9** 5-Axle Single Trailers	**12** 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services

CLASSIFICATION

SR 1280-1/Eddie Williams Ave N/O SR 3250/Sugar House Rd

Day: Wednesday
Date: 8/17/2022

City: Alexandria
Project #: LA22_240058_017s

South Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
0:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
0:30	0	4	0	0	0	0	0	0	1	0	0	0	0	5
0:45	2	4	0	0	1	1	0	0	0	0	0	0	0	8
1:00	0	4	1	0	1	0	0	0	0	0	0	0	0	6
1:15	0	5	0	0	0	0	0	0	1	0	0	0	0	6
1:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:30	0	3	0	0	1	0	0	0	0	0	0	0	0	4
3:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
4:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
4:45	0	5	1	0	0	0	0	0	0	0	0	0	0	6
5:00	0	3	3	0	0	0	0	0	0	0	0	0	0	6
5:15	0	3	1	0	1	0	0	0	0	0	0	0	0	5
5:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
5:45	0	8	1	0	1	0	0	0	1	0	0	0	0	11
6:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
6:15	0	5	3	0	0	0	0	0	0	0	0	0	0	8
6:30	0	5	1	1	3	0	0	0	0	0	0	0	0	10
6:45	0	15	5	2	0	0	0	0	0	0	0	0	0	22
7:00	0	10	5	0	0	0	0	0	1	0	0	0	0	16
7:15	1	23	5	0	1	3	0	0	1	1	0	0	0	35
7:30	0	23	3	3	2	0	0	0	2	0	0	0	0	33
7:45	0	45	14	2	5	0	0	0	0	0	0	0	0	66
8:00	0	68	27	2	0	0	0	0	1	0	0	0	0	98
8:15	0	19	7	0	1	0	0	1	1	0	0	0	0	29
8:30	0	13	4	0	0	0	0	0	1	0	0	0	0	18
8:45	0	13	3	0	0	0	0	0	0	0	0	0	0	16
9:00	0	16	7	0	1	0	0	0	2	0	0	0	0	26
9:15	0	12	4	0	1	0	0	0	0	0	0	0	0	17
9:30	0	11	5	0	0	2	0	0	4	0	0	0	0	22
9:45	0	10	7	0	2	0	0	0	0	0	0	0	0	19
10:00	0	15	1	0	0	0	0	0	2	0	0	0	0	18
10:15	0	18	6	0	1	2	0	0	0	0	0	0	0	27
10:30	0	14	3	0	0	0	0	1	2	0	0	0	0	20
10:45	0	18	5	0	0	0	0	0	2	0	0	0	0	25
11:00	1	8	5	0	1	1	0	0	1	0	0	0	0	17
11:15	0	18	5	0	2	0	0	0	0	0	0	0	0	25
11:30	0	14	3	0	2	0	0	0	0	0	0	0	0	19
11:45	0	13	1	1	1	1	1	0	1	0	0	0	0	19
12:00 PM	0	16	6	0	2	0	0	0	2	0	0	0	0	26
12:15	0	16	2	0	0	1	0	0	1	0	0	0	0	20
12:30	0	17	4	0	1	0	0	0	1	0	0	0	0	23
12:45	0	16	9	0	0	0	0	0	0	0	0	0	0	25
13:00	0	14	8	0	0	0	0	0	2	0	0	0	0	24
13:15	0	8	0	0	3	0	0	0	1	1	0	0	0	13
13:30	0	16	5	0	2	1	0	1	2	0	0	0	0	27
13:45	0	12	6	0	3	1	0	0	0	0	0	0	0	22
14:00	0	17	5	0	5	2	1	0	0	0	0	0	0	30
14:15	0	14	3	0	1	0	0	0	1	0	0	0	0	19
14:30	0	19	6	0	0	1	0	0	0	0	0	0	0	26
14:45	0	73	18	2	3	2	0	0	1	1	0	0	0	100

15:00	0	60	19	1	2	0	0	0	0	0	0	0	0	**82**
15:15	0	25	7	0	1	1	0	1	0	0	0	0	0	**35**
15:30	0	26	6	1	1	0	0	0	0	0	0	0	0	**34**
15:45	0	26	5	2	0	0	0	1	0	0	0	0	0	**34**
16:00	0	27	5	0	0	0	0	0	0	0	0	0	0	**32**
16:15	0	16	6	2	1	0	0	0	2	0	0	0	0	**27**
16:30	0	18	5	0	3	0	0	0	0	0	0	0	0	**26**
16:45	0	14	5	0	0	0	0	0	0	0	0	0	0	**19**
17:00	0	22	2	1	0	0	0	2	0	0	0	0	0	**27**
17:15	0	26	8	0	0	0	0	0	0	0	0	0	0	**34**
17:30	0	32	6	0	0	0	0	0	0	0	0	0	0	**38**
17:45	0	22	6	0	1	0	0	0	0	0	0	0	0	**29**
18:00	0	20	3	0	0	0	0	0	0	0	0	0	0	**23**
18:15	0	12	3	0	0	0	0	0	0	0	0	0	0	**15**
18:30	0	16	0	0	1	0	0	0	0	0	0	0	0	**17**
18:45	0	20	6	0	0	0	0	0	2	0	0	0	0	**28**
19:00	0	19	3	0	0	0	0	0	1	0	0	0	0	**23**
19:15	0	14	2	0	0	0	0	0	0	0	0	0	0	**16**
19:30	0	14	4	0	0	0	0	0	0	0	0	0	0	**18**
19:45	0	25	4	0	1	0	0	0	0	0	0	0	0	**30**
20:00	0	10	2	0	0	1	0	0	0	0	0	0	0	**13**
20:15	0	20	3	0	0	0	0	0	0	0	0	0	0	**23**
20:30	0	8	4	0	0	0	0	0	0	0	0	0	0	**12**
20:45	0	11	5	0	0	0	0	0	0	0	0	0	0	**16**
21:00	0	8	4	0	0	0	0	0	0	0	0	0	0	**12**
21:15	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
21:30	0	7	0	0	1	0	0	0	0	0	0	0	0	**8**
21:45	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**
22:00	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
22:15	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**
22:30	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
22:45	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
23:00	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
23:15	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
23:30	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
23:45	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
Totals	**4**	**1287**	**342**	**20**	**60**	**20**	**2**	**7**	**40**	**3**				**1785**
% of Totals	0%	72%	19%	1%	3%	1%	0%	0%	2%	0%				100%

AM Volumes	4	478	140	11	28	10	1	2	24	1	0	0	0	699
% AM	0%	27%	8%	1%	2%	1%	0%	0%	1%	0%				39%
AM Peak Hour		7:15	7:45	7:15	7:00	9:30	11:00	7:30	8:45	6:30				7:15
Volume	2	159	52	7	8	4	1	1	6	1				232
PM Volumes	0	809	202	9	32	10	1	5	16	2	0	0	0	1086
% PM		45%	11%	1%	2%	1%	0%	0%	1%	0%				61%
PM Peak Hour		14:45	14:30	15:30	13:15	14:00	13:15	15:00	12:45	12:30				14:45
Volume		184	50	5	13	5	1	2	5	1				251

Directional Peak Periods	**AM 7-9**			**NOON 12-2**			**PM 4-6**			**Off Peak Volumes**		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	311		17%	180		10%	232		13%	1062		59%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Appendix B

II. Peak Period Counts

a. Raw Turning Movement Counts

All peak period counts were collected on Wednesday, August 17, 2022, by Neel-Schaffer, Inc. (NSI) personnel.

Turning movement counts with heavy vehicles for each study intersection were collected during the previously determined peak periods of 6:00 am to 9:00 am and 2:00 pm to 6:00 pm. This data is attached.

Pedestrian counts were also collected during the peak periods. This data is attached.

The turning movement count locations are:

1. LA 1 (3rd St) at Hudson Blvd
2. Hudson Blvd at Lincoln Rd
3. Hudson Blvd at Eddie Williams Ave
4. Sugarhouse Rd at Lincoln Rd
5. Sugarhouse Rd at Eddie Williams Ave

Neel-Schaffer

10000 Perkins Rowe, Suite G360
Baton Rouge, LA, 70810
Solutions You Can Build Upon

File Name : 1.LA 1 at Hudson Blvd
Site Code : 17296
Start Date : 8/17/2022
Page No : 1

Groups Printed- Passenger - Heavy Vehicle

	LA 1 Southbound			LA 1 Northbound			Hudson Blvd Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
06:00 AM	7	2	9	2	9	11	7	0	7	27
06:15 AM	12	3	15	3	28	31	3	0	3	49
06:30 AM	6	6	12	4	28	32	7	0	7	51
06:45 AM	4	3	7	4	38	42	7	0	7	56
Total	29	14	43	13	103	116	24	0	24	183
07:00 AM	13	7	20	6	48	54	9	0	9	83
07:15 AM	18	7	25	4	48	52	13	1	14	91
07:30 AM	16	5	21	3	45	48	16	3	19	88
07:45 AM	12	14	26	3	63	66	13	1	14	106
Total	59	33	92	16	204	220	51	5	56	368
08:00 AM	16	11	27	2	29	31	6	1	7	65
08:15 AM	16	11	27	0	31	31	11	2	13	71
08:30 AM	20	5	25	0	17	17	7	1	8	50
08:45 AM	10	5	15	0	25	25	9	2	11	51
Total	62	32	94	2	102	104	33	6	39	237
*** BREAK ***										
02:00 PM	20	8	28	2	22	24	9	3	12	64
02:15 PM	30	12	42	4	21	25	15	4	19	86
02:30 PM	22	11	33	6	49	55	6	5	11	99
02:45 PM	23	10	33	4	21	25	7	2	9	67
Total	95	41	136	16	113	129	37	14	51	316
03:00 PM	16	9	25	1	16	17	15	1	16	58
03:15 PM	27	16	43	2	12	14	13	1	14	71
03:30 PM	24	16	40	1	17	18	14	1	15	73
03:45 PM	29	12	41	1	7	8	13	3	16	65
Total	96	53	149	5	52	57	55	6	61	267
04:00 PM	38	12	50	4	12	16	8	0	8	74
04:15 PM	21	9	30	1	15	16	14	4	18	64
04:30 PM	47	11	58	2	14	16	20	6	26	100
04:45 PM	27	17	44	3	21	24	9	8	17	85
Total	133	49	182	10	62	72	51	18	69	323
05:00 PM	37	20	57	3	19	22	16	1	17	96
05:15 PM	32	22	54	1	23	24	9	1	10	88
05:30 PM	25	17	42	0	18	18	12	1	13	73
05:45 PM	20	10	30	0	18	18	10	2	12	60
Total	114	69	183	4	78	82	47	5	52	317
*** BREAK ***										
Grand Total	588	291	879	66	714	780	298	54	352	2011
Apprch %	66.9	33.1		8.5	91.5		84.7	15.3		
Total %	29.2	14.5	43.7	3.3	35.5	38.8	14.8	2.7	17.5	
Passenger	527	282	809	61	649	710	288	46	334	1853
% Passenger	89.6	96.9	92	92.4	90.9	91	96.6	85.2	94.9	92.1
Heavy Vehicle	61	9	70	5	65	70	10	8	18	158
% Heavy Vehicle	10.4	3.1	8	7.6	9.1	9	3.4	14.8	5.1	7.9

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File Name : 2.Lincoln Rd at Hudson Blvd
Site Code : 17296
Start Date : 8/17/2022
Page No : 1

Groups Printed- Passenger - Heavy Vehicle

	Lincoln Rd Southbound				Hudson Blvd Westbound				Lincoln Rd Northbound				Hudson Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	1	1	2	3	1	0	4	0	2	3	5	0	0	0	0	11
06:15 AM	1	0	0	1	3	2	0	5	2	4	3	9	1	0	0	1	16
06:30 AM	0	3	0	3	5	4	2	11	0	2	4	6	1	1	1	3	23
06:45 AM	1	2	0	3	6	10	3	19	0	6	9	15	0	4	0	4	41
Total	2	6	1	9	17	17	5	39	2	14	19	35	2	5	1	8	91
07:00 AM	1	2	0	3	7	6	3	16	1	14	11	26	0	4	0	4	49
07:15 AM	1	4	0	5	12	13	0	25	0	12	9	21	0	4	0	4	55
07:30 AM	3	5	1	9	5	11	1	17	2	13	4	19	6	6	2	14	59
07:45 AM	0	16	12	28	8	14	2	24	0	75	5	80	5	3	2	10	142
Total	5	27	13	45	32	44	6	82	3	114	29	146	11	17	4	32	305
08:00 AM	3	22	12	37	10	9	3	22	0	49	2	51	1	5	0	6	116
08:15 AM	2	4	0	6	3	5	5	13	0	5	8	13	0	0	0	0	32
08:30 AM	1	4	0	5	5	9	2	16	1	4	9	14	0	0	1	1	36
08:45 AM	2	6	0	8	6	0	1	7	0	7	6	13	2	2	0	4	32
Total	8	36	12	56	24	23	11	58	1	65	25	91	3	7	1	11	216
*** BREAK ***																	
02:00 PM	4	9	0	13	6	10	0	16	2	4	9	15	2	2	2	6	50
02:15 PM	1	8	0	9	4	5	4	13	1	11	18	30	1	3	1	5	57
02:30 PM	4	6	0	10	10	7	4	21	0	5	10	15	2	4	2	8	54
02:45 PM	2	15	10	27	5	10	0	15	3	76	6	85	0	6	1	7	134
Total	11	38	10	59	25	32	8	65	6	96	43	145	5	15	6	26	295
03:00 PM	1	35	14	50	12	8	2	22	1	21	11	33	1	4	1	6	111
03:15 PM	3	11	1	15	10	5	3	18	0	9	9	18	1	2	0	3	54
03:30 PM	4	11	3	18	11	7	2	20	0	3	8	11	0	4	1	5	54
03:45 PM	2	4	3	9	12	9	1	22	0	6	16	22	0	0	0	0	53
Total	10	61	21	92	45	29	8	82	1	39	44	84	2	10	2	14	272
04:00 PM	1	11	0	12	15	9	1	25	2	9	13	24	2	4	0	6	67
04:15 PM	4	12	0	16	7	8	2	17	1	6	17	24	0	3	0	3	60
04:30 PM	5	4	2	11	15	6	6	27	0	7	22	29	1	3	0	4	71
04:45 PM	1	11	4	16	8	5	5	18	1	8	17	26	1	10	1	12	72
Total	11	38	6	55	45	28	14	87	4	30	69	103	4	20	1	25	270
05:00 PM	2	12	0	14	9	10	2	21	2	10	13	25	0	7	0	7	67
05:15 PM	3	11	0	14	5	6	5	16	0	11	13	24	0	1	0	1	55
05:30 PM	2	12	0	14	16	6	2	24	0	6	14	20	1	1	0	2	60
05:45 PM	4	5	2	11	5	5	3	13	1	6	14	21	0	7	1	8	53
Total	11	40	2	53	35	27	12	74	3	33	54	90	1	16	1	18	235
*** BREAK ***																	
Grand Total	58	246	65	369	223	200	64	487	20	391	283	694	28	90	16	134	1684
Apprch %	15.7	66.7	17.6		45.8	41.1	13.1		2.9	56.3	40.8		20.9	67.2	11.9		
Total %	3.4	14.6	3.9	21.9	13.2	11.9	3.8	28.9	1.2	23.2	16.8	41.2	1.7	5.3	1	8	
Passenger	54	233	54	341	217	191	63	471	18	380	270	668	21	84	16	121	1601
% Passenger	93.1	94.7	83.1	92.4	97.3	95.5	98.4	96.7	90	97.2	95.4	96.3	75	93.3	100	90.3	95.1
Heavy Vehicle	4	13	11	28	6	9	1	16	2	11	13	26	7	6	0	13	83
% Heavy Vehicle	6.9	5.3	16.9	7.6	2.7	4.5	1.6	3.3	10	2.8	4.6	3.7	25	6.7	0	9.7	4.9

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File Name : 3.Eddie Williams Ave at Hudson Blvd
Site Code : 17296
Start Date : 8/17/2022

Groups Printed- Passenger - Heavy Vehicle

	Eddie Williams Ave Southbound			Hudson Blvd Westbound			Eddie Williams Ave Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
06:00 AM	0	2	2	2	0	2	7	0	7	11
06:15 AM	0	9	9	1	1	2	11	1	12	23
06:30 AM	0	6	6	2	3	5	9	1	10	21
06:45 AM	0	12	12	8	2	10	18	4	22	44
Total	0	29	29	13	6	19	45	6	51	99
07:00 AM	0	13	13	5	3	8	22	4	26	47
07:15 AM	3	25	28	10	4	14	44	2	46	88
07:30 AM	3	22	25	6	6	12	52	12	64	101
07:45 AM	6	48	54	17	7	24	60	5	65	143
Total	12	108	120	38	20	58	178	23	201	379
08:00 AM	4	75	79	20	8	28	30	3	33	140
08:15 AM	0	18	18	9	1	10	14	0	14	42
08:30 AM	0	11	11	6	7	13	10	0	10	34
08:45 AM	5	13	18	0	0	0	19	0	19	37
Total	9	117	126	35	16	51	73	3	76	253
*** BREAK ***										
02:00 PM	3	17	20	9	1	10	18	2	20	50
02:15 PM	0	17	17	3	5	8	26	6	32	57
02:30 PM	4	25	29	8	2	10	39	6	45	84
02:45 PM	7	81	88	13	4	17	60	3	63	168
Total	14	140	154	33	12	45	143	17	160	359
03:00 PM	4	61	65	19	8	27	25	0	25	117
03:15 PM	1	36	37	0	5	5	27	4	31	73
03:30 PM	3	27	30	6	2	8	23	5	28	66
03:45 PM	0	23	23	7	4	11	19	4	23	57
Total	8	147	155	32	19	51	94	13	107	313
04:00 PM	4	23	27	8	3	11	19	1	20	58
04:15 PM	1	20	21	5	3	8	20	3	23	52
04:30 PM	3	25	28	4	2	6	20	4	24	58
04:45 PM	7	12	19	6	4	10	23	4	27	56
Total	15	80	95	23	12	35	82	12	94	224
05:00 PM	1	26	27	2	6	8	20	7	27	62
05:15 PM	3	26	29	5	1	6	12	4	16	51
05:30 PM	2	25	27	5	4	9	20	2	22	58
05:45 PM	4	24	28	4	2	6	21	4	25	59
Total	10	101	111	16	13	29	73	17	90	230
Grand Total	68	722	790	190	98	288	688	91	779	1857
Apprch %	8.6	91.4		66	34		88.3	11.7		
Total %	3.7	38.9	42.5	10.2	5.3	15.5	37	4.9	41.9	
Passenger	65	689	754	178	96	274	664	76	740	1768
% Passenger	95.6	95.4	95.4	93.7	98	95.1	96.5	83.5	95	95.2
Heavy Vehicle	3	33	36	12	2	14	24	15	39	89
% Heavy Vehicle	4.4	4.6	4.6	6.3	2	4.9	3.5	16.5	5	4.8

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File Name : 4.Sugar House Rd at Lincoln Rd
Site Code : 17296
Start Date : 8/17/2022
Page No : 1

Groups Printed- Passenger - Heavy Vehicle

	Lincoln Rd Southbound			Sugar House Rd Westbound			Sugar House Rd Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
06:00 AM	0	3	3	0	0	0	3	1	4	7
06:15 AM	0	5	5	0	0	0	5	0	5	10
06:30 AM	0	9	9	0	0	0	5	0	5	14
06:45 AM	0	9	9	0	0	0	11	0	11	20
Total	0	26	26	0	0	0	24	1	25	51
07:00 AM	0	9	9	0	0	0	21	0	21	30
07:15 AM	0	18	18	0	0	0	27	0	27	45
07:30 AM	0	6	6	0	0	0	47	0	47	53
07:45 AM	0	20	20	0	0	0	63	0	63	83
Total	0	53	53	0	0	0	158	0	158	211
08:00 AM	0	33	33	0	0	0	33	0	33	66
08:15 AM	1	11	12	0	0	0	11	0	11	23
08:30 AM	0	10	10	0	0	0	16	0	16	26
08:45 AM	0	11	11	0	0	0	12	0	12	23
Total	1	65	66	0	0	0	72	0	72	138
*** BREAK ***										
02:00 PM	0	12	12	0	0	0	15	1	16	28
02:15 PM	0	11	11	0	0	0	35	1	36	47
02:30 PM	0	14	14	0	0	0	31	0	31	45
02:45 PM	0	25	25	0	0	0	54	1	55	80
Total	0	62	62	0	0	0	135	3	138	200
03:00 PM	0	38	38	0	0	0	30	0	30	68
03:15 PM	0	30	30	1	0	1	23	1	24	55
03:30 PM	0	22	22	0	0	0	12	0	12	34
03:45 PM	0	11	11	0	0	0	21	0	21	32
Total	0	101	101	1	0	1	86	1	87	189
04:00 PM	1	22	23	1	0	1	23	0	23	47
04:15 PM	0	14	14	0	0	0	21	0	21	35
04:30 PM	1	18	19	1	0	1	29	0	29	49
04:45 PM	0	18	18	0	0	0	23	0	23	41
Total	2	72	74	2	0	2	96	0	96	172
05:00 PM	0	23	23	0	0	0	21	0	21	44
05:15 PM	0	21	21	0	0	0	23	1	24	45
05:30 PM	0	25	25	0	0	0	25	0	25	50
05:45 PM	0	12	12	0	0	0	17	0	17	29
Total	0	81	81	0	0	0	86	1	87	168
*** BREAK ***										
Grand Total	3	460	463	3	0	3	657	6	663	1129
Apprch %	0.6	99.4		100	0		99.1	0.9		
Total %	0.3	40.7	41	0.3	0	0.3	58.2	0.5	58.7	
Passenger	3	446	449	3	0	3	632	6	638	1090
% Passenger	100	97	97	100	0	100	96.2	100	96.2	96.5
Heavy Vehicle	0	14	14	0	0	0	25	0	25	39
% Heavy Vehicle	0	3	3	0	0	0	3.8	0	3.8	3.5

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Solutions You Can Build Upon

File Name : 5.Eddie Williams Ave at Sugar House Rd
Site Code : 17296
Start Date : 8/17/2022
Page No : 1

Groups Printed- Passenger - Heavy Vehicle

	Eddie Williams Ave Southbound				Sugar House Rd Westbound				Eddie Williams Ave Northbound				Sugar House Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 AM	1	0	7	8	0	6	0	6	4	6	0	10	8	4	12	24	48
06:15 AM	0	1	8	9	1	6	0	7	10	7	1	18	4	4	5	13	47
06:30 AM	0	3	7	10	1	9	0	10	12	6	1	19	6	4	7	17	56
06:45 AM	1	3	19	23	1	12	1	14	14	5	2	21	12	12	7	31	89
Total	2	7	41	50	3	33	1	37	40	24	4	68	30	24	31	85	240
07:00 AM	0	3	13	16	0	11	1	12	18	6	4	28	19	13	13	45	101
07:15 AM	2	5	25	32	1	17	2	20	15	11	3	29	33	28	7	68	149
07:30 AM	5	2	27	34	2	9	3	14	17	8	3	28	52	42	12	106	182
07:45 AM	8	4	53	65	2	19	3	24	22	11	1	34	42	52	11	105	228
Total	15	14	118	147	5	56	9	70	72	36	11	119	146	135	43	324	660
08:00 AM	6	6	82	94	6	31	0	37	15	3	2	20	32	21	9	62	213
08:15 AM	1	1	25	27	1	8	1	10	15	2	1	18	13	12	4	29	84
08:30 AM	1	2	15	18	3	10	2	15	12	2	0	14	7	17	14	38	85
08:45 AM	1	1	13	15	2	12	0	14	12	5	1	18	11	14	9	34	81
Total	9	10	135	154	12	61	3	76	54	12	4	70	63	64	36	163	463
*** BREAK ***																	
02:00 PM	0	3	26	29	0	15	2	17	5	6	1	12	13	21	12	46	104
02:15 PM	3	2	14	19	1	10	0	11	8	4	1	13	26	34	9	69	112
02:30 PM	5	4	19	28	2	9	1	12	14	9	2	25	30	28	17	75	140
02:45 PM	13	6	73	92	4	14	5	23	16	12	4	32	48	32	12	92	239
Total	21	15	132	168	7	48	8	63	43	31	8	82	117	115	50	282	595
03:00 PM	6	11	63	80	6	33	2	41	14	4	3	21	20	32	21	73	215
03:15 PM	1	5	30	36	3	22	0	25	14	9	1	24	24	23	14	61	146
03:30 PM	1	7	26	34	1	24	0	25	8	3	1	12	19	15	13	47	118
03:45 PM	1	6	25	32	2	13	0	15	12	9	2	23	21	21	16	58	128
Total	9	29	144	182	12	92	2	106	48	25	7	80	84	91	64	239	607
04:00 PM	0	4	27	31	1	19	1	21	16	8	0	24	17	23	11	51	127
04:15 PM	0	9	17	26	2	19	0	21	13	5	2	20	24	21	12	57	124
04:30 PM	1	6	18	25	2	17	0	19	21	3	3	27	16	23	21	60	131
04:45 PM	0	6	13	19	2	19	1	22	9	8	3	20	24	21	18	63	124
Total	1	25	75	101	7	74	2	83	59	24	8	91	81	88	62	231	506
05:00 PM	0	2	24	26	4	17	1	22	14	6	1	21	25	22	10	57	126
05:15 PM	2	6	24	32	2	15	2	19	10	4	2	16	14	29	18	61	128
05:30 PM	3	8	27	38	3	24	1	28	8	4	3	15	24	26	14	64	145
05:45 PM	0	6	20	26	3	11	1	15	11	3	4	18	17	14	15	46	105
Total	5	22	95	122	12	67	5	84	43	17	10	70	80	91	57	228	504
*** BREAK ***																	
Grand Total	62	122	740	924	58	431	30	519	359	169	52	580	601	608	343	1552	3575
Apprch %	6.7	13.2	80.1		11.2	83	5.8		61.9	29.1	9		38.7	39.2	22.1		
Total %	1.7	3.4	20.7	25.8	1.6	12.1	0.8	14.5	10	4.7	1.5	16.2	16.8	17	9.6	43.4	
Passenger	60	113	690	863	54	418	29	501	340	153	49	542	573	586	327	1486	3392
% Passenger	96.8	92.6	93.2	93.4	93.1	97	96.7	96.5	94.7	90.5	94.2	93.4	95.3	96.4	95.3	95.7	94.9
Heavy Vehicle	2	9	50	61	4	13	1	18	19	16	3	38	28	22	16	66	183
% Heavy Vehicle	3.2	7.4	6.8	6.6	6.9	3	3.3	3.5	5.3	9.5	5.8	6.6	4.7	3.6	4.7	4.3	5.1

Appendix B

II. Peak Period Counts

b. Demand Calculations

The number of vehicles not served at the end of each 15-minute turning movement count interval was noted as a queue count. These volumes were then added to the proper 15-minute period to calculate demand. These demand volumes were then used to determine the peak hours for the AM and PM periods as shown in **Appendix B Section 2 Part C**. This data is attached.

Demand Calculations
LA 1 (3rd St) at Hudson Blvd
AM Peak Period

Start Time - End Time	Raw Count															
	SB				WB				NB				EB			
	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn
6:00 - 6:15		7	2						2	9			7		0	
6:15 - 6:30		12	3						3	28			3		0	
6:30 - 6:45		6	6						4	28			7		0	
6:45 - 7:00		4	3						4	38			7		0	
7:00 - 7:15		13	7						6	48			9		0	
7:15 - 7:30		18	7						4	48			13		1	
7:30 - 7:45		16	5						3	45			16		3	
7:45 - 8:00		12	14						3	63			13		1	
8:00 - 8:15		16	11						2	29			6		1	
8:15 - 8:30		16	11						0	31			11		2	
8:30 - 8:45		20	5						0	17			7		1	
8:45 - 9:00		10	5						0	25			9		2	

	Queue Count															
	SB				WB				NB				EB			
Time		Through	Through / Right							Left / Through	Through				Left / Right	
6:00		0	0							0	0				0	
6:15		0	0							0	0				0	
6:30		0	0							0	0				0	
6:45		0	0							0	0				0	
7:00		0	0							0	0				0	
7:15		0	0							0	0				0	
7:30		0	0							0	0				0	
7:45		0	0							0	0				0	
8:00		0	0							0	0				0	
8:15		0	0							0	0				0	
8:30		0	0							0	0				0	
8:45		0	0							0	0				0	

Start Time - End Time	Demand Volume															
	SB				WB				NB				EB			
	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn
6:00 - 6:15	0	7	2		0	0	0	0	2	9	0		7	0	0	0
6:15 - 6:30	0	12	3		0	0	0	0	3	28	0		3	0	0	0
6:30 - 6:45	0	6	6		0	0	0	0	4	28	0		7	0	0	0
6:45 - 7:00	0	4	3		0	0	0	0	4	38	0		7	0	0	0
7:00 - 7:15	0	13	7		0	0	0	0	6	48	0		9	0	0	0
7:15 - 7:30	0	18	7		0	0	0	0	4	48	0		13	0	1	0
7:30 - 7:45	0	16	5		0	0	0	0	3	45	0		16	0	3	0
7:45 - 8:00	0	12	14		0	0	0	0	3	63	0		13	0	1	0
8:00 - 8:15	0	16	11		0	0	0	0	2	29	0		6	0	1	0
8:15 - 8:30	0	16	11		0	0	0	0	0	31	0		11	0	2	0
8:30 - 8:45	0	20	5		0	0	0	0	0	17	0		7	0	1	0
8:45 - 9:00	0	10	5		0	0	0	0	0	25	0		9	0	2	0

Start Time - End Time	Peak Hour Calculation		
	Raw Count	Unmet Demand	Demand Volume
6:00 - 7:00	183	0	183
6:15 - 7:15	239	0	239
6:30 - 7:30	281	0	281
6:45 - 7:45	318	0	318
7:00 - 8:00	368	0	368
7:15 - 8:15	350	0	350
7:30 - 8:30	330	0	330
7:45 - 8:45	292	0	292
8:00 - 9:00	237	0	237

AM Peak Hour 7:15-8:15	Peak Hour Volume															
	SB				WB				NB				EB			
	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn
Raw TMC	0	62	37	0	0	0	0	0	12	185	0	0	48	0	6	0
Unmet Demand	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Demand	0	62	37	0	0	0	0	0	12	185	0	0	48	0	6	0
PHF =	0.83															

Demand Calculations
LA 1 (3rd St) at Hudson Blvd
PM Peak Period

Start Time - End Time	Raw Count															
	SB				WB				NB				EB			
	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn
14:00 - 14:15		20	8						2	22			9		3	
14:15 - 14:30		30	12						4	21			15		4	
14:30 - 14:45		22	11						6	49			6		5	
14:45 - 15:00		23	10						4	21			7		2	
15:00 - 15:15		16	9						1	16			15		1	
15:15 - 15:30		27	16						2	12			13		1	
15:30 - 15:45		24	16						1	17			14		1	
15:45 - 16:00		29	12						1	7			13		3	
16:00 - 16:15		38	12						4	12			8		0	
16:15 - 16:30		21	9						1	15			14		4	
16:30 - 16:45		47	11						2	14			20		6	
16:45 17:00		27	17						3	21			9		8	
17:00 17:15		37	20						3	19			16		1	
17:15 17:30		32	22						1	23			9		1	
17:30 17:45		25	17						0	18			12		1	
17:45 - 18:00		20	10						0	18			10		2	

Time	Queue Count															
	SB				WB				NB				EB			
		Through	Through / Right							Left / Through	Through				Left / Right	
14:00		0	0							0	0				0	
14:15		0	0							0	0				0	
14:30		0	0							0	0				0	
14:45		0	0							0	0				0	
15:00		0	0							0	0				0	
15:15		0	0							0	0				0	
15:30		0	0							0	0				0	
15:45		0	0							0	0				0	
16:00		0	0							0	0				0	
16:15		0	0							0	0				0	
16:30		0	0							0	0				0	
16:45		0	0							0	0				0	
17:00		0	0							0	0				0	
17:15		0	0							0	0				0	
17:30		0	0							0	0				0	
17:45		0	0							0	0				0	

Start Time - End Time	Demand Volume															
	SB				WB				NB				EB			
	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn
14:00 - 14:15	0	20	8		0	0	0	0	2	22	0		9	0	3	0
14:15 - 14:30	0	30	12		0	0	0	0	4	21	0		15	0	4	0
14:30 - 14:45	0	22	11		0	0	0	0	6	49	0		6	0	5	0
14:45 - 15:00	0	23	10		0	0	0	0	4	21	0		7	0	2	0
15:00 - 15:15	0	16	9		0	0	0	0	1	16	0		15	0	1	0
15:15 - 15:30	0	27	16		0	0	0	0	2	12	0		13	0	1	0
15:30 - 15:45	0	24	16		0	0	0	0	1	17	0		14	0	1	0
15:45 - 16:00	0	29	12		0	0	0	0	1	7	0		13	0	3	0
16:00 - 16:15	0	38	12		0	0	0	0	4	12	0		8	0	0	0
16:15 - 16:30	0	21	9		0	0	0	0	1	15	0		14	0	4	0
16:30 - 16:45	0	47	11		0	0	0	0	2	14	0		20	0	6	0
16:45 - 17:00	0	27	17		0	0	0	0	3	21	0		9	0	8	0
17:00 - 17:15	0	37	20		0	0	0	0	3	19	0		16	0	1	0
17:15 - 17:30	0	32	22		0	0	0	0	1	23	0		9	0	1	0
17:30 - 17:45	0	25	17		0	0	0	0	0	18	0		12	0	1	0
17:45 - 18:00	0	20	10		0	0	0	0	0	18	0		10	0	2	0

Start Time - End Time	Peak Hour Calculation		
	Raw Count	Unmet Demand	Demand Volume
14:00 - 15:00	316	0	316
14:15 - 15:15	310	0	310
14:30 - 15:30	295	0	295
14:45 - 15:45	269	0	269
15:00 - 16:00	267	0	267
15:15 - 16:15	283	0	283
15:30 - 16:30	276	0	276
15:45 - 16:45	303	0	303
16:00 - 17:00	323	0	323
16:15 - 17:15	345	0	345
16:30 - 17:30	369	0	369
16:45 - 17:45	342	0	342
17:00 - 18:00	317	0	317

PM Peak Hour	Peak Hour Volume															
4:30-5:30	SB				WB				NB				EB			
	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn
Raw TMC	0	143	70	0	0	0	0	0	9	77	0	0	54	0	16	0
Unmet Demand	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Demand	0	143	70	0	0	0	0	0	9	77	0	0	54	0	16	0
PHF =	0.92															

Demand Calculations
Hudson Blvd at Lincoln Rd
AM Peak Period

Start Time - End Time	Raw Count															
	SB				WB				NB				EB			
	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn
6:00 - 6:15	0	1	1		3	1	0		0	2	3		0	0	0	
6:15 - 6:30	1	0	0		3	2	0		2	4	3		1	0	0	
6:30 - 6:45	0	3	0		5	4	2		0	2	4		1	1	1	
6:45 - 7:00	1	2	0		6	10	3		0	6	9		0	4	0	
7:00 - 7:15	1	2	0		7	6	3		1	14	11		0	4	0	
7:15 - 7:30	1	4	0		12	13	0		0	12	9		0	4	0	
7:30 - 7:45	3	5	1		5	11	1		2	13	4		6	6	2	
7:45 - 8:00	0	16	12		8	14	2		0	75	5		5	3	2	
8:00 - 8:15	3	22	12		10	9	3		0	49	2		1	5	0	
8:15 - 8:30	2	4	0		3	5	5		0	5	8		0	0	0	
8:30 - 8:45	1	4	0		5	9	2		1	4	9		0	0	1	
8:45 - 9:00	2	6	0		6	0	1		0	7	6		2	2	0	

Time	Queue Count															
	SB				WB				NB				EB			
		Left / Through / Right				Left / Through / Right				Left / Through / Right				Left / Through / Right		
6:00		0				0				0				0		
6:15		0				0				0				0		
6:30		0				0				0				0		
6:45		0				0				0				0		
7:00		0				0				0				0		
7:15		0				0				0				0		
7:30		0				0				0				0		
7:45		0				0				0				0		
8:00		0				0				0				0		
8:15		0				0				0				0		
8:30		0				0				0				0		
8:45		0				0				0				0		

Start Time - End Time	Demand Volume															
	SB				WB				NB				EB			
	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn
6:00 - 6:15	0	1	1		3	1	0	0	0	2	3		0	0	0	0
6:15 - 6:30	1	0	0		3	2	0	0	2	4	3		1	0	0	0
6:30 - 6:45	0	3	0		5	4	2	0	0	2	4		1	1	1	0
6:45 - 7:00	1	2	0		6	10	3	0	0	6	9		0	4	0	0
7:00 - 7:15	1	2	0		7	6	3	0	1	14	11		0	4	0	0
7:15 - 7:30	1	4	0		12	13	0	0	0	12	9		0	4	0	0
7:30 - 7:45	3	5	1		5	11	1	0	2	13	4		6	6	2	0
7:45 - 8:00	0	16	12		8	14	2	0	0	75	5		5	3	2	0
8:00 - 8:15	3	22	12		10	9	3	0	0	49	2		1	5	0	0
8:15 - 8:30	2	4	0		3	5	5	0	0	5	8		0	0	0	0
8:30 - 8:45	1	4	0		5	9	2	0	1	4	9		0	0	1	0
8:45 - 9:00	2	6	0		6	0	1	0	0	7	6		2	2	0	0

Start Time - End Time	Peak Hour Calculation		
	Raw Count	Unmet Demand	Demand Volume
6:00 - 7:00	91	0	91
6:15 - 7:15	129	0	129
6:30 - 7:30	168	0	168
6:45 - 7:45	204	0	204
7:00 - 8:00	305	0	305
7:15 - 8:15	372	0	372
7:30 - 8:30	349	0	349
7:45 - 8:45	326	0	326
8:00 - 9:00	216	0	216

AM Peak Hour	Peak Hour Volume															
7:15-8:15	SB				WB				NB				EB			
	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn
Raw TMC	7	47	25	0	35	47	6	0	2	149	20	0	12	18	4	0
Unmet Demand	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Demand	7	47	25	0	35	47	6	0	2	149	20	0	12	18	4	0
PHF =	0.65															

Demand Calculations
Hudson Blvd at Lincoln Rd
PM Peak Period

Start Time	End Time	Raw Count															
		SB				WB				NB				EB			
		Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn
14:00	14:15	4	9	0		6	10	0		2	4	9		2	2	2	
14:15	14:30	1	8	0		4	5	4		1	11	18		1	3	1	
14:30	14:45	4	6	0		10	7	4		0	5	10		2	4	2	
14:45	15:00	2	15	10		5	10	0		3	76	6		0	6	1	
15:00	15:15	1	35	14		12	8	2		1	21	11		1	4	1	
15:15	15:30	3	11	1		10	5	3		0	9	9		1	2	0	
15:30	15:45	4	11	3		11	7	2		0	3	8		0	4	1	
15:45	16:00	2	4	3		12	9	1		0	6	16		0	0	0	
16:00	16:15	1	11	0		15	9	1		2	9	13		2	4	0	
16:15	16:30	4	12	0		7	8	2		1	6	17		0	3	0	
16:30	16:45	5	4	2		15	6	6		0	7	22		1	3	0	
16:45	17:00	1	11	4		8	5	5		1	8	17		1	10	1	
17:00	17:15	2	12	0		9	10	2		2	10	13		0	7	0	
17:15	17:30	3	11	0		5	6	5		0	11	13		0	1	0	
17:30	17:45	2	12	0		16	6	2		0	6	14		1	1	0	
17:45	18:00	4	5	2		5	5	3		1	6	14		0	7	1	

Time	Queue Count															
	SB				WB				NB				EB			
		Left / Through / Right				Left / Through / Right				Left / Through / Right				Left / Through / Right		
14:00		0				0				0				0		
14:15		0				0				0				0		
14:30		0				0				0				0		
14:45		0				0				0				0		
15:00		0				0				0				0		
15:15		0				0				0				0		
15:30		0				0				0				0		
15:45		0				0				0				0		
16:00		0				0				0				0		
16:15		0				0				0				0		
16:30		0				0				0				0		
16:45		0				0				0				0		
17:00		0				0				0				0		
17:15		0				0				0				0		
17:30		0				0				0				0		
17:45		0				0				0				0		

Start Time	End Time	Demand Volume															
		SB				WB				NB				EB			
		Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn
14:00	14:15	4	9	0		6	10	0	0	2	4	9		2	2	2	0
14:15	14:30	1	8	0		4	5	4	0	1	11	18		1	3	1	0
14:30	14:45	4	6	0		10	7	4	0	0	5	10		2	4	2	0
14:45	15:00	2	15	10		5	10	0	0	3	76	6		0	6	1	0
15:00	15:15	1	35	14		12	8	2	0	1	21	11		1	4	1	0
15:15	15:30	3	11	1		10	5	3	0	0	9	9		1	2	0	0
15:30	15:45	4	11	3		11	7	2	0	0	3	8		0	4	1	0
15:45	16:00	2	4	3		12	9	1	0	0	6	16		0	0	0	0
16:00	16:15	1	11	0		15	9	1	0	2	9	13		2	4	0	0
16:15	16:30	4	12	0		7	8	2	0	1	6	17		0	3	0	0
16:30	16:45	5	4	2		15	6	6	0	0	7	22		1	3	0	0
16:45	17:00	1	11	4		8	5	5	0	1	8	17		1	10	1	0
17:00	17:15	2	12	0		9	10	2	0	2	10	13		0	7	0	0
17:15	17:30	3	11	0		5	6	5	0	0	11	13		0	1	0	0
17:30	17:45	2	12	0		16	6	2	0	0	6	14		1	1	0	0
17:45	18:00	4	5	2		5	5	3	0	1	6	14		0	7	1	0

Start Time	End Time	Peak Hour Calculation		
		Raw Count	Unmet Demand	Demand Volume
14:00	15:00	295	0	295
14:15	15:15	356	0	356
14:30	15:30	353	0	353
14:45	15:45	353	0	353
15:00	16:00	272	0	272
15:15	16:15	228	0	228
15:30	16:30	234	0	234
15:45	16:45	251	0	251
16:00	17:00	270	0	270
16:15	17:15	270	0	270
16:30	***17:30***	265	0	265
16:45	17:45	254	0	254
17:00	18:00	235	0	235

PM Peak Hour	Peak Hour Volume															
4:30-5:30	SB				WB				NB				EB			
	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn
Raw TMC	11	38	6	0	37	27	18	0	3	36	65	0	2	21	1	0
Unmet Demand	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Demand	11	38	6	0	37	27	18	0	3	36	65	0	2	21	1	0
PHF =	0.92															

Demand Calculations
Hudson Blvd at Eddie Williams Ave
AM Peak Period

Start Time - End Time	Raw Count															
	SB				WB				NB				EB			
	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn
6:00 - 6:15	0	2			2		0			7	0					
6:15 - 6:30	0	9			1		1			11	1					
6:30 - 6:45	0	6			2		3			9	1					
6:45 - 7:00	0	12			8		2			18	4					
7:00 - 7:15	0	13			5		3			22	4					
7:15 - 7:30	3	25			10		4			44	2					
7:30 - 7:45	3	22			6		6			52	12					
7:45 - 8:00	6	48			17		7			60	5					
8:00 - 8:15	4	75			20		8			30	3					
8:15 - 8:30	0	18			9		1			14	0					
8:30 - 8:45	0	11			6		7			10	0					
8:45 - 9:00	5	13			0		0			19	0					

Time	Queue Count															
	SB				WB				NB				EB			
		Left / Through					Left / Right			Through / Right						
6:00		0					0			0						
6:15		0					0			0						
6:30		0					0			0						
6:45		0					0			0						
7:00		0					0			0						
7:15		0					0			0						
7:30		0					0			0						
7:45		0					0			0						
8:00		0					0			0						
8:15		0					0			0						
8:30		0					0			0						
8:45		0					0			0						

Start Time - End Time	Demand Volume															
	SB				WB				NB				EB			
	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn
6:00 - 6:15	0	2	0		2	0	0	0	0	7	0		0	0	0	0
6:15 - 6:30	0	9	0		1	0	1	0	0	11	1		0	0	0	0
6:30 - 6:45	0	6	0		2	0	3	0	0	9	1		0	0	0	0
6:45 - 7:00	0	12	0		8	0	2	0	0	18	4		0	0	0	0
7:00 - 7:15	0	13	0		5	0	3	0	0	22	4		0	0	0	0
7:15 - 7:30	3	25	0		10	0	4	0	0	44	2		0	0	0	0
7:30 - 7:45	3	22	0		6	0	6	0	0	52	12		0	0	0	0
7:45 - 8:00	6	48	0		17	0	7	0	0	60	5		0	0	0	0
8:00 - 8:15	4	75	0		20	0	8	0	0	30	3		0	0	0	0
8:15 - 8:30	0	18	0		9	0	1	0	0	14	0		0	0	0	0
8:30 - 8:45	0	11	0		6	0	7	0	0	10	0		0	0	0	0
8:45 - 9:00	5	13	0		0	0	0	0	0	19	0		0	0	0	0

Start Time - End Time	Peak Hour Calculation		
	Raw Count	Unmet Demand	Demand Volume
6:00 - 7:00	99	0	99
6:15 - 7:15	135	0	135
6:30 - 7:30	200	0	200
6:45 - 7:45	280	0	280
7:00 - 8:00	379	0	379
7:15 - 8:15	472	0	472
7:30 - 8:30	426	0	426
7:45 - 8:45	359	0	359
8:00 - 9:00	253	0	253

AM Peak Hour	Peak Hour Volume															
7:15-8:15	SB				WB				NB				EB			
	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn
Raw TMC	16	170	0	0	53	0	25	0	0	186	22	0	0	0	0	0
Unmet Demand	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Demand	16	170	0	0	53	0	25	0	0	186	22	0	0	0	0	0
PHF =	0.83															

Demand Calculations
Hudson Blvd at Eddie Williams Ave
PM Peak Period

Start Time - End Time	Raw Count															
	SB				WB				NB				EB			
	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn
14:00 - 14:15	3	17			9		1			18	2					
14:15 - 14:30	0	17			3		5			26	6					
14:30 - 14:45	4	25			8		2			39	6					
14:45 - 15:00	7	81			13		4			60	3					
15:00 - 15:15	4	61			19		8			25	0					
15:15 - 15:30	1	36			0		5			27	4					
15:30 - 15:45	3	27			6		2			23	5					
15:45 - 16:00	0	23			7		4			19	4					
16:00 - 16:15	4	23			8		3			19	1					
16:15 - 16:30	1	20			5		3			20	3					
16:30 - 16:45	3	25			4		2			20	4					
16:45 17:00	7	12			6		4			23	4					
17:00 17:15	1	26			2		6			20	7					
17:15 17:30	3	26			5		1			12	4					
17:30 17:45	2	25			5		4			20	2					
17:45 - 18:00	4	24			4		2			21	4					

Time	Queue Count															
	SB				WB				NB				EB			
		Left / Through					Left / Right			Through / Right						
14:00		0					0			0						
14:15		0					0			0						
14:30		0					0			0						
14:45		0					0			0						
15:00		0					0			0						
15:15		0					0			0						
15:30		0					0			0						
15:45		0					0			0						
16:00		0					0			0						
16:15		0					0			0						
16:30		0					0			0						
16:45		0					0			0						
17:00		0					0			0						
17:15		0					0			0						
17:30		0					0			0						
17:45		0					0			0						

Start Time - End Time	Demand Volume															
	SB				WB				NB				EB			
	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn
14:00 - 14:15	3	17	0		9	0	1	0	0	18	2		0	0	0	0
14:15 - 14:30	0	17	0		3	0	5	0	0	26	6		0	0	0	0
14:30 - 14:45	4	25	0		8	0	2	0	0	39	6		0	0	0	0
14:45 - 15:00	7	81	0		13	0	4	0	0	60	3		0	0	0	0
15:00 - 15:15	4	61	0		19	0	8	0	0	25	0		0	0	0	0
15:15 - 15:30	1	36	0		0	0	5	0	0	27	4		0	0	0	0
15:30 - 15:45	3	27	0		6	0	2	0	0	23	5		0	0	0	0
15:45 - 16:00	0	23	0		7	0	4	0	0	19	4		0	0	0	0
16:00 - 16:15	4	23	0		8	0	3	0	0	19	1		0	0	0	0
16:15 - 16:30	1	20	0		5	0	3	0	0	20	3		0	0	0	0
16:30 - 16:45	3	25	0		4	0	2	0	0	20	4		0	0	0	0
16:45 - 17:00	7	12	0		6	0	4	0	0	23	4		0	0	0	0
17:00 - 17:15	1	26	0		2	0	6	0	0	20	7		0	0	0	0
17:15 - 17:30	3	26	0		5	0	1	0	0	12	4		0	0	0	0
17:30 - 17:45	2	25	0		5	0	4	0	0	20	2		0	0	0	0
17:45 - 18:00	4	24	0		4	0	2	0	0	21	4		0	0	0	0

Start Time - End Time	Peak Hour Calculation		
	Raw Count	Unmet Demand	Demand Volume
14:00 - 15:00	359	0	359
14:15 - 15:15	426	0	426
14:30 - 15:30	442	0	442
14:45 - 15:45	424	0	424
15:00 - 16:00	313	0	313
15:15 - 16:15	254	0	254
15:30 - 16:30	233	0	233
15:45 - 16:45	225	0	225
16:00 - 17:00	224	0	224
16:15 - 17:15	228	0	228
16:30 - 17:30	227	0	227
16:45 - 17:45	227	0	227
17:00 - 18:00	230	0	230

PM Peak Hour 4:30-5:30	Peak Hour Volume															
	SB				WB				NB				EB			
	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn
Raw TMC	14	89	0	0	17	0	13	0	0	75	19	0	0	0	0	0
Unmet Demand	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Demand	14	89	0	0	17	0	13	0	0	75	19	0	0	0	0	0
PHF =	0.92															

Demand Calculations
Sugarhouse Rd at Lincoln Rd
AM Peak Period

Raw Count

Start Time - End Time	SB				WB				NB				EB			
	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn
6:00 - 6:15	0		3			0	0						3	1		
6:15 - 6:30	0		5			0	0						5	0		
6:30 - 6:45	0		9			0	0						5	0		
6:45 - 7:00	0		9			0	0						11	0		
7:00 - 7:15	0		9			0	0						21	0		
7:15 - 7:30	0		18			0	0						27	0		
7:30 - 7:45	0		6			0	0						47	0		
7:45 - 8:00	0		20			0	0						63	0		
8:00 - 8:15	0		33			0	0						33	0		
8:15 - 8:30	1		11			0	0						11	0		
8:30 - 8:45	0		10			0	0						16	0		
8:45 - 9:00	0		11			0	0						12	0		

Queue Count

	SB				WB				NB				EB			
Time		Left / Right				Through / Right							Left	Through		
6:00		0				0							0	0		
6:15		0				0							0	0		
6:30		0				0							0	0		
6:45		0				0							0	0		
7:00		0				0							0	0		
7:15		0				0							0	0		
7:30		0				0							0	0		
7:45		0				0							0	0		
8:00		0				0							0	0		
8:15		0				0							0	0		
8:30		0				0							0	0		
8:45		0				0							0	0		

Demand Volume

Start Time - End Time	SB				WB				NB				EB			
	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn
6:00 - 6:15	0	0	3		0	0	0	0	0	0	0		3	1	0	0
6:15 - 6:30	0	0	5		0	0	0	0	0	0	0		5	0	0	0
6:30 - 6:45	0	0	9		0	0	0	0	0	0	0		5	0	0	0
6:45 - 7:00	0	0	9		0	0	0	0	0	0	0		11	0	0	0
7:00 - 7:15	0	0	9		0	0	0	0	0	0	0		21	0	0	0
7:15 - 7:30	0	0	18		0	0	0	0	0	0	0		27	0	0	0
7:30 - 7:45	0	0	6		0	0	0	0	0	0	0		47	0	0	0
7:45 - 8:00	0	0	20		0	0	0	0	0	0	0		63	0	0	0
8:00 - 8:15	0	0	33		0	0	0	0	0	0	0		33	0	0	0
8:15 - 8:30	1	0	11		0	0	0	0	0	0	0		11	0	0	0
8:30 - 8:45	0	0	10		0	0	0	0	0	0	0		16	0	0	0
8:45 - 9:00	0	0	11		0	0	0	0	0	0	0		12	0	0	0

Peak Hour Calculation

Start Time - End Time	Raw Count	Unmet Demand	Demand Volume
6:00 - 7:00	51	0	51
6:15 - 7:15	74	0	74
6:30 - 7:30	109	0	109
6:45 - 7:45	148	0	148
7:00 - 8:00	211	0	211
7:15 - 8:15	247	0	247
7:30 - 8:30	225	0	225
7:45 - 8:45	198	0	198
8:00 - 9:00	138	0	138

Peak Hour Volume

AM Peak Hour 7:15-8:15	SB				WB				NB				EB			
	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn
Raw TMC	0	0	77	0	0	0	0	0	0	0	0	0	170	0	0	0
Unmet Demand	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Demand	0	0	77	0	0	0	0	0	0	0	0	0	170	0	0	0
PHF =	0.74															

Demand Calculations
Sugarhouse Rd at Lincoln Rd
PM Peak Period

Start Time - End Time	Raw Count															
	SB				WB				NB				EB			
	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn
14:00 - 14:15	0		12			0	0						15	1		
14:15 - 14:30	0		11			0	0						35	1		
14:30 - 14:45	0		14			0	0						31	0		
14:45 - 15:00	0		25			0	0						54	1		
15:00 - 15:15	0		38			0	0						30	0		
15:15 - 15:30	0		30			1	0						23	1		
15:30 - 15:45	0		22			0	0						12	0		
15:45 - 16:00	0		11			0	0						21	0		
16:00 - 16:15	1		22			1	0						23	0		
16:15 - 16:30	0		14			0	0						21	0		
16:30 - 16:45	1		18			1	0						29	0		
16:45 - 17:00	0		18			0	0						23	0		
17:00 - 17:15	0		23			0	0						21	0		
17:15 - 17:30	0		21			0	0						23	1		
17:30 - 17:45	0		25			0	0						25	0		
17:45 - 18:00	0		12			0	0						17	0		

Time	Queue Count															
	SB				WB				NB				EB			
		Left / Right				Through / Right							Left	Through		
14:00		0				0							0	0		
14:15		0				0							0	0		
14:30		0				0							0	0		
14:45		0				0							0	0		
15:00		0				0							0	0		
15:15		0				0							0	0		
15:30		0				0							0	0		
15:45		0				0							0	0		
16:00		0				0							0	0		
16:15		0				0							0	0		
16:30		0				0							0	0		
16:45		0				0							0	0		
17:00		0				0							0	0		
17:15		0				0							0	0		
17:30		0				0							0	0		
17:45		0				0							0	0		

Start Time - End Time	Demand Volume															
	SB				WB				NB				EB			
	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn
14:00 - 14:15	0	0	12		0	0	0	0	0	0	0		15	1	0	0
14:15 - 14:30	0	0	11		0	0	0	0	0	0	0		35	1	0	0
14:30 - 14:45	0	0	14		0	0	0	0	0	0	0		31	0	0	0
14:45 - 15:00	0	0	25		0	0	0	0	0	0	0		54	1	0	0
15:00 - 15:15	0	0	38		0	0	0	0	0	0	0		30	0	0	0
15:15 - 15:30	0	0	30		0	1	0	0	0	0	0		23	1	0	0
15:30 - 15:45	0	0	22		0	0	0	0	0	0	0		12	0	0	0
15:45 - 16:00	0	0	11		0	0	0	0	0	0	0		21	0	0	0
16:00 - 16:15	1	0	22		0	1	0	0	0	0	0		23	0	0	0
16:15 - 16:30	0	0	14		0	0	0	0	0	0	0		21	0	0	0
16:30 - 16:45	1	0	18		0	1	0	0	0	0	0		29	0	0	0
16:45 - 17:00	0	0	18		0	0	0	0	0	0	0		23	0	0	0
17:00 - 17:15	0	0	23		0	0	0	0	0	0	0		21	0	0	0
17:15 - 17:30	0	0	21		0	0	0	0	0	0	0		23	1	0	0
17:30 - 17:45	0	0	25		0	0	0	0	0	0	0		25	0	0	0
17:45 - 18:00	0	0	12		0	0	0	0	0	0	0		17	0	0	0

Start Time - End Time	Peak Hour Calculation		
	Raw Count	**Unmet Demand**	**Demand Volume**
14:00 - 15:00	200	0	200
14:15 - 15:15	240	0	240
14:30 - 15:30	248	0	248
14:45 - 15:45	237	0	237
15:00 - 16:00	189	0	189
15:15 - 16:15	168	0	168
15:30 - 16:30	148	0	148
15:45 - 16:45	163	0	163
16:00 - 17:00	172	0	172
16:15 - 17:15	169	0	169
16:30 - 17:30	179	0	179
16:45 - 17:45	180	0	180
17:00 - 18:00	168	0	168

PM Peak Hour 4:30-5:30	Peak Hour Volume															
	SB				WB				NB				EB			
	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn
Raw TMC	1	0	80	0	0	1	0	0	0	0	0	0	96	1	0	0
Unmet Demand	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Demand	1	0	80	0	0	1	0	0	0	0	0	0	96	1	0	0
PHF =	0.91															

Demand Calculations
Sugarhouse Rd at Eddie Williams Ave
AM Peak Period

Start Time - End Time	Raw Count															
	SB				WB				NB				EB			
	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn
6:00 - 6:15	1	0	7		0	6	0		4	6	0		8	4	12	
6:15 - 6:30	0	1	8		1	6	0		10	7	1		4	4	5	
6:30 - 6:45	0	3	7		1	9	0		12	6	1		6	4	7	
6:45 - 7:00	1	3	19		1	12	1		14	5	2		12	12	7	
7:00 - 7:15	0	3	13		0	11	1		18	6	4		19	13	13	
7:15 - 7:30	2	5	25		1	17	2		15	11	3		33	28	7	
7:30 - 7:45	5	2	27		2	9	3		17	8	3		52	42	12	
7:45 - 8:00	8	4	53		2	19	3		22	11	1		42	52	11	
8:00 - 8:15	6	6	82		6	31	0		15	3	2		32	21	9	
8:15 - 8:30	1	1	25		1	8	1		15	2	1		13	12	4	
8:30 - 8:45	1	2	15		3	10	2		12	2	0		7	17	14	
8:45 - 9:00	1	1	13		2	12	0		12	5	1		11	14	9	

Time	Queue Count															
	SB				WB				NB				EB			
	Left	Through / Right				Left / Through / Right			Left	Through / Right			Left	Through	Right	
6:00	0	0				0			0	0			0	0	0	
6:15	0	0				0			0	0			0	0	0	
6:30	0	0				0			0	0			0	0	0	
6:45	0	0				0			0	0			1	1	0	
7:00	0	0				1			0	0			1	0	0	
7:15	0	0				1			0	0			1	0	0	
7:30	0	0				1			0	0			2	1	1	
7:45	0	0				6			1	1			8	2	1	
8:00	0	0				0			0	0			3	1	0	
8:15	0	0				0			0	0			0	0	0	
8:30	0	0				0			0	0			0	0	0	
8:45	0	0				0			0	0			0	0	0	

Start Time - End Time	Demand Volume															
	SB				WB				NB				EB			
	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn
6:00 - 6:15	1	0	7		0	6	0	0	4	6	0		8	4	12	0
6:15 - 6:30	0	1	8		1	6	0	0	10	7	1		4	4	5	0
6:30 - 6:45	0	3	7		1	9	0	0	12	6	1		7	5	7	0
6:45 - 7:00	1	3	19		1	13	1	0	14	5	2		12	11	7	0
7:00 - 7:15	0	3	13		0	11	1	0	18	6	4		19	13	13	0
7:15 - 7:30	2	5	25		1	17	2	0	15	11	3		34	29	8	0
7:30 - 7:45	5	2	27		2	13	4	0	18	9	3		58	43	12	0
7:45 - 8:00	8	4	53		2	14	2	0	21	10	1		37	51	10	0
8:00 - 8:15	6	6	82		6	31	0	0	15	3	2		29	20	9	0
8:15 - 8:30	1	1	25		1	8	1	0	15	2	1		13	12	4	0
8:30 - 8:45	1	2	15		3	10	2	0	12	2	0		7	17	14	0
8:45 - 9:00	1	1	13		2	12	0	0	12	5	1		11	14	9	0

Start Time - End Time	Peak Hour Calculation		
	Raw Count	Unmet Demand	Demand Volume
6:00 - 7:00	240	2	242
6:15 - 7:15	293	2	295
6:30 - 7:30	395	5	400
6:45 - 7:45	521	17	538
7:00 - 8:00	660	2	662
7:15 - 8:15	772	-2	770
7:30 - 8:30	707	-5	702
7:45 - 8:45	610	-19	591
8:00 - 9:00	463	-4	459

AM Peak Hour 7:15-8:15	Peak Hour Volume															
	SB				WB				NB				EB			
	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn
Raw TMC	21	17	187	0	11	76	8	0	69	33	9	0	159	143	39	0
Unmet Demand	0	0	0	0	0	-1	0	0	0	0	0	0	-1	0	0	0
Demand	21	17	187	0	11	75	8	0	69	33	9	0	158	143	39	0
PHF =	0.90															

Demand Calculations
Sugarhouse Rd at Eddie Williams Ave
PM Peak Period

Start Time - End Time	Raw Count															
	SB				WB				NB				EB			
	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn
14:00 - 14:15	0	3	26		0	15	2		5	6	1		13	21	12	
14:15 - 14:30	3	2	14		1	10	0		8	4	1		26	34	9	
14:30 - 14:45	5	4	19		2	9	1		14	9	2		30	28	17	
14:45 - 15:00	13	6	73		4	14	5		16	12	4		48	32	12	
15:00 - 15:15	6	11	63		6	33	2		14	4	3		20	32	21	
15:15 - 15:30	1	5	30		3	22	0		14	9	1		24	23	14	
15:30 - 15:45	1	7	26		1	24	0		8	3	1		19	15	13	
15:45 - 16:00	1	6	25		2	13	0		12	9	2		21	21	16	
16:00 - 16:15	0	4	27		1	19	1		16	8	0		17	23	11	
16:15 - 16:30	0	9	17		2	19	0		13	5	2		24	21	12	
16:30 - 16:45	1	6	18		2	17	0		21	3	3		16	23	21	
16:45 17:00	0	6	13		2	19	1		9	8	3		24	21	18	
17:00 17:15	0	2	24		4	17	1		14	6	1		25	22	10	
17:15 17:30	2	6	24		2	15	2		10	4	2		14	29	18	
17:30 17:45	3	8	27		3	24	1		8	4	3		24	26	14	
17:45 - 18:00	0	6	20		3	11	1		11	3	4		17	14	15	

Time	Queue Count															
	SB				WB				NB				EB			
	Left	Through / Right				Left / Through / Right			Left	Through / Right			Left	Through	Right	
14:00	0	0				0			0	0			0	0	0	
14:15	0	0				0			0	0			0	0	0	
14:30	0	0				0			0	0			1	1	0	
14:45	0	0				1			1	0			3	2	1	
15:00	0	0				0			0	0			2	0	1	
15:15	0	0				3			0	0			1	0	0	
15:30	0	0				2			0	0			2	0	0	
15:45	0	0				1			0	0			0	2	2	
16:00	0	0				0			0	0			1	0	0	
16:15	0	0				0			0	0			1	0	0	
16:30	0	0				0			0	0			1	0	0	
16:45	0	0				1			0	0			1	2	1	
17:00	0	0				0			0	0			1	1	0	
17:15	0	0				0			0	0			0	0	0	
17:30	0	0				0			0	0			0	0	0	
17:45	0	0				0			0	0			1	0	1	

Start Time - End Time	Demand Volume															
	SB				WB				NB				EB			
	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn
14:00 - 14:15	0	3	26		0	15	2	0	5	6	1		13	21	12	0
14:15 - 14:30	3	2	14		1	10	0	0	8	4	1		27	35	9	0
14:30 - 14:45	5	4	19		2	10	1	0	15	9	2		32	29	18	0
14:45 - 15:00	13	6	73		4	13	5	0	15	12	4		47	30	12	0
15:00 - 15:15	6	11	63		6	36	2	0	14	4	3		19	32	20	0
15:15 - 15:30	1	5	30		3	21	0	0	14	9	1		25	23	14	0
15:30 - 15:45	1	7	26		1	23	0	0	8	3	1		17	17	15	0
15:45 - 16:00	1	6	25		2	12	0	0	12	9	2		22	19	14	0
16:00 - 16:15	0	4	27		1	19	1	0	16	8	0		17	23	11	0
16:15 - 16:30	0	9	17		2	19	0	0	13	5	2		24	21	12	0
16:30 - 16:45	1	6	18		2	18	0	0	21	3	3		16	25	22	0
16:45 - 17:00	0	6	13		2	18	1	0	9	8	3		24	20	17	0
17:00 - 17:15	0	2	24		4	17	1	0	14	6	1		24	21	10	0
17:15 - 17:30	2	6	24		2	15	2	0	10	4	2		14	29	18	0
17:30 - 17:45	3	8	27		3	24	1	0	8	4	3		25	26	15	0
17:45 - 18:00	0	6	20		3	11	1	0	11	3	4		16	14	14	0

Start Time - End Time	Peak Hour Calculation		
	Raw Count	Unmet Demand	Demand Volume
14:00 - 15:00	595	3	598
14:15 - 15:15	706	4	710
14:30 - 15:30	740	2	742
14:45 - 15:45	718	-3	715
15:00 - 16:00	607	-2	605
15:15 - 16:15	519	-3	516
15:30 - 16:30	497	-3	494
15:45 - 16:45	510	0	510
16:00 - 17:00	506	1	507
16:15 - 17:15	505	-1	504
16:30 - 17:30	509	-1	508
16:45 - 17:45	523	-3	520
17:00 - 18:00	504	-2	502

PM Peak Hour 4:30-5:30	Peak Hour Volume															
	SB				WB				NB				EB			
	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn
Raw TMC	3	20	79	0	10	68	4	0	54	21	9	0	79	95	67	0
Unmet Demand	0	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	0
Demand	3	20	79	0	10	68	4	0	54	21	9	0	78	95	67	0
PHF =	0.94															

Appendix B

II. Peak Period Counts

c. Peak Hour Determination

Based on demand calculations, it was determined that the AM peak hour occurred between 7:15 am and 8:15 am. A school peak was observed to occur between 2:30 pm and 3:30 pm. However, the PM peak between 4:30 pm and 5:30 pm was determined to be more appropriate because the school trips are not expected to use the Sugarhouse Road extension. This data is attached.

Hourly

	LA 1 at Hudson	Hudson at Lincoln	Hudson at Eddie Williams	Sugarhouse at Lincoln	Sugarhouse at Eddie Williams	Total
6:00 - 7:00	207	91	99	51	242	690
6:15 - 7:15	265	129	135	74	295	898
6:30 - 7:30	317	168	200	109	397	1191
6:45 - 7:45	363	204	280	148	526	1521
7:00 - 8:00	419	305	379	211	677	1991
7:15 - 8:15	398	372	472	**247**	**774**	**2263**
7:30 - 8:30	**376**	**349**	**426**	225	705	2081
7:45 - 8:45	329	326	359	198	605	1817
MAX	419	372	472	247	774	
7:15-8:15	398	372	472	247	774	
Difference	21	0	0	0	0	

Hourly

	LA 1 at Hudson	Hudson at Lincoln	Hudson at Eddie Williams	Sugarhouse at Lincoln	Sugarhouse at Eddie Williams	Total
2:00 - 3:00	316	295	359	200	603	1773
2:15 - 3:15	310	**356**	426	240	709	2041
2:30 - 3:30	295	353	**442**	**248**	**744**	2082
2:45 - 3:45	269	353	424	237	720	2003
3:00 - 4:00	267	272	313	189	604	1645
3:15 - 4:15	283	228	254	168	517	1450
3:30 - 4:30	276	234	233	148	494	1385
3:45 - 4:45	303	251	225	163	507	1449
4:00 - 5:00	323	270	224	172	506	1495
4:15 - 5:15	345	270	228	169	506	1518
4:30 - 5:30	**369**	265	227	179	508	**1548**
4:45 - 5:45	342	254	227	180	522	1525
5:00 - 6:00	317	235	230	168	501	1451
MAX	369	356	442	248	744	
4:30-5:30	369	265	227	179	508	
Difference	0	91	215	69	236	

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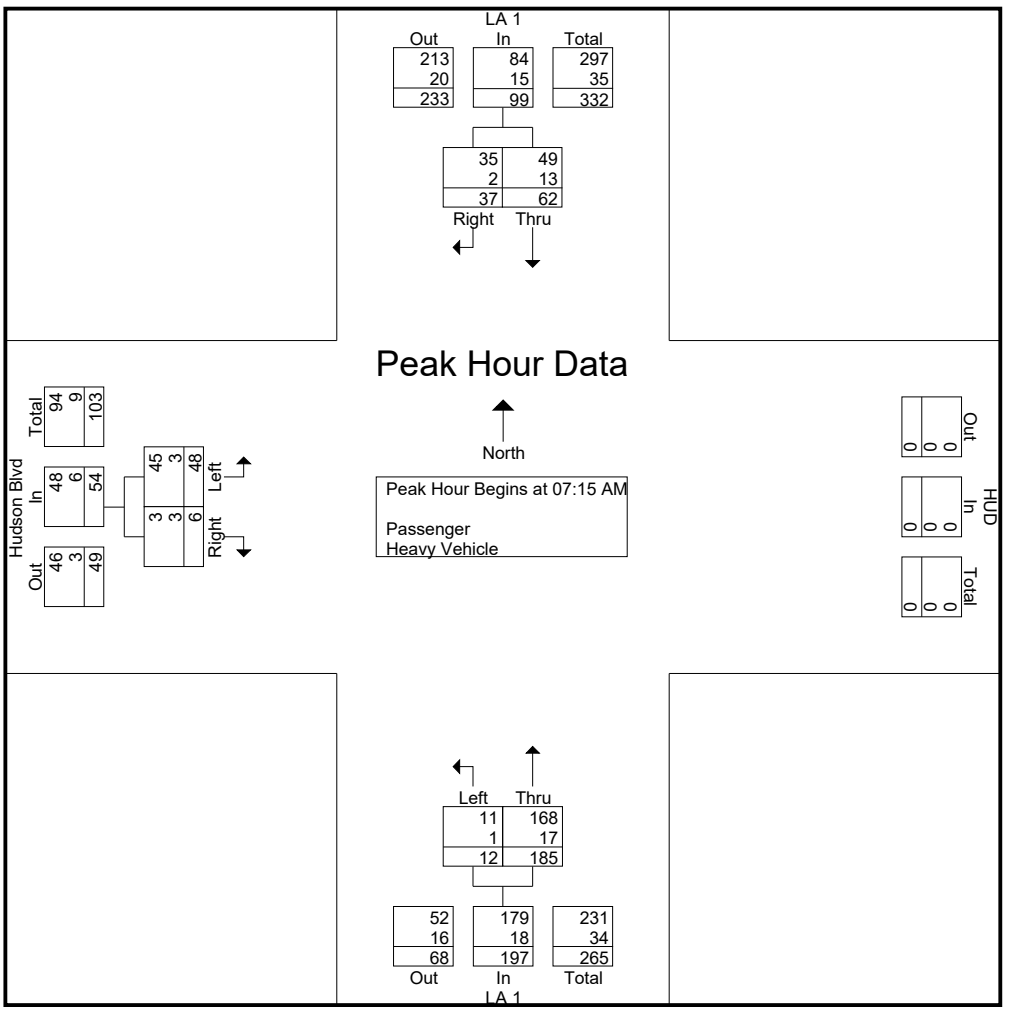
	LA 1 Southbound			LA 1 Northbound			Hudson Blvd Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	**18**	7	25	**4**	48	52	13	1	14	91
07:30 AM	16	5	21	3	45	48	**16**	**3**	**19**	88
07:45 AM	12	**14**	26	3	**63**	**66**	13	1	14	**106**
08:00 AM	16	11	**27**	2	29	31	6	1	7	65
Total Volume	62	37	99	12	185	197	48	6	54	350
% App. Total	62.6	37.4		6.1	93.9		88.9	11.1		
PHF	.861	.661	.917	.750	.734	.746	.750	.500	.711	.825
Passenger	49	35	84	11	168	179	45	3	48	311
% Passenger	79.0	94.6	84.8	91.7	90.8	90.9	93.8	50.0	88.9	88.9
Heavy Vehicle	13	2	15	1	17	18	3	3	6	39
% Heavy Vehicle	21.0	5.4	15.2	8.3	9.2	9.1	6.3	50.0	11.1	11.1



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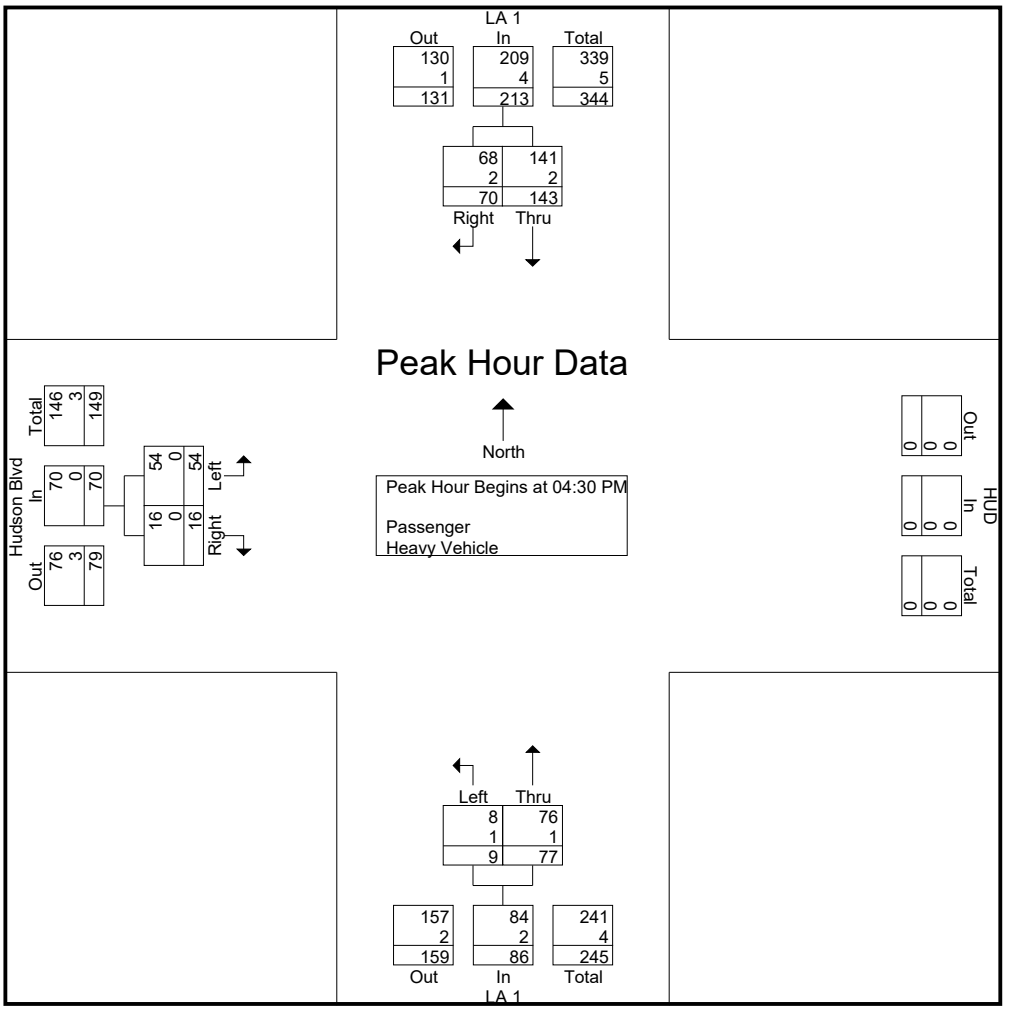
	LA 1 Southbound			LA 1 Northbound			Hudson Blvd Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	**47**	11	**58**	2	14	16	**20**	6	**26**	**100**
04:45 PM	27	17	44	**3**	21	**24**	9	**8**	17	85
05:00 PM	37	20	57	3	19	22	16	1	17	96
05:15 PM	32	**22**	54	1	**23**	24	9	1	10	88
Total Volume	143	70	213	9	77	86	54	16	70	369
% App. Total	67.1	32.9		10.5	89.5		77.1	22.9		
PHF	.761	.795	.918	.750	.837	.896	.675	.500	.673	.923
Passenger	141	68	209	8	76	84	54	16	70	363
% Passenger	98.6	97.1	98.1	88.9	98.7	97.7	100	100	100	98.4
Heavy Vehicle	2	2	4	1	1	2	0	0	0	6
% Heavy Vehicle	1.4	2.9	1.9	11.1	1.3	2.3	0	0	0	1.6



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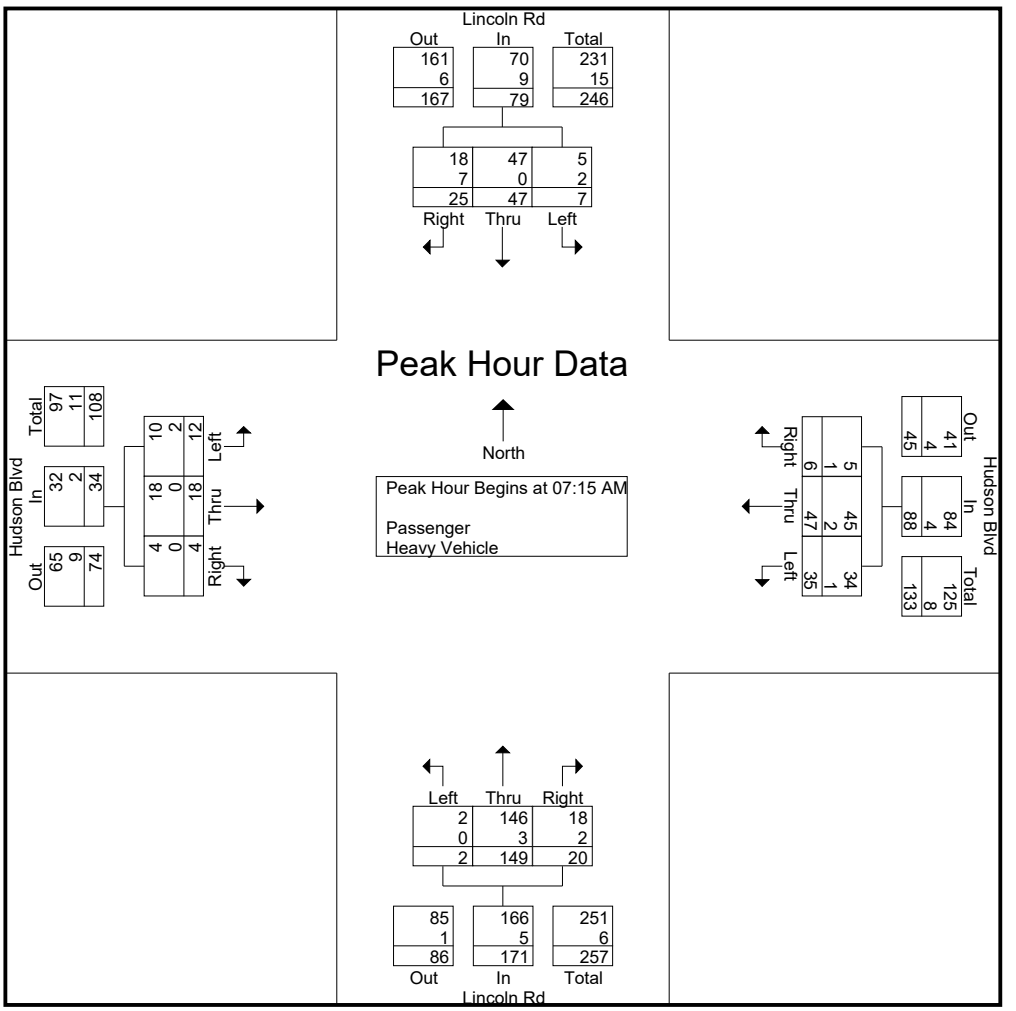
	Lincoln Rd Southbound				Hudson Blvd Westbound				Lincoln Rd Northbound				Hudson Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	4	0	5	**12**	13	0	**25**	0	12	**9**	21	0	4	0	4	55
07:30 AM	**3**	5	1	9	5	11	1	17	**2**	13	4	19	**6**	**6**	**2**	**14**	59
07:45 AM	0	16	**12**	28	8	**14**	2	24	0	**75**	5	**80**	5	3	2	10	**142**
08:00 AM	3	**22**	12	**37**	10	9	**3**	22	0	49	2	51	1	5	0	6	116
Total Volume	7	47	25	79	35	47	6	88	2	149	20	171	12	18	4	34	372
% App. Total	8.9	59.5	31.6		39.8	53.4	6.8		1.2	87.1	11.7		35.3	52.9	11.8		
PHF	.583	.534	.521	.534	.729	.839	.500	.880	.250	.497	.556	.534	.500	.750	.500	.607	.655
Passenger	5	47	18	70	34	45	5	84	2	146	18	166	10	18	4	32	352
% Passenger	71.4	100	72.0	88.6	97.1	95.7	83.3	95.5	100	98.0	90.0	97.1	83.3	100	100	94.1	94.6
Heavy Vehicle	2	0	7	9	1	2	1	4	0	3	2	5	2	0	0	2	20
% Heavy Vehicle	28.6	0	28.0	11.4	2.9	4.3	16.7	4.5	0	2.0	10.0	2.9	16.7	0	0	5.9	5.4



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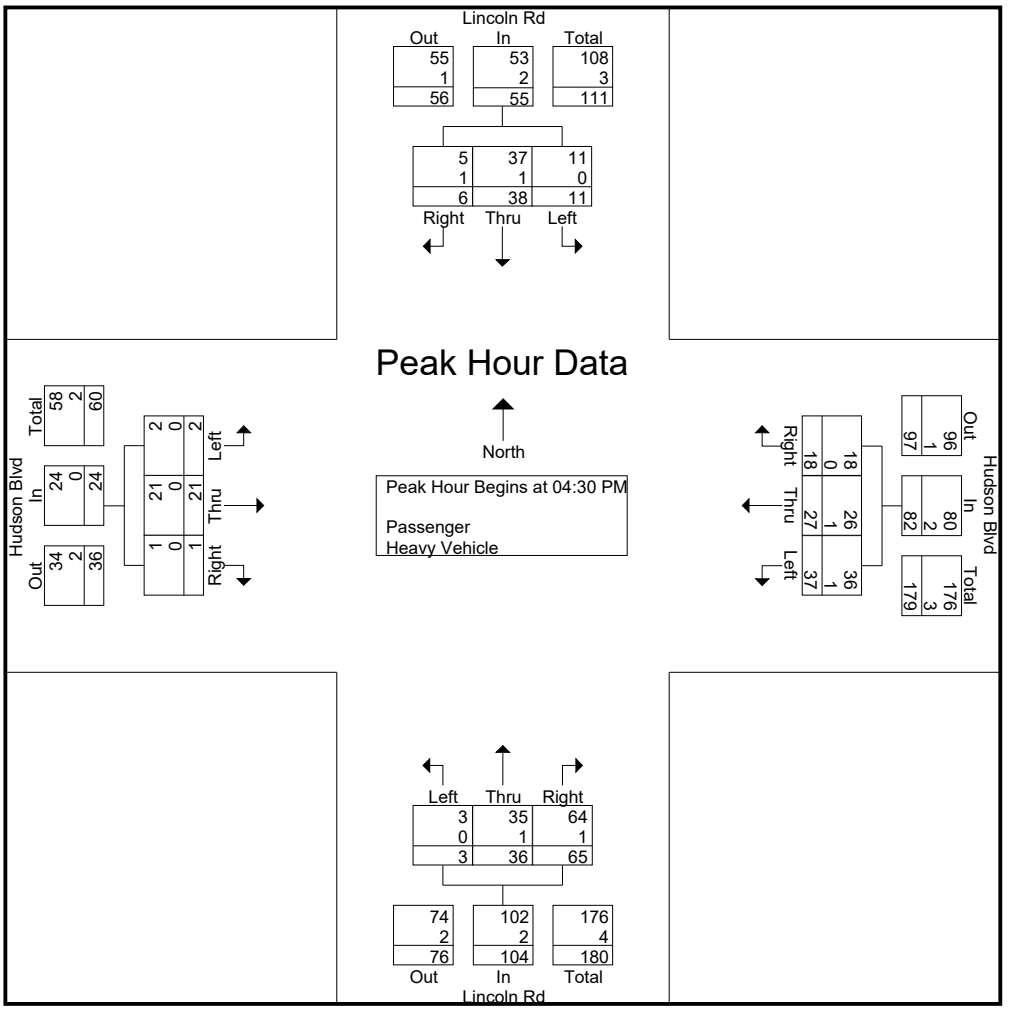
	Lincoln Rd Southbound				Hudson Blvd Westbound				Lincoln Rd Northbound				Hudson Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**5**	4	2	11	**15**	6	**6**	**27**	0	7	**22**	**29**	**1**	3	0	4	71
04:45 PM	1	11	**4**	**16**	8	5	5	18	1	8	17	26	1	**10**	**1**	**12**	**72**
05:00 PM	2	**12**	0	14	9	**10**	2	21	**2**	10	13	25	0	7	0	7	67
05:15 PM	3	11	0	14	5	6	5	16	0	**11**	13	24	0	1	0	1	55
Total Volume	11	38	6	55	37	27	18	82	3	36	65	104	2	21	1	24	265
% App. Total	20	69.1	10.9		45.1	32.9	22		2.9	34.6	62.5		8.3	87.5	4.2		
PHF	.550	.792	.375	.859	.617	.675	.750	.759	.375	.818	.739	.897	.500	.525	.250	.500	.920
Passenger	11	37	5	53	36	26	18	80	3	35	64	102	2	21	1	24	259
% Passenger	100	97.4	83.3	96.4	97.3	96.3	100	97.6	100	97.2	98.5	98.1	100	100	100	100	97.7
Heavy Vehicle	0	1	1	2	1	1	0	2	0	1	1	2	0	0	0	0	6
% Heavy Vehicle	0	2.6	16.7	3.6	2.7	3.7	0	2.4	0	2.8	1.5	1.9	0	0	0	0	2.3



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Site Code : 17296
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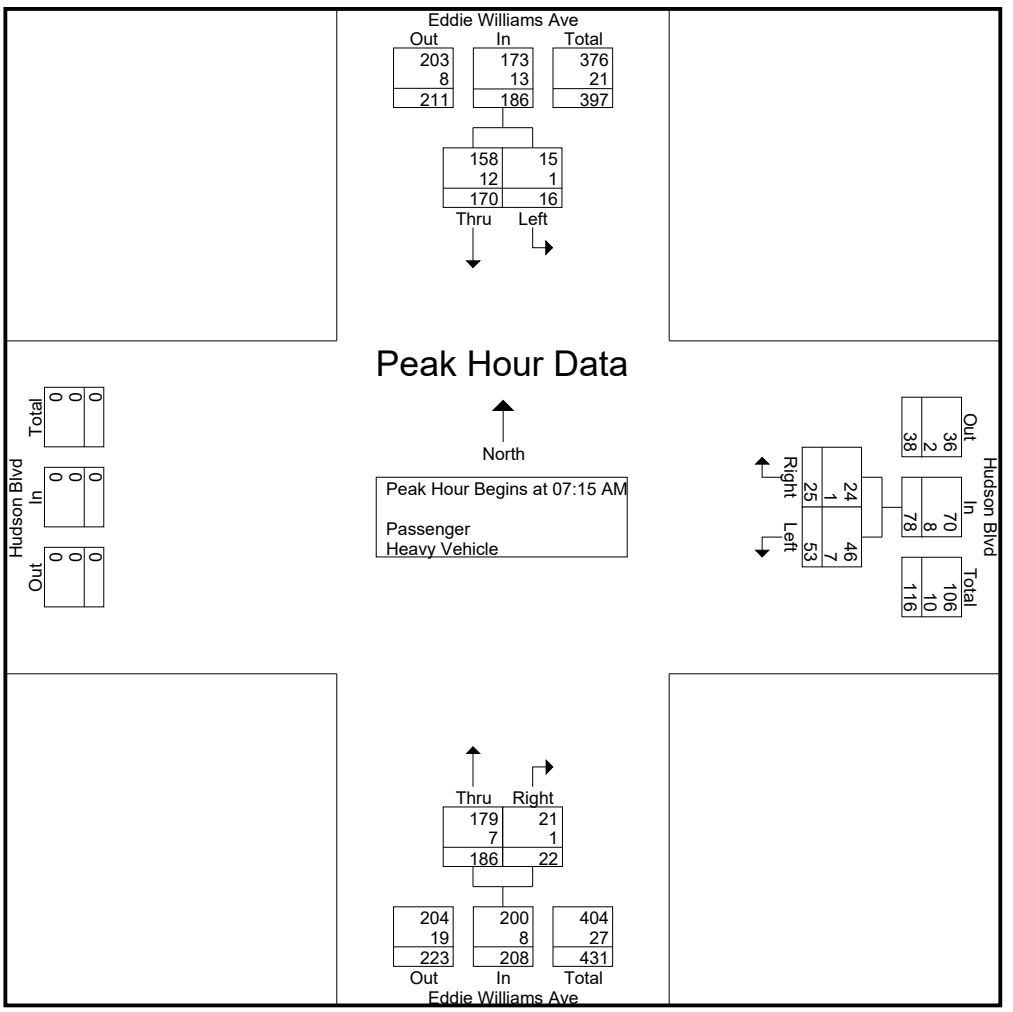
	Eddie Williams Ave Southbound			Hudson Blvd Westbound			Eddie Williams Ave Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	3	25	28	10	4	14	44	2	46	88
07:30 AM	3	22	25	6	6	12	52	**12**	64	101
07:45 AM	**6**	48	54	17	7	24	**60**	5	**65**	**143**
08:00 AM	4	**75**	**79**	**20**	**8**	**28**	30	3	33	140
Total Volume	16	170	186	53	25	78	186	22	208	472
% App. Total	8.6	91.4		67.9	32.1		89.4	10.6		
PHF	.667	.567	.589	.663	.781	.696	.775	.458	.800	.825
Passenger	15	158	173	46	24	70	179	21	200	443
% Passenger	93.8	92.9	93.0	86.8	96.0	89.7	96.2	95.5	96.2	93.9
Heavy Vehicle	1	12	13	7	1	8	7	1	8	29
% Heavy Vehicle	6.3	7.1	7.0	13.2	4.0	10.3	3.8	4.5	3.8	6.1



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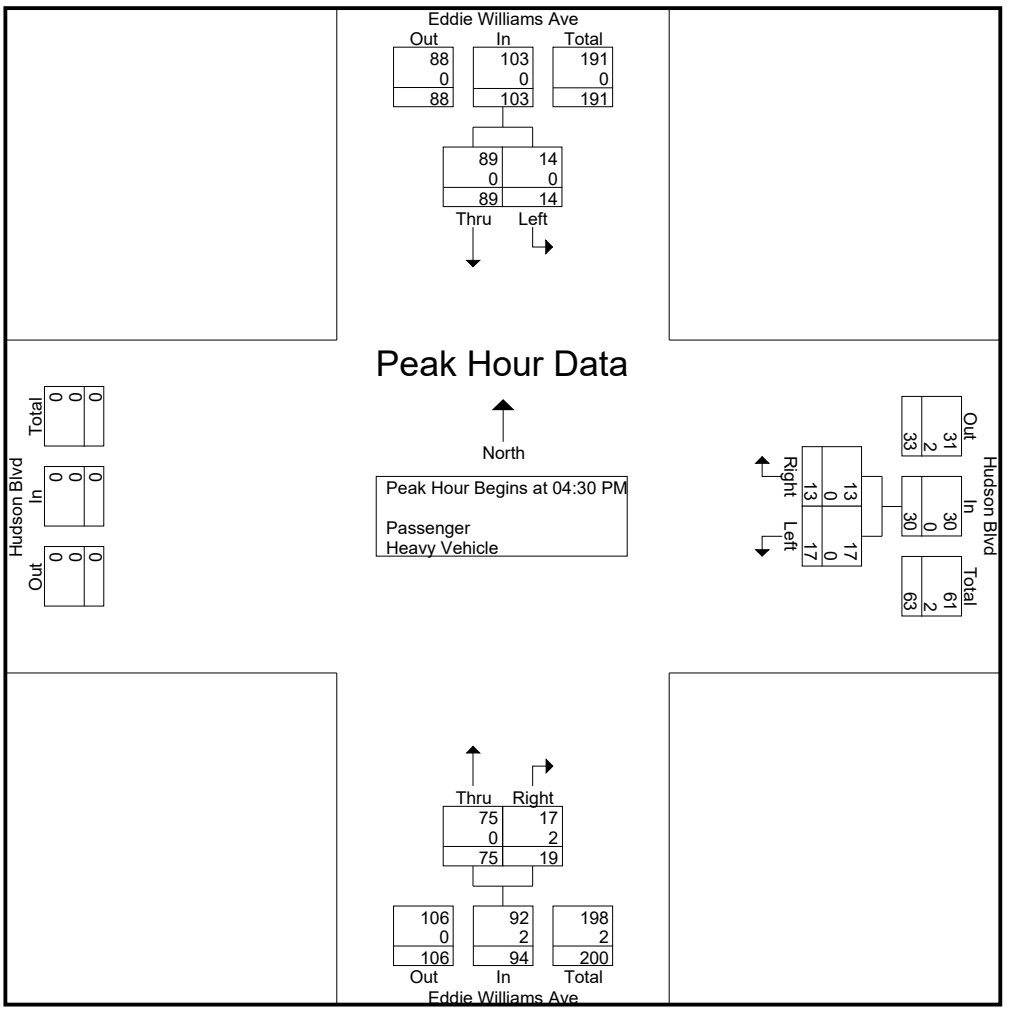
	Eddie Williams Ave Southbound			Hudson Blvd Westbound			Eddie Williams Ave Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	3	25	28	4	2	6	20	4	24	58
04:45 PM	**7**	12	19	**6**	4	**10**	**23**	4	**27**	56
05:00 PM	1	**26**	27	2	**6**	8	20	**7**	27	**62**
05:15 PM	3	26	**29**	5	1	6	12	4	16	51
Total Volume	14	89	103	17	13	30	75	19	94	227
% App. Total	13.6	86.4		56.7	43.3		79.8	20.2		
PHF	.500	.856	.888	.708	.542	.750	.815	.679	.870	.915
Passenger	14	89	103	17	13	30	75	17	92	225
% Passenger	100	100	100	100	100	100	100	89.5	97.9	99.1
Heavy Vehicle	0	0	0	0	0	0	0	2	2	2
% Heavy Vehicle	0	0	0	0	0	0	0	10.5	2.1	0.9



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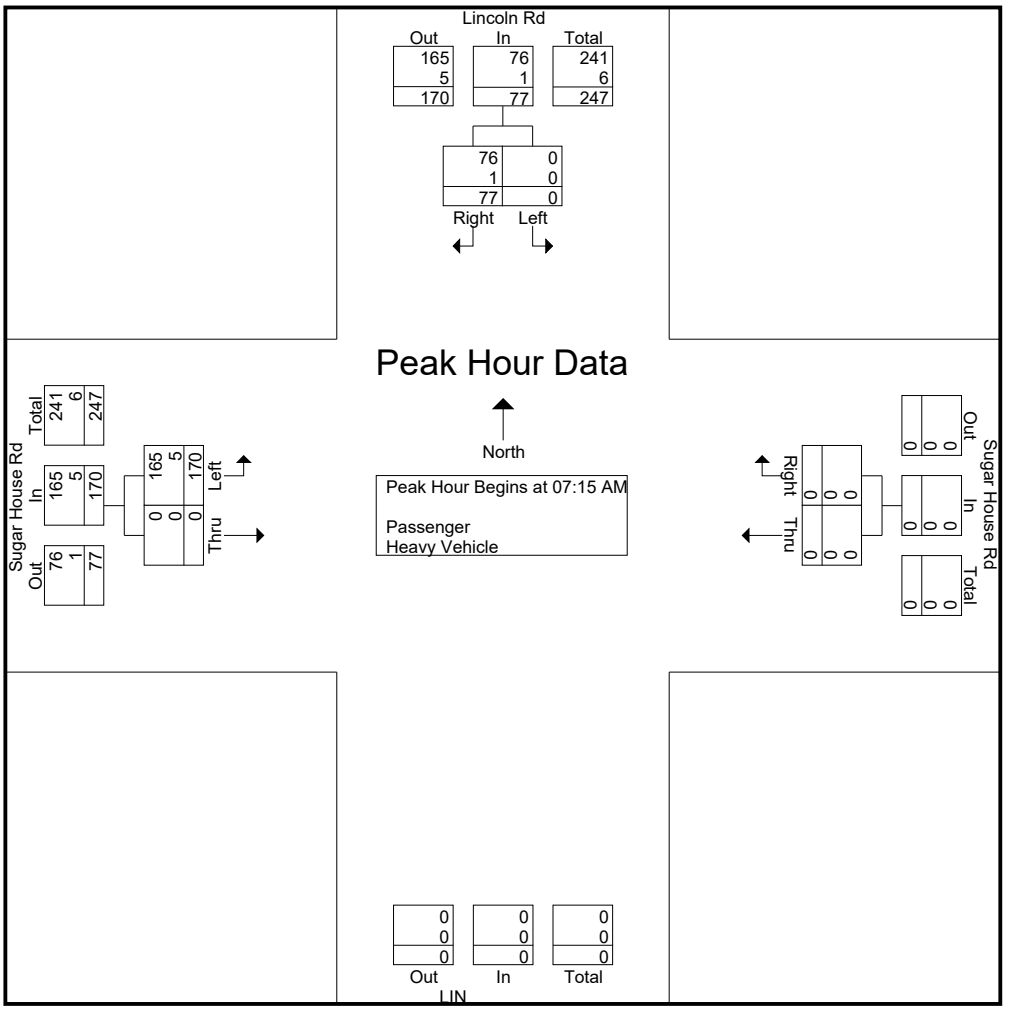
	Lincoln Rd Southbound			Sugar House Rd Westbound			Sugar House Rd Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	18	18	0	0	0	27	0	27	45
07:30 AM	0	6	6	0	0	0	47	0	47	53
07:45 AM	0	20	20	0	0	0	**63**	0	**63**	**83**
08:00 AM	0	**33**	**33**	0	0	0	33	0	33	66
Total Volume	0	77	77	0	0	0	170	0	170	247
% App. Total	0	100		0	0		100	0		
PHF	.000	.583	.583	.000	.000	.000	.675	.000	.675	.744
Passenger	0	76	76	0	0	0	165	0	165	241
% Passenger	0	98.7	98.7	0	0	0	97.1	0	97.1	97.6
Heavy Vehicle	0	1	1	0	0	0	5	0	5	6
% Heavy Vehicle	0	1.3	1.3	0	0	0	2.9	0	2.9	2.4



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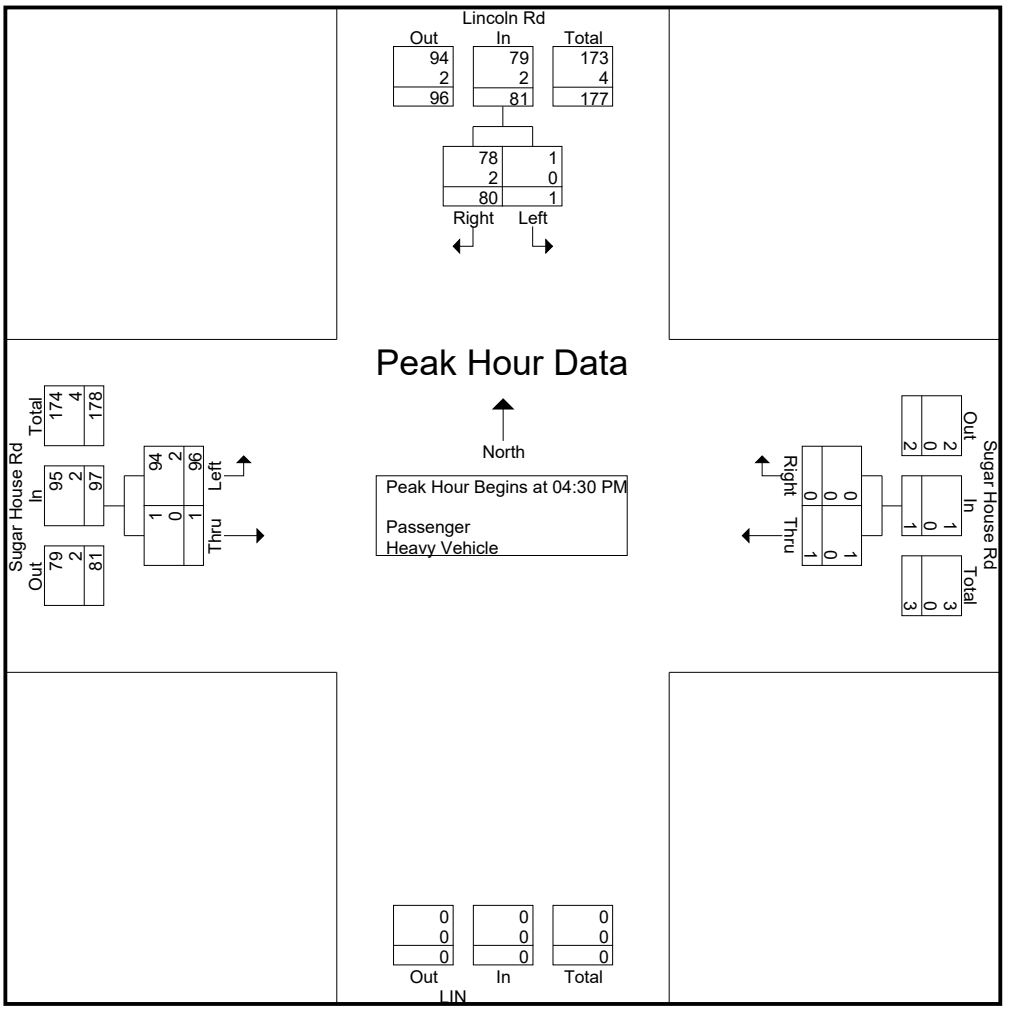
	Lincoln Rd Southbound			Sugar House Rd Westbound			Sugar House Rd Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	**1**	18	19	**1**	0	**1**	**29**	0	**29**	**49**
04:45 PM	0	18	18	0	0	0	23	0	23	41
05:00 PM	0	**23**	**23**	0	0	0	21	0	21	44
05:15 PM	0	21	21	0	0	0	23	**1**	24	45
Total Volume	1	80	81	1	0	1	96	1	97	179
% App. Total	1.2	98.8		100	0		99	1		
PHF	.250	.870	.880	.250	.000	.250	.828	.250	.836	.913
Passenger	1	78	79	1	0	1	94	1	95	175
% Passenger	100	97.5	97.5	100	0	100	97.9	100	97.9	97.8
Heavy Vehicle	0	2	2	0	0	0	2	0	2	4
% Heavy Vehicle	0	2.5	2.5	0	0	0	2.1	0	2.1	2.2



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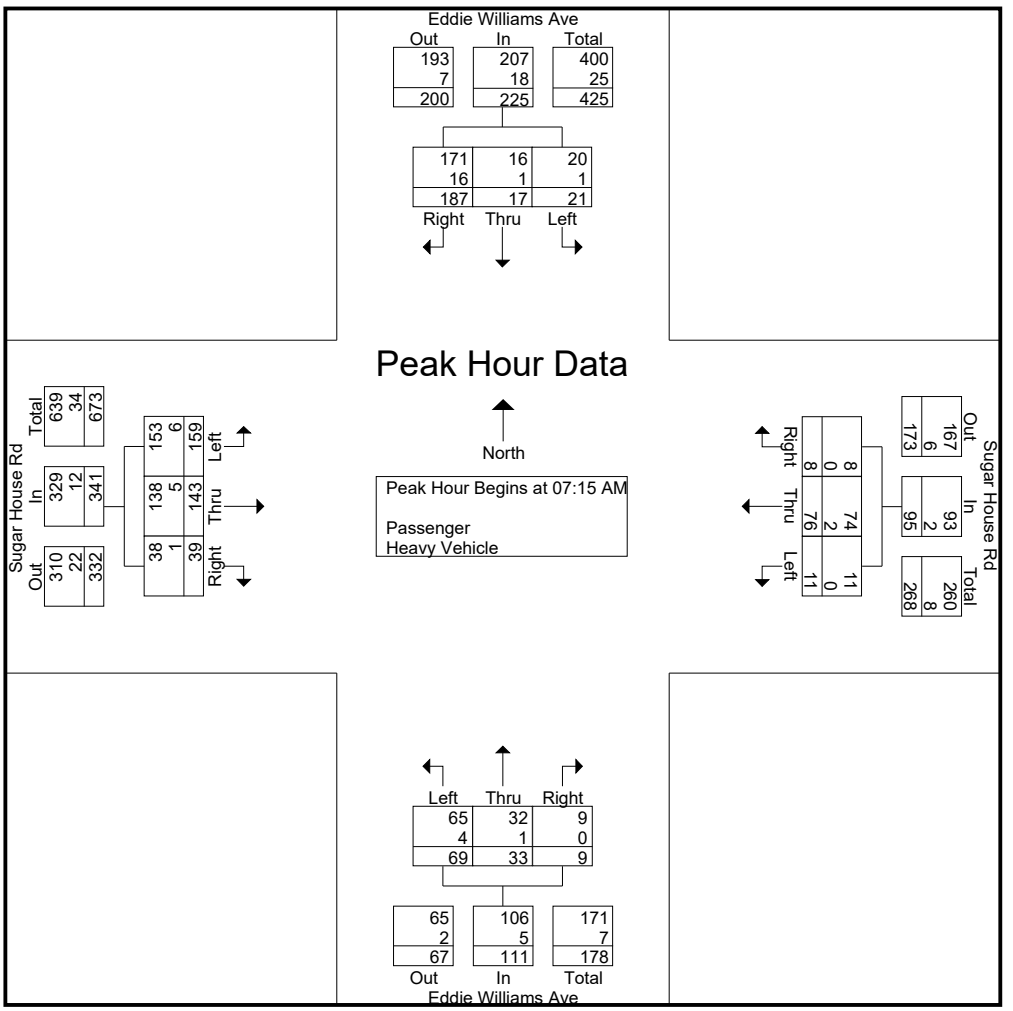
	Eddie Williams Ave Southbound				Sugar House Rd Westbound				Eddie Williams Ave Northbound				Sugar House Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	2	5	25	32	1	17	2	20	15	**11**	**3**	29	33	28	7	68	149
07:30 AM	5	2	27	34	2	9	**3**	14	17	8	3	28	**52**	42	**12**	**106**	182
07:45 AM	**8**	4	53	65	2	19	3	24	**22**	11	1	**34**	42	**52**	11	105	**228**
08:00 AM	6	**6**	**82**	**94**	**6**	**31**	0	**37**	15	3	2	20	32	21	9	62	213
Total Volume	21	17	187	225	11	76	8	95	69	33	9	111	159	143	39	341	772
% App. Total	9.3	7.6	83.1		11.6	80	8.4		62.2	29.7	8.1		46.6	41.9	11.4		
PHF	.656	.708	.570	.598	.458	.613	.667	.642	.784	.750	.750	.816	.764	.688	.813	.804	.846
Passenger	20	16	171	207	11	74	8	93	65	32	9	106	153	138	38	329	735
% Passenger	95.2	94.1	91.4	92.0	100	97.4	100	97.9	94.2	97.0	100	95.5	96.2	96.5	97.4	96.5	95.2
Heavy Vehicle	1	1	16	18	0	2	0	2	4	1	0	5	6	5	1	12	37
% Heavy Vehicle	4.8	5.9	8.6	8.0	0	2.6	0	2.1	5.8	3.0	0	4.5	3.8	3.5	2.6	3.5	4.8



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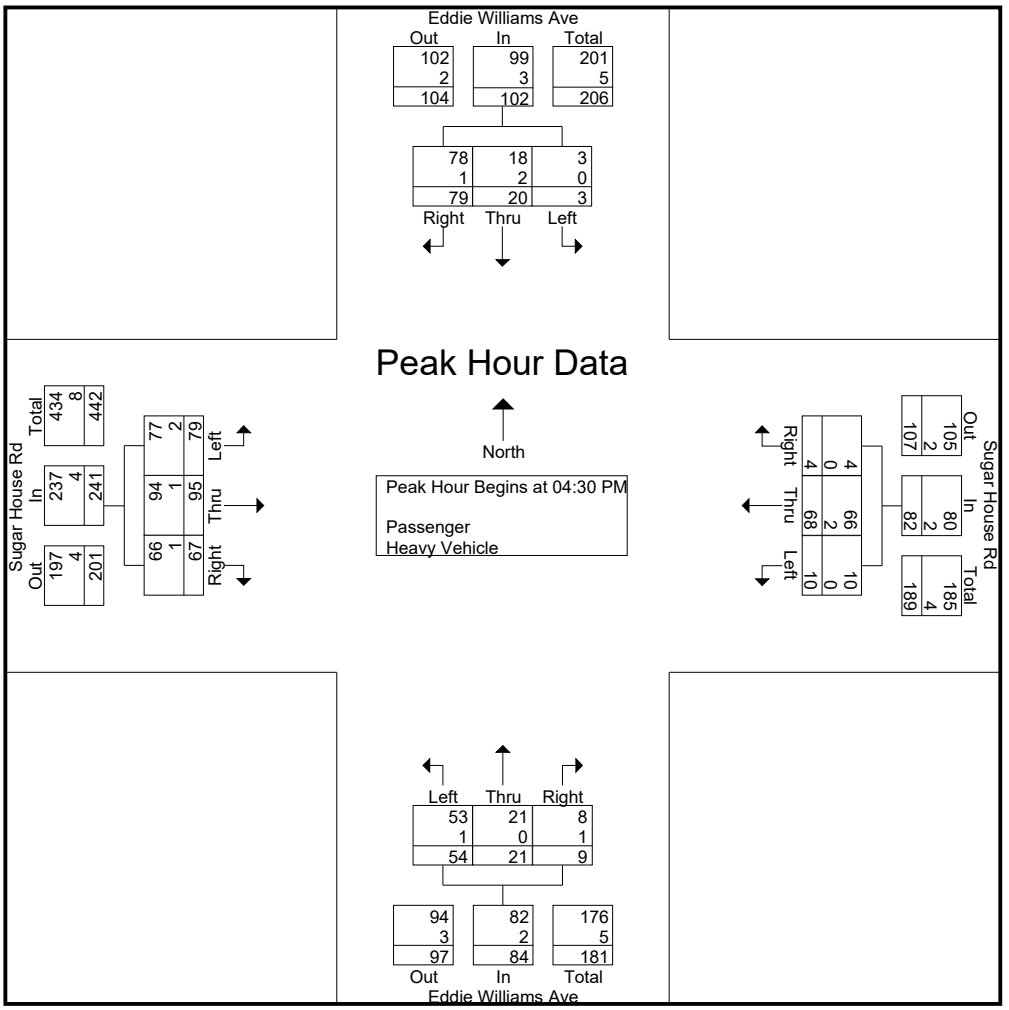
File Name : Eddie Williams Ave at Sugar House Rd
Site Code : 17296
Start Date : 8/17/2022
Page No : 3

	Eddie Williams Ave Southbound				Sugar House Rd Westbound				Eddie Williams Ave Northbound				Sugar House Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	1	**6**	18	25	2	17	0	19	**21**	3	**3**	**27**	16	23	**21**	60	**131**
04:45 PM	0	6	13	19	2	**19**	1	**22**	9	**8**	3	20	24	21	18	**63**	124
05:00 PM	0	2	**24**	26	**4**	17	1	22	14	6	1	21	**25**	22	10	57	126
05:15 PM	**2**	6	24	**32**	2	15	**2**	19	10	4	2	16	14	**29**	18	61	128
Total Volume	3	20	79	102	10	68	4	82	54	21	9	84	79	95	67	241	509
% App. Total	2.9	19.6	77.5		12.2	82.9	4.9		64.3	25	10.7		32.8	39.4	27.8		
PHF	.375	.833	.823	.797	.625	.895	.500	.932	.643	.656	.750	.778	.790	.819	.798	.956	.971
Passenger	3	18	78	99	10	66	4	80	53	21	8	82	77	94	66	237	498
% Passenger	100	90.0	98.7	97.1	100	97.1	100	97.6	98.1	100	88.9	97.6	97.5	98.9	98.5	98.3	97.8
Heavy Vehicle	0	2	1	3	0	2	0	2	1	0	1	2	2	1	1	4	11
% Heavy Vehicle	0	10.0	1.3	2.9	0	2.9	0	2.4	1.9	0	11.1	2.4	2.5	1.1	1.5	1.7	2.2



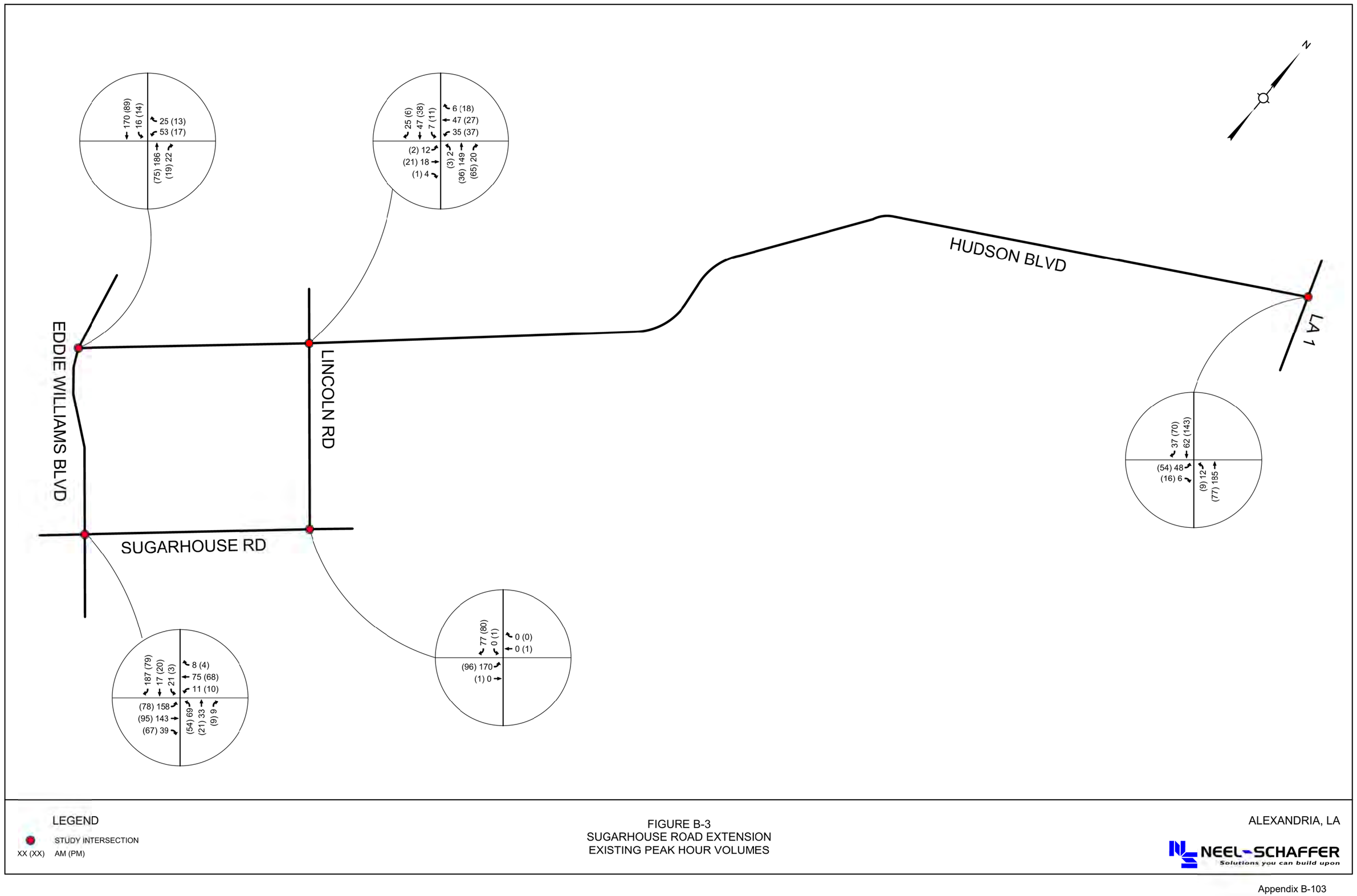
Appendix B

II. Peak Period Counts

d. Turning Movement Count Summary Figure

A figure depicting the final turning movement counts was developed for the study. These final turning movement counts can be seen in **Figure B-3**.

Figures B-4a - B-4e show the peak period pedestrian counts at each intersection.



LEGEND

STUDY INTERSECTION

XX (XX) AM (PM)

FIGURE B-3
SUGARHOUSE ROAD EXTENSION
EXISTING PEAK HOUR VOLUMES

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LEGEND

XX (XX) AM (PM) 6:00 AM - 9:00 AM (2:00 PM - 6:00 PM)

FIGURE B-4a
SUGARHOUSE ROAD EXTENSION
LA 1 AT HUDSON BLVD PEDESTRIAN COUNT

ALEXANDRIA, LA

NEEL-SCHAFFER
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LEGEND

XX (XX) AM (PM) 6:00 AM - 9:00 AM (2:00 PM - 6:00 PM)

FIGURE B-4b
SUGARHOUSE ROAD EXTENSION
HUDSON BLVD AT LINCOLN RD PEDESTRIAN COUNT

ALEXANDRIA, LA

NEEL-SCHAFFER
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LEGEND

XX (XX) AM (PM) 6:00 AM - 9:00 AM (2:00 PM - 6:00 PM)

FIGURE B-4c
SUGARHOUSE ROAD EXTENSION
HUDSON BLVD AT EDDIE WILLIAMS BLVD PEDESTRIAN COUNT

ALEXANDRIA, LA

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LEGEND

XX (XX) AM (PM) 6:00 AM - 9:00 AM (2:00 PM - 6:00 PM)

FIGURE B-4d
SUGARHOUSE ROAD EXTENSION
SUGARHOUSE RD AT LINCOLN RD PEDESTRIAN COUNT

ALEXANDRIA, LA

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LEGEND

XX (XX) AM (PM) 6:00 AM - 9:00 AM (2:00 PM - 6:00 PM)

FIGURE B-4e
SUGARHOUSE ROAD EXTENSION
SUGARHOUSE RD AT EDDIE WILLIAMS BLVD PEDESTRIAN COUNT

ALEXANDRIA, LA

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Appendix B

III. Peak Period Observations

Peak period observations for each intersection were performed on Wednesday, August 17, 2022 by NSI personnel. Issues that were observed are described below. Detailed observations for each intersection are attached.

- During the AM peak period, a queue formed on Lincoln Rd for school drop-off starting around 7:30 am and clearing around 8:06 am. These vehicles pulled over to the side of the road and traffic was able to continue past them.
- During the PM peak period, a queue for school pick-up started around 2:15 pm and cleared around 3:00 pm.

Peak Period Observations

Intersection: LA 1 at Hudson Blvd

Date: Wednesday, August 17, 2022

Weather Conditions: Clear, Sunny

Project site traffic observations at the intersection of LA 1 and Hudson Blvd are summarized below. The observations were performed on Wednesday, August 17, 2022, from 6:00 am - 9:00 am and 2:00 pm - 6:00pm.

General Observations

- The intersection of LA 1 and Hudson Blvd is a "T" intersection.
- There is a driveway approximately 50 feet north of the intersection that is mainly used by heavy vehicles.
- South of the intersection LA 1 is a two-lane roadway and north of the intersection LA 1 is a four-lane roadway.
- The intersection does have street lighting.
- Pavement and striping are in fair condition.
- Adequate sight distance in both directions when stopped on Hudson Blvd.
- There are no pedestrian accommodations at this intersection.

AM Peak Period (6:00 am – 9:00 am)

- 6:00 am – No much traffic on either roadway.
- 6:15 am – No changes.
- 6:30 am – School busses beginning to make the morning pickups.
- 6:45 am –. No changes.
- 7:00 am – No changes.
- 7:15 am – Steady traffic.
- 7:15 am – No changes.
- 7:30 am – Plenty of heavy vehicles in the area.
- 7:45 am – No changes.
- 8:00 am – Steady traffic.
- 8:15 am – No changes.
- 8:30 am – No changes.

- 8:45 am – No changes.
- 9:00 am – No changes.

PM Peak Period (2:00 pm – 6:00 pm)

- 2:00 pm – Steady traffic.
- 2:15 pm – No changes.
- 2:30 pm – No changes.
- 2:45 pm – Steady traffic.
- 2:50 pm –No changes.
- 3:00 pm – No changes.
- 3:15 pm – No changes.
- 3:30 pm – No changes.
- 3:45 pm – No changes.
- 4:00 pm – No changes.
- 4:15 pm – Steady Traffic.
- 4:30 pm – No changes.
- 4:45 pm – No issues observed with the intersection.
- 5:00 pm – No changes.
- 5:15 pm – Slight decrease in traffic.
- 5:30 pm – No changes.
- 5:45 pm – No changes.
- 6:00 pm – No changes.

Peak Period Observations

Intersection: Hudson Blvd at Lincoln Rd

Date: Wednesday, August 17, 2022

Weather Conditions: Clear, Sunny

Project site traffic observations at the intersection of Hudson Blvd and Lincoln Rd are summarized below. The observations were performed on Wednesday, August 17, 2022, from 6:00 am - 9:00 am and 2:00 pm - 6:00pm.

General Observations

- The intersection of Hudson Blvd and Lincoln Rd is a 4-legged intersection with stop control on Hudson Blvd.
- There is a school in the northeast quadrant.
- Both roads are two-lane roadways.
- The intersection does have street lighting.
- Pavement and striping are in fair condition.
- Adequate sight distance in both directions when stopped on Hudson Blvd.
- There are no pedestrian accommodations at this intersection.

AM Peak Period (6:00 am – 9:00 am)

- 6:00 am – Not much traffic on either roadway.
- 6:15 am – No changes.
- 6:30 am – No changes.
- 6:45 am –. No changes.
- 7:00 am – No changes.
- 7:15 am – Steady traffic.
- 7:15 am – No changes.
- 7:30 am – Line for the school beginning to queue (11 vehicles). They are parked next to the side and are not blocking the intersection. Vehicles are able to pass through.
- 7:35 am – School line is 20 vehicles. Still low volumes at the intersection. No issues at intersection.
- 7:38 am – School line is 27 vehicles.
- 7:42 am – School line is 33 vehicles.

- 7:45 am – No changes.
- 7:48 am – School line is moving.
- 7:52 am – School line is still long (over 35 vehicles).
- 8:00 am – Steady traffic.
- 8:03 am – School line is 20 vehicles.
- 8:05 am – School line is 6 vehicles.
- 8:06 am – No school line.
- 8:15 am – No changes.
- 8:30 am – No changes.
- 8:45 am – No changes.
- 9:00 am – No changes.

PM Peak Period (2:00 pm – 6:00 pm)

- 2:00 pm – Steady traffic.
- 2:15 pm – Line for school pick up has started. They are parking on the side so traffic can still go through. No issues with the intersection.
- 2:23 pm – School line is 11 vehicles.
- 2:28 pm – School line is 18 vehicles.
- 2:30 pm – No changes.
- 2:35 pm – School line is 21 vehicles.
- 2:42 pm – School line is 28 vehicles. Traffic is still low.
- 2:44 pm – Traffic guard at the school driveway.
- 2:45 pm – Steady traffic.
- 2:47 pm – Vehicles being let into school.
- 2:50 pm – School line is 17 vehicles.
- 2:52 pm – School line is over 35 vehicles.
- 2:56 pm – School line is 22 vehicles.
- 3:00 pm – No changes for intersection. School line is 6 vehicles.
- 3:03 pm – Little traffic. School line is gone.
- 3:15 pm – No changes.
- 3:30 pm – No changes.

- 3:45 pm – No changes.
- 4:00 pm – No changes.
- 4:15 pm – No changes.
- 4:30 pm – No changes.
- 4:45 pm – No issues observed with the intersection.
- 5:00 pm – No changes.
- 5:15 pm – No changes.
- 5:30 pm – No changes.
- 5:45 pm – No changes.
- 6:00 pm – No changes.

Peak Period Observations

Intersection: Hudson Blvd at Eddie Williams Ave

Date: Wednesday, August 17, 2022

Weather Conditions: Clear, Sunny

Project site traffic observations at the intersection of Hudson Blvd and Eddie Williams Ave are summarized below. The observations were performed on Wednesday, August 17, 2022, from 6:00 am - 9:00 am and 2:00 pm - 6:00pm.

General Observations

- There are no pedestrian accommodations at this intersection.
- Pavement and striping on side street and main street is in average condition.
- This is a "T" intersection which is stopped controlled on Hudson Blvd.
- Hudson Blvd and Eddie Williams are both two-lane roadways.
- There is proper signage posted at the intersection.
- There appears to be no street lighting present other than the nights on the adjacent highway(I-49).
- Possible sight distance issue when stopped on Hudson Blvd and looking left.

AM Peak Period (6:00 am – 9:00 am)

- 6:00 am – Almost no traffic.
- 6:15 am – No changes.
- 6:23 am – School busses are present on corridor.
- 6:30 am – No changes except for the school busses making the rounds.
- 6:45 am – No changes.
- 7:00 am – Slight traffic increase. School bus does have a stop just south of the intersection.
- 7:11 am – 1 PED crossing Hudson Blvd NB.
- 7:15 am – No changes.
- 7:30 am – Steady increase in traffic.
- 7:45 am – Steady traffic. No issues observed.
- 8:00 am – No changes. School busses are still making the rounds.
- 8:15 am – No changes.

- 8:30 am – Traffic is slowed down again.
- 8:45 am – No changes. Light traffic.
- 9:00 am – No changes.

PM Peak Period (2:00 pm – 6:00 pm)

- 2:00 pm – Steady traffic. No issues.
- 2:15 pm – No changes.
- 2:30 pm – School busses present on corridor.
- 2:45 pm – Noticeable increase in traffic. School busses making the afternoon drop-offs.
- 3:00 pm – Steady traffic along Eddie Williams Blvd.
- 3:15 pm – Steady traffic flow.
- 3:30 pm – No change.
- 3:45 pm – Decrease in traffic.
- 4:00 pm – No changes.
- 4:15 pm – School bus volume seems to have dissipated.
- 4:30 pm – No changes.
- 4:45 pm – No change
- 5:00 pm - No change.
- 5:15 pm – Slight increase on Eddie Williams Ave.
- 5:30 pm – No changes.
- 5:45 pm – No changes.
- 6:00 pm – No changes.

Peak Period Observations

Intersection: Sugarhouse Rd at Lincoln Rd

Date: Wednesday, August 17, 2022

Weather Conditions: Clear, Sunny

Project site traffic observations at the intersection of Sugarhouse Rd at Lincoln Rd are summarized below. The observations were performed on Wednesday, August 17, 2022, from 6:00 am - 9:00 am and 2:00 pm - 6:00pm.

General Observations

- There is a crosswalk on the southbound approach.
- Pavement and striping are in new condition.
- This is a "T" intersection which is stopped controlled on Lincoln Rd
- Lincoln Rd is a two-lane roadway.
- There is proper signage posted at the intersection.
- The intersection does have street lighting.
- The northbound and westbound approaches are both dead ends.
- There are proposed plans to extend Sugarhouse Rd to LA 1.

AM Peak Period (6:00 am – 9:00 am)

- 6:00 am – Foggy and no traffic. School bus waiting on to begin school pickup on the northbound approach.
- 6:15 am – No changes.
- 6:30 am – No changes. School busses making the rounds.
- 6:45 am – No changes.
- 6:47 am – A group of 4 school kids crossed Lincoln Rd eastbound and then headed northbound.
- 7:00 am – Slight increase in traffic.
- 7:15 am – Steady traffic flow eastbound and southbound.
- 7:15 am – Bicyclist crosses eastbound then heads northbound.
- 7:30 am – No changes.
- 7:45 am – No changes.

- 7:48 am – The drop off line from the school on the corner of Hudson Blvd and Lincoln Rd has reached the intersection of Sugarhouse Rd and Lincoln Rd.
- 7:50 am – The queue has now stopped the eastbound vehicles on Sugarhouse Rd from turning left.
- 8:00 am – The school queue no longer appears to be an issue.
- 8:15 am – No changes
- 8:30 am – Traffic is slowed down again.
- 8:45 am – No changes. Light traffic.
- 9:00 am – Barely any traffic after the school queue clears the intersection.

PM Peak Period (2:00 pm – 6:00 pm)

- 2:00 pm – Light traffic.
- 2:15 pm – No changes
- 2:30 pm – Steady traffic.
- 2:45 pm – No changes.
- 2:50 pm –Bicyclist crosses Lincoln Rd westbound.
- 3:00 pm – School pickup line starting to form on Lincoln Rd.
- 3:15 pm – School pickup line does not reach the intersection like the morning line does.
- 3:30 pm – Normal traffic flow.
- 3:45 pm – No changes.
- 4:00 pm – No changes.
- 4:15 pm – Slight decrease in traffic.
- 4:30 pm – No changes.
- 4:45 pm – No changes.
- 5:00 pm – No changes.
- 5:15 pm – No changes.
- 5:30 pm – No changes.
- 5:45 pm – No changes.
- 6:00 pm – No changes.

Peak Period Observations

Intersection: Sugarhouse Rd at Eddie Williams Ave

Date: Wednesday, August 17, 2022

Weather Conditions: Clear, Sunny

Project site traffic observations at the intersection of Sugarhouse Rd at Eddie Williams Ave are summarized below. The observations were performed on Wednesday, August 17, 2022, from 6:00 am - 9:00 am and 2:00 pm - 6:00pm.

General Observations

- There is no pedestrian equipment at this intersection. There are sidewalks along Sugarhouse Rd on the south side of the west approach and the north side of the east approach.
- Pavement and striping are in fair condition.
- This is a 4-legged intersection which is stopped control on Sugarhouse Rd.
- Eddie Williams Ave is a two-lane roadway. Both approaches on Eddie Williams Ave have a separate left turn lane.
- The westbound approach on Sugarhouse Rd is a two-lane roadway. The eastbound approach on Sugarhouse Rd is a four-lane divide roadway; this approach consists of one left turn lane, one through lane, and one right turn lane.
- There is street lighting along the west approach on Sugarhouse Rd and minimal lighting on Eddie Williams Rd.

AM Peak Period (6:00 am – 9:00 am)

- 6:00 am – Volume is very light on all approaches. No issues.
- 6:15 am – No changes.
- 6:30 am – No changes.
- 6:45 am – No changes.
- 7:00 am – No changes.
- 7:10 am – Northbound school bus, eastbound school bus
- 7:15 am – No changes.
- 7:19 am – Eastbound volume appears to be increasing slightly.
- 7:22 am – School bus taking eastbound left turn.

- 7:30 am – Eastbound volume appears to be increasing slightly.
- 7:37 am – School bus taking southbound left.
- 7:42 am – Eastbound volume is increasing; they are arriving in platoons.
- 7:45 am – 1 ped going southbound on east side of Eddie Williams Ave. 1 school bus going eastbound. Eastbound approach has moderate volume.
- 8:00 am – Westbound through volume is higher.
- 8:10 am – All volumes appear lower.
- 8:15 am – No changes. 1 ped going northbound on east side.
- 8:30 am – No changes.
- 8:45 am – No changes. Light traffic.
- 9:00 am – No changes.

PM Peak Period (2:00 pm – 6:00 pm)

- 2:00 pm – Low volumes on all approaches. No issues.
- 2:15 pm – No changes
- 2:30 pm – No changes.
- 2:45 pm – Eastbound approach volumes and westbound through volumes are increasing.
- 2:50 pm – Spike in eastbound and westbound volumes.
- 3:00 pm – Southbound right volume is increasing. All other approaches have decreased.
- 3:10 pm – Southbound right volume is decreasing.
- 3:15 pm – All approaches have low volumes. Eastbound lefts and throughs are the heaviest.
- 3:21 pm – There is a city bus stop in the NE quad. Westbound bus dropped off 1 ped. 1 bicyclist on shoulder on east side going southbound, turned left onto Sugarhouse.
- 3:30 pm – Low volumes on all approaches. No issues.
- 3:38 pm – 2 empty school busses. City bus took eastbound left.
- 3:44 pm – empty school bus took westbound right.
- 3:45 pm – No changes.
- 4:00 pm – No changes.
- 4:03 pm – 1 ped on the east side going northbound.
- 4:12 pm – 1 ped on the east side going southbound.

- 4:15 pm – No changes.
- 4:23 pm – 1 ped on the west side going northbound, crossed the center of the intersection to the NE quad.
- 4:30 pm – No changes. Very low volumes on all approaches.
- 4:42 pm – 1 ped on the east side going southbound.
- 4:45 pm – No changes.
- 5:00 pm – No changes.
- 5:15 pm – No changes.
- 5:30 pm – No changes.
- 5:39 pm – City bus taking eastbound left turn.
- 5:45 pm – No changes.
- 6:00 pm – No changes.

Appendix B

IV. Growth Rate Determination

Future analyses performed as part of this project require am and pm peak hour volumes for the year 2042. Growth rates were needed to approximate the future volumes for no build and build conditions. These growth rates were estimated using the Rapides Area Planning Commission (RAPC) Travel Demand Models (TDMs) as documented in this section.

The recommended no build growth rate is 0.80% for the entire study area. This no build growth rate was used to develop the 2042 No Build volumes shown in **Figure B-5**.

The recommended build growth rates are as follows:

- Hudson Blvd – -1.2%
- LA 1 north of Future Sugarhouse Road – 0.4%
- LA 1 south of Future Sugarhouse Road – 1.3%
- Lincoln Road north of Hudson Boulevard – 0.8%
- Lincoln Road south of Hudson Boulevard – -0.4%
- Sugarhouse Road – 1.3%
- Eddie Williams Avenue – 0.7%

Detailed growth rate calculations are attached.

These growth rates were recommended to DOTD in the following Growth Rate Technical Memorandum and approved on November 1, 2022 (see the attached email).

Katie Odenthal

From: Hillman, Keith <keith.hillman@mmlh.com>
Sent: Tuesday, November 1, 2022 3:49 PM
To: Katie Odenthal
Cc: Nick Ferlito
Subject: RE: Sugar House Rd Extn-Growth Rate Tech Memo

Katie,
This clarifies what concerns we had so we all for fine with this model. Thanks,
Keith

From: Katie Odenthal <katie.odenthal@neel-schaffer.com>
Sent: Monday, October 31, 2022 1:16 PM
To: Hillman, Keith <keith.hillman@mmlh.com>
Cc: Nick Ferlito <nick.ferlito@neel-schaffer.com>
Subject: RE: Sugar House Rd Extn-Growth Rate Tech Memo

Keith,

See our responses below:

Comment-1: For the Build growth rates, the only one that has me confused is the 0.8% increase on Lincoln North of Hudson. If there's a drop on Hudson (-1.2%) and a drop on Lincoln South of Hudson (-0.4%), how is there an increase on Lincoln above Hudson? The remainder looks good to me.
Response: This is because Hudson Blvd is impacted more by the Sugar House Road extension than Willow Glenn River Road as noted below:

- Currently, vehicles on Sugar House Road heading to LA 1 have to make a left turn onto Lincoln Road followed by a right turn on Hudson Blvd to reach LA 1. With the Sugar House Road extension, these vehicles will have the ability to continue straight to reach LA 1. Similar observations can be made for the opposite direction of traffic coming from LA 1 to Sugar House Rd via Hudson Blvd.
- However, existing vehicles from Sugar House Road heading to Willow Glenn River Rd will use Lincoln Road regardless of the Sugar House Rd extension. Similarly, vehicles coming from Willow Glenn River Rd will continue to use Lincoln Road to get to Hudson Rd and will not be impacted based on the travel demand model results. Therefore, the growth rate along Lincoln Rd north of Hudson Blvd is the same under No Build and Build conditions.

Comment-2: Additionally, I would like to know whether the traffic south of LA 3170 was factored into this growth model. As you see below, the volume of traffic drops off north or LA 3170 as compared to south of LA 3170. Was that somehow factored into the future demand on Sugarhouse? There are a lot of folks that commute to Alexandria from Avoyelles Parish and most are saying they would change their path to Alexandria if Sugarhouse were an option.
Response: The travel demand model used to analyze the Sugar House Road extension is based on routing the traffic using the shortest path based on travel time between origins and destinations. If a vehicle can reduce their travel time using the Sugar House Road extension, then that is the path the model will use. We did see a reduction in volume along LA 3170 west of LA 1 between the No Build and Build conditions. Future demand on Sugar House Road was factored in. Attached is a pdf showing these volumes.

Let me know if you need clarification on anything.

Thank you for the quick response,

……

Katie Odenthal, PE, PTOE

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From: Hillman, Keith <keith.hillman@mmlh.com>
Sent: Thursday, October 27, 2022 3:23 PM
To: Katie Odenthal <katie.odenthal@neel-schaffer.com>
Subject: FW: Sugar House Rd Extn-Growth Rate Tech Memo

Hi Katie,

See email from Dale Craig below. Mike Wilkinson, City Engineer had this:

I agree with the overall growth rate of 0.8% for the No Build option.

For the Build growth rates, the only one that has me confused is the 0.8% increase on Lincoln North of Hudson. If there's a drop on Hudson (-1.2%) and a drop on Lincoln South of Hudson (-0.4%), how is there an increase on Lincoln above Hudson? The remainder looks good to me.

These are the only comments. Thanks,

Keith Hillman, P.E.
CFO / Vice President

Meyer, Meyer, LaCroix & Hixson, Inc
Consulting Engineers and Land Surveyors
100 Engineer Place
Alexandria, Louisiana 71303
Ph. (318) 448-0888
Fax (318) 448-0885
Cell (318) 419-5849
keith.hillman@mmlh.com

From: Dale Craig <Dale.Craig@LA.GOV>
Sent: Wednesday, October 26, 2022 1:45 PM
To: Hillman, Keith <keith.hillman@mmlh.com>; Mike Wilkinson <Mike.Wilkinson@cityofalex.com>
Subject: RE: Sugar House Rd Extn-Growth Rate Tech Memo

I concur with the comments Mike made in his response. Additionally, I would like to know whether the traffic south of LA 3170 was factored into this growth model. As you see below, the volume of traffic drops off north or LA 3170 as compared to south of LA 3170. Was that somehow factored into the future demand on Sugarhouse? There are a lot of folks that commute to Alexandria from Avoyelles Parish and most are saying they would change their path to Alexandria if Sugarhouse were an option.

Echo St
Echo St
Echo St
66 (10)
265 (10)
River Rd
8,002 (10)
Sandy Ln
438 (10)
8,190 (10)
Sandy Ln

From: Hillman, Keith <keith.hillman@mmlh.com>
Sent: Tuesday, October 25, 2022 1:25 PM
To: Mike Wilkinson <Mike.Wilkinson@cityofalex.com>; Dale Craig <Dale.Craig@LA.GOV>
Subject: FW: Sugar House Rd Extn-Growth Rate Tech Memo

EXTERNAL EMAIL: Please do not click on links or attachments unless you know the content is safe.

I would appreciate your review of this as well. As quickly as you can. You can both reply to me and I will send our collective comments to NS. Thanks,

Keith Hillman, P.E.
CFO / Vice President

Meyer, Meyer, LaCroix & Hixson, Inc

Consulting Engineers and Land Surveyors
100 Engineer Place
Alexandria, Louisiana 71303
Ph. (318) 448-0888
Fax (318) 448-0885
Cell (318) 419-5849
keith.hillman@mmlh.com

From: Katie Odenthal <katie.odenthal@neel-schaffer.com>
Sent: Tuesday, October 25, 2022 1:00 PM
To: Hillman, Keith <keith.hillman@mmlh.com>
Cc: Nick Ferlito <nick.ferlito@neel-schaffer.com>
Subject: Sugar House Rd Extn-Growth Rate Tech Memo

Keith,

Attached is the growth rate tech memo for the Sugar House Road Extension project. We would like to get the growth rates approved before we begin developing the No Build numbers.

Let me know if you have any questions.

Katie Odenthal, PE, PTOE

Neel-Schaffer, Inc.
10000 Perkins Rowe, Suite G 360
Baton Rouge, LA 70810
Phone: 225.924.0235
Fax: 225.926.1687
Direct Line: 662.418.1889
www.neel-schaffer.com

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October 21, 2022
NSI Project No. 17296

To: Keith Hillman, PE
Meyer, Meyer, LaCroix, & Hixson, Inc.

From: Vijay K. Kunada, P.E., PTOE, PTP
Neel-Schaffer, Inc.

RE: Sugarhouse Road Extension – Lincoln Road to LA 1
Forecast Volumes Update
Growth Rate Memo
Alexandria, Louisiana

The following step-by-step process was used to develop the recommended growth rates for the forecasting volumes task for the Sugarhouse Road Extension study.

Step 1

The following Rapides Area Planning Commission (RAPC) Travel Demand Models (TDMs) were used:

- ***2015 Base***: The existing study area roadway network.
- ***2045 No Build:*** The existing study area roadway network with the "Staged Improvement Program" (SIP) projects included.
- ***2045 Build:*** The existing study area roadway network, with all SIP projects, and with the Sugarhouse Road extension between Lincoln Road and LA 1.

The TDM daily volume model plots for the 2015 Base, 2045 No Build, and 2045 Build scenarios can be found in the attachments at the end of this technical memorandum.

Step 2

The 2015 Base TDM was checked for reasonableness by comparing the 2015 Base TDM daily volumes with the 2022 traffic counts at nearby locations. The comparison between the 2015 Base TDM daily volumes and the 2022 traffic counts are shown in **Table 1**.

Table 1: Base TDM versus Count Data

Location		2015 TDM Daily Volume[1]	2022 Traffic Count[2]	Difference (TDM - Counts)	Percent Difference
A	Hudson Boulevard west of LA 1	2,061	1,631	430	26.3%
B	LA 1208-1 (Willow Glen River Road) between Thomasina Road and Winston Street	2,787	3,115	-328	-10.5%
C	Lincoln Road between Morris Street and Hudson Boulevard	2,990	2,255	735	32.6%
D	LA 1 south of Hudson Boulevard	2,537	2,683	-146	-5.4%

NOTE:
1) RAPC TDM Results
2) Counts collected in August 2022

Table 1 shows that the TDM daily volume on LA 1 is within ten (10) percent of the count, and the difference between TDM daily volume and count on Willow Glen River Road is just over ten (10) percent. The volume check locations and 2015 Base TDM daily volumes are shown in the Attachment.

Step 3

Table 2 shows the 2045 No Build growth rates calculated for the locations shown below. The 2045 No Build TDM volumes were used to calculate the growth rates.

Table 2: 2045 No Build Growth Rate Calculations

Location		2015 Base TDM Daily Volume	2045 No Build TDM Daily Volume	Growth Rate	Traffic Count Availability
1	Hudson Boulevard west of LA 1	975	1,242	0.8%	Yes
2	LA 1 north of Hudson Boulevard	2,590	3,422	0.9%	No
3	LA 1 south of Hudson Boulevard	2,537	3,260	0.8%	Yes
4	LA 1 south of Future Sugarhouse Road	2,399	3,076	0.8%	No
5	Hudson Boulevard east of Lincoln Road	2,330	2,944	0.8%	No
6	Lincoln Road north of Hudson Boulevard	910	1,233	1.0%	No
7	Lincoln Road south of Hudson Boulevard	2,990	3,828	0.8%	Yes
8	Sugarhouse Road east of Eddie Williams Avenue	3,969	4,961	0.7%	No
9	Sugarhouse Road west of Eddie Williams Avenue	5,993	7,335	0.7%	No
10	Eddie Williams Avenue north of Sugarhouse Road	1,083	1,343	0.7%	No
11	Eddie Williams Avenue south of Sugarhouse Road	1,418	1,709	0.6%	No

The traffic counts along LA 1 south of Hudson Boulevard (Location 3) were within ten (10) percent of the 2015 Base TDM model volume (Location D in **Table 1**). The TDM results showed a growth rate of 0.8 percent at this location between 2015 and 2045. Additionally, the growth rates on the study area corridors ranged from 0.6 percent to 1.0 percent, with most locations showing a 0.8 percent or 0.7 percent growth rate. Therefore, a growth rate of 0.8 percent was recommended for all locations under No Build conditions.

Recommended No Build Annual Growth Rate at All Study Area Locations: 0.8%

Step 4

Table 3 shows the 2045 Build growth rates calculated for the locations shown below. The 2045 Build TDM volumes were used to calculate the growth rates.

Table 3: 2045 Build Growth Rate Calculations

Location		2015 Base TDM Daily Volume	2045 Build TDM Daily Volume	Growth Rate	Traffic Count Availability
1	Hudson Boulevard west of LA 1	975	151	-6.0%	Yes
2	LA 1 north of Hudson Boulevard	2,590	2,913	0.4%	No
3	LA 1 south of Hudson Boulevard	2,537	2,893	0.4%	Yes
4	LA 1 south of Future Sugarhouse Road	2,399	3,487	1.3%	No
5	Hudson Boulevard east of Lincoln Road	2,330	1,608	-1.2%	No
6	Lincoln Road north of Hudson Boulevard	910	1,264	1.1%	No
7	Lincoln Road south of Hudson Boulevard	2,990	2,631	-0.4%	Yes
8	Sugarhouse Road east of Eddie Williams Avenue	3,969	5,986	1.4%	No
9	Sugarhouse Road west of Eddie Williams Avenue	5,993	8,335	1.1%	No
10	Eddie Williams Avenue north of Sugarhouse Road	1,083	1,338	0.7%	No
11	Eddie Williams Avenue south of Sugarhouse Road	1,418	1,726	0.7%	No

A comparison of the 2045 No Build growth rates and the 2045 Build growth rates are shown in **Table 4**.

Table 4: Comparison of 2045 No Build and 2045 Build Growth Rates

Location		2045 No Build Growth Rate	2045 Build Growth Rate
1	Hudson Boulevard west of LA 1	0.8%	-6.0%
2	LA 1 north of Hudson Boulevard	0.9%	0.4%
3	LA 1 south of Hudson Boulevard	0.8%	0.4%
4	LA 1 south of Future Sugarhouse Road	0.8%	1.3%
5	Hudson Boulevard east of Lincoln Road	0.8%	-1.2%
6	Lincoln Road north of Hudson Boulevard	1.0%	1.1%
7	Lincoln Road south of Hudson Boulevard	0.8%	-0.4%
8	Sugarhouse Road east of Eddie Williams Avenue	0.7%	1.4%
9	Sugarhouse Road west of Eddie Williams Avenue	0.7%	1.1%
10	Eddie Williams Avenue north of Sugarhouse Road	0.7%	0.7%
11	Eddie Williams Avenue south of Sugarhouse Road	0.6%	0.7%

As shown in **Table 4**, the Build growth rates along Hudson Boulevard between LA 1 and Lincoln Road (Locations 1 and 5), LA 1 at Hudson Boulevard (Locations 2 and 3), and Lincoln Road south of Hudson Boulevard are lower than the No Build scenario, indicating that some east-west traffic will shift from Hudson Boulevard to the Sugarhouse Road Extension. Considering the shift in traffic patterns, as shown in **Table 4**, the 2045 Build model volumes seem reasonable.

The growth rate along Hudson Boulevard west of LA 1 (Location 1) and east of Lincoln Road (Location 5) for the Build scenario is lower than the No Build scenario. This is due to the traffic being rerouted from

Hudson Boulevard to the Sugarhouse Road extension. Therefore, a growth rate of -1.2 percent was recommended for Hudson Boulevard east of Lincoln Road.

Along LA 1 north of the Sugarhouse Road extension (Locations 2 and 3), the Build scenario growth rate is lower than the No Build scenario growth rate. This is due to the traffic being rerouted from LA 1 towards I-49 via the Sugarhouse Road extension. The existing model volumes and the counts along LA 1 south of Hudson Boulevard are close. Therefore, a growth rate of 0.4 percent was recommended for LA 1 north of the Sugarhouse Road extension.

Along LA 1 south of the Sugarhouse Road extension (Location 4), the Build scenario growth rate is higher than the No Build scenario growth rate. This is due to an increase in traffic using LA 1 north towards the Sugarhouse Road extension. Therefore, a growth rate of 1.3 percent was recommended for LA 1 south of the Sugarhouse Road extension.

The growth rates along Lincoln Road north of Hudson Boulevard (Location 6) are similar for both No Build and Build scenarios. However, south of Hudson Boulevard (Location 7), the Build scenario growth rate is lower than the No Build scenario growth rate. This is due to traffic being rerouted from Hudson Boulevard to the Sugarhouse Road extension. Therefore, a growth rate of 0.8 percent was recommended for Lincoln Road north of Hudson Boulevard, and a growth rate of -0.4 percent was recommended for Lincoln Road south of Hudson Boulevard.

The Build scenario growth rates along Sugarhouse Road (Locations 8 and 9) are higher than the No Build scenario growth rates. This is due to the traffic being rerouted to the Sugarhouse Road extension. Therefore, an average growth rate of 1.3 percent was recommended for Sugarhouse Road.

The growth rates along Eddie Williams Avenue (Locations 10 and 11) are similar for both No Build and Build scenarios. Therefore, a growth rate of 0.7 percent was recommended for Eddie Williams Avenue.

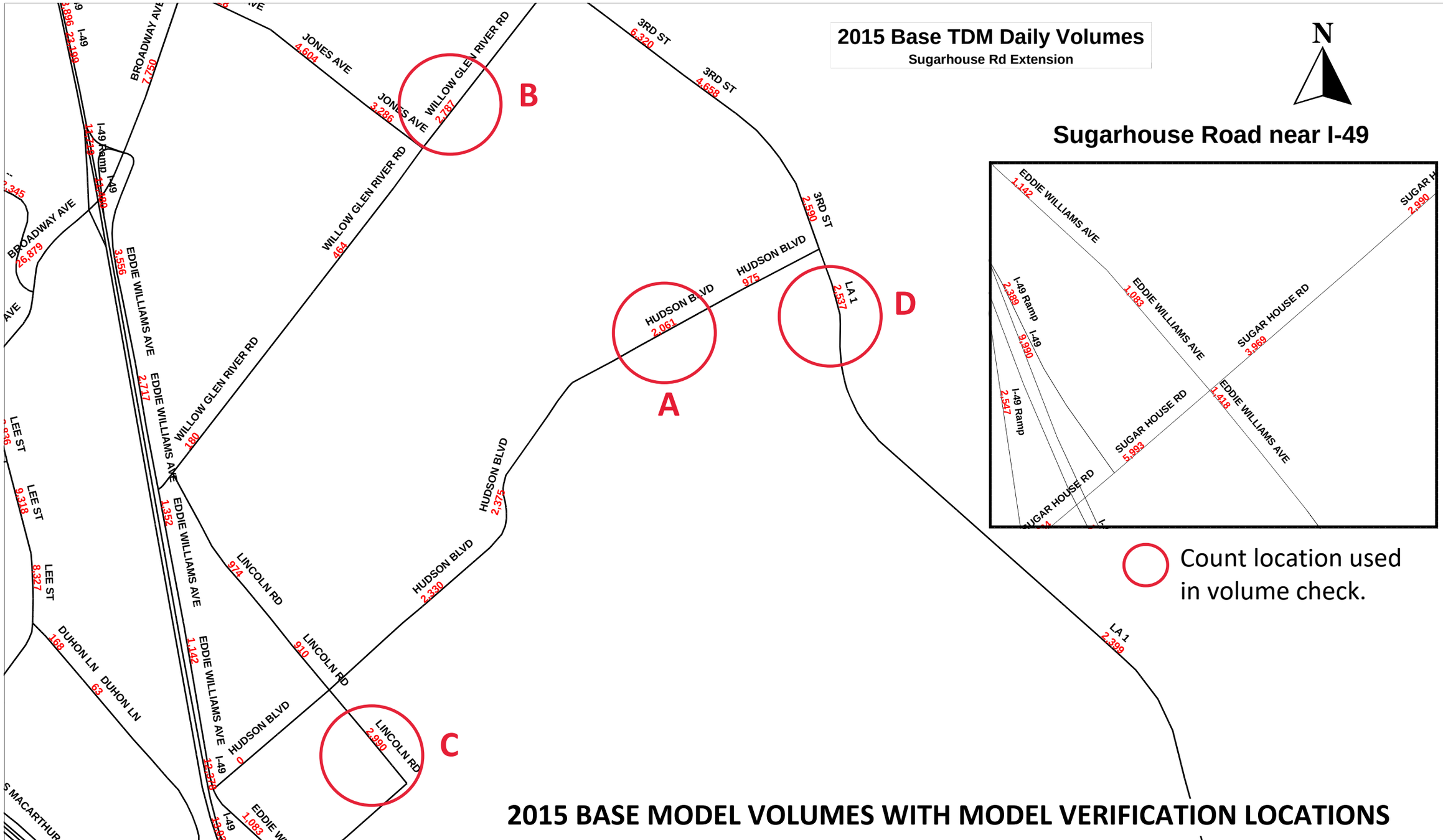
Recommended Build Scenario Growth Rates:

Hudson Boulevard – -1.2%
LA 1 north of Future Sugarhouse Road – 0.4%
LA 1 south of Future Sugarhouse Road – 1.3%
Lincoln Road north of Hudson Boulevard– 0.8%
Lincoln Road south of Hudson Boulevard– -0.4%
Sugarhouse Road – 1.3%
Eddie Williams Avenue – 0.7%

Attachments

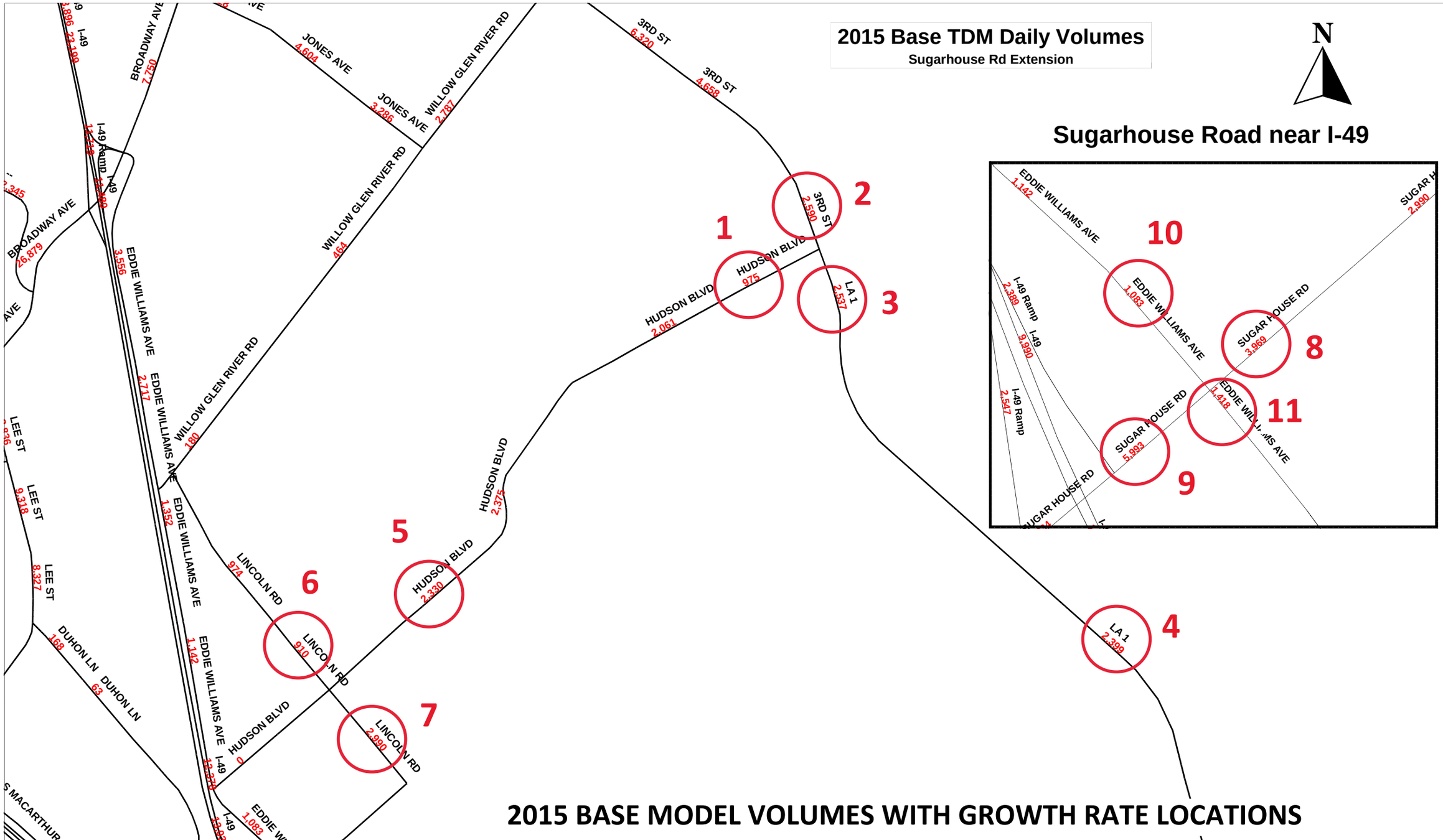
- 2015 Base Model Volumes with model verification locations
- 2015 Base Model Volumes with growth rate locations
- 2045 No Build Model Volumes with growth rate locations
- 2045 Build Model Volumes with growth rate locations

Attachment – 2015 Base Model Volumes with model verification locations

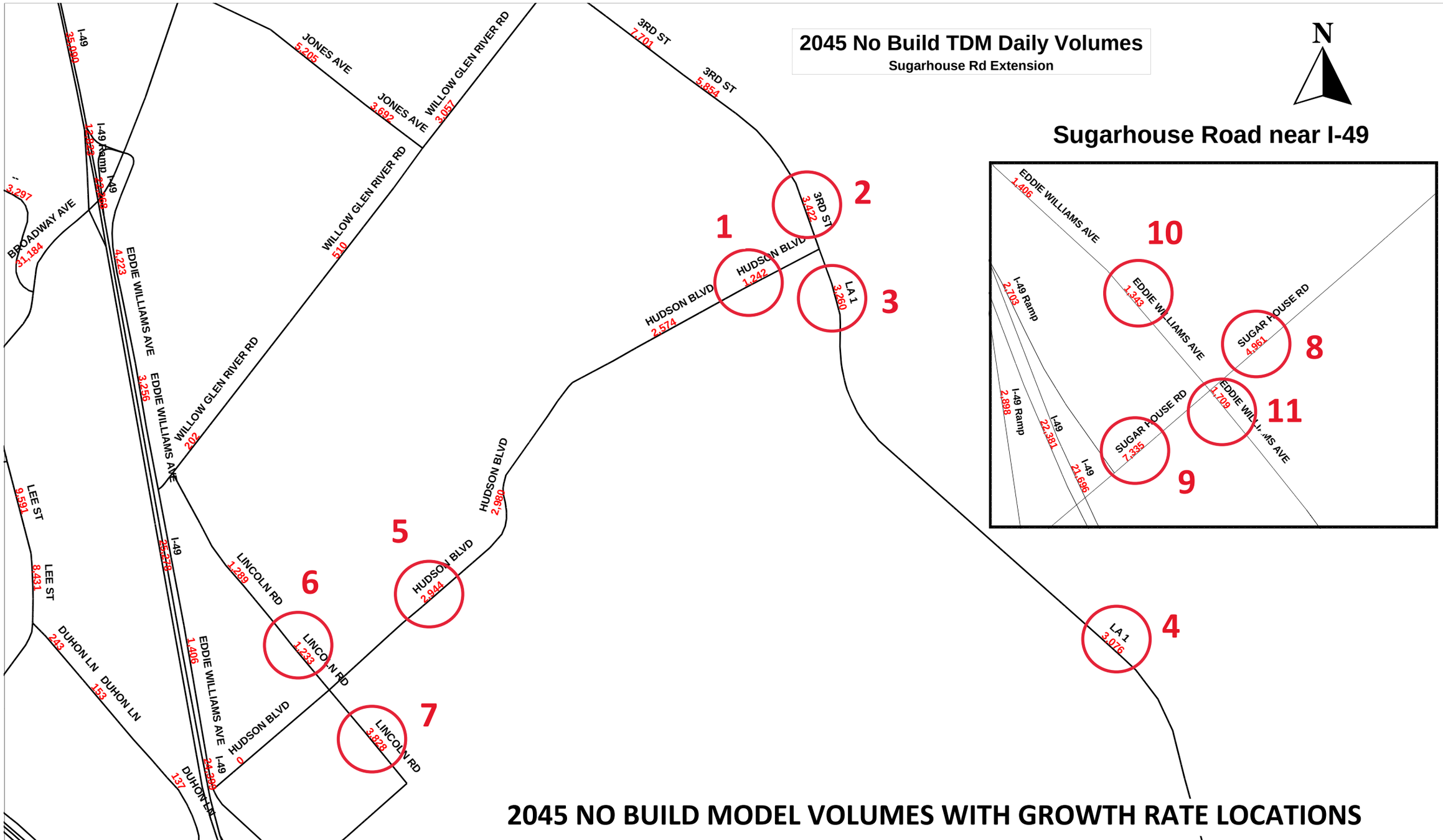


2015 BASE MODEL VOLUMES WITH MODEL VERIFICATION LOCATIONS

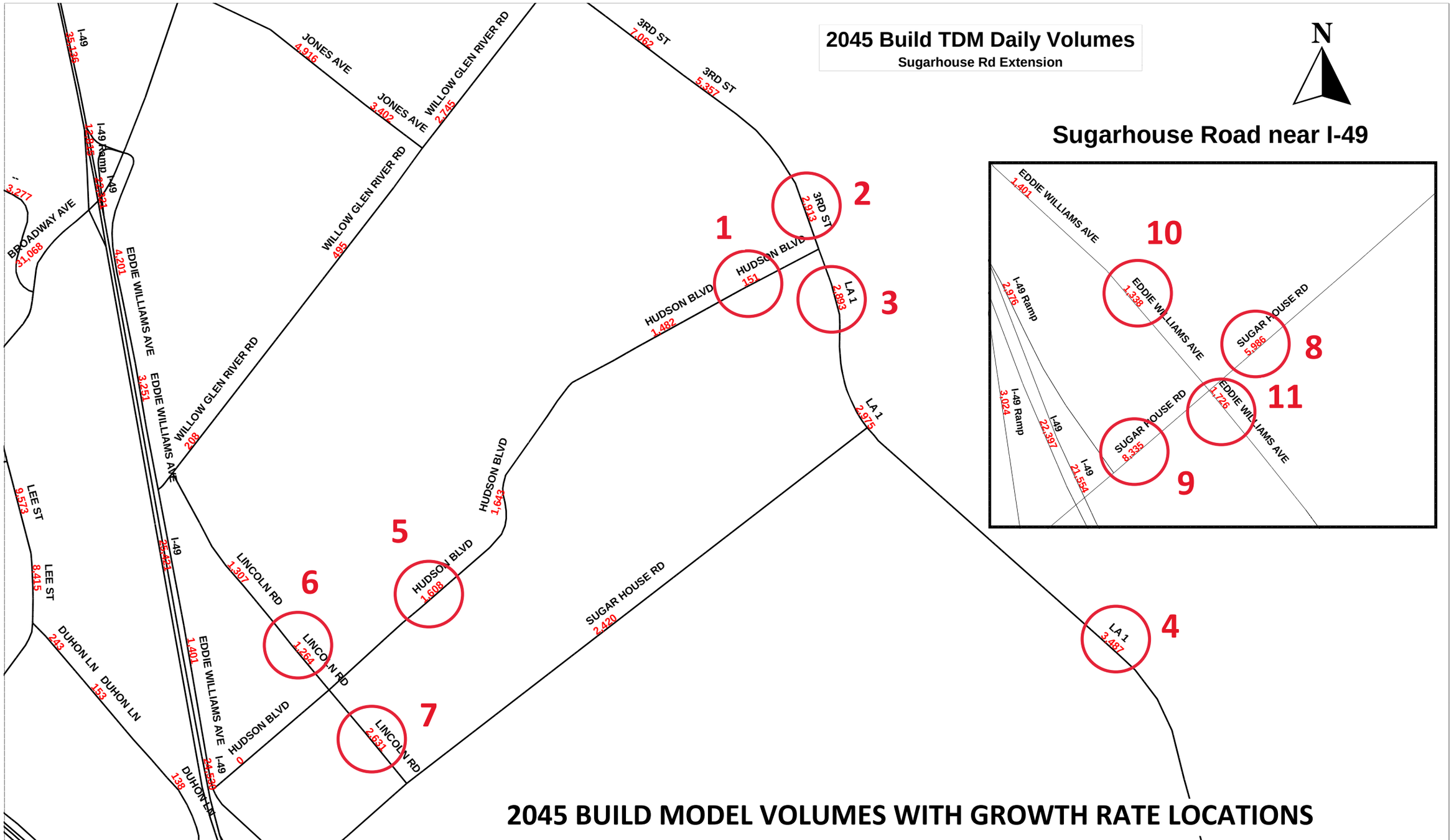
Attachment – 2015 Base Model Volumes with growth rate locations

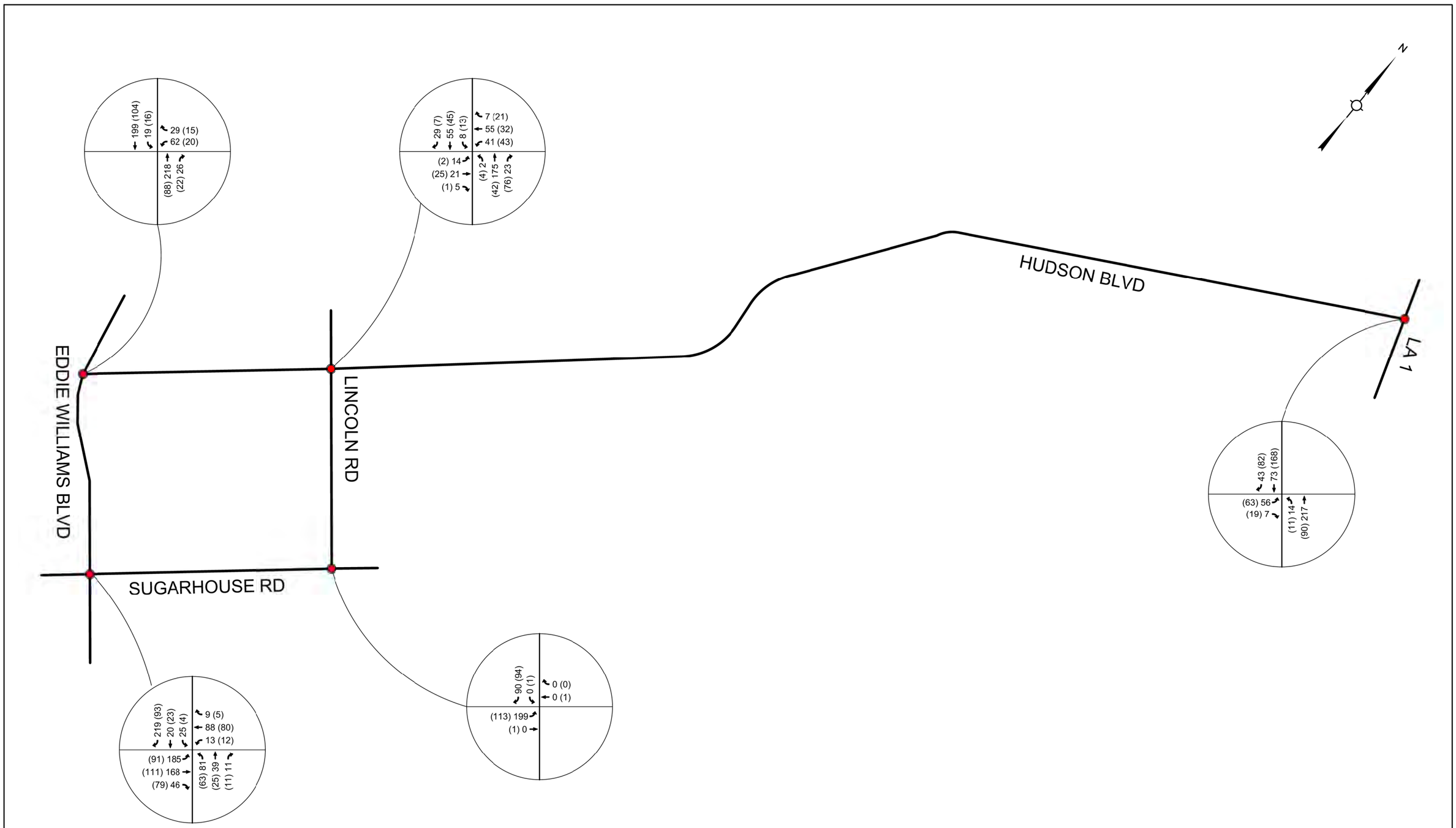

2015 Base TDM Daily Volumes
Sugarhouse Rd Extension
N
Sugarhouse Road near I-49
EDDIE WILLIAMS AVE 1,142
SUGAR H 2,990
10
EDDIE WILLIAMS AVE 1,033
I-49 Ramp 2,389
I-49 9,990
SUGAR HOUSE RD 3,969
8
I-49 Ramp 2,547
EDDIE WILLIAMS AVE 1,418
11
SUGAR HOUSE RD 5,993
9
SUGAR HOUSE RD
1
2
3
4
5
6
7
HUDSON BLVD 975
3RD ST 2,590
LA 1 2,537
LA 1 2,399
HUDSON BLVD 2,061
HUDSON BLVD 2,375
HUDSON BLVD 2,330
LINCOLN RD 974
LINCOLN RD 910
LINCOLN RD 2,990
HUDSON BLVD 0
3RD ST 6,320
3RD ST 4,658
JONES AVE 4,604
JONES AVE 3,286
WILLOW GLEN RIVER RD 2,787
WILLOW GLEN RIVER RD 464
WILLOW GLEN RIVER RD 180
BROADWAY AVE 7,750
BROADWAY AVE 26,879
I-49 Ramp 12,249
I-49 12,249
EDDIE WILLIAMS AVE 3,556
EDDIE WILLIAMS AVE 2,717
EDDIE WILLIAMS AVE 1,352
EDDIE WILLIAMS AVE 1,142
EDDIE WILLIAMS AVE 1,083
I-49 12,270
LEE ST 9,318
LEE ST 8,327
DUHON LN 168
DUHON LN 63
2015 BASE MODEL VOLUMES WITH GROWTH RATE LOCATIONS

Attachment – 2045 No Build Model Volumes with growth rate locations


2045 No Build TDM Daily Volumes
Sugarhouse Rd Extension
N
Sugarhouse Road near I-49
2045 NO BUILD MODEL VOLUMES WITH GROWTH RATE LOCATIONS
I-49
35,090
I-49 Ramp
1,283
I-49
22,368
3,291
BROADWAY AVE
11,184
EDDIE WILLIAMS AVE
4,223
EDDIE WILLIAMS AVE
3,256
JONES AVE
5,205
JONES AVE
3,692
WILLOW GLEN RIVER RD
3,057
WILLOW GLEN RIVER RD
510
WILLOW GLEN RIVER RD
202
3RD ST
1,701
3RD ST
5,854
3RD ST
3,422
1
HUDSON BLVD
1,242
2
HUDSON BLVD
2,574
LA 1
3,260
3
HUDSON BLVD
2,980
LEE ST
9,591
LEE ST
8,431
DUHON LN
243
DUHON LN
153
DUHON LN
137
I-49
25,778
I-49
24,289
LINCOLN RD
1,289
LINCOLN RD
1,233
6
5
HUDSON BLVD
2,944
HUDSON BLVD
0
LINCOLN RD
3,828
7
EDDIE WILLIAMS AVE
1,406
LA 1
3,076
4
EDDIE WILLIAMS AVE
1,406
10
I-49 Ramp
2,703
EDDIE WILLIAMS AVE
1,343
SUGAR HOUSE RD
4,961
8
I-49 Ramp
2,898
I-49
22,381
SUGAR HOUSE RD
7,335
EDDIE WILLIAMS AVE
1,709
11
I-49
21,696
9

Attachment – 2045 Build Model Volumes with growth rate locations


2045 Build TDM Daily Volumes
Sugarhouse Rd Extension
N
Sugarhouse Road near I-49
2045 BUILD MODEL VOLUMES WITH GROWTH RATE LOCATIONS
I-49 35,136
I-49 Ramp 12,843
I-49 Ramp 12,731
JONES AVE 4,916
JONES AVE 3,402
WILLOW GLEN RIVER RD 2,745
3RD ST 7,062
3RD ST 5,357
3RD ST 2,913
BROADWAY AVE 3,271
BROADWAY AVE 11,068
EDDIE WILLIAMS AVE 4,201
WILLOW GLEN RIVER RD 495
WILLOW GLEN RIVER RD 208
EDDIE WILLIAMS AVE 3,251
HUDSON BLVD 151
HUDSON BLVD 1,482
LA 1 2,893
LA 1 2,975
HUDSON BLVD 1,643
LEE ST 9,573
LEE ST 8,415
I-49 35,421
LINCOLN RD 1,307
LINCOLN RD 1,264
HUDSON BLVD 1,608
SUGAR HOUSE RD 2,420
DUHON LN 243
DUHON LN 153
EDDIE WILLIAMS AVE 1,401
HUDSON BLVD 0
I-49 24,538
DUHON LN 138
LINCOLN RD 2,631
LA 1 3,487
1
2
3
4
5
6
7
EDDIE WILLIAMS AVE 1,401
I-49 Ramp 2,976
I-49 Ramp 3,024
I-49 22,397
I-49 21,554
EDDIE WILLIAMS AVE 1,338
SUGAR HOUSE RD 5,986
SUGAR HOUSE RD 8,335
EDDIE WILLIAMS AVE 1,726
8
9
10
11



LEGEND

STUDY INTERSECTION

XX (XX) AM (PM)

FIGURE B-5
SUGARHOUSE ROAD EXTENSION
2042 NO BUILD PEAK HOUR VOLUMES

ALEXANDRIA, LA

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Appendix B

V. Geometric Field Check

A geometric field check was conducted at each study intersection. The geometric field check included the verification of lane widths, shoulder widths, median widths, number of lanes, and storage lengths. Detailed geometric field check maps are attached (**Figures B-6a, B-6b, B-6c, B-6d, and B-6e**).

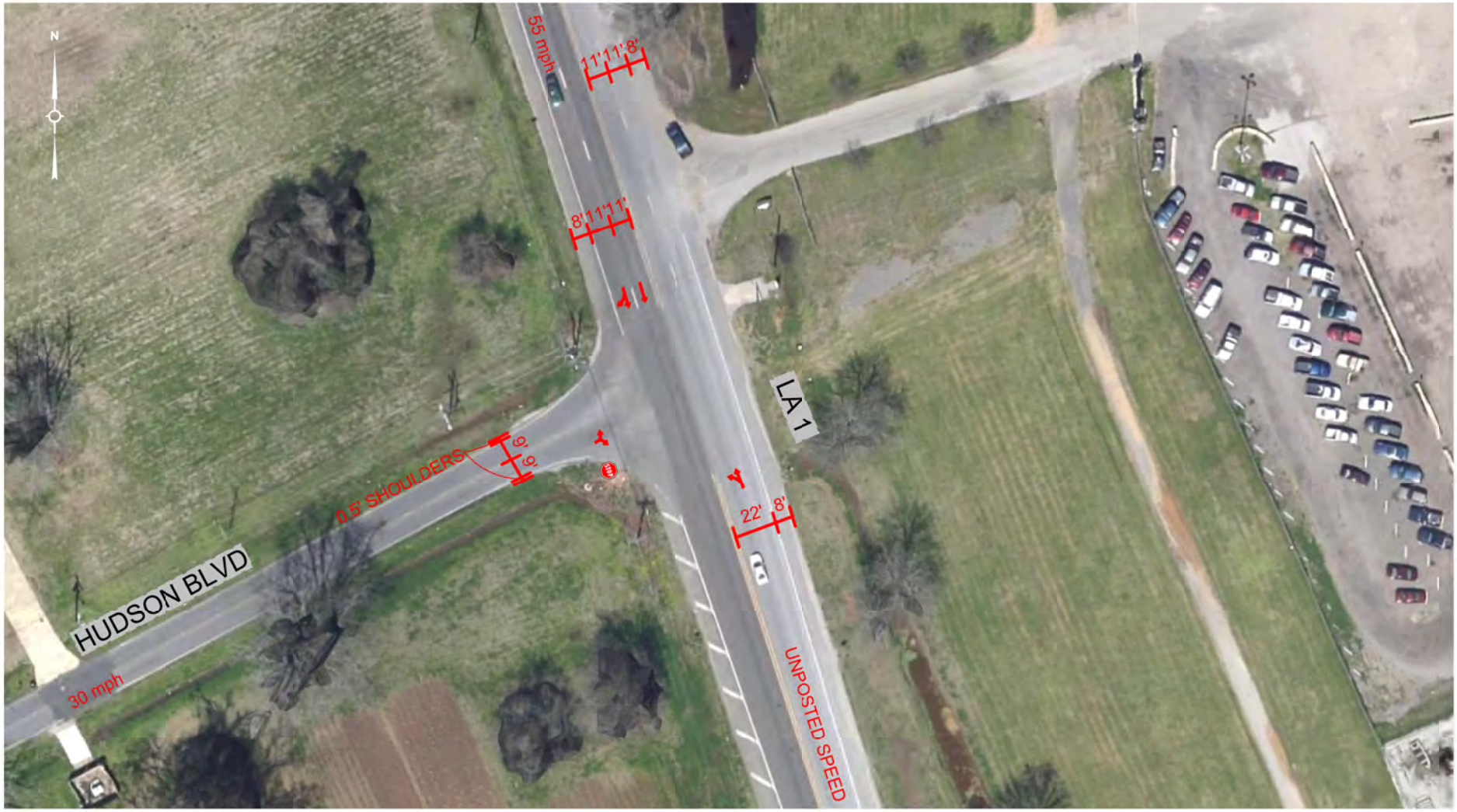

FIGURE B-6a
SUGARHOUSE ROAD EXTENSION
LA 1 AT HUDSON BLVD GEOMETRIC CHECK

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FIGURE B-6b
SUGARHOUSE ROAD EXTENSION
HUDSON BLVD AT LINCOLN RD GEOMETRIC CHECK

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FIGURE B-6c
SUGARHOUSE ROAD EXTENSION
HUDSON BLVD AT EDDIE WILLIAMS BLVD GEOMETRIC CHECK

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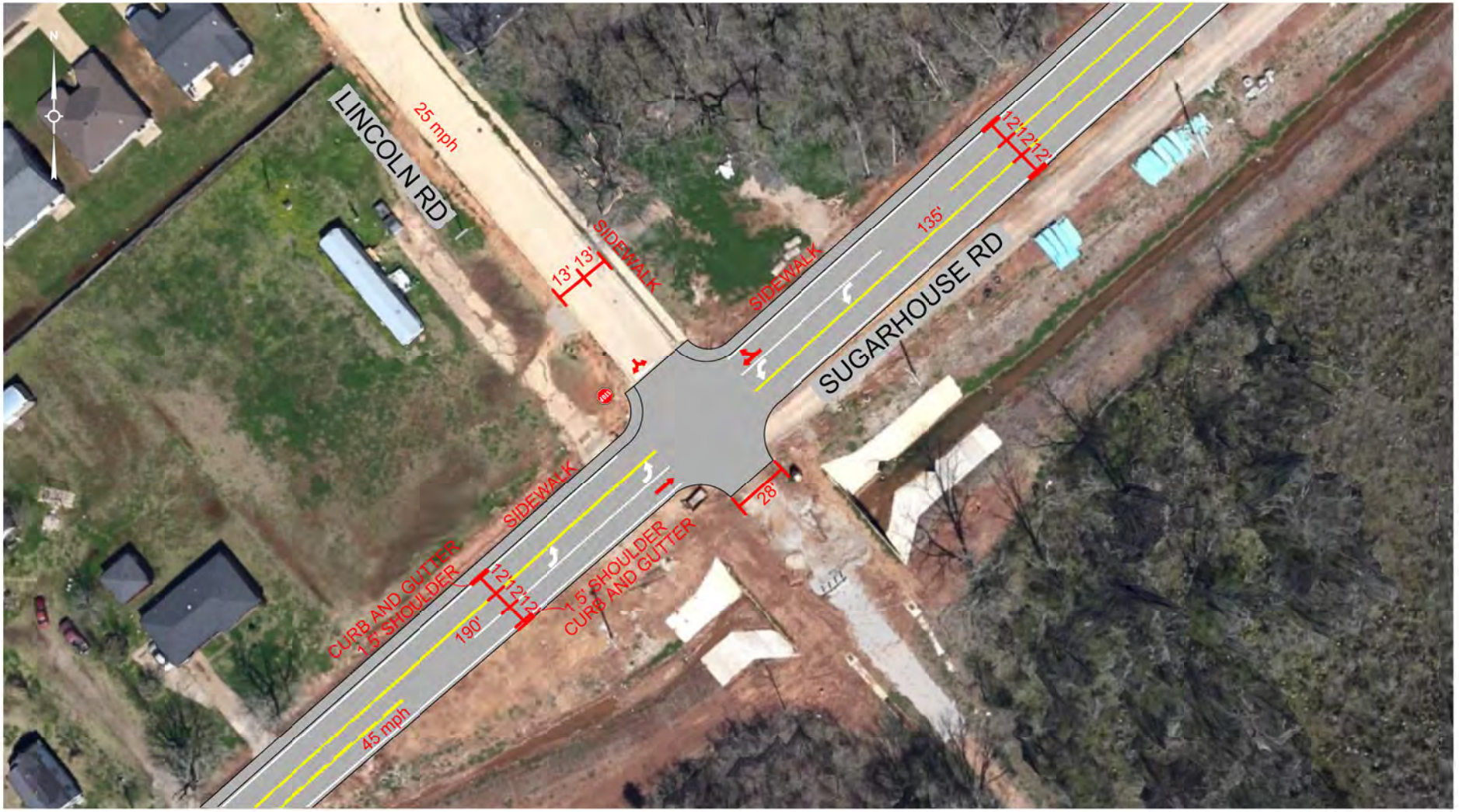

FIGURE B-6d
SUGARHOUSE ROAD EXTENSION
SUGARHOUSE RD AT LINCOLN RD GEOMETRIC CHECK

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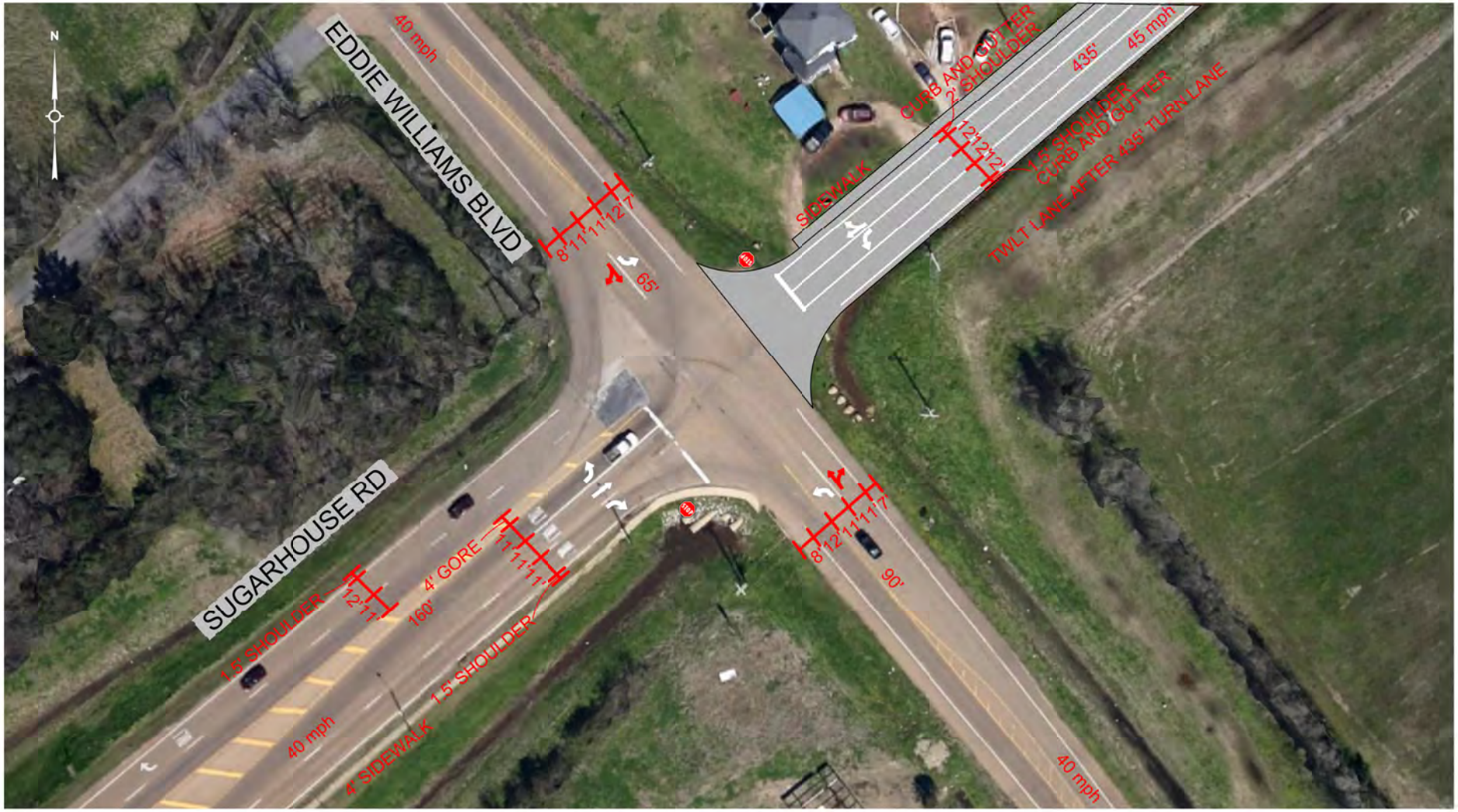

FIGURE B-6e
SUGARHOUSE ROAD EXTENSION
SUGARHOUSE RD AT EDDIE WILLIAMS BLVD GEOMETRIC CHECK

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Appendix B

VI. QAQC

Final Data Collection QA/QC Checklist

√	***Data Collection***	***Comments***
√	Classifications on hourly counts have been compared to TMC data to confirm vehicle classifications along the corridor	All sites are comparable with the exception of Lincoln at Hudson. The tube data is higher than the TMC data, because the tubes at this intersection were sat on by queues for the school.
√	Unbalanced raw data map has been checked for reasonableness along the corridor	
√	Total demand and 48 hour counts were compared and discrepancies noted	All sites are comparable with the exception of Lincoln at Hudson. The tubes at this intersection were sat on by queues for the school.
√	Any sink/source locations have been explained and justified	
	Trip Generation calculations meet ITE	n/a
√	Growth rate has been checked for reasonableness (maps and/or calculations)	GR has been checked by NSI and approved by LaDOTD
√	Peak Hour Observations have been performed for entire peak hours per location	
	Travel time runs meet 95th confidence level	n/a

Notes:

Engineer: Katie Odenthal Date given to Quality Checker: 11/10/2022

Quality Checker: Ellen Howard Date check completed: 11/17/2022

Appendix C

Existing Safety Analysis

Existing Safety Analysis Summary

I. LADOTD Crash Lists
   a. Crash Trends
   b. 2018-2020 Raw Crash Data

II. Crash Report Documentation

III. Collision Diagrams

IV. CAT Scan Analysis

V. QAQC

Appendix C

Existing Safety Analysis Summary

The City of Alexandria retained the services of Neel-Schaffer, Inc. to prepare a traffic study to identify any safety and/or operational issues and to evaluate reasonable alternatives to enhance safety and mobility within the study area in conjunction with the proposed Sugarhouse Road extension to LA 1 (3rd St). As part of the existing safety analysis, crashes were pulled from the LADOTD Crash1 database for the last three years of record (January 1, 2018 through December 31, 2020) along LA 1 (3rd St) from Hudson Blvd to the approximate location for the new intersection of Sugarhouse Road at LA 1 (3rd St) (logmile 15.610-16.487). Crashes were also pulled for each of the study intersections: LA 1 (3rd St) at Hudson Blvd, Hudson Blvd at Lincoln Rd, Hudson Blvd at Eddie Williams Ave, Sugarhouse Rd at Lincoln Rd, and Sugarhouse Rd at Eddie Williams Ave. A review of the manner of collision and additional parameter comparisons for the three years of record indicated that five (5) crashes occurred along the segment, three (3) crashes occurred at LA 1 (3rd St) at Hudson Blvd, three (3) crashes occurred at Hudson Blvd at Lincoln Rd, one (1) crash occurred at Hudson Blvd at Eddie Williams Ave, one (1) crash occurred at Sugarhouse Rd at Lincoln Rd, and thirteen (13) crashes occurred at Sugarhouse Rd at Eddie Williams Ave during all three years. It was determined that there were not enough crashes to develop a meaningful pattern. Therefore, all three years were reviewed and analyzed. The study area illustrated in **Figure C-1** encompasses the segment and intersections to be evaluated.

Included in this appendix are the following sections:

I. LADOTD Crash Lists for 2018-2020
- **a. Crash Trends**
- **b. 2018-2020 Raw Crash Data**

II. Crash Report Documentation
III. Collision Diagrams
IV. CAT Scan Analysis
V. QAQC Documentation

Based on the results of the safety analysis, it was concluded that crashes within the study area mainly occur at the intersection of Sugarhouse Rd at Eddie Williams Ave. This location has a LOSS 4 for all severity crashes and a LOSS 4 for injury crashes. It should be noted that thirteen (13) crashes occurred at this location between 2018 and 2020. Nine of these crashes were right angle crashes and was flagged as a crash type of concern by CAT Scan.

A second smaller cluster of crashes occurred at the intersection of Hudson Boulevard and Lincoln Road. Four (4) crashes occurred at this intersection between 2018 and 2020. All of these crashes were right angle crashes which were flagged as a crash type of concern by CAT Scan. This intersection has a LOSS 3 for all severity crashes and a LOSS 3 for injury crashes.

LEGEND

PROPOSED STUDY AREA

FIGURE C-1
SUGARHOUSE ROAD EXTENSION
STUDY AREA MAP

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Appendix C

I. LADOTD Crash Lists

a. Crash Trends

Crash Trends

As part of the existing safety analysis for the Sugarhouse Road Extension study, three (3) recent years of crashes (2018-2020) were pulled from the LADOTD Crash1 database to compare the raw data and the crash trends for each year. Normally one (1) year of crashes would be selected for review but there were insufficient crashes to establish trends. Therefore, all three years were reviewed.

All crashes were pulled from the LADOTD Crash1 database between January 1, 2018 through December 31, 2020 along LA 1 (3rd St) from Hudson Blvd to the approximate location for the new intersection of Sugarhouse Road at LA 1 (3rd St) (logmile 15.610-16.487). Crashes were also pulled for each of the study intersections: LA 1 (3rd St) at Hudson Blvd, Hudson Blvd at Lincoln Rd, Hudson Blvd at Eddie Williams Ave, Sugarhouse Rd at Lincoln Rd, and Sugarhouse Rd at Eddie Williams Ave.

A review of the manner of collision and additional parameter comparisons for the three years of record indicated that five (5) crashes occurred along the segment, three (3) crashes occurred at LA 1 (3rd St) at Hudson Blvd, three (3) crashes occurred at Hudson Blvd at Lincoln Rd, one (1) crash occurred at Hudson Blvd at Eddie Williams Ave, one (1) crash occurred at Sugarhouse Rd at Lincoln Rd, and thirteen (13) crashes occurred at Sugarhouse Rd at Eddie Williams Ave during all three years.

Crash history trends in the manner of collision were compared to determine if each year had similar characteristics. A comparison of the manner of collision for each year for each location can be seen in **Table C-1** below.

Table C-1: Raw Data Manner of Collision

Manner of Collision	2018		2019		2020	
	# of Crashes	***Percentage***	***# of Crashes***	***Percentage***	***# of Crashes***	***Percentage***
LA 1 Segment (Logmile 15.610 – 16.487)						
Non-collision	1	100%	1	50%	0	0%
Side Swipe (sd)	0	0%	1	50%	0	0%
Left Turn-e	0	0%	0	0%	2	100%
Total	**1**	**100.0%**	**2**	**100.0%**	**2**	**100.0%**
LA 1 (3rd St) at Hudson Blvd						
Non-collision	1	100%	2	100%	0	0%
Total	**1**	**100.0%**	**2**	**100.0%**	**0**	**100.0%**

Hudson Blvd at Lincoln Rd						
Right Angle	1	100%	1	100%	0	0%
Left Turn-f	0	0%	0	0%	1	100%
Total	**1**	**100.0%**	**1**	**100.0%**	**1**	**100.0%**
Hudson Blvd at Eddie Williams Ave						
Other	0	0%	0	0%	1	100%
Total	**0**	**100.0%**	**0**	**100.0%**	**1**	**100.0%**
Sugarhouse Rd at Lincoln Rd						
Right Angle	0	0%	1	100%	0	0%
Total	**0**	**100.0%**	**1**	**100.0%**	**0**	**100.0%**
Sugarhouse Rd at Eddie Williams Ave						
Rear End	1	25%	2	33.33%	0	0%
Right Angle	3	75%	2	33.33%	3	100%
Other	0	0%	1	16.67%	0	0%
Left Turn-g	0	0%	1	16.67%	0	0%
Total	**4**	**100.0%**		**100.0%**		**100.0%**

Appendix C

I. LADOTD Crash Lists

b. 2018-2020 Raw Crash Data

2018-2020 Raw Crash Data

Crashes were pulled from the DOTD Crash1 database for the years 2018-2020 (January 1, 2018 through December 31, 2020) at the following locations:

1. Segment: LA 1 (3rd St) Logmile 15.610 – 16.487
2. Intersection: LA 1 (3rd St) at Hudson Blvd
3. Intersection: Hudson Blvd at Lincoln Rd
4. Intersection: Hudson Blvd at Eddie Williams Ave
5. Intersection: Sugarhouse Rd at Lincoln Rd
6. Intersection: Sugarhouse Rd at Eddie Williams Ave

Segment crashes are crashes which occur along a roadway and are not directly related to an intersection. These crashes could be due to driveways, unsignalized intersections, lane changes, etc. For safety studies, segment limits are defined based on roadway characteristics and annual average daily traffic volumes. For this study, a section of LA 1 (3rd St) was analyzed as a single segment between Hudson Blvd and the proposed intersection with the Sugarhouse Road Extension.

A standard 150-foot intersection radius was utilized to collect crash reports for all intersections.

Additionally, there were no pedestrian crashes and no bicycle crashes along LA 1 (3rd St) and the intersections within the study area.

Raw Data 2018-2020 Crash Summary

The raw data results of the crash query before review are summarized in **Table C-2** and **Table C-3**.

Table C-2*:* Raw 2018-2020 Segment Crashes

Segment		Year	Vehicle	Pedestrian	Bicycle	Total
1	LA 1 (3rd St) Logmile 15.610-16.487	2018	1	0	0	1
		2019	2	0	0	2
		2020	2	0	0	2

Table C-3: Raw 2018-2020 Intersection Crashes

Intersection		Year	Vehicle	Pedestrian	Bicycle	Total
1	LA 1 (3rd St) at Hudson Blvd	2018	1	0	0	1
		2019	2	0	0	2
		2020	0	0	0	0
2	Hudson Blvd at Lincoln Rd	2018	1	0	0	1
		2019	1	0	0	1
		2020	1	0	0	1
3	Hudson Blvd at Eddie Williams Ave	2018	0	0	0	0
		2019	0	0	0	0
		2020	1	0	0	1
4	Sugarhouse Rd at Lincoln Rd	2018	0	0	0	0
		2019	1	0	0	1
		2020	0	0	0	0
5	Sugarhouse Rd at Eddie Williams Ave	2018	4	0	0	4
		2019	6	0	0	6
		2020	3	0	0	3

Appendix C

I. LADOTD Crash Lists

LA 1 (3rd St): Segment Logmile 15.610-16.487 – [2018-2020]

LADOTD Crash List

Control-Section 052-08 between logmiles 15.610 and 16.487
2018-01-01 to 2020-12-31

Csect	Log Mile	Route	Mile Point	tot acc	pdo acc	fat acc	inj acc	num fat	num inj	crash date	most harm evt	manner coll	crash type	surf cond	crash num	par ish	hour	int	iv agy	dir trav	move prior
052-08	16.46	0001	261.23	1	1	0	0	0	0	2018-10-14	MV in Trans	Non Coll	Error	dry	201810144001140039	40	18	1	B	W	J
Total	2018			1	1	0	0	0	0												
052-08	15.97	0001	260.75	1	0	0	1	0	1	2019-06-11	MV in Trans	S Swipe(sd)	Medium Veh	dry	201906114001110048	40	17	0	B	SS	BB
052-08	16.48	0001	261.25	1	1	0	0	0	0	2019-07-25	Falling Obj	Non Coll	Small Veh	dry	201907254001250012	40	03	1	B	NN	BB
Total	2019			2	1	0	1	0	1												
052-08	15.92	0001	260.69	1	0	0	1	0	1	2020-09-23	MV in Trans	Left Turn-e	Medium Veh	wet	202009234001230036	40	13	0	B	SS	EI
052-08	16.44	0001	261.21	1	0	0	1	0	1	2020-09-30	MV in Trans	Left Turn-e	Transport	dry	202009304001300021	40	11	0	B	SS	FI
Total	2020			2	0	0	2	0	2												
Grand	Total			5	2	0	3	0	3												

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Appendix C

I. LADOTD Crash Lists

LA 1 (3rd St) at Hudson Blvd – [2018-2020]

LADOTD Crash List

Within 150 feet of intersection ID: 40LA1@HUDSON - Including Off-System
2018-01-01 to 2020-12-31

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	crash type	surf cond	crash num	par ish	hour	int	iv agy	dir trav	move prior
0001	261.23	052-08	16.46	1	1	0	0	0	0	2018-10-14	MV in Trans	Non Coll	Error	dry	201810144001140039	40	18	1	B	W	J
Total	2018			1	1	0	0	0	0												
0001	261.25	052-08	16.48	1	1	0	0	0	0	2019-07-25	Falling Obj	Non Coll	Small Veh	dry	201907254001250012	40	03	1	B	NN	BB
0000				1	1	0	0	0	0	2019-11-25	Ran off Road-R	Non Coll	Miscellaneous	dry	201911254001250042	40	18	1	B	W	Z
Total	2019			2	2	0	0	0	0												
Grand	Total			3	3	0	0	0	0												

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Appendix C

I. LADOTD Crash Lists

Hudson Blvd at Lincoln Rd – [2018-2020]

LADOTD Crash List

Within 150 feet of latitude 31.265066, longitude -92.430545
2018-01-01 to 2020-12-31

Csect	Log Mile	Route	Mile Point	tot acc	pdo acc	fat acc	inj acc	num fat	num inj	crash date	most harm evt	manner coll	crash type	surf cond	crash num	par ish	hour	int	iv agy	dir trav	move prior	Dist ft
		0000		1	0	0	1	0	1	2018-09-18	MV in Trans	Rt Angle	Small Veh	dry	201809194001180052	40	14	1	B	WS	BB	10
Total	2018			1	0	0	1	0	1													
		0000		1	1	0	0	0	0	2019-12-17	MV in Trans	Rt Angle	Small Veh	dry	201912174001170051	40	16	1	B	WS	BB	11
Total	2019			1	1	0	0	0	0													
		0000		1	1	0	0	0	0	2020-09-25	MV in Trans	Left Turn-f	Small Veh	dry	202009254001250034	40	17	1	B	NS	ZB	76
Total	2020			1	1	0	0	0	0													
Grand	Total			3	2	0	1	0	1													

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Appendix C

I. LADOTD Crash Lists

Hudson Blvd at Eddie Williams Ave – [2018-2020]

LADOTD Crash List

Within 150 feet of latitude 31.261132, longitude -92.435890
2018-01-01 to 2020-12-31

Csect	Log Mile	Route	Mile Point	tot acc	pdo acc	fat acc	inj acc	num fat	num inj	crash date	most harm evt	manner coll	crash type	surf cond	crash num	par ish	hour	int	iv agy	dir trav	move prior	Dist ft
840-20	1.68	12084	1.68	1	1	0	0	0	0	2020-09-17	MV in Trans	Other	Transport	contam	202009184001170026	40	09	1	B	NN	DQ	35
Total	2020			1	1	0	0	0	0													
Grand	Total			1	1	0	0	0	0													

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Appendix C

I. LADOTD Crash Lists

Sugarhouse Rd at Lincoln Rd – [2018-2020]

LADOTD Crash List

Within 150 feet of latitude 31.261305, longitude -92.426821
2018-01-01 to 2020-12-31

Csect	Log Mile	Route	Mile Point	tot acc	pdo acc	fat acc	inj acc	num fat	num inj	crash date	most harm evt	manner coll	crash type	surf cond	crash num	par ish	hour	int	iv agy	dir trav	move prior	Dist ft
		0000		1	0	0	1	0	1	2019-05-09	MV in Trans	Rt Angle	Small Veh	wet	20190509400109002 4	40	10	1	B	NE	BA	91
Total	2019			1	0	0	1	0	1													
Grand	Total			1	0	0	1	0	1													

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Appendix C

I. LADOTD Crash Lists

Sugarhouse Rd at Eddie Williams Ave – [2018-2020]

LADOTD Crash List

Within 150 feet of latitude 31.257415, longitude -92.432033
2018-01-01 to 2020-12-31

Csect	Log Mile	Route	Mile Point	tot acc	pdo acc	fat acc	inj acc	num fat	num inj	crash date	most harm evt	manner coll	crash type	surf cond	crash num	par ish	hour	int	iv agy	dir trav	move prior	Dist ft
840-20	1.35	12084	1.35	1	1	0	0	0	0	2018-04-27	MV in Trans	Rt Angle	Small Veh	dry	201804274001270062	40	21	1	B	WN	BB	32
840-20	1.34	12084	1.34	1	0	0	1	0	3	2018-08-16	MV in Trans	Rt Angle	Small Veh	dry	201808164001160008	40	07	1	B	ES	IB	21
840-37	0.49	3250	0.49	1	0	0	1	0	1	2018-09-15	MV in Trans	Rear End	Medium Veh	dry	201809154001150016	40	11	1	B	EE	BA	41
		3250	0.50	1	1	0	0	0	0	2018-09-25	MV in Trans	Rt Angle	Small Veh	dry	201809254001250031	40	14	1	B	ES	IB	24
Total	2018			4	2	0	2	0	4													
840-20	1.34	12084	1.34	1	0	0	1	0	2	2019-03-11	MV in Trans	Rt Angle	Small Veh	dry	201903124001110033	40	15	1	B	WN	BB	13
840-37	0.50	3250	0.50	1	1	0	0	0	0	2019-04-25	Overturned	Other	Motorcycle	dry	201904264001260031	40	13	1	B	E	Q	6
840-37	0.50	3250	0.50	1	1	0	0	0	0	2019-09-23	MV in Trans	Left Turn-g	Transport	dry	201909234001230069	40	22	1	B	NN	II	6
840-37	0.49	3250	0.49	1	1	0	0	0	0	2019-11-14	MV in Trans	Rear End	Medium Veh	dry	201911144001140018	40	08	0	B	EE	BA	49
840-37	0.49	3250	0.49	1	0	0	1	0	1	2019-11-21	MV in Trans	Rt Angle	3+ vehicles	dry	201911214001210028	40	16	1	B	ESW	ABB	69
840-20	1.36	12084	1.36	1	0	0	1	0	1	2019-11-27	MV in Trans	Rear End	Small Veh	dry	201911274001270013	40	08	1	B	NN	AB	99
Total	2019			6	3	0	3	0	4													
840-20	1.34	12084	1.34	1	0	0	1	0	3	2020-06-17	MV in Trans	Rt Angle	Small Veh	dry	202006174001170056	40	22	1	B	WS	BB	6
840-20	1.32	12084	1.32	1	1	0	0	0	0	2020-12-09	MV in Trans	Rt Angle	Small Veh	dry	202012094001090044	40	16	1	B	ES	BB	123
840-20	1.34	12084	1.34	1	0	0	1	0	3	2020-12-14	MV in Trans	Rt Angle	Bus	dry	202012144001140023	40	13	1	B	EW	BB	19
Total	2020			3	1	0	2	0	6													
Grand	Total			13	6	0	7	0	14													

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Appendix C

II. Crash Report Documentation

As part of the existing safety analysis, 26 crash reports were pulled and reviewed for accuracy. Of all the crash reports reviewed, twenty-three (23) crashes were determined to occur within the study area between January 1, 2018 through December 31, 2020. When reviewing these crashes, the location, logmile, and a brief description of the crashes were recorded in the crash report documentation to summarize the crashes. These crashes were also given a crash ID number that corresponds to the crash ID number found on the included collision diagrams.

Five (5) crashes were originally discovered in DOTD's Crash1 database along LA 1 (3rd St) between logmile 15.610 and 16.487. Two of these crashes were duplicates with the crashes pulled at LA 1 (3rd St) at Hudson Blvd; one of the duplicates was determined to be intersection related. This resulted in a total of four (4) segment crashes between 2018 and 2020. No pedestrian crashes were found along the segment.

At the intersection of LA 1 (3rd St) at Hudson Blvd, three (3) crashes were listed in DOTD's Crash1 database. However, one (1) crash was determined to be related to the LA 1 (3rd St) segment and one (1) was determined to be outside of the study area resulting in a total of one (1) crash at this intersection from 2018 to 2020.

At the intersection of Hudson Blvd at Lincoln Rd, three (3) crashes were listed in DOTD's Crash1 database. One (1) crash was added to this intersection resulting in a total of four (4) crashes at this intersection from 2018 to 2020.

At the intersection of Hudson Blvd at Eddie Williams Ave, one (1) crash was listed in DOTD's Crash1 database. No other crashes were added to this intersection resulting in one (1) crash at this intersection from 2018 to 2020.

At the intersection of Sugarhouse Rd at Lincoln Rd, one (1) crash was listed in DOTD's Crash1 database. It was determined that this crash occurred at the intersection of Hudson Blvd at Lincoln Rd resulting in no crashes at this intersection from 2018 to 2020.

At the intersection of Sugarhouse Rd at Eddie Williams Ave, thirteen (13) crashes were listed in DOTD's Crash1 database. No crashes were added to or removed from this intersection.

An overview of the reviewed data is provided in **Table C-4** and **Table C-5**.

Table C-4: Reviewed 2018-2020 Segment Crashes

Segment		Crashes	Added from Intersection	Intersection Related	Out of Study Area	Updated Crash Total
1	LA 1 (3rd St) Logmile 15.610-16.487	5	0	1	0	4

Table C-5: Reviewed 2018-2020 Intersection Crashes

Intersection		Crashes	Added from Segment / Intersection	Determined to be Segment / Another Intersection	Out of Study Area	Updated Crash Total
1	LA 1 (3rd St) at Hudson Blvd	3*	0	1	1	1
2	Hudson Blvd at Lincoln Rd	3	1	0	0	4
3	Hudson Blvd at Eddie Williams Ave	1	0	0	0	1
4	Sugarhouse Rd at Lincoln Rd	1	0	1	0	0
5	Sugarhouse Rd at Eddie Williams Ave	13	0	0	0	13

*Two of these crashes were duplicates from the segment crashes. One was determined to be intersection related and the other was determined to be segment related.

The crash summaries are included in this section.

Appendix C

III. Collision Diagrams

After the crashes from 2018 to 2020 were reviewed, collision diagrams were developed. The collisions were plotted on aerial photographs of the segment and intersections and identified with a crash ID number that corresponds with the crash ID number assigned to each crash in the crash report documentation. When a crash was placed on the collision diagram, it was given a specific symbol to reflect the type of crash. A legend is shown to identify these crash types. Severity was also distinguished on the collision diagram by using circles to illustrate which crashes were coded as injury or fatal crashes. Injury crash IDs (incapacitating to possible/complaint) were circled black while fatal crash IDs were circled in red. The crash ID numbers correspond to a crash details sheet which displays additional details about each crash including:

- Day of week
- Time of day
- Lighting conditions
- Alcohol Involvement
- Driver condition
- Weather
- Intersection related
- Roadway surface condition

Based on the collision diagrams, the following observations were determined for the segment of LA 1 (3rd St) logmile 15.610-16.487:

- There are three (3) sideswipe same direction crashes on LA 1 (3rd St) as shown in **Figure C-2**.

Based on the collision diagrams the following observations were determined for the intersection of LA 1 (3rd St) at Hudson Blvd:

- One (1) non-collision crash occurred during the three years as shown in **Figure C-3**.

Based on the collision diagrams the following observations were determined for the intersection of Hudson Blvd at Lincoln Rd:

- A cluster of four (4) right-angle crashes occurred at this intersection during the three years as shown in **Figure C-4**.

Based on the collision diagrams the following observations were determined for the intersection of Hudson Blvd at Eddie Williams Ave:

- One (1) “other” crash type occurred at this intersection during the three years as shown in **Figure C-5**.

As shown in **Figure C-6**, no crashes occurred at the intersection of Sugarhouse Rd at Lincoln Rd during the three years reviewed.

Based on the collision diagrams the following observations were determined for the intersection of Sugarhouse Rd at Eddie Williams Ave:

- A cluster of right-angle crashes occurred at this intersection during the three years as shown in **Figure C-7**.

The collision diagrams along with the crash details are included in this section.

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Collision Diagram Crash Details - LA 1 Segment

Crash ID	C-Sect	Log-mile	Severity	# Fat	# Inj	Crash Date	Day	Hour	Manner Coll	Surf Cond	Crash #	Alcohol	Intersection	Lighting	Weather	Driver 1 Cond	Driver 2 Cond
1	052-08	15.974	C-Complaint	0	1	6/11/2019	TU	17	Side Swipe SD	Dry	201906114001110048-	No	No	Daylight	Clear	Normal	Unknown
2	052-08	16.479	O-PDO	0	0	7/25/2019	TH	3	Single Vehicle	Dry	201907254001250012-	No	No	Dark Continuous Lights	Clear	Unknown	Normal
3	052-08	15.923	C-Complaint	0	1	9/23/2020	WE	13	Side Swipe SD	Wet	202009234001230036-	No	No	Daylight	Rain	Normal	Normal
4	052-08	16.441	C-Complaint	0	1	9/30/2020	WE	11	Side Swipe SD	Dry	202009304001300021-	No	No	Daylight	Clear	Inattentive	Normal

Collision Diagram Crash Details - LA 1 at Hudson Blvd

Crash ID	C-Sect	Log-mile	Severity	# Fat	# Inj	Crash Date	Day	Hour	Manner Coll	Surf Cond	Crash #	Alcohol	Intersection	Lighting	Weather	Driver 1 Cond	Driver 2 Cond
1	052-08	16.456	O-PDO	0	0	10/14/2018	SU	18	Single Vehicle	Dry	201810144001140039-	No	Yes	Daylight	Clear	Normal	--

Collision Diagram Crash Details - Lincoln Rd at Hudson Blvd

Crash ID	C-Sect	Log-mile	Severity	# Fat	# Inj	Crash Date	Day	Hour	Manner Coll	Surf Cond	Crash #	Alcohol	Intersection	Lighting	Weather	Driver 1 Cond	Driver 2 Cond
1		0	C-Complaint	0	1	9/18/2018	TU	14	Right Angle	Dry	201809194001180052-	No	Yes	Daylight	Clear	Inattentive	Normal
2		0	O-PDO	0	0	12/17/2019	TU	16	Right Angle	Dry	201912174001170051-	No	Yes	Daylight	Clear	Inattentive	Normal
3		0	O-PDO	0	0	9/25/2020	FR	17	Right Angle	Dry	202009254001250034-	No	Yes	Daylight	Clear	Unknown	Normal
4		0	C-Complaint	0	1	5/9/2019	TH	10	Right Angle	Wet	201905094001090024-	No	Yes	Daylight	Rain	Normal	Inattentive

Collision Diagram Crash Details - Eddie Williams Ave at Hudson Blvd

Crash ID	C-Sect	Log-mile	Severity	# Fat	# Inj	Crash Date	Day	Hour	Manner Coll	Surf Cond	Crash #	Alcohol	Intersection	Lighting	Weather	Driver 1 Cond	Driver 2 Cond
1	840-20	1.684	O-PDO	0	0	9/17/2020	TH	9	Other	Wet	202009184001170026-	No	Yes	Daylight	Clear	Normal	Normal

Collision Diagram Crash Details - Eddie Williams Ave at Sugar House Rd

Crash ID	C-Sect	Log-mile	Severity	# Fat	# Inj	Crash Date	Day	Hour	Manner Coll	Surf Cond	Crash #	Alcohol	Intersection	Lighting	Weather	Driver 1 Cond	Driver 2 Cond
1	840-20	1.35	O-PDO	0	0	4/27/2018	FR	21	Right Angle	Dry	201804274001270062-	No	Yes	Dark Continuous Lights	Clear	Normal	Unknown
2	840-20	1.34	C-Complaint	0	3	8/16/2018	TH	7	Right Angle	Dry	201808164001160008-	No	Yes	Daylight	Clear	Unknown	Normal
3	840-37	0.493	C-Complaint	0	1	9/15/2018	SA	11	Rear End	Dry	201809154001150016-	No	Yes	Daylight	Clear	Unknown	Normal
4		0	O-PDO	0	0	9/25/2018	TU	14	Right Angle	Dry	201809254001250031-	No	Yes	Daylight	Clear	Inattentive	Normal
5	840-20	1.341	B-Moderate	0	2	3/11/2019	MO	15	Right Angle	Dry	201903124001110033-	No	Yes	Daylight	Clear	Inattentive	Normal
6	840-37	0.5	O-PDO	0	0	4/25/2019	TH	13	Other	Dry	201904264001260031-	No	Yes	Daylight	Clear	Normal	--
7	840-37	0.5	O-PDO	0	0	9/23/2019	MO	22	Side Swipe SD	Dry	201909234001230069-	No	Yes	Dark Continuous Lights	Clear	Normal	Normal
8	840-37	0.491	O-PDO	0	0	11/14/2019	TH	8	Rear End	Dry	201911144001140018-	No	Yes	Daylight	Cloudy	Inattentive	Normal
9	840-37	0.488	C-Complaint	0	1	11/21/2019	TH	16	Right Angle	Dry	201911214001210028-	No	Yes	Dusk	Clear	Normal	Normal
10	840-20	1.362	C-Complaint	0	1	11/27/2019	WE	8	Right Angle	Dry	201911274001270013-	No	Yes	Daylight	Clear	Normal	Normal
11	840-20	1.344	B-Moderate	0	3	6/17/2020	WE	22	Right Angle	Dry	202006174001170056-	No	Yes	Dark Intersection Lights	Clear	Inattentive	Normal
12	840-20	1.32	O-PDO	0	0	12/9/2020	WE	16	Right Angle	Dry	202012094001090044-	No	Yes	Daylight	Clear	Unknown	Normal
13	840-20	1.34	C-Complaint	0	3	12/14/2020	MO	13	Right Angle	Dry	202012144001140023-	No	Yes	Daylight	Cloudy	Normal	Normal

LEGEND

NON-COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	LEFT TURN-G	SIDESWIPE (SD)
REAR END	LEFT TURN-E	RIGHT TURN-H	SIDESWIPE (OD)
HEAD-ON	LEFT TURN-F	RIGHT TURN-I	OTHER

SEVERITY

ID# PROPERTY DAMAGE ONLY | ID# INJURY | ID# FATALITY | PEDESTRIAN | MULTIPLE CRASHES

FIGURE C-2
SUGARHOUSE RD EXT
LA 1 SEGMENT
CONTROL SECTION: 052-08
COLLISION DIAGRAM
[2018-2020]

ALEXANDRIA, LA

NEEL-SCHAFFER
Solutions you can build upon

FIGURE C-3
SUGARHOUSE RD EXT
COLLISION DIAGRAM
LA 1 AT HUDSON BLVD
[2018-2020]

ALEXANDRIA, LA

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PAGE 1 OF 1

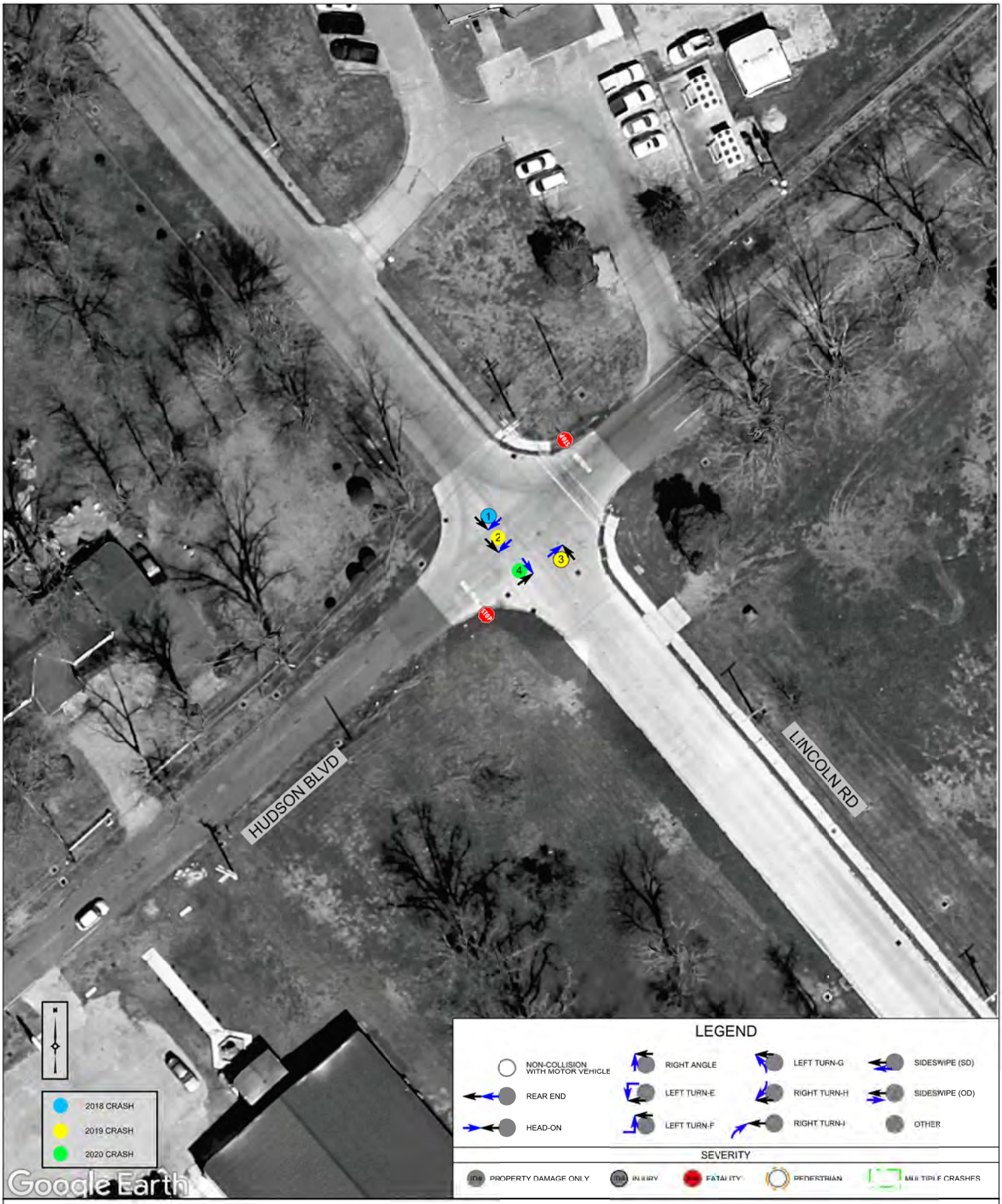

FIGURE C-4
SUGARHOUSE RD EXT
COLLISION DIAGRAM
HUDSON BLVD AT LINCOLN RD
[2018-2020]

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FIGURE C-5
SUGARHOUSE RD EXT
COLLISION DIAGRAM
HUDSON BLVD AT EDDIE WILLIAMS AVE
[2018-2020]

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NO COLLISIONS OCCURED AT THIS LOCATION

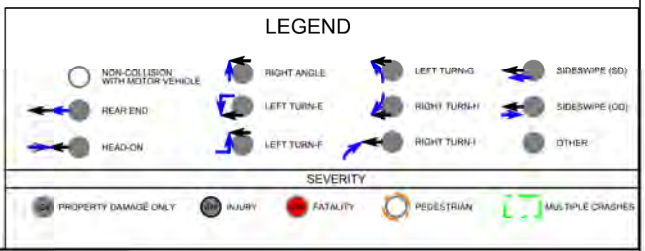

FIGURE C-6
SUGARHOUSE RD EXT
COLLISION DIAGRAM
SUGAR HOUSE RD AT LINCOLN RD
[2018-2020]

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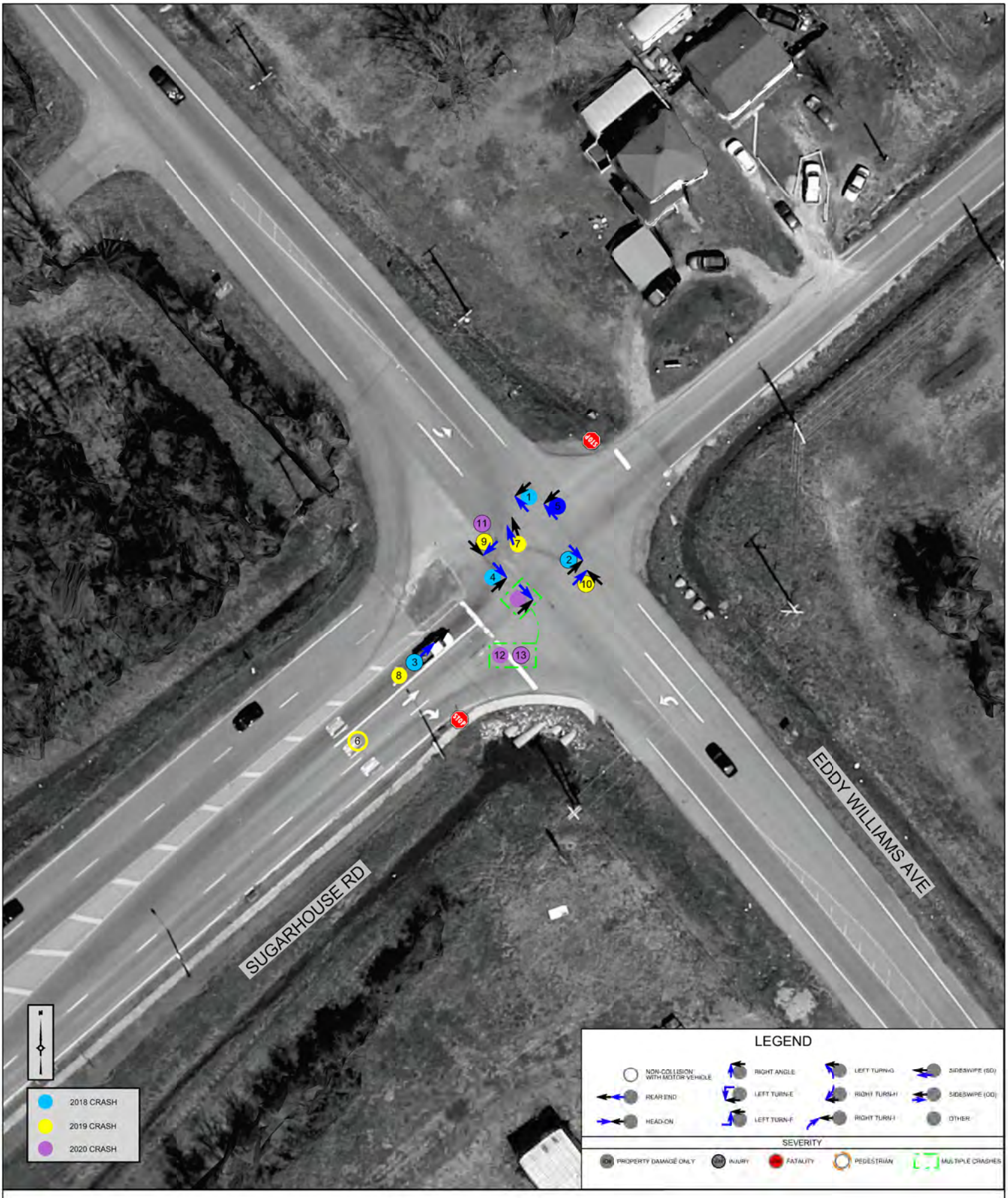

FIGURE C-7
SUGARHOUSE RD EXT
COLLISION DIAGRAM
SUGARHOUSE RD AT EDDIE WILLIAMS AVE
[2018-2020]

ALEXANDRIA, LA

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Appendix C

IV. CAT Scan Analysis

As part of the existing safety analysis, detailed CAT Scan analyses were performed for the segment of LA 1 (3rd St) from logmile 15.610 to logmile 16.487 and at the five study intersections for 2018-2020. The CAT Scan analysis includes a determination of the LOSS (Level of Service of Safety) for all crash severities and for injury related crashes. An explanation of these performance measures is shown below:

- LOSS 1 – Negligible potential for safety improvement
- LOSS 2 – Low potential for safety improvement
- LOSS 3 – Moderate potential for safety improvement
- LOSS 4 – High potential for safety improvement

The CAT Scan analysis also flags crash types that are of a higher percentage than those found on similar roadways throughout the state of Louisiana. Those flagged crash types are detailed in this section. Lastly, the CAT Scan analysis provides a time of day graph that allows the user to identify when crashes are occurring for each study segment/intersection. Any trends in the time of day are outlined in this section.

The Annual Average Daily Traffic (AADT) for each CAT Scan was based on the most current traffic count data available.

The crash data was provided within eight CAT Scan files for analysis as follows:

1. Segment: LA 1 (3rd St) logmile 15.610-16.487
2. Intersection: LA 1 (3rd St) at Hudson Blvd
3. Intersection: Hudson Blvd at Lincoln Rd
4. Intersection: Hudson Blvd at Eddie Williams Ave
5. Intersection: Sugarhouse Rd at Lincoln Rd
6. Intersection: Sugarhouse Rd at Eddie Williams Ave

1. Segment: LA 1 (3rd St) Logmile 15.610-16.487

The segment of LA 1 (3rd St) from logmile 15.610 to logmile 16.487 has a LOSS (Level of Service of Safety) 2 for all severity crashes and a LOSS 2 for injury crashes with a total of four (4) crashes observed from 2018 to 2020. There were insufficient crashes to develop a pattern.

2. Intersection: LA 1 (3rd St) at Hudson Blvd

The intersection of LA 1 (3rd St) at Hudson Blvd had one (1) observed crash from 2018 to 2020 with a LOSS 2 for all severity crashes and a LOSS 2 for injury crashes. There were insufficient crashes to develop a pattern.

3. Intersection: Hudson Blvd at Lincoln Rd

The intersection of Hudson Blvd at Lincoln Rd had four (4) observed crashes from 2018 to 2020 with a LOSS 3 for all severity crashes and a LOSS 3 for injury crashes. Right angle crashes were flagged by CAT Scan.

4. Intersection: Hudson Blvd at Eddie Williams Ave

The intersection of Hudson Blvd at Eddie Williams Ave had one (1) observed crash from 2018 to 2020 with a LOSS 2 for all severity crashes and a LOSS 2 for injury crashes. There were insufficient crashes to develop a pattern.

5. Intersection: Sugarhouse Rd at Lincoln Rd

The intersection of Sugarhouse Rd at Lincoln Rd had zero (0) crashes from 2018 to 2020.

6. Intersection: Sugarhouse Rd at Eddie Williams Ave

The intersection of Sugarhouse Rd at Eddie Williams Ave had thirteen (13) crashes from 2018 to 2020 with a LOSS 4 for all severity crashes and a LOSS 4 for injury crashes. Right angle crashes were flagged by CAT Scan.

The CAT Scan pattern recognition analysis flags crash types that could potentially represent a safety issue, however, some crash types may not be statistically significant based on the total number of crashes or when compared to statewide averages. A summary of all the CAT Scan analysis is shown in **Table C-6**.

Table C-6: CAT Scan Results Summary

Segment/Intersection		Number of Crashes	LOSS (All)	LOSS (Injury)
1	Segment: LA 1 (3rd ST) Logmile 15.610-16.487	4	2	2
2	Intersection: LA 1 (3rd St) at Hudson Blvd	1	2	2
3	Intersection: Hudson Blvd at Lincoln Rd	4	3	3
4	Intersection: Hudson Blvd at Eddie Williams Ave	1	2	2
5	Intersection: Sugarhouse Rd at Lincoln Rd	0	n/a	n/a
6	Intersection: Sugarhouse Rd at Eddie Williams Ave	13	4	4

Locations where the LOSS is 3 (moderate potential for safety improvement) or 4 (high potential for safety improvement) are highlighted in red.

Appendix C

IV. CAT Scan Analysis

LA 1 (3rd St): Segment Logmile 15.610-16.487 – [2018-2020]

1. Safety Comparison

Project Name:	NS.17296
Route:	LA 1
AADT:	3600
Period:	2018 to 2020

Highway Class:	Urban 2-Lane
Control-Section:	052-08
Log-mile from:	15.61
Log-mile to:	16.487

Duration: 3 years

Segment Length: 0.877 miles

Quality Assurance Index: 100%

All Severity Crashes - Safety Performance Function (SPF)

All Severity Crashes - Urban 2-Lane SPF

$$\hat{E}\{\mu\} = y * [\beta_4 + (\beta_1 * AADT^{\beta_2})/(AADT^{\beta_2} + \beta_3{}^{\beta_2})]$$

y	β_1	β_2	β_3	β_4	b
0.3333	3.5E+05	0.78686	2.03E+09	0	1.122

Safety Level

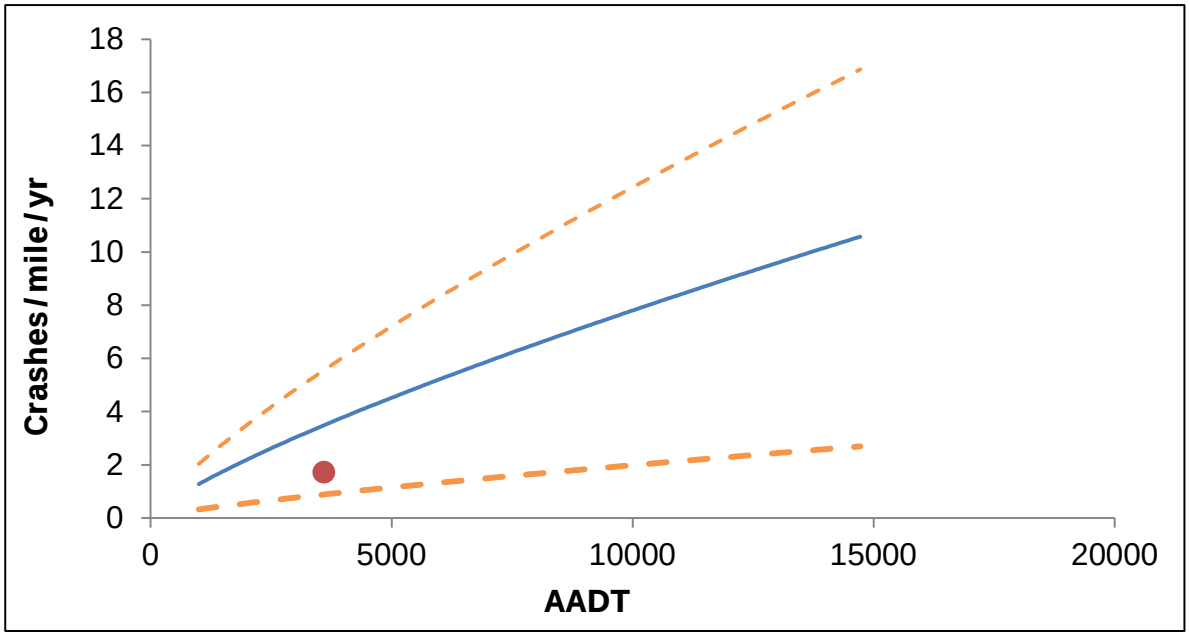
LOSS 4	: High potential*
LOSS 3	: Moderate potential*
LOSS 2	: Low potential*
LOSS 1	: Negligible potential*

*for safety improvements

Observed:	1.33	Crashes/yr
Predicted (SPF):	3.06	Crashes/yr
Over-dispersion:	1.12	
Weighted Adjustment:	0.097	

Observed:	1.52	Crashes/mile/yr
Expected (SPF + EB):	1.71	Crashes/mile/yr
Safety Service Level:	LOSS 2	
Expected Percentile:	37%	

80th Percentile:	5.57	Crashes/mile/yr
Predicted (SPF):	3.49	Crashes/mile/yr
20th Percentile:	0.89	Crashes/mile/yr



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1. Safety Comparison

Project Name:	NS.17296
Route:	LA 1
AADT:	3600
Period:	2018 to 2020

Highway Class:	Urban 2-Lane
Control-Section:	052-08
Log-mile from:	15.61
Log-mile to:	16.487

Duration: 3 years

Segment Length: 0.877 miles

CAT-Scan Version: 20211022

Injury Crashes - Safety Performance Function (SPF)

Injury Crashes - Urban 2-Lane SPF

$$\hat{E}\{\mu\} = y * [\beta_4 + (\beta_1 * AADT^{\beta_2})/(AADT^{\beta_2} + \beta_3{}^{\beta_2})]$$

y	β_1	β_2	β_3	β_4	b
0.33333	7.3E+03	0.74923	9.3E+07	0	1.273

Safety Level

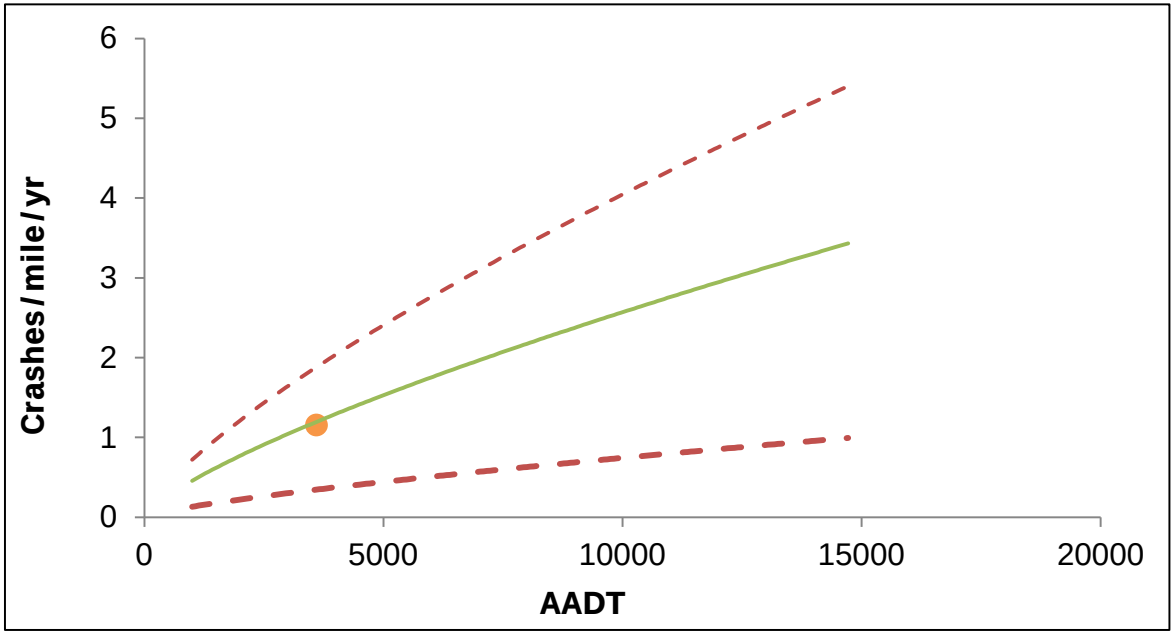
LOSS 4	: High potential*
LOSS 3	: Moderate potential*
LOSS 2	: Low potential*
LOSS 1	: Negligible potential*

*for safety improvements

Observed:	1.00	Crashes/yr
Predicted (SPF):	1.05	Crashes/yr
Over-dispersion:	1.27	
Weighted Adjustment:	0.262	

Observed:	1.14	Crashes/mile/yr
Expected (SPF + EB):	1.15	Crashes/mile/yr
Safety Service Level:	LOSS 2	
Expected Percentile:	60%	

80th Percentile:	1.88	Crashes/mile/yr
Predicted (SPF):	1.20	Crashes/mile/yr
20th Percentile:	0.35	Crashes/mile/yr



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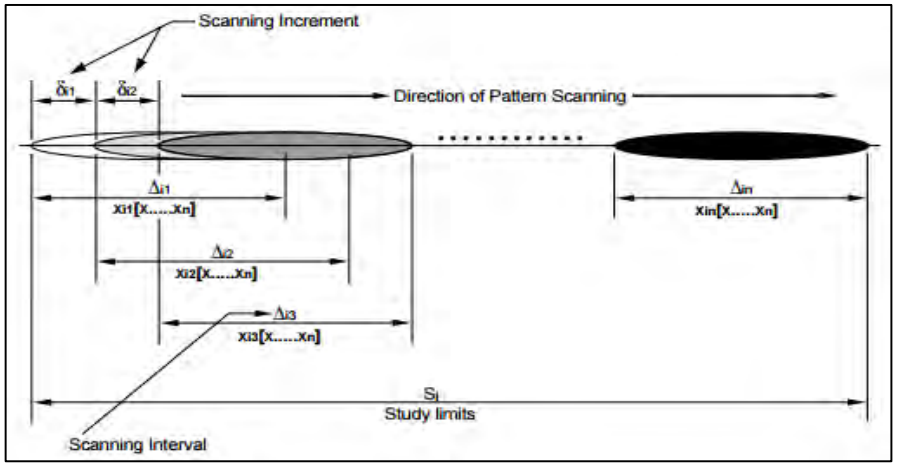
2. Pattern Recognition Analysis

Control-Section:	052-08	
Log-mile from:	15.61	
Log-mile to:	16.49	
AADT:	3600	
Highway Class:	Urban 2-Lane	
Period:	2018 to 2020	
Δ:	0.439	miles
δ:	0.020	miles
Percent Limit:	90%	
Possible Δs:	23	
AADT Group:	Low	



Code	Category	Obs %	State %	Δs > Cutoff		Graph
A	Pedestrian	0.00%	1.16%	0	0%	☐
B	Pedalcycle	0.00%	0.61%	0	0%	☐
C	ATV	0.00%	0.11%	0	0%	☐
D	Motorcycle	0.00%	1.33%	0	0%	☐
E	Parked	0.00%	1.49%	0	0%	☐
F	Not Fixed	0.00%	1.55%	0	0%	☐
G	Vertical Fixed	0.00%	6.61%	0	0%	☐
H	Structures	0.00%	0.72%	0	0%	☐
J	Train	0.00%	0.06%	0	0%	☐
K	Other Veh	0.00%	1.27%	0	0%	☐
M	Bus	0.00%	0.53%	0	0%	☐
N	Animal	0.00%	3.50%	0	0%	☐
P	Other Fixed	0.00%	10.96%	0	0%	☐
Q	Transport	25.00%	4.98%	0	0%	☐
R	3+ Vehicles	0.00%	5.11%	0	0%	☐
T	Miscellaneous	0.00%	4.05%	0	0%	☐

Code	Category	Obs %	State %	Δs > Cutoff		Graph
A	Non Coll	25.00%	30.19%	0	0%	☐
B	Rear End	0.00%	35.48%	0	0%	☐
C	Head On	0.00%	2.47%	0	0%	☐
D	Rt Angle	0.00%	7.39%	0	0%	☐
E	Left Turn-e	0.00%	2.55%	0	0%	☐
F	Left Turn-f	0.00%	3.25%	0	0%	☐
G	Left Turn-g	0.00%	2.08%	0	0%	☐
H	Right Turn-h	0.00%	1.00%	0	0%	☐
I	Right Turn-i	0.00%	0.42%	0	0%	☐
J	S Swipe(sd)	75.00%	4.65%	16	70%	☑
K	S Swipe(od)	0.00%	3.79%	0	0%	☐
Z	Other	0.00%	6.73%	0	0%	☐
1	Road Depart.	0.00%	33.63%	0	0%	☐
B	Dark w/o Lights	0.00%	16.27%	0	0%	☐
1	Alcohol	0.00%	5.47%	0	0%	☐
B	Wet Surface	25.00%	18.85%	0	0%	☐

Insufficient crashes for a meaningful pattern

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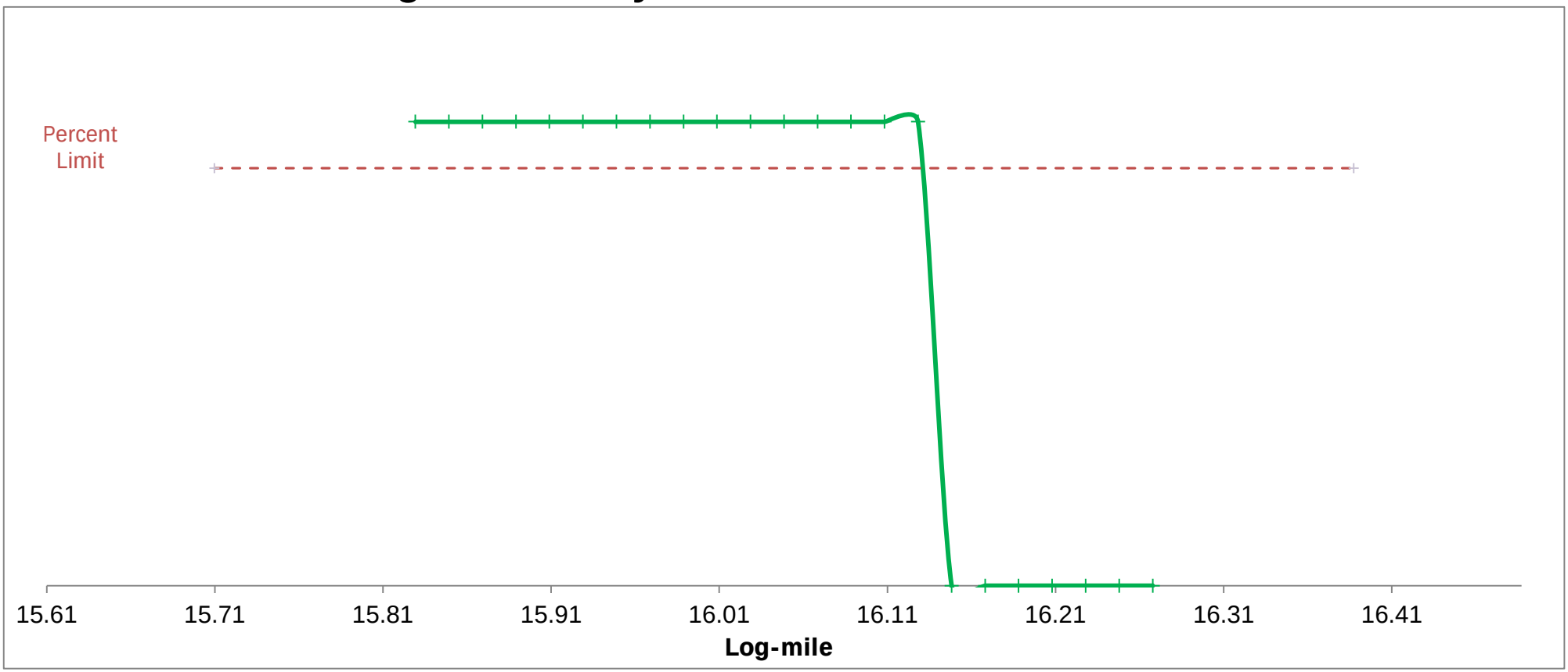
2. Pattern Recognition Analysis



Comments:

S Swipe(sd) crashes are represented by green "+"s

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Appendix C

IV. CAT Scan Analysis

LA 1 (3rd St) at Hudson Blvd – [2018-2020]

1. Safety Comparison

Project Name:	NS.17296
Intersection ID:	40LA1@HUDSON
Major AADT:	3600
Minor AADT:	1700

Intersection Class:	Urban 2-Lane 3-Leg
Period:	2018 to 2020
Duration:	3 years

Quality Assurance Index: 100%

All Severity Crashes - Safety Performance Function (SPF)

All Severity Crashes - Urban 2-Lane 3-Leg SPF

$$\hat{E}\{\mu\} = y * e^{\beta_0} * AADT_{Major}^{\beta_1} * AADT_{Minor}^{\beta_2} * e^{\frac{AADT_{Major}}{10{,}000}\beta_3}$$

y	β_0	β_1	β_2	β_3	β_4	β_5	b
0.20	-12.88	1.25E+00	5.71E-01	-0.87	0.00	0.00	3.84

Safety Level

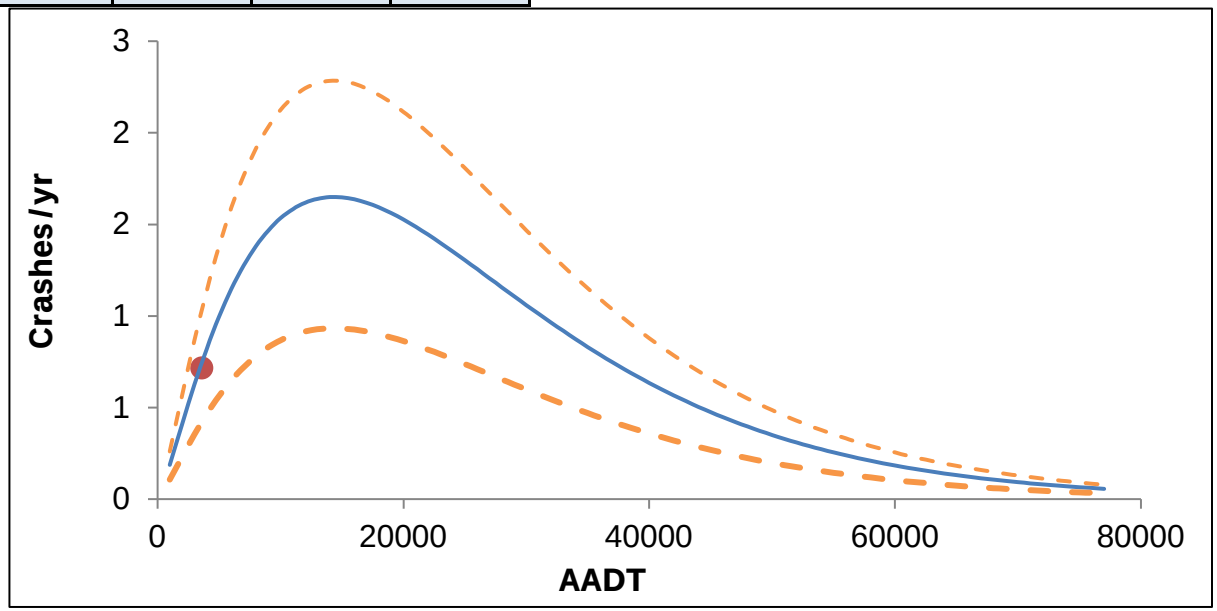
LOSS 4	: High potential*
LOSS 3	: Moderate potential*
LOSS 2	: Low potential*
LOSS 1	: Negligible potential*

*for safety improvements

Observed:	0.67	Crashes/yr
Predicted (SPF):	0.75	Crashes/yr
Over-dispersion:	3.84	
Weighted Adjustment:	0.631	

Observed:	0.67	Crashes/yr
Expected (SPF + EB):	0.72	Crashes/yr
Safety Level:	LOSS 2	
Expected Percentile:	54%	

80th Percentile:	1.03	Crashes/yr
Predicted (SPF):	0.75	Crashes/yr
20th Percentile:	0.42	Crashes/yr



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1. Safety Comparison

Project Name:	NS.17296
Intersection ID:	40LA1@HUDSON
Major AADT:	3600
Major AADT:	1700

Intersection Class:	Urban 2-Lane 3-Leg
Period:	2018 to 2020
Duration:	3 years
CAT-Scan Version:	20211112

Injury Crashes - Safety Performance Function (SPF)

Injury Crashes - Urban 2-Lane 3-Leg SPF

$$\hat{E}\{\mu\} = y * e^{\beta_0} * AADT_{Major}^{\beta_1} * AADT_{Minor}^{\beta_2} * e^{\frac{AADT_{Major}}{10{,}000}\beta_3}$$

y	β_0	β_1	β_2	β_3	β_4	β_5	b
0.20	-13.71	1.23E+00	5.53E-01	-0.75	0.00	0.00	3.85

Safety Level

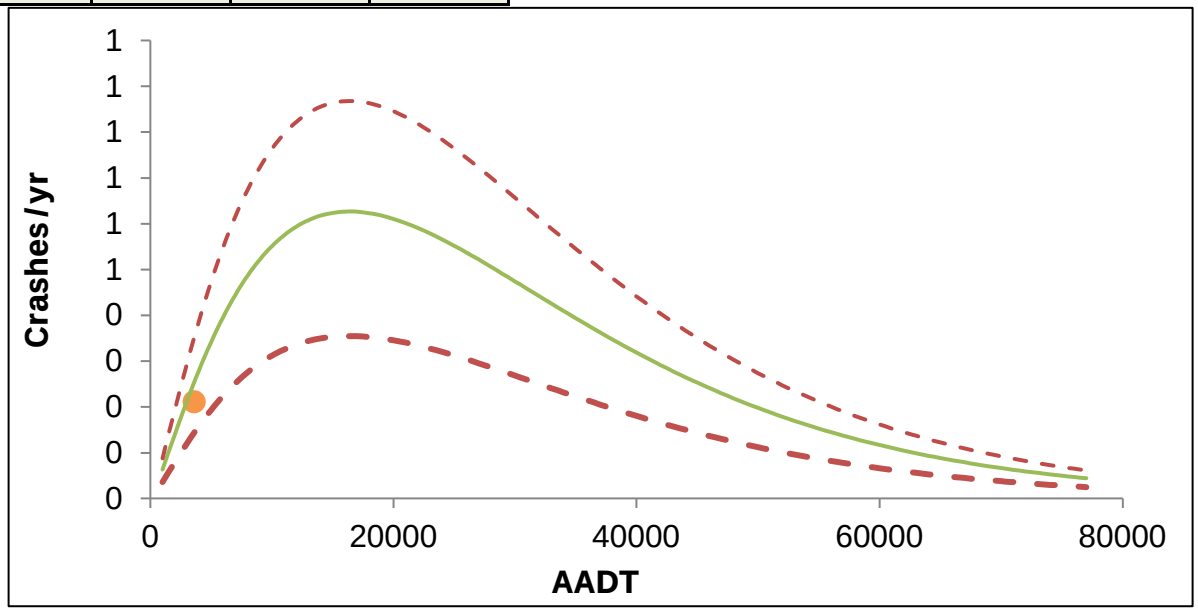
LOSS 4	: High potential*
LOSS 3	: Moderate potential*
LOSS 2	: Low potential*
LOSS 1	: Negligible potential*

*for safety improvements

Observed:	0.00	Crashes/yr
Predicted (SPF):	0.25	Crashes/yr
Over-dispersion:	3.85	
Weighted Adjustment:	0.835	

Observed:	0.00	Crashes/yr
Expected (SPF + EB):	0.21	Crashes/yr
Safety Level:	LOSS 2	
Expected Percentile:	43%	

80th Percentile:	0.35	Crashes/yr
Predicted (SPF):	0.25	Crashes/yr
20th Percentile:	0.14	Crashes/yr



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2. Pattern Recognition Analysis

Project Name: NS.17296
Intersection ID: 40LA1@HUDSON

Intersection Class: Urban 2-Lane 3-Leg

Pattern Recognition Threshold (PRT): 90%

Code	Category	Obs %	State %	>PRT
A	Pedestrian	0.0%	1.0%	No
B	Pedalcycle	0.0%	0.6%	No
C	ATV	0.0%	0.1%	No
D	Motorcycle	0.0%	1.3%	No
E	Parked	0.0%	1.4%	No
G	Vertical Fixed	0.0%	3.8%	No
H	Structures	0.0%	0.3%	No
J	Train	0.0%	0.1%	No
K	Other Veh	0.0%	1.3%	No
M	Bus	0.0%	0.6%	No
N	Animal	0.0%	1.3%	No
P	Other Fixed	0.0%	7.3%	No
Q	Transport	0.0%	4.5%	No
T	Miscellaneous	100.0%	2.1%	Yes
B	Night & No Light	0.0%	10.8%	No
1	Alcohol	0.0%	4.1%	No
B	Wet surface	0.0%	17.2%	No

Code	Category	Obs %	State %	>PRT
A	Non Coll	100.0%	17.4%	Yes
B	Rear End	0.0%	40.2%	No
C	Head On	0.0%	2.3%	No
D	Rt Angle	0.0%	11.8%	No
E	Left Turn-e	0.0%	3.1%	No
F	Left Turn-f	0.0%	4.6%	No
G	Left Turn-g	0.0%	3.4%	No
H	Right Turn-h	0.0%	1.7%	No
I	Right Turn-i	0.0%	1.0%	No
J	S Swipe(sd)	0.0%	4.2%	No
K	S Swipe(od)	0.0%	2.9%	No
Z	Other	0.0%	7.5%	No
C+K	Opposite Dir	0.0%	5.1%	No
B	Median Crossover	0.0%	0.2%	No
C	Driveway	0.0%	3.3%	No
D	On/Off-Ramps	0.0%	0.1%	No
E	Non-road path	0.0%	0.3%	No

Insufficient crashes for meaningful pattern

Comments

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Appendix C

IV. CAT Scan Analysis

Hudson Blvd at Lincoln Rd – [2018-2020]

1. Safety Comparison

Project Name:	NS.17296
Intersection ID:	?
Major AADT:	2000
Minor AADT:	1500

Intersection Class:	Urban 2-Lane 4-Leg
Period:	2018 to 2020
Duration:	3 years

Quality Assurance Index: 100%

All Severity Crashes - Safety Performance Function (SPF)

All Severity Crashes - Urban 2-Lane 4-Leg SPF

$$\hat{E}\{\mu\} = y * e^{\beta_0} * AADT_{Major}^{\beta_1} * AADT_{Minor}^{\beta_2} * e^{\frac{AADT_{Major}}{10{,}000}\beta_3}$$

y	β_0	β_1	β_2	β_3	β_4	β_5	b
0.20	-11.11	1.16E+00	5.19E-01	-0.86	0.00	0.00	2.81

Safety Level

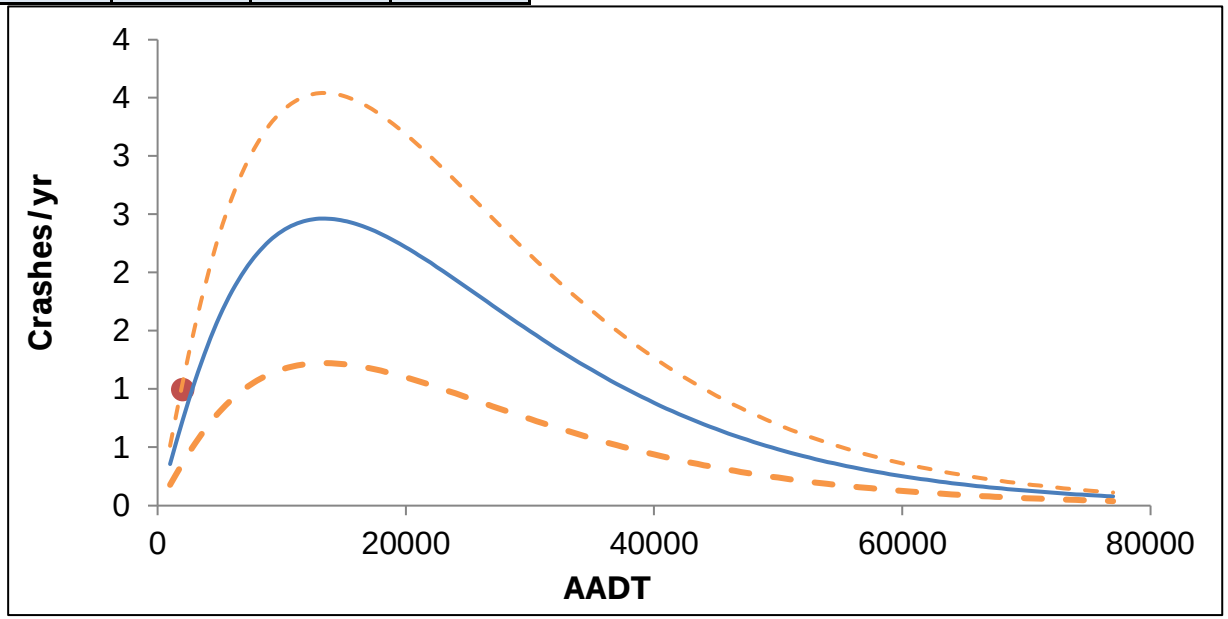
LOSS 4	: High potential*
LOSS 3	: Moderate potential*
LOSS 2	: Low potential*
LOSS 1	: Negligible potential*

*for safety improvements

Observed:	1.33	Crashes/yr
Predicted (SPF):	0.73	Crashes/yr
Over-dispersion:	2.81	
Weighted Adjustment:	0.562	

Observed:	1.33	Crashes/yr
Expected (SPF + EB):	0.99	Crashes/yr
Safety Level:	LOSS 3	
Expected Percentile:	77%	

80th Percentile:	1.05	Crashes/yr
Predicted (SPF):	0.73	Crashes/yr
20th Percentile:	0.36	Crashes/yr



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1. Safety Comparison

Project Name:	NS.17296
Intersection ID:	?
Major AADT:	2000
Major AADT:	1500

Intersection Class:	Urban 2-Lane 4-Leg
Period:	2018 to 2020
Duration:	3 years
CAT-Scan Version:	20211112

Injury Crashes - Safety Performance Function (SPF)

Injury Crashes - Urban 2-Lane 4-Leg SPF

$$\hat{E}\{\mu\} = y * e^{\beta_0} * AADT_{Major}^{\beta_1} * AADT_{Minor}^{\beta_2} * e^{\frac{AADT_{Major}}{10{,}000}\beta_3}$$

y	β_0	β_1	β_2	β_3	β_4	β_5	b
0.20	-12.00	1.14E+00	5.31E-01	-0.87	0.00	0.00	3.20

Safety Level

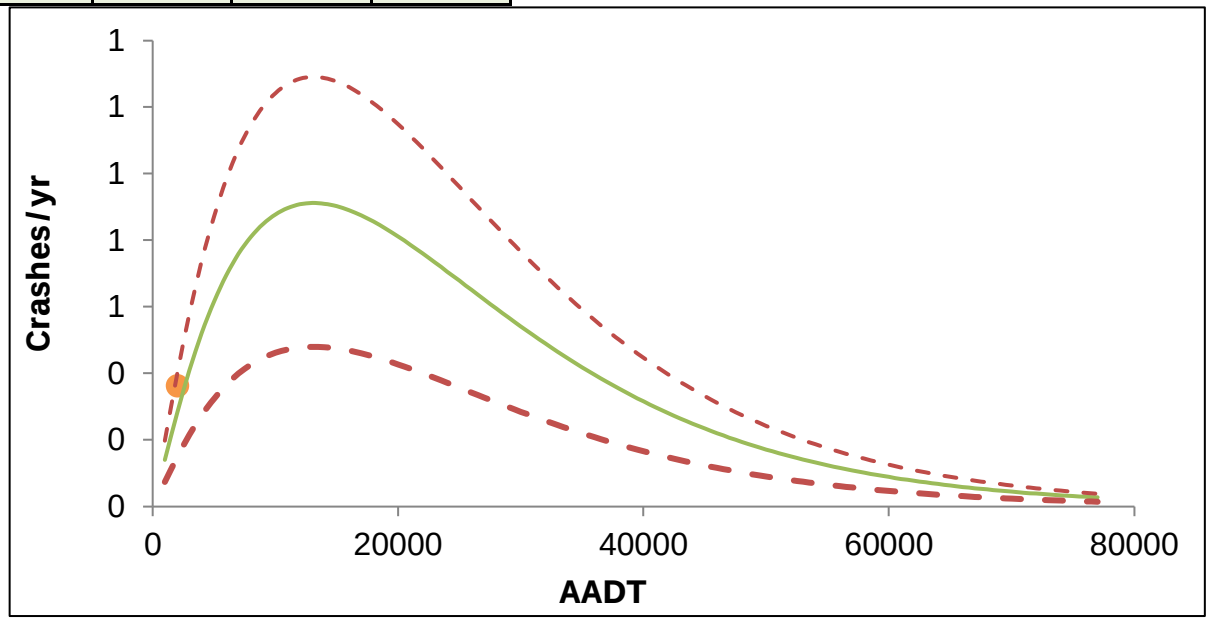
LOSS 4	: High potential*
LOSS 3	: Moderate potential*
LOSS 2	: Low potential*
LOSS 1	: Negligible potential*

*for safety improvements

Observed:	0.67	Crashes/yr
Predicted (SPF):	0.28	Crashes/yr
Over-dispersion:	3.20	
Weighted Adjustment:	0.791	

Observed:	0.67	Crashes/yr
Expected (SPF + EB):	0.36	Crashes/yr
Safety Level:	LOSS 3	
Expected Percentile:	74%	

80th Percentile:	0.40	Crashes/yr
Predicted (SPF):	0.28	Crashes/yr
20th Percentile:	0.15	Crashes/yr



This report is prepared solely for the purpose of identifying, evaluating, and planning safety improvements on public roads; and therefore is exempt from discovery or admission under 23 U.S.C. 409.

2. Pattern Recognition Analysis

Project Name: NS.17296
Intersection ID: ?

Intersection Class: Urban 2-Lane 4-Leg

Pattern Recognition Threshold (PRT): 90%

Code	Category	Obs %	State %	>PRT
A	Pedestrian	0.0%	0.8%	No
B	Pedalcycle	0.0%	0.5%	No
C	ATV	0.0%	0.1%	No
D	Motorcycle	0.0%	1.2%	No
E	Parked	0.0%	1.9%	No
G	Vertical Fixed	0.0%	2.2%	No
H	Structures	0.0%	0.3%	No
J	Train	0.0%	0.1%	No
K	Other Veh	0.0%	1.1%	No
M	Bus	0.0%	0.6%	No
N	Animal	0.0%	0.6%	No
P	Other Fixed	0.0%	3.1%	No
Q	Transport	0.0%	4.7%	No
T	Miscellaneous	0.0%	0.8%	No
B	Night & No Light	0.0%	8.4%	No
1	Alcohol	0.0%	3.1%	No
B	Wet surface	25.0%	14.1%	No

Code	Category	Obs %	State %	>PRT
A	Non Coll	0.0%	8.9%	No
B	Rear End	0.0%	30.1%	No
C	Head On	0.0%	1.8%	No
D	Rt Angle	100.0%	30.0%	Yes
E	Left Turn-e	0.0%	2.7%	No
F	Left Turn-f	0.0%	5.0%	No
G	Left Turn-g	0.0%	3.8%	No
H	Right Turn-h	0.0%	2.2%	No
I	Right Turn-i	0.0%	1.1%	No
J	S Swipe(sd)	0.0%	4.4%	No
K	S Swipe(od)	0.0%	1.8%	No
Z	Other	0.0%	8.2%	No
C+K	Opposite Dir	0.0%	3.5%	No
B	Median Crossover	0.0%	0.3%	No
C	Driveway	0.0%	1.5%	No
D	On/Off-Ramps	0.0%	0.3%	No
E	Non-road path	0.0%	0.3%	No

Insufficient crashes for meaningful pattern

Comments

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Appendix C

IV. CAT Scan Analysis

Hudson Blvd at Eddie Williams Ave – [2018-2020]

1. Safety Comparison

Project Name:	NS.17296
Intersection ID:	40LA12084@HUDSON
Major AADT:	3000
Minor AADT:	1100

Intersection Class:	Urban 2-Lane 3-Leg
Period:	2018 to 2020
Duration:	3 years

Quality Assurance Index: 100%

All Severity Crashes - Safety Performance Function (SPF)

All Severity Crashes - Urban 2-Lane 3-Leg SPF

$$\hat{E}\{\mu\} = y * e^{\beta_0} * AADT_{Major}^{\beta_1} * AADT_{Minor}^{\beta_2} * e^{\frac{AADT_{Major}}{10{,}000}\beta_3}$$

y	β_0	β_1	β_2	β_3	β_4	β_5	b
0.20	-12.88	1.25E+00	5.71E-01	-0.87	0.00	0.00	3.84

Safety Level

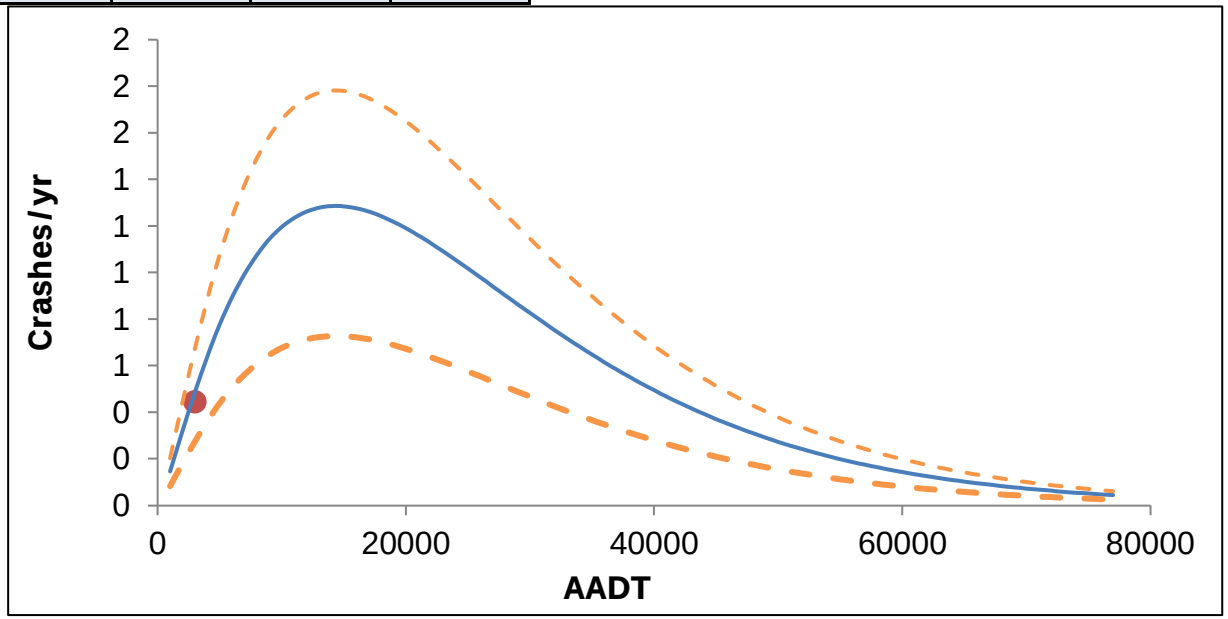
LOSS 4	: High potential*
LOSS 3	: Moderate potential*
LOSS 2	: Low potential*
LOSS 1	: Negligible potential*

*for safety improvements

Observed:	0.33	Crashes/yr
Predicted (SPF):	0.49	Crashes/yr
Over-dispersion:	3.84	
Weighted Adjustment:	0.724	

Observed:	0.33	Crashes/yr
Expected (SPF + EB):	0.45	Crashes/yr
Safety Level:	LOSS 2	
Expected Percentile:	50%	

80th Percentile:	0.68	Crashes/yr
Predicted (SPF):	0.49	Crashes/yr
20th Percentile:	0.28	Crashes/yr



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1. Safety Comparison

Project Name:	NS.17296
Intersection ID:	40LA12084@HUDSON
Major AADT:	3000
Major AADT:	1100

Intersection Class:	Urban 2-Lane 3-Leg
Period:	2018 to 2020
Duration:	3 years
CAT-Scan Version:	20211112

Injury Crashes - Safety Performance Function (SPF)

Injury Crashes - Urban 2-Lane 3-Leg SPF

$$\hat{E}\{\mu\} = y * e^{\beta_0} * AADT_{Major}^{\beta_1} * AADT_{Minor}^{\beta_2} * e^{\frac{AADT_{Major}}{10{,}000}\beta_3}$$

y	β_0	β_1	β_2	β_3	β_4	β_5	b
0.20	-13.71	1.23E+00	5.53E-01	-0.75	0.00	0.00	3.85

Safety Level

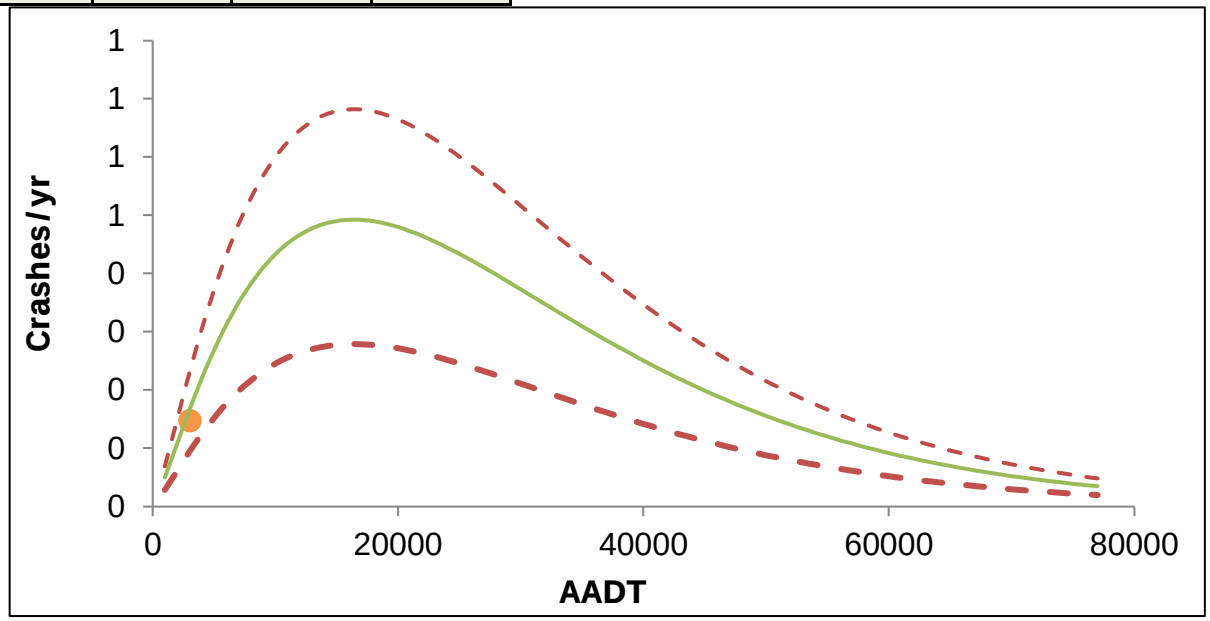
LOSS 4	: High potential*
LOSS 3	: Moderate potential*
LOSS 2	: Low potential*
LOSS 1	: Negligible potential*

*for safety improvements

Observed:	0.00	Crashes/yr
Predicted (SPF):	0.17	Crashes/yr
Over-dispersion:	3.85	
Weighted Adjustment:	0.885	

Observed:	0.00	Crashes/yr
Expected (SPF + EB):	0.15	Crashes/yr
Safety Level:	LOSS 2	
Expected Percentile:	48%	

80th Percentile:	0.23	Crashes/yr
Predicted (SPF):	0.17	Crashes/yr
20th Percentile:	0.09	Crashes/yr



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2. Pattern Recognition Analysis

Project Name: NS.17296
Intersection ID: 40LA12084@HUDSON

Intersection Class: Urban 2-Lane 3-Leg

Pattern Recognition Threshold (PRT): 90%

Code	Category	Obs %	State %	>PRT
A	Pedestrian	0.0%	1.0%	No
B	Pedalcycle	0.0%	0.6%	No
C	ATV	0.0%	0.1%	No
D	Motorcycle	0.0%	1.3%	No
E	Parked	0.0%	1.4%	No
G	Vertical Fixed	0.0%	3.8%	No
H	Structures	0.0%	0.3%	No
J	Train	0.0%	0.1%	No
K	Other Veh	0.0%	1.3%	No
M	Bus	0.0%	0.6%	No
N	Animal	0.0%	1.3%	No
P	Other Fixed	0.0%	7.3%	No
Q	Transport	100.0%	4.5%	No
T	Miscellaneous	0.0%	2.1%	No
B	Night & No Light	0.0%	10.8%	No
1	Alcohol	0.0%	4.1%	No
B	Wet surface	0.0%	17.2%	No

Code	Category	Obs %	State %	>PRT
A	Non Coll	0.0%	17.4%	No
B	Rear End	0.0%	40.2%	No
C	Head On	0.0%	2.3%	No
D	Rt Angle	0.0%	11.8%	No
E	Left Turn-e	0.0%	3.1%	No
F	Left Turn-f	0.0%	4.6%	No
G	Left Turn-g	0.0%	3.4%	No
H	Right Turn-h	0.0%	1.7%	No
I	Right Turn-i	0.0%	1.0%	No
J	S Swipe(sd)	0.0%	4.2%	No
K	S Swipe(od)	0.0%	2.9%	No
Z	Other	100.0%	7.5%	No
C+K	Opposite Dir	0.0%	5.1%	No
B	Median Crossover	0.0%	0.2%	No
C	Driveway	0.0%	3.3%	No
D	On/Off-Ramps	0.0%	0.1%	No
E	Non-road path	0.0%	0.3%	No

Insufficient crashes for meaningful pattern

Comments

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Appendix C

IV. CAT Scan Analysis

Sugarhouse Rd at Eddie Williams Ave – [2018-2020]

1. Safety Comparison

Project Name:	NS.17296
Intersection ID:	40LA12084@LA3250
Major AADT:	4600
Minor AADT:	2900

Intersection Class:	Urban 2-Lane 4-Leg
Period:	2018 to 2020
Duration:	3 years

Quality Assurance Index: 100%

All Severity Crashes - Safety Performance Function (SPF)

All Severity Crashes - Urban 2-Lane 4-Leg SPF

$$\hat{E}\{\mu\} = y * e^{\beta_0} * AADT_{Major}^{\beta_1} * AADT_{Minor}^{\beta_2} * e^{\frac{AADT_{Major}}{10{,}000}\beta_3}$$

y	β_0	β_1	β_2	β_3	β_4	β_5	b
0.20	-11.11	1.16E+00	5.19E-01	-0.86	0.00	0.00	2.81

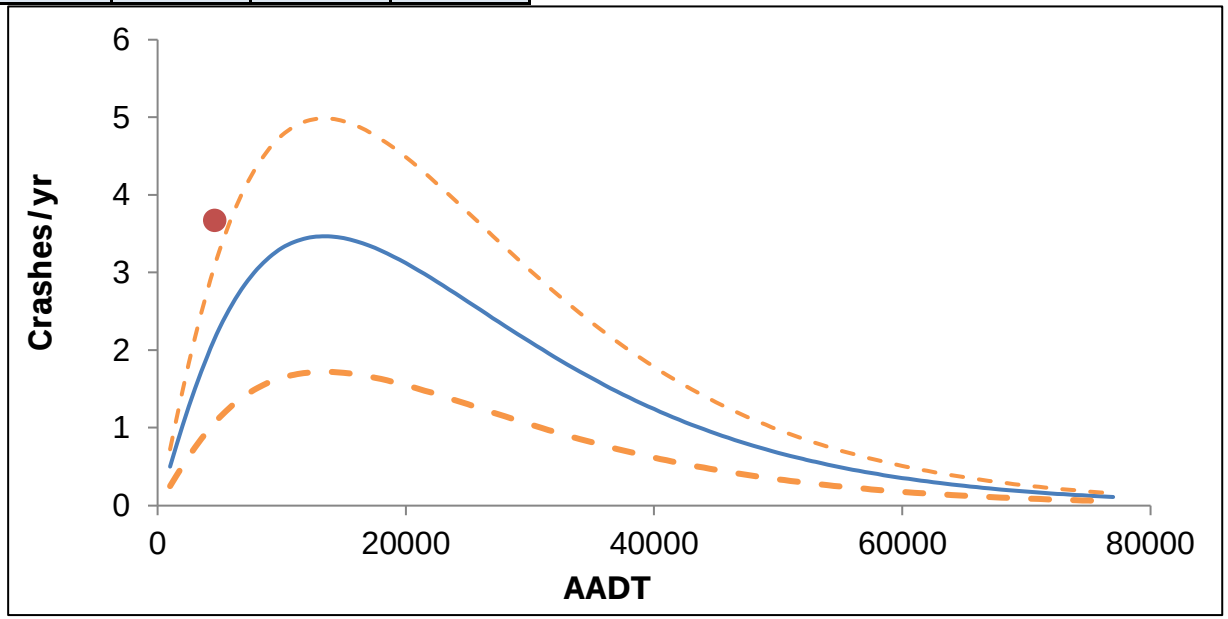
Safety Level
- LOSS 4 : High potential*
- LOSS 3 : Moderate potential*
- LOSS 2 : Low potential*
- LOSS 1 : Negligible potential*

*for safety improvements

Observed:	4.33	Crashes/yr
Predicted (SPF):	2.15	Crashes/yr
Over-dispersion:	2.81	
Weighted Adjustment:	0.303	

Observed:	4.33	Crashes/yr
Expected (SPF + EB):	3.67	Crashes/yr
Safety Level:	LOSS 4	
Expected Percentile:	88%	

80th Percentile:	3.09	Crashes/yr
Predicted (SPF):	2.15	Crashes/yr
20th Percentile:	1.07	Crashes/yr



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1. Safety Comparison

Project Name:	NS.17296
Intersection ID:	40LA12084@LA3250
Major AADT:	4600
Major AADT:	2900

Intersection Class:	Urban 2-Lane 4-Leg
Period:	2018 to 2020
Duration:	3 years
CAT-Scan Version:	20211112

Injury Crashes - Safety Performance Function (SPF)

Injury Crashes - Urban 2-Lane 4-Leg SPF

$$\hat{E}\{\mu\} = y * e^{\beta_0} * AADT_{Major}^{\beta_1} * AADT_{Minor}^{\beta_2} * e^{\frac{AADT_{Major}}{10{,}000}\beta_3}$$

y	β_0	β_1	β_2	β_3	β_4	β_5	b
0.20	-12.00	1.14E+00	5.31E-01	-0.87	0.00	0.00	3.20

Safety Level

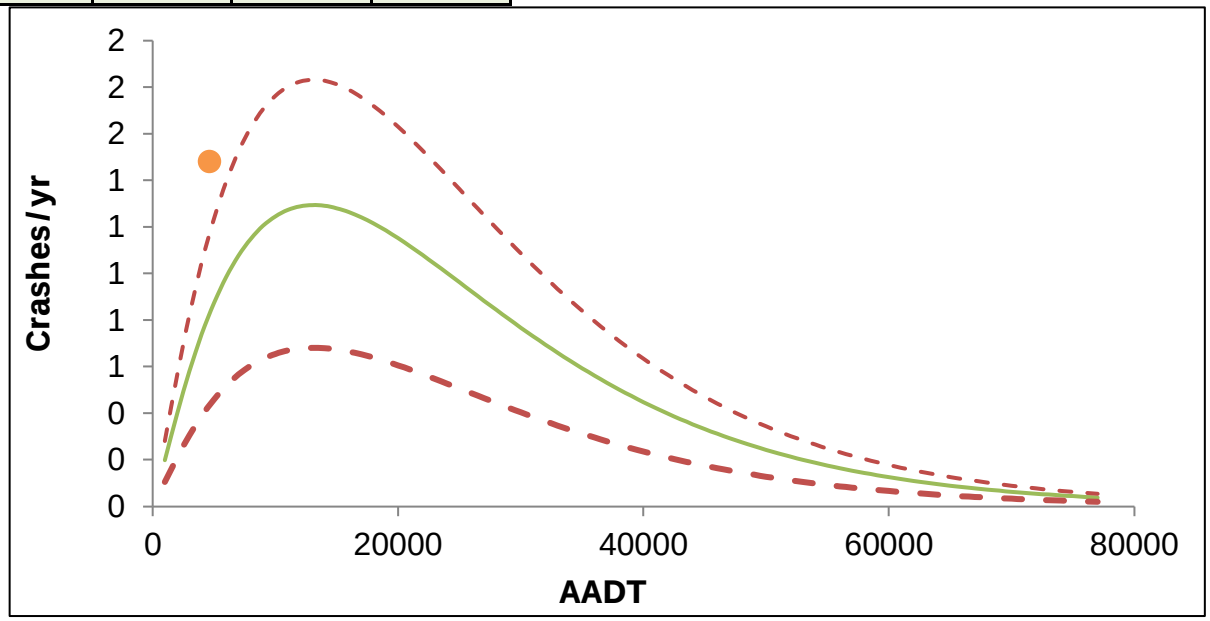
LOSS 4	: High potential*
LOSS 3	: Moderate potential*
LOSS 2	: Low potential*
LOSS 1	: Negligible potential*

*for safety improvements

Observed:	2.33	Crashes/yr
Predicted (SPF):	0.82	Crashes/yr
Over-dispersion:	3.20	
Weighted Adjustment:	0.564	

Observed:	2.33	Crashes/yr
Expected (SPF + EB):	1.48	Crashes/yr
Safety Level:	LOSS 4	
Expected Percentile:	91%	

80th Percentile:	1.16	Crashes/yr
Predicted (SPF):	0.82	Crashes/yr
20th Percentile:	0.43	Crashes/yr



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2. Pattern Recognition Analysis

Project Name: NS.17296
Intersection ID: 40LA12084@LA3250

Intersection Class: Urban 2-Lane 4-Leg

Pattern Recognition Threshold (PRT): 90%

Code	Category	Obs %	State %	>PRT
A	Pedestrian	0.0%	0.8%	No
B	Pedalcycle	0.0%	0.5%	No
C	ATV	0.0%	0.1%	No
D	Motorcycle	7.7%	1.2%	No
E	Parked	0.0%	1.9%	No
G	Vertical Fixed	0.0%	2.2%	No
H	Structures	0.0%	0.3%	No
J	Train	0.0%	0.1%	No
K	Other Veh	0.0%	1.1%	No
M	Bus	0.0%	0.6%	No
N	Animal	0.0%	0.6%	No
P	Other Fixed	0.0%	3.1%	No
Q	Transport	0.0%	4.7%	No
T	Miscellaneous	0.0%	0.8%	No
B	Night & No Light	0.0%	8.4%	No
1	Alcohol	0.0%	3.1%	No
B	Wet surface	0.0%	14.1%	No

Code	Category	Obs %	State %	>PRT
A	Non Coll	0.0%	8.9%	No
B	Rear End	15.4%	30.1%	No
C	Head On	0.0%	1.8%	No
D	Rt Angle	69.2%	30.0%	Yes
E	Left Turn-e	0.0%	2.7%	No
F	Left Turn-f	0.0%	5.0%	No
G	Left Turn-g	0.0%	3.8%	No
H	Right Turn-h	0.0%	2.2%	No
I	Right Turn-i	0.0%	1.1%	No
J	S Swipe(sd)	7.7%	4.4%	No
K	S Swipe(od)	0.0%	1.8%	No
Z	Other	7.7%	8.2%	No
C+K	Opposite Dir	0.0%	3.5%	No
B	Median Crossover	0.0%	0.3%	No
C	Driveway	0.0%	1.5%	No
D	On/Off-Ramps	0.0%	0.3%	No
E	Non-road path	0.0%	0.3%	No

Insufficient crashes for meaningful pattern

Comments

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Appendix C

V. QAQC

Existing Safety Analysis QA/QC Checklist

√	***CRASH REPORT DOCUMENTATION***	***Comments***
√	Crash report has been verified for the appropriate year.	All 3 years reviewed
√	Crash documentation includes: Location, reason, correctable, Other significatn observations, etc.	Yes

√	***SAFETY CAT SCAN TOOL***	***Comments***
√	All crash information input correctly & all graphs provided	Yes
√	Any issues with these tools have been reviewed/verified/corrected/justified	Yes. No issues with CAT Scan tool

√	***COLLISION DIAGRAM***	***Comments***
√	Diagram is in correct year(s) for entire study area & includes:	Yes, 2018-2020 shown
√	- location	Yes
√	- severity of collisions & injuries	Yes
√	- weather conditions	Yes. Shown in crash details sheet.
√	- pavement conditions	Yes. Shown in crash details sheet.
√	- lighting conditions	Yes. Shown in crash details sheet.
√	- driver conditions	Yes. Shown in crash details sheet.
√	- time of day	Yes. Shown in crash details sheet.

Notes:

Engineer: Sen Skaikay Date given to Quality Checker: 09/20/22

Quality Checker: Katie Odenthal Date check completed: 11/09/22

Appendix D

Existing and No Build Analysis

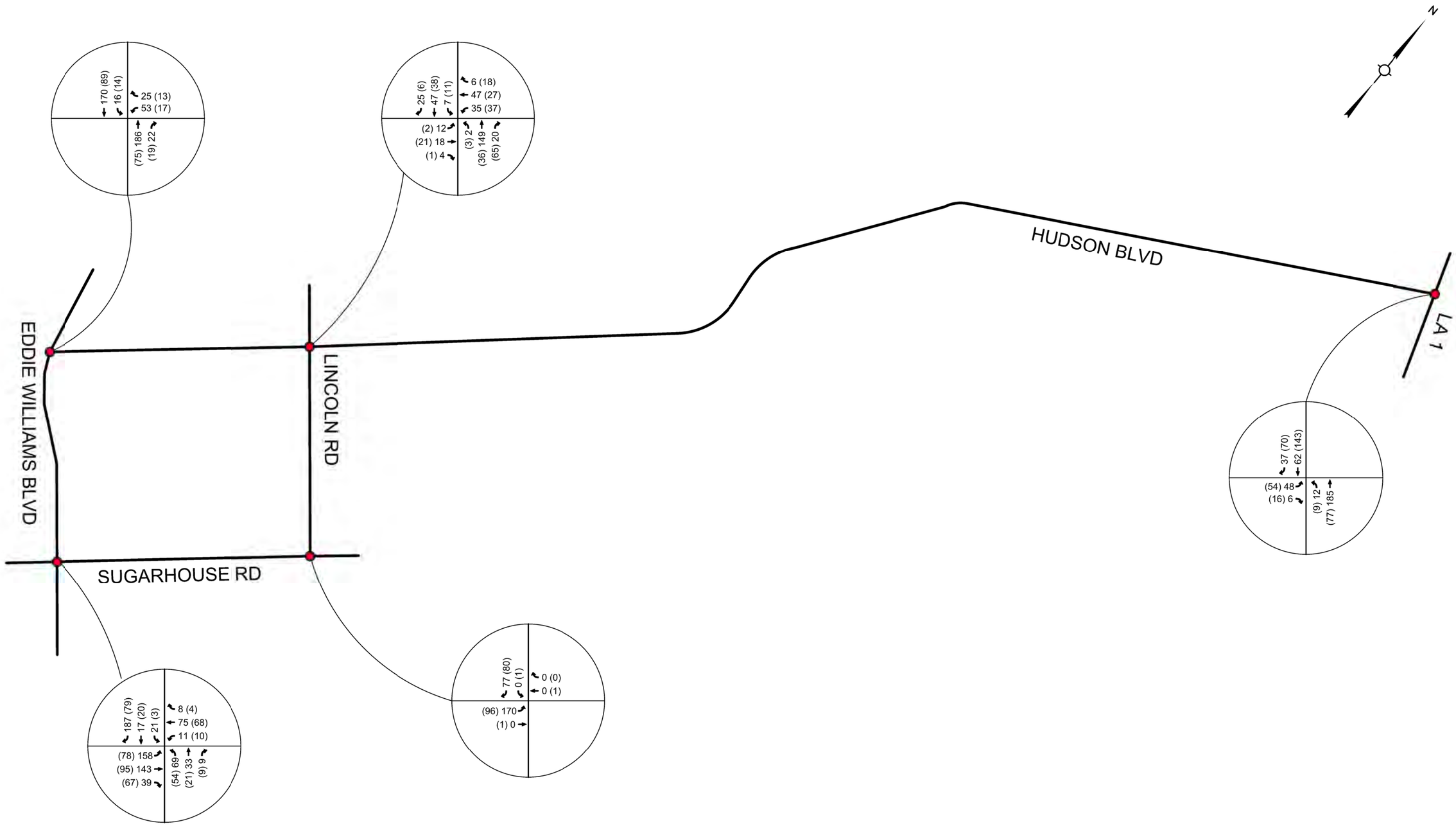
I. Analysis Results Maps
   a. Peak Hour Volumes
   b. Analyses Results Maps
II. Intersection Description / HCS Analysis
   a. LA 1 (3rd Street) at Hudson Boulevard
   b. Hudson Boulevard at Lincoln Road
   c. Hudson Blvd at Eddie Williams Ave
   d. Sugarhouse Rd at Lincoln Rd
   e. Sugarhouse Rd at Eddie Williams Ave
III. QAQC

Appendix D

I. Analysis Results Maps

a. Peak Hour Volumes

2022 Existing and 2042 No Build peak hour volumes are required for operational analyses. A growth rate of 0.80% was developed in **Appendix B.** This growth rate was applied to the 2022 Existing peak hour volumes to develop the 2042 No Build peak hour volumes. Peak hour volume maps are provided in **Figure D-1** and **Figure D-2**.



LEGEND

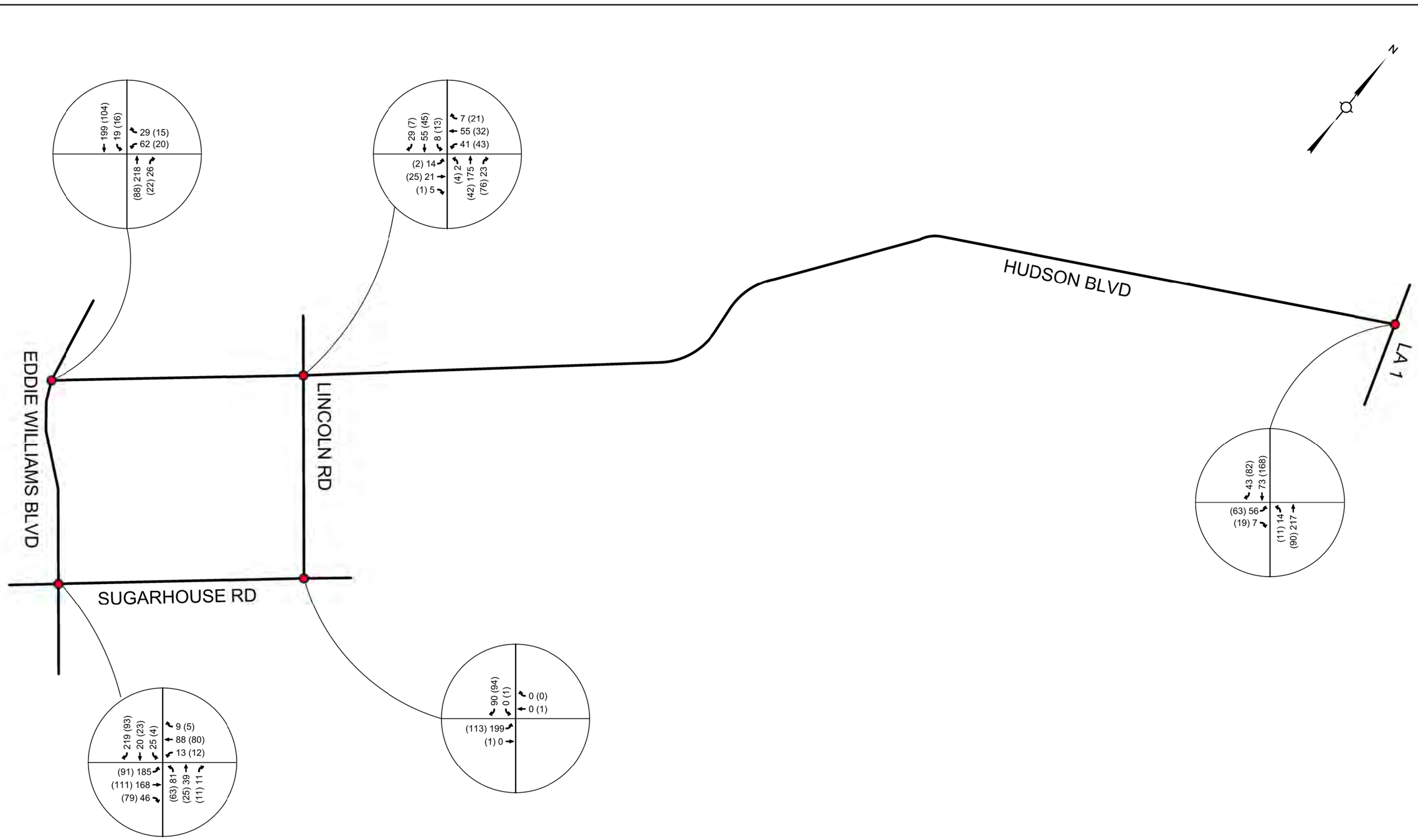
STUDY INTERSECTION

XX (XX) AM (PM)

FIGURE D-1
SUGARHOUSE ROAD EXTENSION
EXISTING PEAK HOUR VOLUMES

ALEXANDRIA, LA

NEEL-SCHAFFER
Solutions you can build upon



LEGEND

STUDY INTERSECTION

XX (XX) AM (PM)

FIGURE D-2
SUGARHOUSE ROAD EXTENSION
2042 NO BUILD PEAK HOUR VOLUMES

ALEXANDRIA, LA

NEEL-SCHAFFER
Solutions you can build upon

Appendix D

I. Analysis Results Maps

b. Analyses Results Maps

Operational analyses were performed for five intersections in the study area: LA 1 (3rd St) at Hudson Blvd, Hudson Blvd at Lincoln Rd, Hudson Blvd at Eddie Williams Ave, Sugarhouse Rd at Lincoln Rd, and Sugarhouse Rd at Eddie Williams Ave. The delay and 95th percentile queue of the intersections are presented on an aerial map in **Figure D-3** and **Figure D-4**.

During peak hour observations, maximum vehicle queueing was noted for both the AM and PM peak periods. These maximum vehicle queues were also included in the analyses results map for comparison to the operational analyses results 95th percentile queues. The results of the analyses and comparison to observed queues are discussed in the next section of this report.

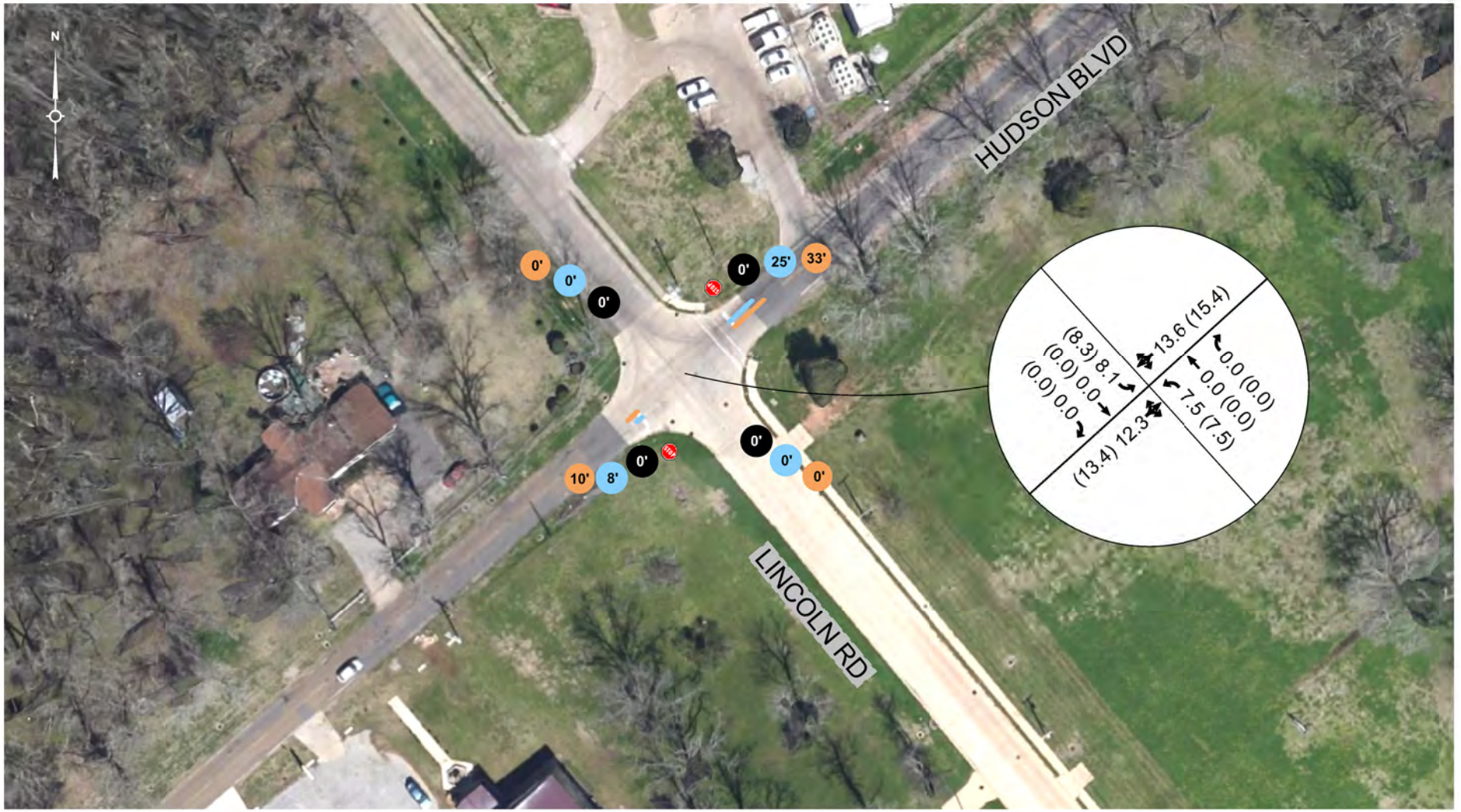
LEGEND

- OBSERVED MAX QUEUE (2022)
- EXISTING 95TH PERCENTILE QUEUE (2022)
- NO BUILD 95TH PERCENTILE QUEUE (2042)
- XX.X EXISTING DELAY (2022) (s/veh)
- (XX.X) NO BUILD DELAY (2042) (s/veh)

FIGURE D-3A
SUGARHOUSE ROAD EXTENSION
LA 1 AT HUDSON BLVD AM PEAK HOUR MOES

ALEXANDRIA, LA

NEEL-SCHAFFER
Solutions you can build upon



LEGEND

- OBSERVED MAX QUEUE (2022)
- EXISTING 95TH PERCENTILE QUEUE (2022)
- NO BUILD 95TH PERCENTILE QUEUE (2042)
- XX.X EXISTING DELAY (2022) (s/veh)
- (XX.X) NO BUILD DELAY (2042) (s/veh)

FIGURE D-3B
SUGARHOUSE ROAD EXTENSION
HUDSON BLVD AT LINCOLN RD AM PEAK HOUR MOES

ALEXANDRIA, LA

NEEL-SCHAFFER
Solutions you can build upon

LEGEND

- OBSERVED MAX QUEUE (2022)
- EXISTING 95TH PERCENTILE QUEUE (2022)
- NO BUILD 95TH PERCENTILE QUEUE (2042)
- XX.X EXISTING DELAY (2022) (s/veh)
- (XX.X) NO BUILD DELAY (2042) (s/veh)

FIGURE D-3C
SUGARHOUSE ROAD EXTENSION
HUDSON BLVD AT EDDIE WILLIAMS BLVD AM PEAK HOUR MOES

ALEXANDRIA, LA

NEEL-SCHAFFER
Solutions you can build upon

LEGEND

- OBSERVED MAX QUEUE (2022)
- EXISTING 95TH PERCENTILE QUEUE (2022)
- NO BUILD 95TH PERCENTILE QUEUE (2042)
- XX.X EXISTING DELAY (2022) (s/veh)
- (XX.X) NO BUILD DELAY (2042) (s/veh)

FIGURE D-3D
SUGARHOUSE ROAD EXTENSION
SUGARHOUSE RD AT LINCOLN RD AM PEAK HOUR MOES

ALEXANDRIA, LA

NEEL-SCHAFFER
Solutions you can build upon

LEGEND

- OBSERVED MAX QUEUE (2022)
- EXISTING 95TH PERCENTILE QUEUE (2022)
- NO BUILD 95TH PERCENTILE QUEUE (2042)
- XX.X EXISTING DELAY (2022) (s/veh)
- (XX.X) NO BUILD DELAY (2042) (s/veh)

FIGURE D-3E
SUGARHOUSE ROAD EXTENSION
SUGARHOUSE RD AT EDDIE WILLIAMS AM PEAK HOUR MOES

ALEXANDRIA, LA

NEEL-SCHAFFER
Solutions you can build upon

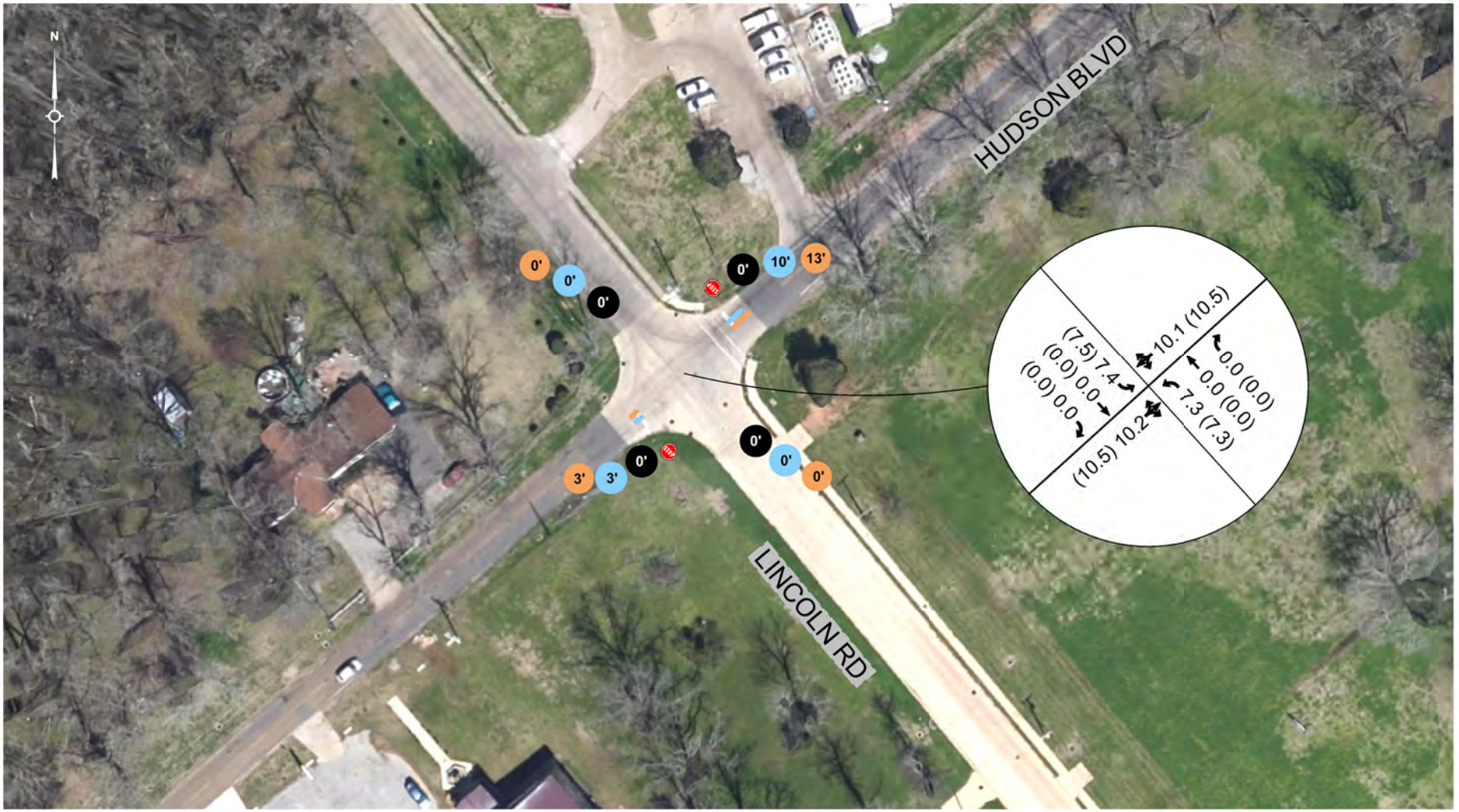
LEGEND

- OBSERVED MAX QUEUE (2022)
- EXISTING 95TH PERCENTILE QUEUE (2022)
- NO BUILD 95TH PERCENTILE QUEUE (2042)
- XX.X EXISTING DELAY (2022) (s/veh)
- (XX.X) NO BUILD DELAY (2042) (s/veh)

FIGURE D-4A
SUGARHOUSE ROAD EXTENSION
LA 1 AT HUDSON BLVD PM PEAK HOUR MOES

ALEXANDRIA, LA

NEEL-SCHAFFER
Solutions you can build upon



LEGEND

- OBSERVED MAX QUEUE (2022)
- EXISTING 95TH PERCENTILE QUEUE (2022)
- NO BUILD 95TH PERCENTILE QUEUE (2042)
- XX.X EXISTING DELAY (2022) (s/veh)
- (XX.X) NO BUILD DELAY (2042) (s/veh)

FIGURE D-4B
SUGARHOUSE ROAD EXTENSION
HUDSON BLVD AT LINCOLN RD PM PEAK HOUR MOES

ALEXANDRIA, LA

NEEL-SCHAFFER
Solutions you can build upon

LEGEND

- OBSERVED MAX QUEUE (2022)
- EXISTING 95TH PERCENTILE QUEUE (2022)
- NO BUILD 95TH PERCENTILE QUEUE (2042)
- XX.X EXISTING DELAY (2022) (s/veh)
- (XX.X) NO BUILD DELAY (2042) (s/veh)

FIGURE D-4C
SUGARHOUSE ROAD EXTENSION
HUDSON BLVD AT EDDIE WILLIAMS BLVD PM PEAK HOUR MOES

ALEXANDRIA, LA

NEEL-SCHAFFER
Solutions you can build upon

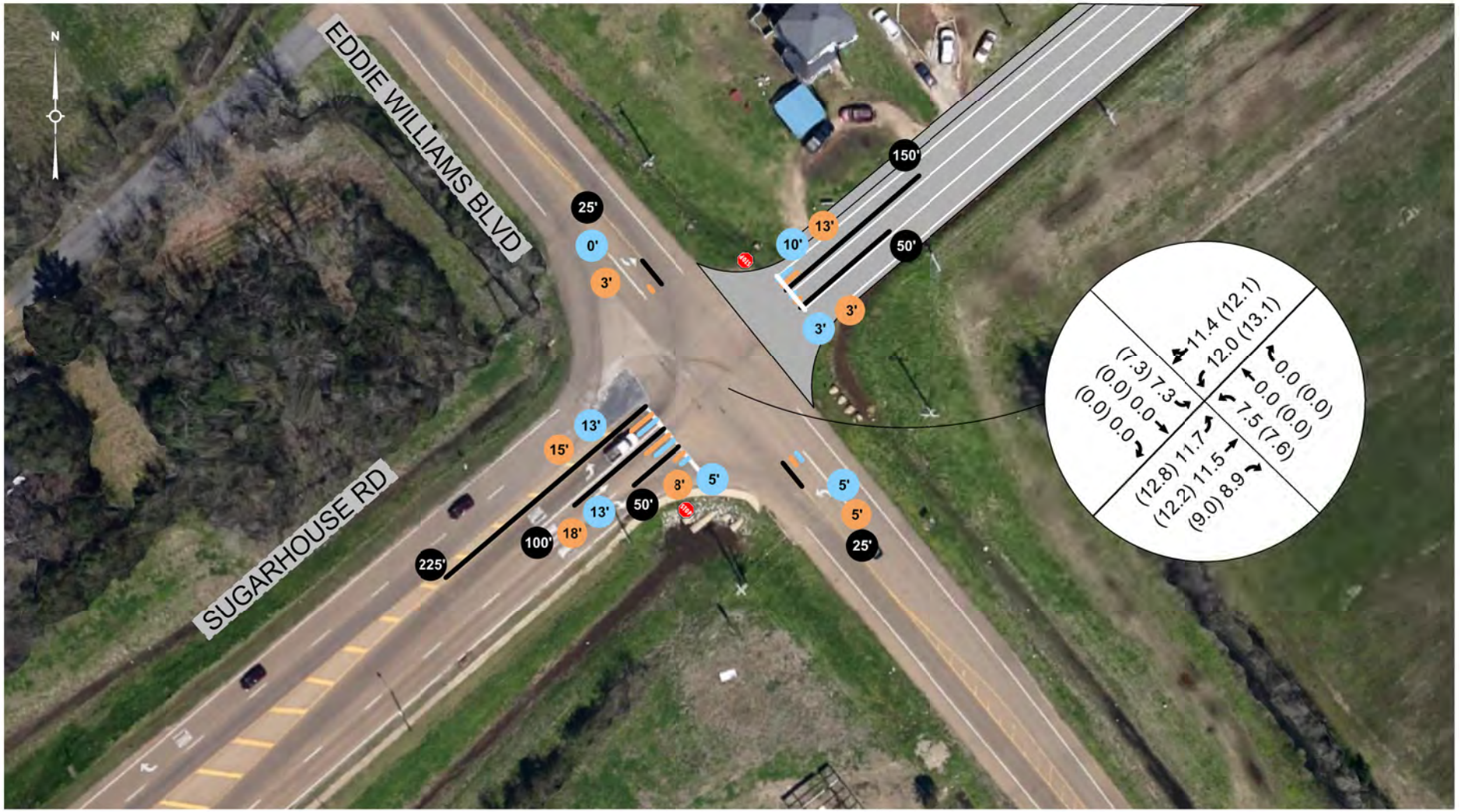
LEGEND

- OBSERVED MAX QUEUE (2022)
- EXISTING 95TH PERCENTILE QUEUE (2022)
- NO BUILD 95TH PERCENTILE QUEUE (2042)
- XX.X EXISTING DELAY (2022) (s/veh)
- (XX.X) NO BUILD DELAY (2042) (s/veh)

FIGURE D-4D
SUGARHOUSE ROAD EXTENSION
SUGARHOUSE RD AT LINCOLN RD PM PEAK HOUR MOES

ALEXANDRIA, LA

NEEL-SCHAFFER
Solutions you can build upon



LEGEND

- OBSERVED MAX QUEUE (2022)
- EXISTING 95TH PERCENTILE QUEUE (2022)
- NO BUILD 95TH PERCENTILE QUEUE (2042)
- XX.X EXISTING DELAY (2022) (s/veh)
- (XX.X) NO BUILD DELAY (2042) (s/veh)

FIGURE D-4E
SUGARHOUSE ROAD EXTENSION
SUGARHOUSE RD AT EDDIE WILLIAMS BLVD PM PEAK HOUR MOES

ALEXANDRIA, LA

NEEL-SCHAFFER
Solutions you can build upon

Appendix D

II. Intersection Description / HCS Analysis

a. LA 1 (3rd Street) at Hudson Boulevard

Existing and No Build Conditions

The intersection of LA 1 (3rd Street) at Hudson Boulevard is a three-legged unsignalized intersection with stop control on Hudson Boulevard. This intersection is located with a mixed use area with residences to the west and an asphalt plant to the east of the intersection. LA 1 (3rd St) is a four-lane roadway to the north and a two-lane roadway to the south of the intersection with shoulders on either side of the roadway generally running north-south within the study area with a posted speed limit of 55 mph. The southbound approach on LA 1 (3rd St) consists of one (1) through lane and one (1) shared through/right turn lane. The northbound approach on LA 1 (3rd St) consists of one (1) shared left/through lane and one (1) through lane; this approach is the beginning of the additional through lane on LA 1 (3rd St) and is not striped for two lanes but drivers appear to be using it as two lanes. Hudson Boulevard is a two-lane roadway generally running east-west with a posted speed limit of 30 mph. The eastbound approach on Hudson Boulevard consists of one (1) shared left/right turn lane. This intersection does not have a bus stop, crosswalks, or train crossings. The layout of this intersection as well as the Existing and 2042 No Build peak hour volumes are illustrated in **Figure D-5**.

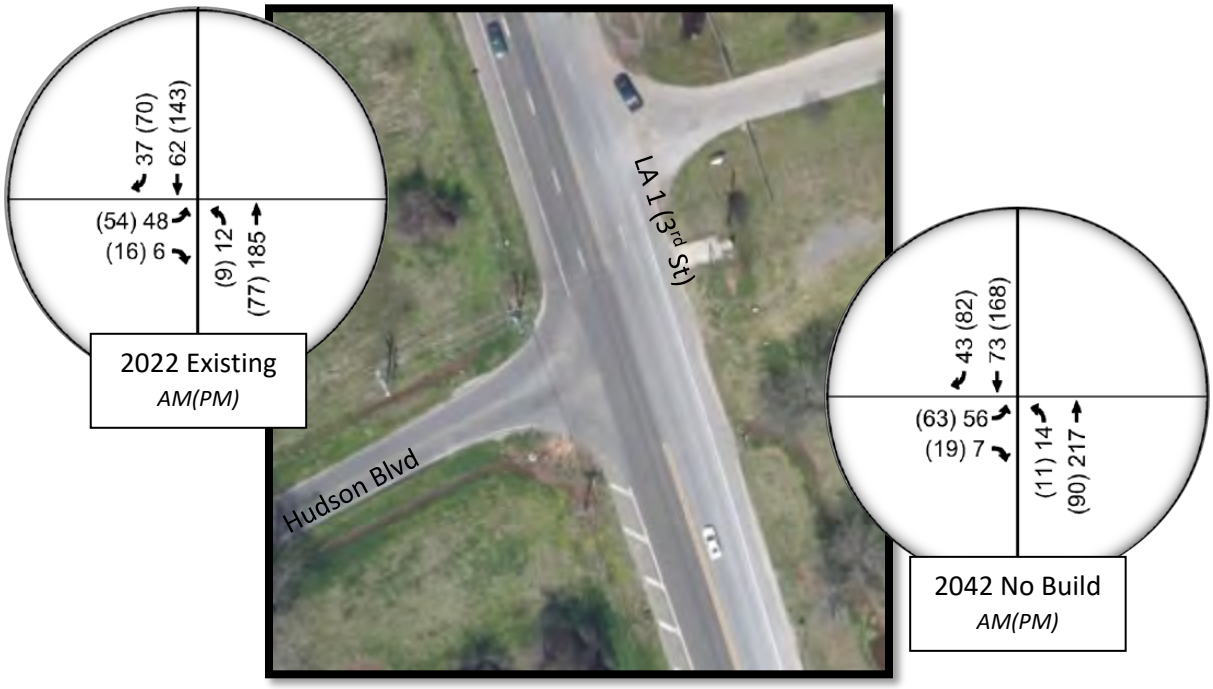


Figure D-5: LA 1 (3rd St) at Hudson Blvd

Peak Period Observations

Peak hour observations were performed at this intersection and no issues were observed. Detailed peak hour observations can be found in **Appendix B**

Crash Analysis

A crash analysis was performed for this intersection. After reviewing the crash data, it was determined that one (1) crash occurred at this intersection between January 1, 2018 and December 31, 2020. Detailed crash analysis can be found in **Appendix C**.

Intersection Analysis

The intersection analyses were performed using the "Two Way Stop Control" module of the HCS7 Software. The capacity analyses for this intersection during the AM and PM analyses periods for Existing and No Build conditions are presented in **Table D-1**.

Table D-1: LA 1 (3rd Street) at Hudson Boulevard

Scenario	NB Left LA 1 (3rd St)			EB Approach Hudson Blvd		
	Delay (s/veh)	*v/c*	*Queue (ft)*	*Delay (s/veh)*	*v/c*	*Queue (ft)*
AM Peak						
2022 Existing	7.6	0.01	0	10.5	0.09	8
2042 No Build	7.6	0.01	0	10.9	0.11	10
PM Peak						
2022 Existing	7.9	0.01	0	10.3	0.10	8
2042 No Build	8.0	0.01	0	10.8	0.13	10

These analyses indicate that under existing conditions, this intersection operates with acceptable delays. According to the analysis, delays are anticipated to slightly increase in 2042 No Build but delays will still be acceptable. 95th percentile queues are negligible and not anticipated to create issues.

HCS7 Two-Way Stop-Control Report

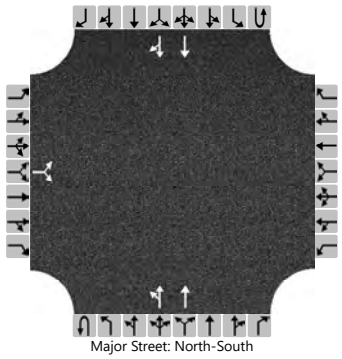
General Information

Analyst	KSO
Agency/Co.	NSI
Date Performed	12/19/2022
Analysis Year	2022
Time Analyzed	Existing AM
Intersection Orientation	North-South
Project Description	Sugarhouse Rd Ext

Site Information

Intersection	LA 1 at Hudson Blvd
Jurisdiction	Rapides Parish
East/West Street	Hudson Blvd
North/South Street	LA 1
Peak Hour Factor	0.83
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	2	0	0	0	2	0
Configuration			LR							LT	T				T	TR
Volume (veh/h)		48		6						12	185				62	37
Percent Heavy Vehicles (%)		6		50						8						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5		6.9						4.1						
Critical Headway (sec)		6.92		7.90						4.26						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.56		3.80						2.28						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			65							14						
Capacity, c (veh/h)			724							1424						
v/c Ratio			0.09							0.01						
95% Queue Length, Q_{95} (veh)			0.3							0.0						
Control Delay (s/veh)			10.5							7.6						
Level of Service (LOS)			B							A						
Approach Delay (s/veh)		10.5								0.5						
Approach LOS		B														

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HCS7 Two-Way Stop-Control Report

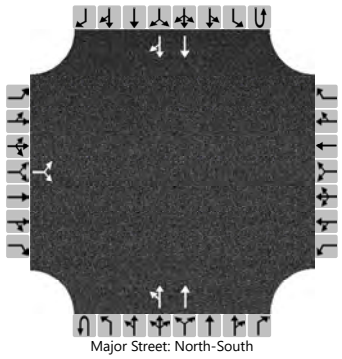
General Information

Analyst	KSO
Agency/Co.	NSI
Date Performed	12/19/2022
Analysis Year	2022
Time Analyzed	Existing PM
Intersection Orientation	North-South
Project Description	Sugarhouse Rd Ext

Site Information

Intersection	LA 1 at Hudson Blvd
Jurisdiction	Rapides Parish
East/West Street	Hudson Blvd
North/South Street	LA 1
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	2	0	0	0	2	0
Configuration			LR							LT	T				T	TR
Volume (veh/h)		54		16						9	77				143	70
Percent Heavy Vehicles (%)		0		0						11						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5		6.9						4.1						
Critical Headway (sec)		6.80		6.90						4.32						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.50		3.30						2.31						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			76							10						
Capacity, c (veh/h)			751							1270						
v/c Ratio			0.10							0.01						
95% Queue Length, Q_{95} (veh)			0.3							0.0						
Control Delay (s/veh)			10.3							7.9						
Level of Service (LOS)			B							A						
Approach Delay (s/veh)		10.3								0.8						
Approach LOS		B														

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HCS7 Two-Way Stop-Control Report

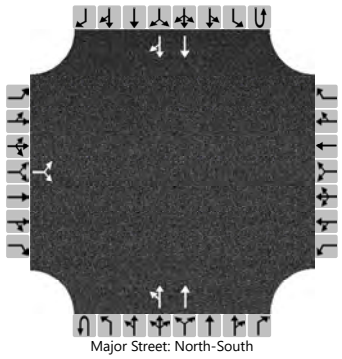
General Information

Analyst	KSO
Agency/Co.	NSI
Date Performed	12/19/2022
Analysis Year	2042
Time Analyzed	No Build AM
Intersection Orientation	North-South
Project Description	Sugarhouse Rd Ext

Site Information

Intersection	LA 1 at Hudson Blvd
Jurisdiction	Rapides Parish
East/West Street	Hudson Blvd
North/South Street	LA 1
Peak Hour Factor	0.83
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	2	0	0	0	2	0
Configuration			LR							LT	T				T	TR
Volume (veh/h)		56		7						14	217				73	43
Percent Heavy Vehicles (%)		6		50						8						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5		6.9						4.1						
Critical Headway (sec)		6.92		7.90						4.26						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.56		3.80						2.28						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			76							17						
Capacity, c (veh/h)			684							1398						
v/c Ratio			0.11							0.01						
95% Queue Length, Q_{95} (veh)			0.4							0.0						
Control Delay (s/veh)			10.9							7.6						
Level of Service (LOS)			B							A						
Approach Delay (s/veh)		10.9								0.5						
Approach LOS		B														

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HCS7 Two-Way Stop-Control Report

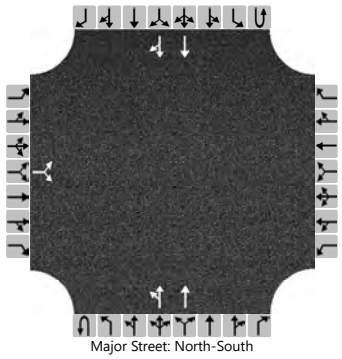
General Information

Analyst	KSO
Agency/Co.	NSI
Date Performed	12/19/2022
Analysis Year	2042
Time Analyzed	No Build PM
Intersection Orientation	North-South
Project Description	Sugarhouse Rd Ext

Site Information

Intersection	LA 1 at Hudson Blvd
Jurisdiction	Rapides Parish
East/West Street	Hudson Blvd
North/South Street	LA 1
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	2	0	0	0	2	0
Configuration			LR							LT	T				T	TR
Volume (veh/h)		63		19						11	90				168	82
Percent Heavy Vehicles (%)		0		0						11						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5		6.9						4.1						
Critical Headway (sec)		6.80		6.90						4.32						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.50		3.30						2.31						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			89							12						
Capacity, c (veh/h)			708							1226						
v/c Ratio			0.13							0.01						
95% Queue Length, Q_{95} (veh)			0.4							0.0						
Control Delay (s/veh)			10.8							8.0						
Level of Service (LOS)			B							A						
Approach Delay (s/veh)		10.8								0.9						
Approach LOS		B														

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Appendix D

II. Intersection Description / HCS Analysis

b. Hudson Boulevard at Lincoln Road

Existing and No Build Conditions

The intersection of Hudson Boulevard at Lincoln Road is a four-legged unsignalized intersection with stop control on Hudson Boulevard. It is located within a predominantly residential area with a school in the northeast quadrant, an apartment complex in the southeast quadrant, a church in the southwest quadrant, and a residence in the northwest quadrant. Hudson Boulevard is a two-lane roadway generally running east-west within the study area with a posted speed limit of 30 mph to the east and 35 mph to the west. The eastbound and westbound approaches on Hudson Boulevard consist of one (1) shared left/through/right turn lane. Lincoln Road is a two-lane roadway generally running north-south with a posted speed limit of 25 mph. The northbound and southbound approaches on Lincoln Road consist of one (1) shared left/through/right turn lane. There is a sidewalk along the east side of Lincoln Road and a crosswalk across the east approach; this intersection does not have a bus stop or train crossings. The layout of this intersection as well as the Existing and 2042 No Build peak hour volumes are illustrated in **Figure D-6**.

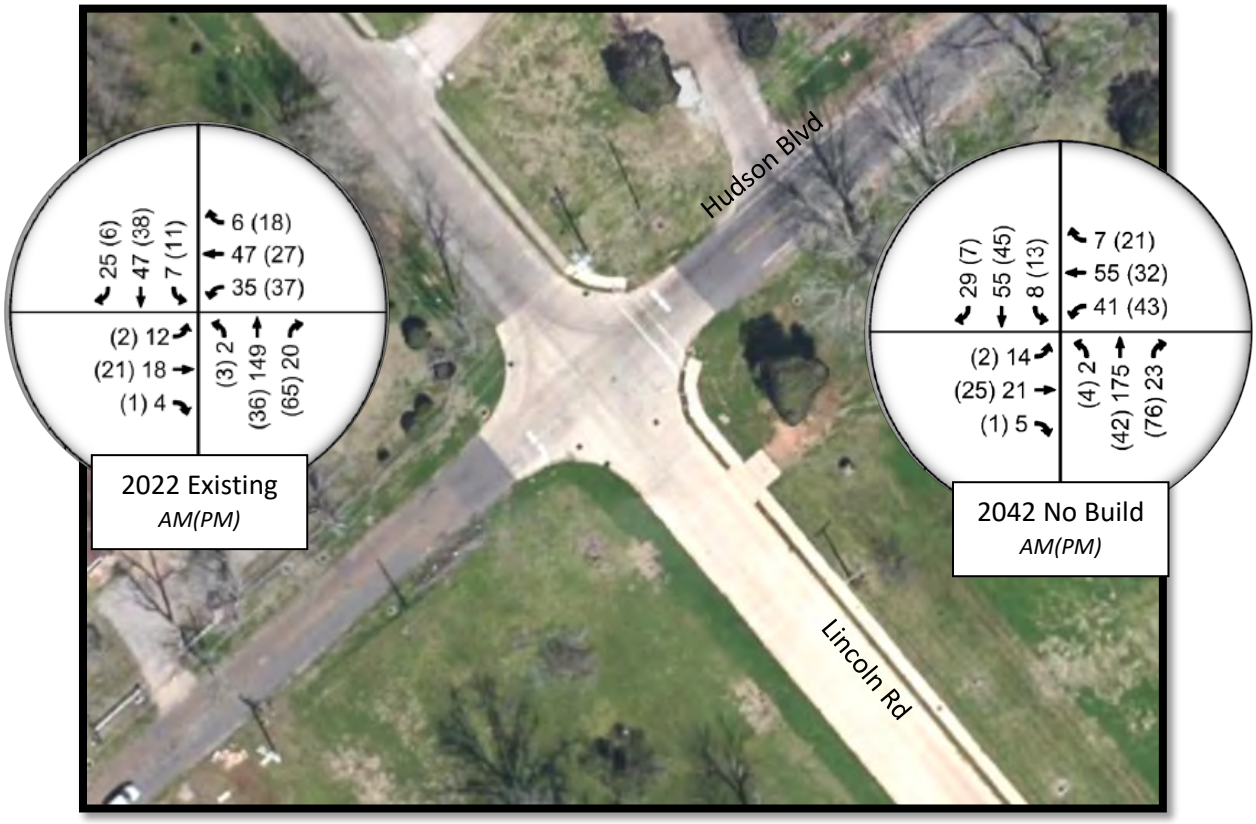


Figure D-6: Hudson Blvd at Lincoln Rd

Peak Period Observations

Peak hour observations were performed at this intersection. During both peak periods, a queue formed from the school in the northeast quadrant down Lincoln Road to the south. The queue started in the morning around 7:30 am and cleared around 8:10 am. It formed again in the afternoon around 2:15 pm and cleared around 3:00 pm. These vehicles pulled over to the side of the road and traffic was able to continue through the intersection without problems. Detailed peak hour observations can be found in **Appendix B**.

Crash Analysis

A crash analysis was performed for this intersection. After reviewing the crash data, it was determined that four (4) right angle crashes occurred at this intersection between January 1, 2018 and December 31, 2020. CAT Scan flagged right angle crashes as a crash type of concern at this intersection. Detailed crash analysis can be found in **Appendix C**.

Intersection Analysis

The intersection analyses were performed using the "Two Way Stop Control" module of the HCS7 Software. The capacity analyses for this intersection during the AM and PM analyses periods for existing and no build conditions are presented in **Table D-2**.

Table D-2: Hudson Boulevard at Lincoln Road

Scenario	NB Left Lincoln Rd			SB Left Lincoln Rd			EB Approach Hudson Blvd			WB Approach Hudson Blvd		
	Delay (s/veh)	*v/c*	*Queue (ft)*	*Delay (s/veh)*	*v/c*	*Queue (ft)*	*Delay (s/veh)*	*v/c*	*Queue (ft)*	*Delay (s/veh)*	*v/c*	*Queue (ft)*
AM Peak												
2022 Existing	7.4	0.00	0	8.1	0.01	0	12.3	0.10	8	13.6	0.24	25
2042 No Build	7.5	0.00	0	8.3	0.01	0	13.4	0.13	10	15.4	0.32	33
PM Peak												
2022 Existing	7.3	0.00	0	7.4	0.01	0	10.2	0.04	3	10.1	0.11	10
2042 No Build	7.3	0.00	0	7.5	0.01	0	10.5	0.04	3	10.5	0.14	13

These analyses indicate that under existing conditions, this intersection operates with acceptable delays. According to the analysis, delays are anticipated to increase in 2042 No Build but delays will still be acceptable. 95th percentile queues are negligible and not anticipated to create issues.

HCS7 Two-Way Stop-Control Report

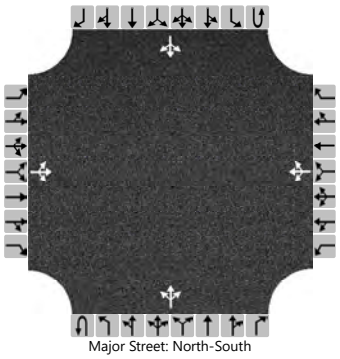
General Information

Analyst	KSO
Agency/Co.	NSI
Date Performed	12/19/2022
Analysis Year	2022
Time Analyzed	Existing AM
Intersection Orientation	North-South
Project Description	Sugarhouse Rd Ext

Site Information

Intersection	Hudson Blvd at Lincoln Rd
Jurisdiction	Rapides Parish
East/West Street	Hudson Blvd
North/South Street	Lincoln Rd
Peak Hour Factor	0.65
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		12	18	4		35	47	6		2	149	20		7	47	25
Percent Heavy Vehicles (%)		17	0	0		3	4	17		0				29		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.27	6.50	6.20		7.13	6.54	6.37		4.10				4.39		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.65	4.00	3.30		3.53	4.04	3.45		2.20				2.46		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			52				135			3				11		
Capacity, c (veh/h)			543				553			1492				1163		
v/c Ratio			0.10				0.24			0.00				0.01		
95% Queue Length, Q_{95} (veh)			0.3				1.0			0.0				0.0		
Control Delay (s/veh)			12.3				13.6			7.4				8.1		
Level of Service (LOS)			B				B			A				A		
Approach Delay (s/veh)		12.3				13.6				0.1				0.8		
Approach LOS		B				B										

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HCS7 Two-Way Stop-Control Report

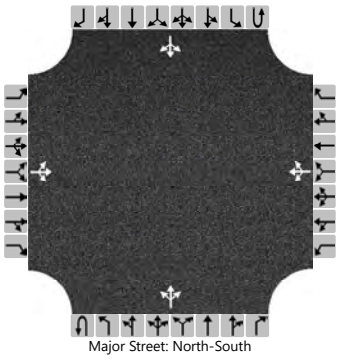
General Information

Analyst	KSO
Agency/Co.	NSI
Date Performed	12/19/2022
Analysis Year	2022
Time Analyzed	Existing PM
Intersection Orientation	North-South
Project Description	Sugarhouse Rd Ext

Site Information

Intersection	Hudson Blvd at Lincoln Rd
Jurisdiction	Rapides Parish
East/West Street	Hudson Blvd
North/South Street	Lincoln Rd
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		2	21	1		37	27	18		3	36	65		11	38	6
Percent Heavy Vehicles (%)		0	0	0		3	4	0		0				0		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.10	6.50	6.20		7.13	6.54	6.20		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.53	4.04	3.30		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			26				89			3				12		
Capacity, c (veh/h)			719				796			1572				1493		
v/c Ratio			0.04				0.11			0.00				0.01		
95% Queue Length, Q_{95} (veh)			0.1				0.4			0.0				0.0		
Control Delay (s/veh)			10.2				10.1			7.3				7.4		
Level of Service (LOS)			B				B			A				A		
Approach Delay (s/veh)		10.2				10.1				0.2				1.5		
Approach LOS		B				B										

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HCS7 Two-Way Stop-Control Report

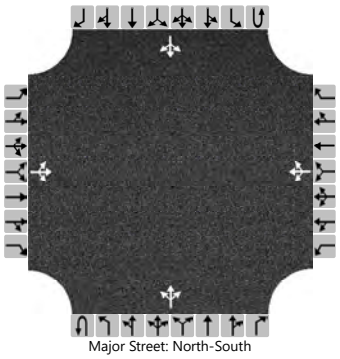
General Information

Analyst	KSO
Agency/Co.	NSI
Date Performed	12/19/2022
Analysis Year	2042
Time Analyzed	No Build - AM
Intersection Orientation	North-South
Project Description	Sugarhouse Rd Ext

Site Information

Intersection	Hudson Blvd at Lincoln Rd
Jurisdiction	Rapides Parish
East/West Street	Hudson Blvd
North/South Street	Lincoln Rd
Peak Hour Factor	0.65
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		14	21	5		41	55	7		2	175	23		8	55	29
Percent Heavy Vehicles (%)		17	0	0		3	4	17		0				29		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.27	6.50	6.20		7.13	6.54	6.37		4.10				4.39		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.65	4.00	3.30		3.53	4.04	3.45		2.20				2.46		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			62				158			3				12		
Capacity, c (veh/h)			491				503			1469				1118		
v/c Ratio			0.13				0.32			0.00				0.01		
95% Queue Length, Q_{95} (veh)			0.4				1.3			0.0				0.0		
Control Delay (s/veh)			13.4				15.4			7.5				8.3		
Level of Service (LOS)			B				C			A				A		
Approach Delay (s/veh)		13.4				15.4				0.1				0.8		
Approach LOS		B				C										

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HCS7 Two-Way Stop-Control Report

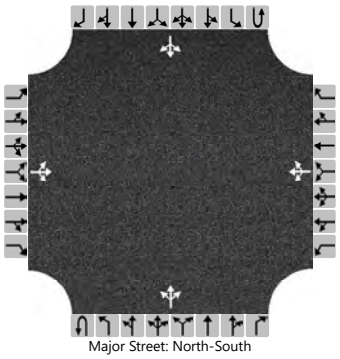
General Information

Analyst	KSO
Agency/Co.	NSI
Date Performed	12/19/2022
Analysis Year	2042
Time Analyzed	No Build - PM
Intersection Orientation	North-South
Project Description	Sugarhouse Rd Ext

Site Information

Intersection	Hudson Blvd at Lincoln Rd
Jurisdiction	Rapides Parish
East/West Street	Hudson Blvd
North/South Street	Lincoln Rd
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		2	25	1		43	32	21		4	42	76		13	45	7
Percent Heavy Vehicles (%)		0	0	0		3	4	0		0				0		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.10	6.50	6.20		7.13	6.54	6.20		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.53	4.04	3.30		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			30				104			4				14		
Capacity, c (veh/h)			685				764			1561				1470		
v/c Ratio			0.04				0.14			0.00				0.01		
95% Queue Length, Q_{95} (veh)			0.1				0.5			0.0				0.0		
Control Delay (s/veh)			10.5				10.5			7.3				7.5		
Level of Service (LOS)			B				B			A				A		
Approach Delay (s/veh)		10.5				10.5				0.3				1.6		
Approach LOS		B				B										

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Appendix D

II. Intersection Description / HCS Analysis

c. Hudson Blvd at Eddie Williams Ave

Existing and No Build Conditions

The intersection of Hudson Boulevard at Eddie Williams Avenue is a three-legged unsignalized intersection with stop control on Hudson Boulevard. This intersection is in a predominantly residential area with houses to the east and I-49 to the west. Hudson Boulevard is a two-lane roadway generally running east-west within the study area with a posted speed limit of 35 mph. The westbound approach on Hudson Boulevard consists of one (1) shared left/right turn lane. Eddie Williams Avenue is a two-lane roadway generally running north-south with approximately 8 foot shoulders and a posted speed limit of 40 mph. The northbound approach on Eddie Williams Avenue consists of one (1) shared through/right turn lane. The southbound approach on Eddie Williams Avenue consists of one (1) shared left/through lane. This intersection does not have a bus stop, crosswalk, or a train crossing. The layout of this intersection as well as the Existing and 2042 No Build peak hour volumes are illustrated in **Figure D-7**.

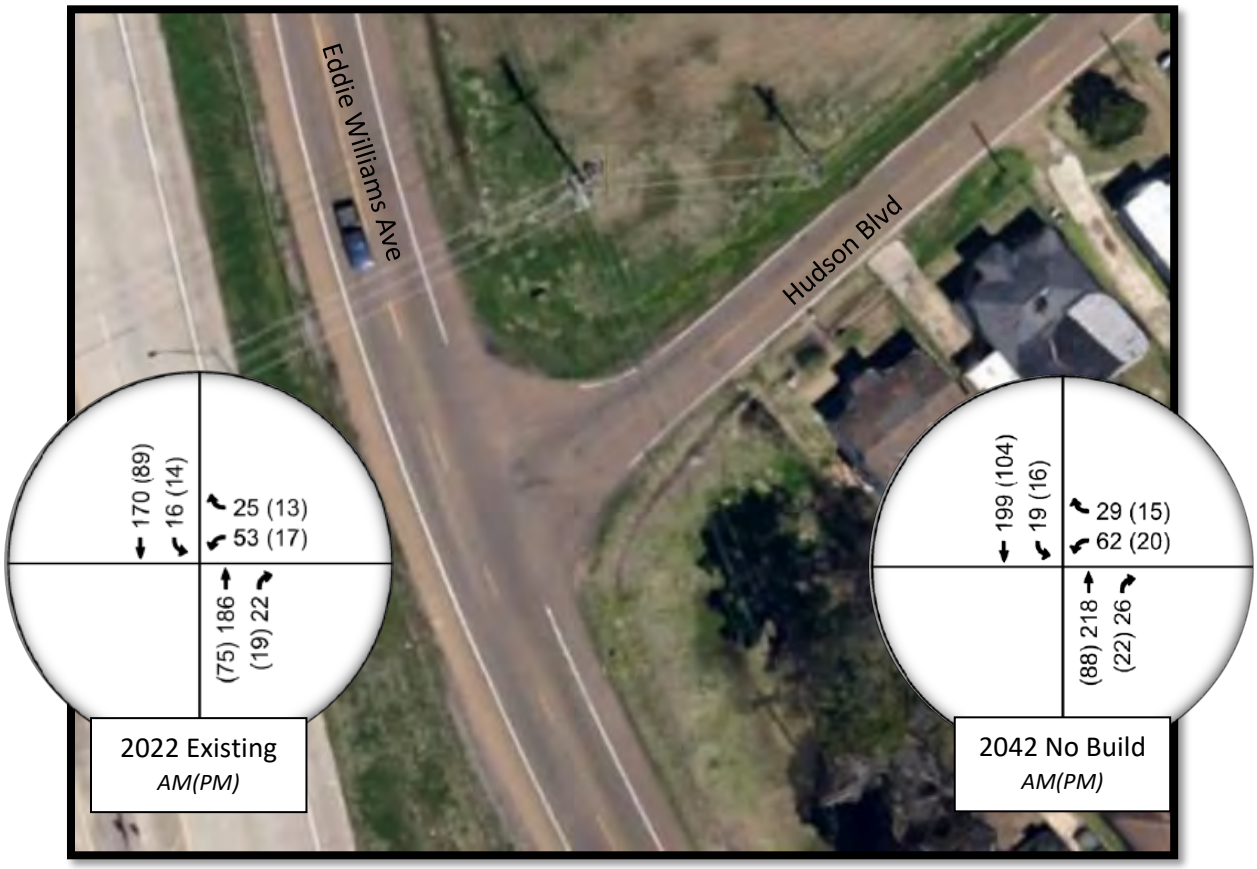


Figure D-7: Hudson Blvd at Eddie Williams Ave

Peak Period Observations

Peak hour observations were performed at this intersection. No significant issues were observed at this intersection. Detailed peak hour observations can be found in **Appendix B**.

Crash Analysis

A crash analysis was performed for this intersection. After reviewing the crash data, it was determined that one (1) crash occurred at this intersection between January 1, 2018 and December 31, 2020. Detailed crash analysis can be found in **Appendix C**.

Intersection Analysis

The intersection analyses were performed using the "Two Way Stop Control" module of the HCS7 Software. The capacity analyses for this intersection during the AM and PM analyses periods for existing and no build conditions are presented in **Table D-3**.

Table D-3: Hudson Boulevard at Eddie Williams Avenue

Scenario	SB Left Eddie Williams Ave			WB Approach Hudson Blvd		
	Delay (s/veh)	*v/c*	*Queue (ft)*	*Delay (s/veh)*	*v/c*	*Queue (ft)*
AM Peak						
2022 Existing	7.8	0.01	0	12.4	0.16	15
2042 No Build	7.9	0.02	3	13.7	0.21	20
PM Peak						
2022 Existing	7.4	0.01	0	9.4	0.04	3
2042 No Build	7.5	0.01	0	9.7	0.05	3

These analyses indicate that under existing conditions, this intersection operates with acceptable delays. According to the analysis, delays are anticipated to increase in 2042 No Build but delays will still be acceptable. 95th percentile queues are negligible and not anticipated to create issues.

HCS7 Two-Way Stop-Control Report

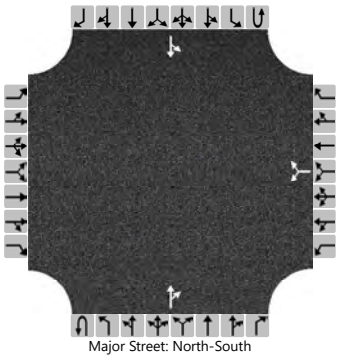
General Information

Analyst	KSO
Agency/Co.	NSI
Date Performed	12/19/2022
Analysis Year	2022
Time Analyzed	Existing AM
Intersection Orientation	North-South
Project Description	Sugarhouse Rd Ext

Site Information

Intersection	Eddie at Hudson Blvd
Jurisdiction	Rapides Parish
East/West Street	Hudson Blvd
North/South Street	Eddie Williams Ave
Peak Hour Factor	0.83
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						53		25			186	22		16	170	
Percent Heavy Vehicles (%)						13		4						6		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage						Undivided										

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.53		6.24						4.16		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.62		3.34						2.25		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							94							19		
Capacity, c (veh/h)							582							1292		
v/c Ratio							0.16							0.01		
95% Queue Length, Q_{95} (veh)							0.6							0.0		
Control Delay (s/veh)							12.4							7.8		
Level of Service (LOS)							B							A		
Approach Delay (s/veh)						12.4								0.8		
Approach LOS						B										

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HCS7 Two-Way Stop-Control Report

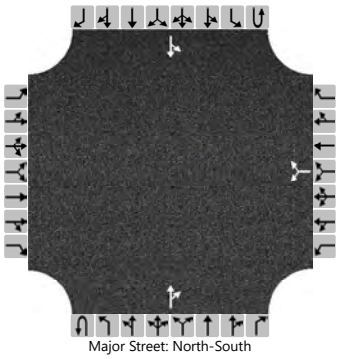
General Information

Analyst	KSO
Agency/Co.	NSI
Date Performed	12/19/2022
Analysis Year	2022
Time Analyzed	Existing PM
Intersection Orientation	North-South
Project Description	Sugarhouse Rd Ext

Site Information

Intersection	Eddie at Hudson Blvd
Jurisdiction	Rapides Parish
East/West Street	Hudson Blvd
North/South Street	Eddie Williams Ave
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						17		13			75	19		14	89	
Percent Heavy Vehicles (%)						0		0						0		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.20						4.10		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							33							15		
Capacity, c (veh/h)							843							1503		
v/c Ratio							0.04							0.01		
95% Queue Length, Q_{95} (veh)							0.1							0.0		
Control Delay (s/veh)							9.4							7.4		
Level of Service (LOS)							A							A		
Approach Delay (s/veh)					9.4								1.1			
Approach LOS					A											

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HCS7 Two-Way Stop-Control Report

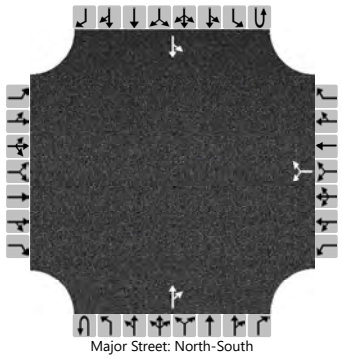
General Information

Analyst	KSO
Agency/Co.	NSI
Date Performed	12/19/2022
Analysis Year	2042
Time Analyzed	No Build AM
Intersection Orientation	North-South
Project Description	Sugarhouse Rd Ext

Site Information

Intersection	Eddie at Hudson Blvd
Jurisdiction	Rapides Parish
East/West Street	Hudson Blvd
North/South Street	Eddie Williams Ave
Peak Hour Factor	0.83
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						62		29			218	26		19	199	
Percent Heavy Vehicles (%)						13		4						6		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage						Undivided										

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.53		6.24						4.16		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.62		3.34						2.25		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							110							23		
Capacity, c (veh/h)							525							1245		
v/c Ratio							0.21							0.02		
95% Queue Length, Q_{95} (veh)							0.8							0.1		
Control Delay (s/veh)							13.7							7.9		
Level of Service (LOS)							B							A		
Approach Delay (s/veh)						13.7							0.8			
Approach LOS						B										

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HCS7 Two-Way Stop-Control Report

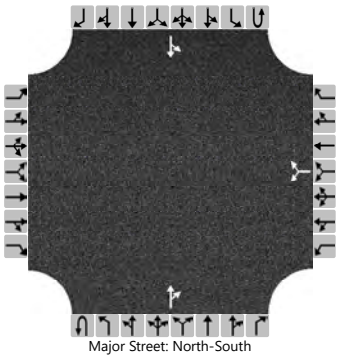
General Information

Analyst	KSO
Agency/Co.	NSI
Date Performed	12/19/2022
Analysis Year	2042
Time Analyzed	No Build AM
Intersection Orientation	North-South
Project Description	Sugarhouse Rd Ext

Site Information

Intersection	Eddie at Hudson Blvd
Jurisdiction	Rapides Parish
East/West Street	Hudson Blvd
North/South Street	Eddie Williams Ave
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						20		15			88	22		16	104	
Percent Heavy Vehicles (%)						0		0						0		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage						Undivided										

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.20						4.10		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							38							17		
Capacity, c (veh/h)							810							1481		
v/c Ratio							0.05							0.01		
95% Queue Length, Q_{95} (veh)							0.1							0.0		
Control Delay (s/veh)							9.7							7.5		
Level of Service (LOS)							A							A		
Approach Delay (s/veh)						9.7								1.1		
Approach LOS						A										

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Appendix D

II. Intersection Description / HCS Analysis

d. Sugarhouse Rd at Lincoln Rd

Existing and No Build Conditions

The intersection of Sugarhouse Road at Lincoln Road is a recently widened three-legged unsignalized intersection with stop control on the Lincoln Road approach. This intersection is in a residential area. Sugarhouse Road is a three-lane roadway with a two-way left turn lane generally running east-west within the study area with a posted speed limit of 45 mph. The eastbound approach on Sugarhouse Road consists of one (1) left turn lane and one (1) through lane. The westbound approach on Sugarhouse Road consist of one (1) shared through/right turn lane. The east side of Sugarhouse Road extends approximately 780 feet from the intersection. Lincoln Road is a two-lane roadway generally running north-south with a posted speed limit of 25 mph. The southbound approach on Lincoln Road consists of one (1) shared left/right turn lane. There is a sidewalk along the north side of Sugarhouse Road and along the east side of Lincoln Road. There is a crosswalk across the north side of the intersection. This intersection does not have a bus stop or a train crossing. The layout of this intersection as well as the Existing and 2042 No Build peak hour volumes are illustrated in **Figure D-8**.

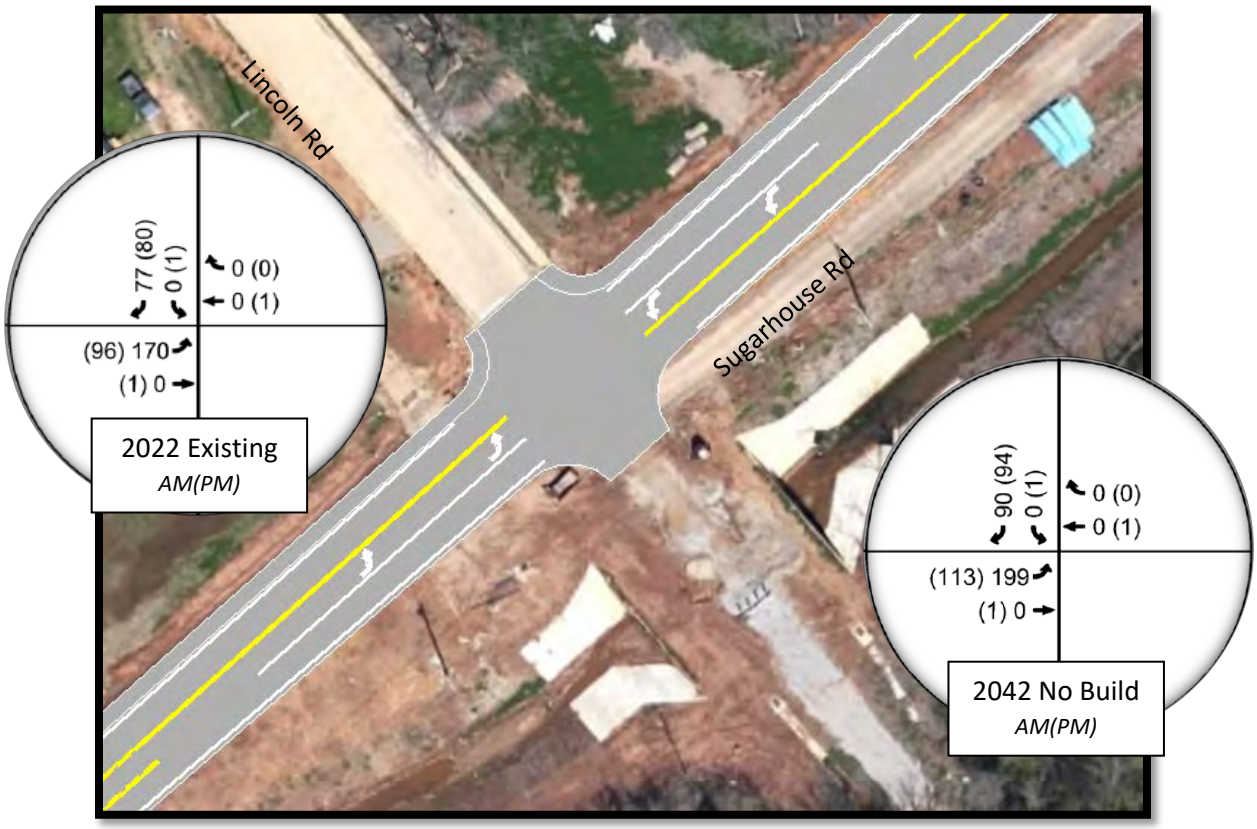


Figure D-8: Sugarhouse Rd at Lincoln Rd

Peak Period Observations

Peak period observations were performed at this intersection. During both peak periods, a queue formed on Lincoln Road from the school at the intersection of Hudson Blvd at Lincoln Road. The queue reached this intersection in the morning around 7:50 am and cleared around 8:00 am. The school queue in the afternoon did not reach this intersection. These vehicles pulled over to the side of the road and traffic was able to continue through the intersection without problems. Detailed peak hour observations can be found in **Appendix B**.

Crash Analysis

A crash analysis was performed for this intersection. After reviewing the crash data, it was determined that no crashes occurred at this intersection between January 1, 2018 and December 31, 2020. Detailed crash analysis can be found in **Appendix C**.

Intersection Analysis

The intersection analyses were performed using the "Two Way Stop Control" module of the HCS7 Software. The capacity analyses for this intersection during the AM and PM analyses periods for existing and no build conditions are presented in **Table D-4**.

Table D-4: Sugarhouse Road at Lincoln Road

Scenario	SB Approach Lincoln Rd			EB Left Sugarhouse Rd		
	Delay (s/veh)	*v/c*	*Queue (ft)*	*Delay (s/veh)*	*v/c*	*Queue (ft)*
AM Peak						
2022 Existing	8.7	0.10	8	7.6	0.14	13
2042 No Build	8.7	0.11	10	7.7	0.17	15
PM Peak						
2022 Existing	8.7	0.08	8	7.4	0.07	5
2042 No Build	8.7	0.10	8	7.4	0.08	5

These analyses indicate that under existing conditions, this intersection operates with acceptable delays. According to the analysis, delays are anticipated to increase in 2042 No Build but delays will still be acceptable. 95th percentile queues are negligible and not anticipated to create issues with spill backs or starving turn lanes.

HCS7 Two-Way Stop-Control Report

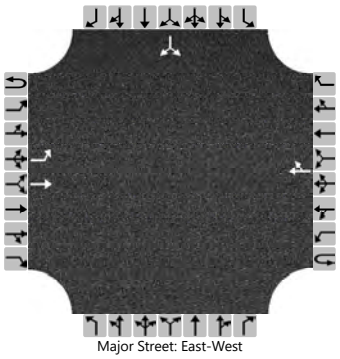
General Information

Analyst	KSO
Agency/Co.	NSI
Date Performed	12/19/2022
Analysis Year	2022
Time Analyzed	Existing AM
Intersection Orientation	East-West
Project Description	Sugarhouse Rd Ext

Site Information

Intersection	Sugarhouse Rd at Lincoln
Jurisdiction	Rapides Parish
East/West Street	Sugarhouse Rd
North/South Street	Lincoln Rd
Peak Hour Factor	0.74
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		L	T					TR							LR	
Volume (veh/h)		170	0				0	0						0		77
Percent Heavy Vehicles (%)		3												0		1
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage					Undivided											

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.40		6.21
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.50		3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		230													104	
Capacity, c (veh/h)		1617													1088	
v/c Ratio		0.14													0.10	
95% Queue Length, Q_{95} (veh)		0.5													0.3	
Control Delay (s/veh)		7.6													8.7	
Level of Service (LOS)		A													A	
Approach Delay (s/veh)		7.6												8.7		
Approach LOS														A		

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HCS7 Two-Way Stop-Control Report

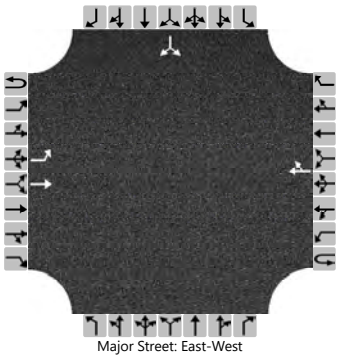
General Information

Analyst	KSO
Agency/Co.	NSI
Date Performed	12/19/2022
Analysis Year	2022
Time Analyzed	Existing PM
Intersection Orientation	East-West
Project Description	Sugarhouse Rd Ext

Site Information

Intersection	Sugarhouse Rd at Lincoln
Jurisdiction	Rapides Parish
East/West Street	Sugarhouse Rd
North/South Street	Lincoln Rd
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		L	T					TR							LR	
Volume (veh/h)		96	1				1	0						1		80
Percent Heavy Vehicles (%)		2												0		3
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage					Undivided											

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.12												6.40		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.22												3.50		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		105													89	
Capacity, c (veh/h)		1622													1074	
v/c Ratio		0.07													0.08	
95% Queue Length, Q_{95} (veh)		0.2													0.3	
Control Delay (s/veh)		7.4													8.7	
Level of Service (LOS)		A													A	
Approach Delay (s/veh)		7.3												8.7		
Approach LOS														A		

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HCS7 Two-Way Stop-Control Report

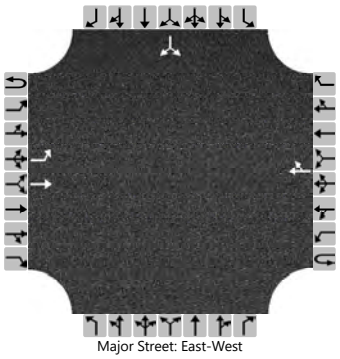
General Information

Analyst	KSO
Agency/Co.	NSI
Date Performed	12/19/2022
Analysis Year	2042
Time Analyzed	No Build AM
Intersection Orientation	East-West
Project Description	Sugarhouse Rd Ext

Site Information

Intersection	Sugarhouse Rd at Lincoln
Jurisdiction	Rapides Parish
East/West Street	Sugarhouse Rd
North/South Street	Lincoln Rd
Peak Hour Factor	0.74
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		L	T					TR							LR	
Volume (veh/h)		199	0				0	0						0		90
Percent Heavy Vehicles (%)		3												0		1
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage					Undivided											

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.40		6.21
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.50		3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		269													122	
Capacity, c (veh/h)		1617													1088	
v/c Ratio		0.17													0.11	
95% Queue Length, Q_{95} (veh)		0.6													0.4	
Control Delay (s/veh)		7.7													8.7	
Level of Service (LOS)		A													A	
Approach Delay (s/veh)		7.7												8.7		
Approach LOS														A		

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HCS7 Two-Way Stop-Control Report

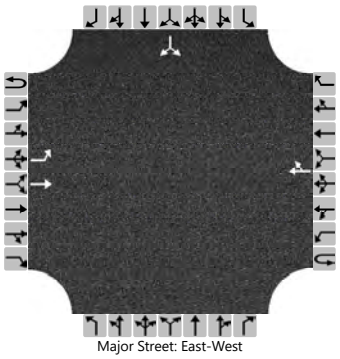
General Information

Analyst	KSO
Agency/Co.	NSI
Date Performed	12/19/2022
Analysis Year	2042
Time Analyzed	No Build PM
Intersection Orientation	East-West
Project Description	Sugarhouse Rd Ext

Site Information

Intersection	Sugarhouse Rd at Lincoln
Jurisdiction	Rapides Parish
East/West Street	Sugarhouse Rd
North/South Street	Lincoln Rd
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		L	T					TR							LR	
Volume (veh/h)		113	1				1	0						1		94
Percent Heavy Vehicles (%)		2												0		3
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.12												6.40		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.22												3.50		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		124													104	
Capacity, c (veh/h)		1622													1074	
v/c Ratio		0.08													0.10	
95% Queue Length, Q_{95} (veh)		0.2													0.3	
Control Delay (s/veh)		7.4													8.7	
Level of Service (LOS)		A													A	
Approach Delay (s/veh)	7.3												8.7			
Approach LOS													A			

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Appendix D

II. Intersection Description / HCS Analysis

e. Sugarhouse Rd at Eddie Williams Ave

Existing and No Build Conditions

The intersection of Sugarhouse Road at Williams Avenue is a four-legged unsignalized intersection with stop control on Sugarhouse Road. The intersection is located to the east of Interstate I-49 in a predominantly residential area. Sugarhouse Road is a three-lane roadway with a two-way left turn lane with a posted speed limit of 45 mph to the east of this intersection. West of this intersection, Sugarhouse Road is a four-lane divided roadway with a 20 foot raised median and a posted speed limit of 40 mph; at this intersection there is not a raised median. Sugarhouse Road generally runs east-west within the study area. The eastbound approach on Sugarhouse Road consists of one (1) exclusive left turn lane, one (1) exclusive through lane, and one (1) exclusive right turn lane. The westbound approach on Sugarhouse Road consists of one (1) exclusive left turn lane and one (1) shared through/right turn lane. Eddie Williams Avenue is two-lane roadway generally running north-south with a posted speed limit of 40 mph. The northbound and southbound approaches on Eddie Williams Avenue consist of one (1) exclusive left turn lane and one (1) shared through/right turn lane. There are sidewalks along the northside of Sugarhouse Road to the east and along the southside to the west. This intersection does not have a bus stop, crosswalk, or a train crossing. The layout of this intersection as well as the Existing and 2042 No Build peak hour volumes are illustrated in **Figure D-9**.

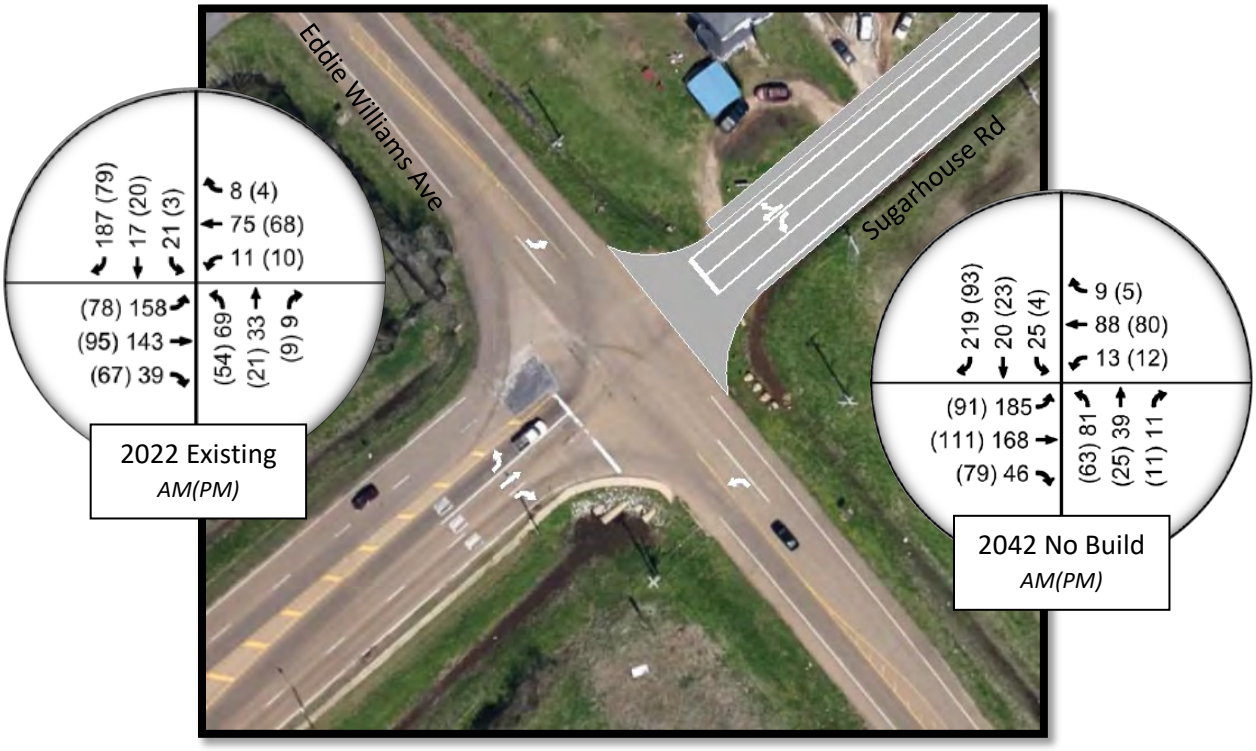


Figure D-9: Sugarhouse Rd at Eddie Williams Ave

Peak Period Observations

Peak hour observations were performed at this intersection. No significant issues were observed at this intersection. Detailed peak hour observations can be found in **Appendix B**.

Crash Analysis

A crash analysis was performed for this intersection. After reviewing the crash data, it was determined that seven (7) right angle crashes occurred at this intersection between January 1, 2018 and December 31, 2020. CAT Scan flagged right angle crashes as a crash type of concern at this intersection. Detailed crash analysis can be found in **Appendix C**.

Intersection Analysis

The intersection analyses were performed using the "Two Way Stop Control" module of the HCS7 Software. The capacity analyses for this intersection during the AM and PM analyses periods for existing and no build conditions are presented in **Table D-5**.

Table D-5: Sugarhouse Rd at Eddie Williams Ave

Scenario	NB Left Eddie Williams Ave			SB Left Eddie Williams Ave			EB Approach Sugarhouse Rd			WB Approach Sugarhouse Rd		
	Delay (s/veh)	*v/c*	*Queue (ft)*	*Delay (s/veh)*	*v/c*	*Queue (ft)*	*Delay (s/veh)*	*v/c*	*Queue (ft)*	*Delay (s/veh)*	*v/c*	*Queue (ft)*
AM Peak												
2022 Existing	7.9	0.06	5	7.4	0.02	0	15.9	0.40	48	14.4	0.19	18
2042 No Build	8.0	0.07	5	7.4	0.02	3	20.7	0.56	80	16.6	0.25	25
PM Peak												
2022 Existing	7.5	0.04	3	7.3	0.00	0	10.8	0.15	13	11.5	0.12	10
2042 No Build	7.6	0.05	3	7.3	0.00	0	11.5	0.19	18	12.2	0.15	13

These analyses indicate that under existing conditions, this intersection operates with acceptable delays. According to the analysis, delays are anticipated to increase in 2042 No Build, most notably the eastbound approach during the AM peak, but delays will still be acceptable. 95th percentile queues are negligible and not anticipated to create issues with spill backs or starving turn lanes.

HCS7 Two-Way Stop-Control Report

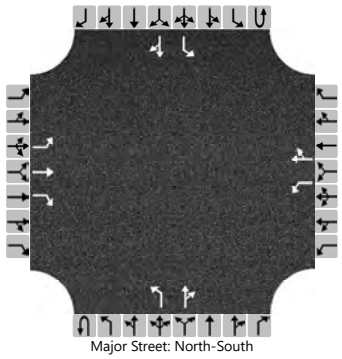
General Information

Analyst	KSO
Agency/Co.	NSI
Date Performed	12/19/2022
Analysis Year	2022
Time Analyzed	Existing AM
Intersection Orientation	North-South
Project Description	Sugarhouse Rd Ext

Site Information

Intersection	Eddie at Sugarhouse Rd
Jurisdiction	Rapides Parish
East/West Street	Sugarhouse Rd
North/South Street	Eddie Williams Ave
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	1	1		1	1	0	0	1	1	0	0	1	1	0
Configuration		L	T	R		L		TR		L		TR		L		TR
Volume (veh/h)		158	143	39		11	75	8		69	33	9		21	17	187
Percent Heavy Vehicles (%)		4	4	3		0	3	0		6				8		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No															
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.14	6.54	6.23		7.10	6.53	6.20		4.16				4.18		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.54	4.04	3.33		3.50	4.03	3.30		2.25				2.27		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		176	159	43		12		92		77				23		
Capacity, c (veh/h)		442	516	926		351		481		1318				1523		
v/c Ratio		0.40	0.31	0.05		0.03		0.19		0.06				0.02		
95% Queue Length, Q_{95} (veh)		1.9	1.3	0.1		0.1		0.7		0.2				0.0		
Control Delay (s/veh)		18.4	15.0	9.1		15.6		14.2		7.9				7.4		
Level of Service (LOS)		C	C	A		C		B		A				A		
Approach Delay (s/veh)	15.9				14.4				4.9				0.7			
Approach LOS	C				B											

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HCS7 Two-Way Stop-Control Report

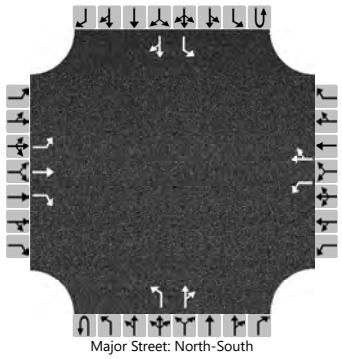
General Information

Analyst	KSO
Agency/Co.	NSI
Date Performed	12/19/2022
Analysis Year	2022
Time Analyzed	Existing PM
Intersection Orientation	North-South
Project Description	Sugarhouse Rd Ext

Site Information

Intersection	Eddie at Sugarhouse Rd
Jurisdiction	Rapides Parish
East/West Street	Sugarhouse Rd
North/South Street	Eddie Williams Ave
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	1	1		1	1	0	0	1	1	0	0	1	1	0
Configuration		L	T	R		L		TR		L		TR		L		TR
Volume (veh/h)		78	95	67		10	68	4		54	21	9		3	20	79
Percent Heavy Vehicles (%)		3	1	2		0	3	0		2				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No															
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.51	6.22		7.10	6.53	6.20		4.12				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.01	3.32		3.50	4.03	3.30		2.22				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		83	101	71		11		77		57				3		
Capacity, c (veh/h)		617	655	1001		523		636		1486				1593		
v/c Ratio		0.13	0.15	0.07		0.02		0.12		0.04				0.00		
95% Queue Length, Q_{95} (veh)		0.5	0.5	0.2		0.1		0.4		0.1				0.0		
Control Delay (s/veh)		11.7	11.5	8.9		12.0		11.4		7.5				7.3		
Level of Service (LOS)		B	B	A		B		B		A				A		
Approach Delay (s/veh)	10.8				11.5				4.8				0.2			
Approach LOS	B				B											

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HCS7 Two-Way Stop-Control Report

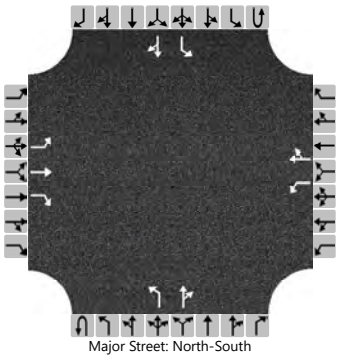
General Information

Analyst	KSO
Agency/Co.	NSI
Date Performed	12/19/2022
Analysis Year	2042
Time Analyzed	No Build AM
Intersection Orientation	North-South
Project Description	Sugarhouse Rd Ext

Site Information

Intersection	Eddie at Sugarhouse Rd
Jurisdiction	Rapides Parish
East/West Street	Sugarhouse Rd
North/South Street	Eddie Williams Ave
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	1	1		1	1	0	0	1	1	0	0	1	1	0
Configuration		L	T	R		L		TR		L		TR		L		TR
Volume (veh/h)		185	168	46		13	88	9		81	39	11		25	20	219
Percent Heavy Vehicles (%)		4	4	3		0	3	0		6				8		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No															
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.14	6.54	6.23		7.10	6.53	6.20		4.16				4.18		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.54	4.04	3.33		3.50	4.03	3.30		2.25				2.27		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		206	187	51		14		108		90				28		
Capacity, c (veh/h)		370	467	901		274		426		1276				1512		
v/c Ratio		0.56	0.40	0.06		0.05		0.25		0.07				0.02		
95% Queue Length, Q_{95} (veh)		3.2	1.9	0.2		0.2		1.0		0.2				0.1		
Control Delay (s/veh)		26.3	17.8	9.2		18.9		16.3		8.0				7.4		
Level of Service (LOS)		D	C	A		C		C		A				A		
Approach Delay (s/veh)	20.7				16.6				5.0				0.7			
Approach LOS	C				C											

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HCS7 Two-Way Stop-Control Report

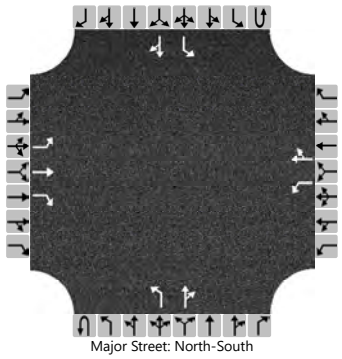
General Information

Analyst	KSO
Agency/Co.	NSI
Date Performed	12/19/2022
Analysis Year	2042
Time Analyzed	No Build PM
Intersection Orientation	North-South
Project Description	Sugarhouse Rd Ext

Site Information

Intersection	Eddie at Sugarhouse Rd
Jurisdiction	Rapides Parish
East/West Street	Sugarhouse Rd
North/South Street	Eddie Williams Ave
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	1	1		1	1	0	0	1	1	0	0	1	1	0
Configuration		L	T	R		L		TR		L		TR		L		TR
Volume (veh/h)		91	111	79		12	80	5		63	25	11		4	23	93
Percent Heavy Vehicles (%)		3	1	2		0	3	0		2				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No															
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.51	6.22		7.10	6.53	6.20		4.12				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.01	3.32		3.50	4.03	3.30		2.22				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		97	118	84		13		90		67				4		
Capacity, c (veh/h)		559	619	988		458		598		1464				1585		
v/c Ratio		0.17	0.19	0.09		0.03		0.15		0.05				0.00		
95% Queue Length, Q_{95} (veh)		0.6	0.7	0.3		0.1		0.5		0.1				0.0		
Control Delay (s/veh)		12.8	12.2	9.0		13.1		12.1		7.6				7.3		
Level of Service (LOS)		B	B	A		B		B		A				A		
Approach Delay (s/veh)	11.5				12.2				4.8				0.2			
Approach LOS	B				B											

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Appendix D

III. QAQC

Existing and No Build Analysis QA/QC Checklist

√	***ANALYSIS - HCM***	***Comments***
√	Assumptions, analysis and findings	
√	Compare the resulting queue, delay from analysis to the observed Peak Period conditions.	
	Verify Origin-Destination observations	n/a
√	Volume input checked	
√	Number of Lanes	
√	Lane width	
√	Median width	
√	Storage Length and number	
√	TWLTL	
	Parameters such as Cycle Length, Splits, Protected and Permitted phases, detectors, Lead/Lag should match existing TSI(s)	There are no signalized intersections in the Existing and No Build analyses.
	Locked Timing	There are no signalized intersections in the Existing and No Build analyses.
	Verify if the signal controllers have coordinated phases	There are no signalized intersections in the Existing and No Build analyses.

√	***CHAPTER 2***	***Comments***
√	All items listed in Chapter 2: Existing and No Build Document	
√	Summaries for crash results are found in respective locations	

√	***APPENDIX D***	***Comments***
√	All items listed in Appendix D: Existing and No Build Document	

Notes:

Engineer: Katie Odenthal_____ Date given to Quality Checker: 12/22/22_____

Quality Checker: Ellen Howard_____ Date check completed: 1/23/23_____

Appendix E

Alternative Analysis

I. 2042 Build Analysis Volumes

II. TIER 1 Alternatives Analysis

   a. LA 1 (3rd Street) at Sugarhouse Road Extension (Proposed Intersection)

   b. Sugarhouse Road at Lincoln Road

   c. Sugarhouse Road at Eddie Williams Avenue

III. TIER 2 Analysis Results Maps

IV. Intersection Description / SIDRA Analysis

   a. LA 1 (3rd Street) at Sugarhouse Road Extension

   b. Sugarhouse Road at Lincoln Road

   c. Sugarhouse Road at Eddie Williams Avenue

V. Alternative Collision Diagrams / Safety Analysis

   a. LA 1 (3rd Street) at Sugarhouse Road Extension

   b. Sugarhouse Road at Lincoln Road

   c. Sugarhouse Road at Eddie Williams Avenue

VI. Critical Geometry

VII. Design Guideline Report

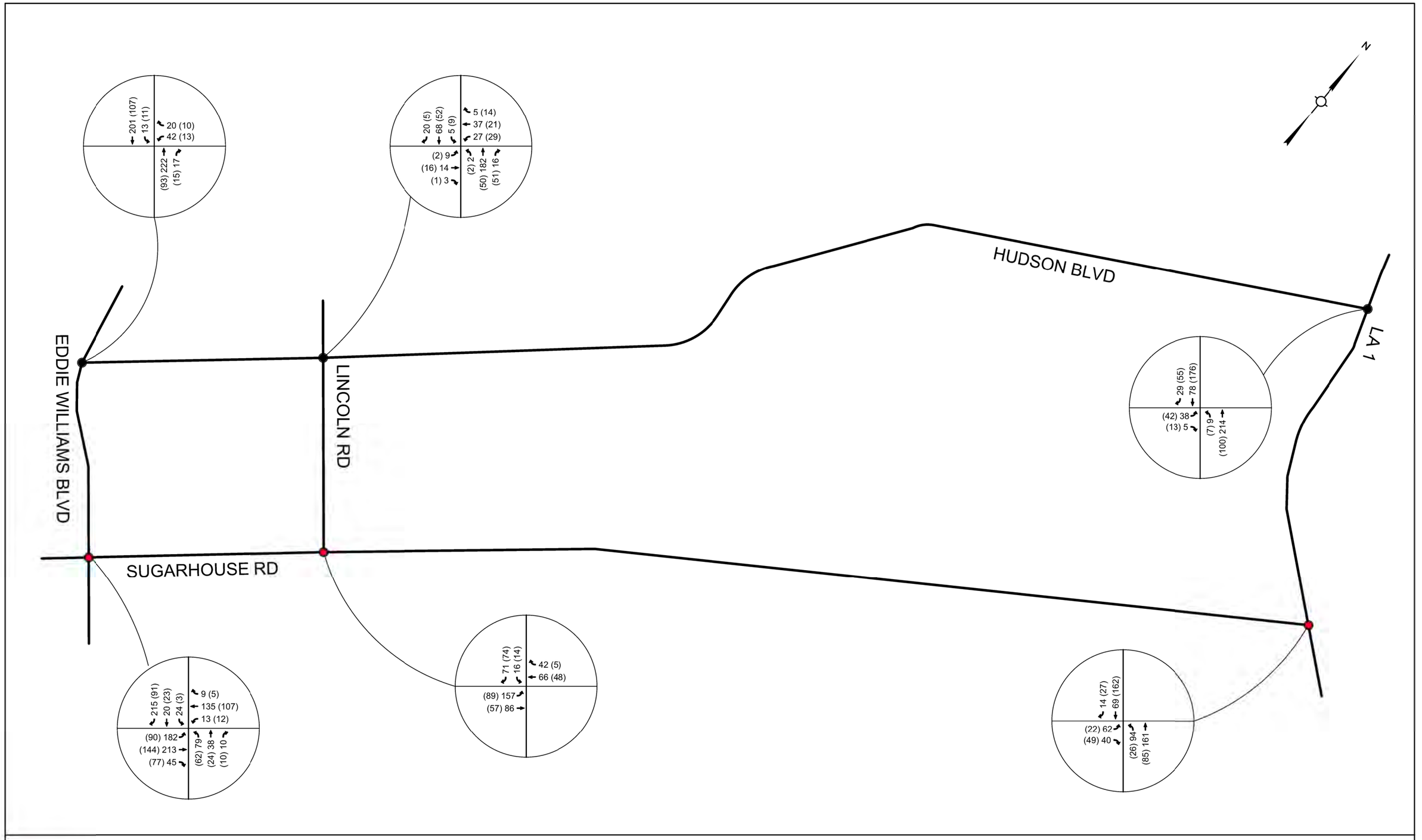
VIII. Comparative Evaluation Matrix

IX. QAQC

Appendix E

I. 2042 Build Analysis Volumes

Based on the recommended growth rates discussed in **Appendix B**, 2042 Build volumes were developed for the proposed Sugarhouse Road Extension. The 2042 Build volumes are illustrated in **Figure E-1**.



LEGEND

STUDY INTERSECTION

XX (XX) AM (PM)

FIGURE E-1
SUGARHOUSE ROAD EXTENSION
2042 BUILD PEAK HOUR VOLUMES

ALEXANDRIA, LA

NEEL-SCHAFFER
Solutions you can build upon

Appendix E

II. TIER 1 Alternatives Analysis

This study was initiated to investigate the effects of extending Sugarhouse Road from its current terminus east of Lincoln Road to connect to LA 1 (3rd Street). Build peak hour growth rates were determined in **Chapter 1**. These growth rates were used to develop 2042 Build volumes for the TIER 1 Alternatives Analysis.

The study intersections included the following intersections:

- LA 1 (3rd St) at Sugarhouse Rd (Proposed Intersection)
- Sugarhouse Rd at Lincoln Rd
- Sugarhouse Rd at Eddie Williams Ave

The following alternatives were considered in the TIER 1 analysis for each of the study intersections:

- Stop Control
- Roundabout
- Signalized

Appendix E

II. TIER 1 Alternatives Analysis

a. LA 1 (3rd Street) at Sugarhouse Road Extension (Proposed Intersection)

The intersection of LA 1 (3rd St) at Sugarhouse Road is an intersection that will be created with the extension of Sugarhouse Road as a two-lane roadway. The following alternatives were considered for the TIER 1 analysis.

Alternative 1 (Two Way Stop Control)

Alternative 1 consists of two-way stop control on Sugarhouse Road. Turn lanes along each approach will be investigated to determine the recommended intersection geometry. CAP-X was utilized for operational analysis and a low v/c ratio can be anticipated in the design year with this alternative. For this alternative, no additional right-of-way is anticipated outside of what is required for the new alignment.

Alternative 2 (Roundabout)

Alternative 2 consists of installing a single lane roundabout. Turn lanes along each approach will be investigated to determine the recommended intersection geometry. CAP-X was utilized for operational analysis and a low v/c ratio can be anticipated in the design year with this alternative. Additional right-of-way may be required with this alternative and construction costs are anticipated to be higher than the other alternatives.

Alternative 3 (Signal)

Alternative 3 consists of signalized control at this intersection. Turn lanes along each approach will be investigated to determine the recommended intersection geometry. CAP-X was utilized for operational analysis and a low v/c ratio can be anticipated in the design year with this alternative. According to DOTD's EDSM VI.1.1.2, a traffic signal may be approved for installation if numerous conditions are met. One of these conditions is that it must meet Warrant 1A at 100% for build year or Warrant 7. This alternative is not anticipated to meet either warrant in the design year. No additional right-of-way is anticipated to be necessary with this alternative. This alternative is associated with lower costs than the roundabout alternative, but higher costs than the two-way stop control alternative.

Based on the TIER 1 analysis, two-way stop control and roundabout alternatives should be carried forward to the TIER 2 analysis for this intersection. The signalized alternative should not be considered in the TIER 2 analysis since this intersection is not likely to meet signal warrants in the 2042 design year.

All alternatives were analyzed using the FHWA CAP-X tool for both the AM and PM peak hours. Peak hour signal warrants were also considered along with factors such as if the alternative addresses existing safety

concerns and right-of-way and construction costs. These analyses were tabulated in the attached TIER 1 Matrix. Detailed TIER 1 analysis is attached.

	LA 1 at Sugarhouse (Proposed Intersection)			
		Alt 1: TWSC - EW	Alt 2: Roundabout	Alt 3:Signal
Operations	Warrant Required for Consideration?	No	No	Yes
	Which warrant required?	n/a	n/a	1A 100% or 7
	Are required warrants met in Existing or Future Conditions?	n/a	n/a	No
	2042 V/c Ratio AM Peak	0.25	0.22	0.23
	2042 V/c Ratio PM Peak	0.21	0.14	0.16
Safety	What are Existing safety concerns?	None	None	None
Impacts	ROW	None	Required	None
	Construction Costs	Low	High	Medium
	Recommended for Tier 2 Analysis?	Yes	Yes	No

	v/c	Safety	Cost	Row
High	v/c greater than 1.0	Could create adverse safety issues	High	Taking/relocating residential and commercial buildings
Medium-High	v/c between 0.9 - 1.0	Does not address safety concerns or overall safety	Medium-High	Taking/relocating only residential buildings
Medium	v/c between 0.75 - 0.9	Does not address all safety concerns, but may improve overall safety	Medium	Right-of-way needed with no adverse effect
Low	v/c < 0.75	May address safety concerns	Low	No additional Right-of-way outside of what is required for new alignment

Capacity Analysis for Planning of Junctions

Summary Report

Project Name:	Sugarhouse Road Extn
Project Number:	17296
Location:	LA 1 at Sugarhouse Rd
Date:	2042 AM
Number of Intersection Legs:	3
Which leg is the minor street?	E

Traffic Volume Demand

	Volume (Veh/hr)				Percent (%)	
	U-Turn	**Left**	**Thru**	**Right**	Heavy Vehicles	Volume Growth
Eastbound	0	62	1	40	2.00%	0.00%
Westbound	0	1	1	1	0.00%	0.00%
Southbound	0	1	69	14	23.50%	0.00%
Northbound	0	94	161	1	9.10%	0.00%
Adjustment Factor	0.80	0.95		0.85		
Suggested	**0.80**	**0.95**		**0.85**		

Truck to PCE Factor		**Suggested = 2.00**	2.00
Multimodal Activity Level		**Low**	
Critical Lane Volume Threshold	2-phase signal	**Suggested = 1800 (Urban), 1650 (Rural)**	**1800**
	3-phase signal	**Suggested = 1750 (Urban), 1600 (Rural)**	**1750**
	4-phase signal	**Suggested = 1700 (Urban), 1550 (Rural)**	**1700**

Capacity Analysis for Planning of Junctions

Summary Report

# # # # # # # # # # # # #

TYPE OF INTERSECTION	Overall v/c Ratio	V/C Ranking	Pedestrian Accommodations	Bicycle Accommodations
3 X 3 Roundabout	0.08	1	Fair	Excellent
Two-Way Stop Control N-S	0.14	2	Fair	Good
1 X 1 Roundabout	0.22	3	Excellent	Excellent
Traffic Signal	0.23	4	Good	Excellent
Two-Way Stop Control E-W	0.25	5	Fair	Good
All-Way Stop Control	0.49	6	Good	Excellent
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Capacity Analysis for Planning of Junctions

Summary Report

Project Name:	Sugarhouse Road Extn
Project Number:	17296
Location:	LA 1 at Sugarhouse Rd
Date:	2042 PM
Number of Intersection Legs:	3
Which leg is the minor street?	E

Traffic Volume Demand

	Volume (Veh/hr)				Percent (%)	
	U-Turn	**Left**	**Thru**	**Right**	Heavy Vehicles	Volume Growth
Eastbound	0	22	1	49	2.00%	0.00%
Westbound	0	1	1	1	0.00%	0.00%
Southbound	0	1	162	27	1.30%	0.00%
Northbound	0	26	85	1	2.30%	0.00%
Adjustment Factor	0.80	0.95		0.85		
Suggested	**0.80**	**0.95**		**0.85**		

Truck to PCE Factor		**Suggested = 2.00**	2.00
Multimodal Activity Level		**Low**	
Critical Lane Volume Threshold	2-phase signal	**Suggested = 1800 (Urban), 1650 (Rural)**	**1800**
	3-phase signal	**Suggested = 1750 (Urban), 1600 (Rural)**	**1750**
	4-phase signal	**Suggested = 1700 (Urban), 1550 (Rural)**	**1700**

Capacity Analysis for Planning of Junctions

Summary Report

# # # # # # # # # # # # #

TYPE OF INTERSECTION	Overall v/c Ratio	V/C Ranking	Pedestrian Accommodations	Bicycle Accommodations
3 X 3 Roundabout	0.05	1	Fair	Excellent
Two-Way Stop Control N-S	0.09	2	Fair	Good
1 X 1 Roundabout	0.14	3	Excellent	Excellent
Traffic Signal	0.16	4	Good	Excellent
Two-Way Stop Control E-W	0.21	5	Fair	Good
All-Way Stop Control	0.34	6	Good	Excellent
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HCS7 Warrants Report

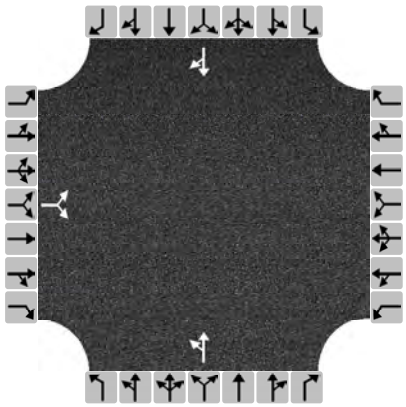
Project Information

Analyst	KSO	Date	1/16/2023
Agency	NSI	Analysis Year	2042
Jurisdiction	Alexandria	Time Period Analyzed	Build AM
Project Description	LA 1 at Sugarhouse		

General

Major Street Direction	North-South	Population < 10,000	No
Starting Time Interval	7	Coordinated Signal System	No
Median Type	Undivided	Crashes (crashes/year)	0
Major Street Speed (mi/h)	35	Adequate Trials of Crash Exp. Alt.	No
Nearest Signal (ft)	8700		

Geometry and Traffic



Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Number of Lanes, N	0	0	0	0	0	0	0	1	0	0	1	0
Lane Usage		LR						LT			TR	
Vehicle Volumes Averages (veh/h)	7	0	7	0	0	0	10	20	0	0	19	3
Pedestrian Averages (peds/h)	0			0			0			0		
Gap Averages (gaps/h)	0			0			0			0		
Delay (s/veh)	0.0			0.0			0.0			0.0		
Delay (veh-hrs)	0.0			0.0			0.0			0.0		

School Crossing and Roadway Network

Number of Students in Highest Hour	0	Two or More Major Routes	No
Number of Adequate Gaps in Period	0	Weekend Counts	No
Number of Minutes in Period	0	5-year Growth Factor (%)	0

Railroad Crossing

Grade Crossing Approach	None	Rail Traffic (trains/day)	4
Highest Volume Hour with Trains	Unknown	High Occupancy Buses (%)	0
Distance to Stop Line (ft)	-	Tractor-Trailer Trucks (%)	10

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HCS7 Warrants Report

Volume Summary

Hour	Major Volume	Minor Volume	Total Volume	Peds/h	Gaps/h	1A (100%)	1A (80%)	1B (100%)	1B (80%)	2 (100%)	3A (100%)	3B (80%)	4A (100%)	4B (80%)
07 - 08	338	102	440	0	0	No	No	No	No	No	No	No	No	No
08 - 09	0	0	0	0	0	No	No	No	No	No	No	No	No	No
09 - 10	0	0	0	0	0	No	No	No	No	No	No	No	No	No
10 - 11	0	0	0	0	0	No	No	No	No	No	No	No	No	No
11 - 12	0	0	0	0	0	No	No	No	No	No	No	No	No	No
12 - 13	0	0	0	0	0	No	No	No	No	No	No	No	No	No
13 - 14	0	0	0	0	0	No	No	No	No	No	No	No	No	No
14 - 15	0	0	0	0	0	No	No	No	No	No	No	No	No	No
15 - 16	0	0	0	0	0	No	No	No	No	No	No	No	No	No
16 - 17	300	71	371	0	0	No	No	No	No	No	No	No	No	No
17 - 18	0	0	0	0	0	No	No	No	No	No	No	No	No	No
18 - 19	0	0	0	0	0	No	No	No	No	No	No	No	No	No
Total	638	173	811	0	0	0	0	0	0	0	0	0	0	0

Warrants

Warrant 1: Eight-Hour Vehicular Volume	
A. Minimum Vehicular Volumes (Both major approaches --and-- higher minor approach) --or--	
B. Interruption of Continuous Traffic (Both major approaches --and-- higher minor approach) --or--	
80% Vehicular --and-- Interruption Volumes (Both major approaches --and-- higher minor approach)	
Warrant 2: Four-Hour Vehicular Volume	
Four-Hour Vehicular Volume (Both major approaches --and-- higher minor approach)	
Warrant 3: Peak Hour	
A. Peak-Hour Conditions (Minor delay -- and-- minor volume --and-- total volume) --or--	
B. Peak-Hour Vehicular Volumes (Both major approaches --and-- higher minor approach)	
Warrant 4: Pedestrian Volume	
A. Four Hour Volumes --or--	
B. One-Hour Volumes	
Warrant 5: School Crossing	
Gaps Same Period --and--	
Student Volumes	
Nearest Traffic Control Signal (optional)	✓
Warrant 6: Coordinated Signal System	
Degree of Platooning (Predominant direction or both directions)	
Warrant 7: Crash Experience	
A. Adequate trials of alternatives, observance and enforcement failed --and--	
B. Reported crashes susceptible to correction by signal (12-month period) --and--	
C. 80% Volumes for Warrants 1A, 1B, --or-- 4 are satisfied	
Warrant 8: Roadway Network	
A. Weekday Volume (Peak hour total --and-- projected warrants 1, 2, or 3) --or--	
B. Weekend Volume (Five hours total)	
Warrant 9: Grade Crossing	
A. Grade Crossing within 140 ft --and--	
B. Peak-Hour Vehicular Volumes	

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Appendix E

II. TIER 1 Alternatives Analysis

b. Sugarhouse Road at Lincoln Road

The intersection of Sugarhouse Road at Lincoln Road is an existing 3-legged intersection. With the extension of Sugarhouse Road to the east, the following alternatives were considered for the TIER 1 analysis.

Alternative 1 (Two Way Stop Control)

Alternative 1 consists of two-way stop control on Lincoln Road. Turn lanes along each approach will be investigated to determine the recommended intersection geometry. CAP-X was utilized for operational analysis and a low v/c ratio can be anticipated in the design year with this alternative. No additional right-of-way is anticipated to be necessary with this alternative.

Alternative 2 (Roundabout)

Alternative 2 consists of installing a single lane roundabout. Turn lanes along each approach will be investigated to determine the recommended intersection geometry. CAP-X was utilized for operational analysis and a low v/c ratio can be anticipated in the design year with this alternative. Additional right-of-way may be required with this alternative and construction costs are anticipated to be higher than the other alternatives.

Alternative 3 (Signal)

Alternative 3 consists of signalized control at this intersection. Turn lanes along each approach will be investigated to determine the recommended intersection geometry. CAP-X was utilized for operational analysis and a low v/c ratio can be anticipated in the design year with this alternative. However, signal warrants must be met in order to install a signalized intersection. This alternative is not anticipated to meet signal warrants for the installation of a traffic signal in the design year. No additional right-of-way is anticipated to be necessary with this alternative. This alternative is associated with lower costs than the roundabout alternative, but higher costs than the two-way stop control alternative.

Based on the TIER 1 analysis, two-way stop control and roundabout alternatives should be carried forward to the TIER 2 analysis for this intersection. The signalized alternative should not be considered in the TIER 2 analysis since this intersection is not likely to meet signal warrants in the 2042 design year.

All alternatives were analyzed using the FHWA CAP-X tool for both the AM and PM peak hours. Peak hour signal warrants were also considered along with factors such as if the alternative addresses existing safety concerns and right-of-way and construction costs. These analyses were tabulated in the attached TIER 1 Matrix. Detailed TIER 1 analysis is attached.

	Sugarhouse at Lincoln			
		Alt 1: TWSC - NS	Alt 2: Roundabout	Alt 3: Signal
Operations	Warrant Required for Consideration?	No	No	Yes
	Which warrants?	n/a	n/a	1-9
	Are required warrants met in Existing or Future Conditions?	n/a	n/a	No
	2042 V/c Ratio AM Peak	0.22	0.19	0.22
	2042 V/c Ratio PM Peak	0.11	0.11	0.14
Safety	What are Existing safety concerns?	None	None	None
Impacts	ROW	None	Required	None
	Construction Costs	Low	High	Medium
Recommended for Tier 2 Analysis?		Yes	Yes	No

	v/c	Safety	Cost	Row
High	v/c greater than 1.0	Could create adverse safety issues	High	Taking/relocating residential and commercial buildi
Medium-High	v/c between 0.9 - 1.0	Does not address safety concerns or overall safety	Medium-High	Taking/relocating only residential buildings
Medium	v/c between 0.75 - 0.9	Does not address all safety concerns, but may improve overall safety	Medium	Right-of-way needed with no adverse effect
Low	v/c < 0.75	May address safety concerns	Low	Construction within existing Right-of-way

Capacity Analysis for Planning of Junctions

Summary Report

Project Name:	Sugarhouse Road Extn
Project Number:	17296
Location:	Sugarhouse Rd at Lincoln Rd
Date:	2042 AM
Number of Intersection Legs:	3
Which leg is the minor street?	E

Traffic Volume Demand

	Volume (Veh/hr)				Percent (%)	
	U-Turn	**Left**	**Thru**	**Right**	Heavy Vehicles	Volume Growth
Eastbound	0	157	86	1	2.90%	0.00%
Westbound	0	1	66	42	2.00%	0.00%
Southbound	0	16	1	71	1.30%	0.00%
Northbound	0	1	1	1	0.00%	0.00%
Adjustment Factor	0.80	0.95		0.85		
Suggested	**0.80**	**0.95**		**0.85**		

Truck to PCE Factor		**Suggested = 2.00**	2.00
Multimodal Activity Level		**Low**	
Critical Lane Volume Threshold	2-phase signal	**Suggested = 1800 (Urban), 1650 (Rural)**	**1800**
	3-phase signal	**Suggested = 1750 (Urban), 1600 (Rural)**	**1750**
	4-phase signal	**Suggested = 1700 (Urban), 1550 (Rural)**	**1700**

Capacity Analysis for Planning of Junctions

Summary Report

# # # # # # # # # # # # #

TYPE OF INTERSECTION	Overall v/c Ratio	V/C Ranking	Pedestrian Accommodations	Bicycle Accommodations
Two-Way Stop Control E-W	0.11	1	Fair	Good
3 X 3 Roundabout	0.12	2	Fair	Excellent
1 X 1 Roundabout	0.19	3	Excellent	Excellent
Traffic Signal	0.22	4	Good	Excellent
Two-Way Stop Control N-S	0.22	5	Fair	Good
All-Way Stop Control	0.38	6	Good	Excellent
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Capacity Analysis for Planning of Junctions

Summary Report

Project Name:	Sugarhouse Road Extn
Project Number:	17296
Location:	Sugarhouse Rd at Lincoln Rd
Date:	2042 PM
Number of Intersection Legs:	3
Which leg is the minor street?	E

Traffic Volume Demand

	Volume (Veh/hr)				Percent (%)	
	U-Turn	**Left**	**Thru**	**Right**	Heavy Vehicles	Volume Growth
Eastbound	0	89	57	1	2.10%	0.00%
Westbound	0	1	48	5	2.00%	0.00%
Southbound	0	14	1	74	2.50%	0.00%
Northbound	0	1	1	1	0.00%	0.00%
Adjustment Factor	0.80	0.95		0.85		
Suggested	**0.80**	**0.95**		**0.85**		

Truck to PCE Factor		**Suggested = 2.00**	2.00
Multimodal Activity Level		**Low**	
Critical Lane Volume Threshold	2-phase signal	**Suggested = 1800 (Urban), 1650 (Rural)**	**1800**
	3-phase signal	**Suggested = 1750 (Urban), 1600 (Rural)**	**1750**
	4-phase signal	**Suggested = 1700 (Urban), 1550 (Rural)**	**1700**

Capacity Analysis for Planning of Junctions

Summary Report

# # # # # # # # # # # # #

TYPE OF INTERSECTION	Overall v/c Ratio	V/C Ranking	Pedestrian Accommodations	Bicycle Accommodations
3 X 3 Roundabout	0.07	1	Fair	Excellent
Two-Way Stop Control E-W	0.08	2	Fair	Good
1 X 1 Roundabout	0.11	3	Excellent	Excellent
Two-Way Stop Control N-S	0.11	4	Fair	Good
Traffic Signal	0.14	5	Good	Excellent
All-Way Stop Control	0.20	6	Good	Excellent
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HCS7 Warrants Report

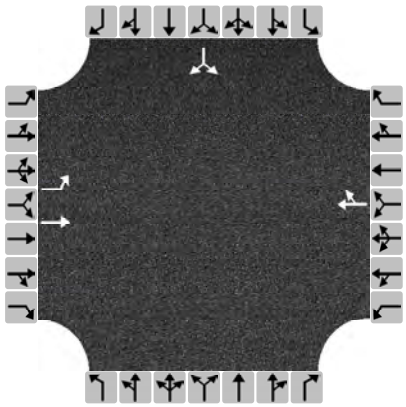
Project Information

Analyst	KSO	Date	1/16/2023
Agency	NSI	Analysis Year	2042
Jurisdiction	Alexandria	Time Period Analyzed	Build AM
Project Description	Sugarhouse at Lincoln		

General

Major Street Direction	North-South	Population < 10,000	No
Starting Time Interval	7	Coordinated Signal System	No
Median Type	Undivided	Crashes (crashes/year)	0
Major Street Speed (mi/h)	35	Adequate Trials of Crash Exp. Alt.	No
Nearest Signal (ft)	4770		

Geometry and Traffic



Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Number of Lanes, N	1	1	0	0	1	0	0	0	0	0	0	0
Lane Usage	L	T			TR						LR	
Vehicle Volumes Averages (veh/h)	20	11	7	0	9	3	10	20	0	2	19	12
Pedestrian Averages (peds/h)	0			0			0			0		
Gap Averages (gaps/h)	0			0			0			0		
Delay (s/veh)	0.0			0.0			0.0			0.0		
Delay (veh-hrs)	0.0			0.0			0.0			0.0		

School Crossing and Roadway Network

Number of Students in Highest Hour	0	Two or More Major Routes	No
Number of Adequate Gaps in Period	0	Weekend Counts	No
Number of Minutes in Period	0	5-year Growth Factor (%)	0

Railroad Crossing

Grade Crossing Approach	None	Rail Traffic (trains/day)	4
Highest Volume Hour with Trains	Unknown	High Occupancy Buses (%)	0
Distance to Stop Line (ft)	-	Tractor-Trailer Trucks (%)	10

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HCS7 Warrants Report

Volume Summary

Hour	Major Volume	Minor Volume	Total Volume	Peds/h	Gaps/h	1A (100%)	1A (80%)	1B (100%)	1B (80%)	2 (100%)	3A (100%)	3B (80%)	4A (100%)	4B (80%)
07 - 08	411	283	802	0	0	No	Yes	No	No	No	No	No	No	No
08 - 09	0	0	0	0	0	No	No	No	No	No	No	No	No	No
09 - 10	0	0	0	0	0	No	No	No	No	No	No	No	No	No
10 - 11	0	0	0	0	0	No	No	No	No	No	No	No	No	No
11 - 12	0	0	0	0	0	No	No	No	No	No	No	No	No	No
12 - 13	0	0	0	0	0	No	No	No	No	No	No	No	No	No
13 - 14	0	0	0	0	0	No	No	No	No	No	No	No	No	No
14 - 15	0	0	0	0	0	No	No	No	No	No	No	No	No	No
15 - 16	0	0	0	0	0	No	No	No	No	No	No	No	No	No
16 - 17	361	195	609	0	0	No	No	No	No	No	No	No	No	No
17 - 18	0	0	0	0	0	No	No	No	No	No	No	No	No	No
18 - 19	0	0	0	0	0	No	No	No	No	No	No	No	No	No
Total	772	478	1411	0	0	0	1	0	0	0	0	0	0	0

Warrants

Warrant 1: Eight-Hour Vehicular Volume	
A. Minimum Vehicular Volumes (Both major approaches --and-- higher minor approach) --or--	
B. Interruption of Continuous Traffic (Both major approaches --and-- higher minor approach) --or--	
80% Vehicular --and-- Interruption Volumes (Both major approaches --and-- higher minor approach)	
Warrant 2: Four-Hour Vehicular Volume	
Four-Hour Vehicular Volume (Both major approaches --and-- higher minor approach)	
Warrant 3: Peak Hour	
A. Peak-Hour Conditions (Minor delay -- and-- minor volume --and-- total volume) --or--	
B. Peak-Hour Vehicular Volumes (Both major approaches --and-- higher minor approach)	
Warrant 4: Pedestrian Volume	
A. Four Hour Volumes --or--	
B. One-Hour Volumes	
Warrant 5: School Crossing	
Gaps Same Period --and--	
Student Volumes	
Nearest Traffic Control Signal (optional)	✓
Warrant 6: Coordinated Signal System	
Degree of Platooning (Predominant direction or both directions)	
Warrant 7: Crash Experience	
A. Adequate trials of alternatives, observance and enforcement failed --and--	
B. Reported crashes susceptible to correction by signal (12-month period) --and--	
C. 80% Volumes for Warrants 1A, 1B, --or-- 4 are satisfied	
Warrant 8: Roadway Network	
A. Weekday Volume (Peak hour total --and-- projected warrants 1, 2, or 3) --or--	
B. Weekend Volume (Five hours total)	
Warrant 9: Grade Crossing	
A. Grade Crossing within 140 ft --and--	
B. Peak-Hour Vehicular Volumes	

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Appendix E

II. TIER 1 Alternatives Analysis

c. Sugarhouse Road at Eddie Williams Avenue

The intersection of Sugarhouse Road at Eddie Williams Avenue is an existing 4-legged intersection. In the existing crash analysis, CATSCAN flagged right angle crashes as a crash type of concern. Detailed crash analyses can be found in **Appendix C**. The following alternatives were considered for the TIER 1 analysis.

Alternative 1 (Two Way Stop Control E-W)

Alternative 1 consists of two-way stop control on Sugarhouse Road. Turn lanes along each approach will be investigated to determine the recommended intersection geometry. CAP-X was utilized for operational analysis and a low v/c ratio can be anticipated in the design year with this alternative. However, this alternative is not anticipated to address the existing right-angle crash issue. No additional right-of-way is anticipated to be necessary with this alternative.

Alternative 2 (Two Way Stop Control N-S)

Alternative 2 consists of two-way stop control on Eddie Williams Avenue. Turn lanes along each approach will be investigated to determine the recommended intersection geometry. CAP-X was utilized for operational analysis and a low v/c ratio can be anticipated in the design year with this alternative. However, this alternative is not anticipated to address the existing right-angle crash issue. No additional right-of-way is anticipated to be necessary with this alternative.

Alternative 3 (All Way Stop Control)

Alternative 3 consists of stop control on both Eddie Williams Avenue and Sugarhouse Road. Turn lanes are not recommended with this alternative. CAP-X was utilized for operational analysis and a medium-high v/c ratio can be anticipated in the design year with this alternative. In addition, this alternative is not anticipated to address the existing right-angle crash issue. No additional right-of-way is anticipated to be necessary with this alternative.

Alternative 4 (Roundabout)

Alternative 4 consists of installing a single lane roundabout. Turn lanes along each approach will be investigated to determine the recommended intersection geometry. CAP-X was utilized for operational analysis and a low v/c ratio can be anticipated in the design year with this alternative. This alternative will eliminate right-angle crash types addressing the existing safety concern. Additional right-of-way may be required with this alternative and construction costs are anticipated to be higher than the other alternatives.

Alternative 5 (Signal)

Alternative 5 consists of signalized control at this intersection. Turn lanes along each approach will be investigated to determine the recommended intersection geometry. CAP-X was utilized for operational analysis and a low v/c ratio can be anticipated in the design year with this alternative. In addition, this alternative may reduce the frequency of right-angle crashes addressing the existing crash concern. However, signal warrants must be met in order to install a signalized intersection. This alternative is not anticipated to meet signal warrants for the installation of a traffic signal in the design year. No additional right-of-way is anticipated to be necessary with this alternative. This alternative is associated with lower costs than the roundabout alternative, but higher costs than the two-way stop control alternative.

Based on the TIER 1 analysis, two-way stop control and roundabout alternatives should be carried forward to the TIER 2 analysis for this intersection. The signalized alternative should not be considered in the TIER 2 analysis since this intersection is not likely to meet signal warrants in the 2042 design year. The all-way stop control alternative should not be considered due to the anticipated medium-high v/c ratio.

All alternatives were analyzed using the FHWA CAP-X tool for both the AM and PM peak hours. Peak hour signal warrants were also considered along with factors such as if the alternative addresses existing safety concerns and right-of-way and construction costs. These analyses were tabulated in the attached TIER 1 Matrix. Detailed TIER 1 analysis is attached.

	Sugarhouse at Eddie Williams						
			Alt 1: TWSC - EW	Alt 2: TWSC - NS	Alt 3: AWSC	Alt 4: Roundabout	Alt 5: Signal
Operations	Warrant Required for Consideration?		No	No	No	No	Yes
	Which warrants?		n/a	n/a	n/a	n/a	1-9
	Are required warrants met in Existing or Future Conditions?		n/a	n/a	n/a	n/a	No
	2042 V/c Ratio AM Peak		0.56	0.63	0.92	0.35	0.41
	2042 V/c Ratio PM Peak		0.17	0.23	0.60	0.24	0.24
Safety	Right Angle Crashes Flagged by CATSCAN in Existing Analysis	Does Alternative Address this Issue?	No	No	No	Yes - Eliminates Issue	Yes - May Reduce Frequency
Impacts	ROW		None	None	None	Required	None
	Construction Costs		Low	Low	Low	High	Medium
Recommended for Tier 2 Analysis?			Yes	Yes	No	Yes	No

	v/c	**Safety**	**Cost**	**Row**
High	v/c greater than 1.0	Could create adverse safety issues	High	Taking/relocating residential and commercial buildings
Medium-High	v/c between 0.9 - 1.0	Does not address safety concerns or overall safety	Medium-High	Taking/relocating only residential buildings
Medium	v/c between 0.75 - 0.9	Does not address all safety concerns, but may improve overall safety	Medium	Right-of-way needed with no adverse effect
Low	v/c < 0.75	May address safety concerns	Low	Construction within existing Right-of-way

Capacity Analysis for Planning of Junctions

Summary Report

Project Name:	Sugarhouse Road Extn
Project Number:	17296
Location:	Sugarhouse Rd at Eddie Williams Ave
Date:	2042 AM
Number of Intersection Legs:	4
Major Street Direction	North-South

Traffic Volume Demand

	Volume (Veh/hr)				Percent (%)	
	U-Turn	**Left**	**Thru**	**Right**	Heavy Vehicles	Volume Growth
Eastbound	0	182	213	45	3.50%	0.00%
Westbound	0	13	135	9	2.10%	0.00%
Southbound	0	24	20	215	8.00%	0.00%
Northbound	0	79	38	10	4.50%	0.00%
Adjustment Factor	0.80	0.95		0.85		
Suggested	**0.80**	**0.95**		**0.85**		

Truck to PCE Factor		**Suggested = 2.00**	2.00
Multimodal Activity Level		**Low**	
Critical Lane Volume Threshold	2-phase signal	**Suggested = 1800 (Urban), 1650 (Rural)**	**1800**
	3-phase signal	**Suggested = 1750 (Urban), 1600 (Rural)**	**1750**
	4-phase signal	**Suggested = 1700 (Urban), 1550 (Rural)**	**1700**

Capacity Analysis for Planning of Junctions

Summary Report

# # # # # # # # # # # # #

TYPE OF INTERSECTION	Overall v/c Ratio	V/C Ranking	Pedestrian Accommodations	Bicycle Accommodations
3 X 3 Roundabout	0.20	1	Fair	Excellent
1 X 1 Roundabout	0.35	2	Excellent	Excellent
Traffic Signal	0.41	3	Good	Excellent
Two-Way Stop Control E-W	0.56	4	Fair	Good
Two-Way Stop Control N-S	0.63	5	Fair	Good
All-Way Stop Control	0.92	6	Good	Excellent
--	--	--	--	--
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Capacity Analysis for Planning of Junctions

Summary Report

Project Name:	Sugarhouse Road Extn
Project Number:	17296
Location:	Sugarhouse Rd at Eddie Williams Ave
Date:	2042 PM
Number of Intersection Legs:	4
Major Street Direction	North-South

Traffic Volume Demand

	Volume (Veh/hr)				Percent (%)	
	U-Turn	**Left**	**Thru**	**Right**	Heavy Vehicles	Volume Growth
Eastbound	0	90	144	77	1.70%	0.00%
Westbound	0	12	107	5	2.40%	0.00%
Southbound	0	3	23	91	2.90%	0.00%
Northbound	0	62	24	10	2.40%	0.00%
Adjustment Factor	0.80	0.95		0.85		
Suggested	**0.80**	**0.95**		**0.85**		

Truck to PCE Factor		**Suggested = 2.00**	2.00
Multimodal Activity Level		**Low**	
Critical Lane Volume Threshold	2-phase signal	**Suggested = 1800 (Urban), 1650 (Rural)**	**1800**
	3-phase signal	**Suggested = 1750 (Urban), 1600 (Rural)**	**1750**
	4-phase signal	**Suggested = 1700 (Urban), 1550 (Rural)**	**1700**

Capacity Analysis for Planning of Junctions

Summary Report

# # # # # # # # # # # # #

TYPE OF INTERSECTION	Overall v/c Ratio	V/C Ranking	Pedestrian Accommodations	Bicycle Accommodations
3 X 3 Roundabout	0.08	1	Fair	Excellent
Two-Way Stop Control E-W	0.17	2	Fair	Good
Two-Way Stop Control N-S	0.23	3	Fair	Good
1 X 1 Roundabout	0.24	4	Excellent	Excellent
Traffic Signal	0.24	5	Good	Excellent
All-Way Stop Control	0.60	6	Good	Excellent
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HCS7 Warrants Report

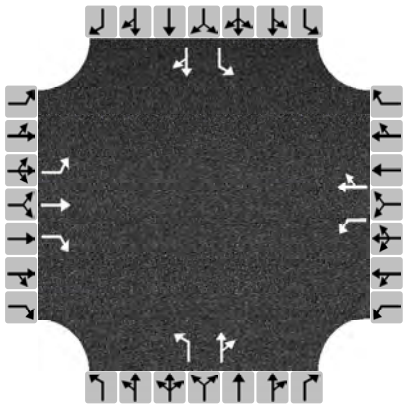
Project Information

Analyst	KSO	Date	1/16/2023
Agency	NSI	Analysis Year	2042
Jurisdiction	Alexandria	Time Period Analyzed	Build Peak Hours
Project Description	Sugarhouse at Eddie Williams		

General

Major Street Direction	East-West	Population < 10,000	No
Starting Time Interval	7	Coordinated Signal System	No
Median Type	Undivided	Crashes (crashes/year)	0
Major Street Speed (mi/h)	35	Adequate Trials of Crash Exp. Alt.	No
Nearest Signal (ft)	2600		

Geometry and Traffic



Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Number of Lanes, N	1	1	1	1	1	0	1	1	0	1	1	0
Lane Usage	L	T	R	L	TR		L	TR		L	TR	
Vehicle Volumes Averages (veh/h)	97	103	56	10	66	5	55	23	8	8	21	116
Pedestrian Averages (peds/h)	0			0			0			0		
Gap Averages (gaps/h)	0			0			0			0		
Delay (s/veh)	0.0			0.0			0.0			0.0		
Delay (veh-hrs)	0.0			0.0			0.0			0.0		

School Crossing and Roadway Network

Number of Students in Highest Hour	0	Two or More Major Routes	No
Number of Adequate Gaps in Period	0	Weekend Counts	No
Number of Minutes in Period	0	5-year Growth Factor (%)	0

Railroad Crossing

Grade Crossing Approach	None	Rail Traffic (trains/day)	4
Highest Volume Hour with Trains	Unknown	High Occupancy Buses (%)	0
Distance to Stop Line (ft)	-	Tractor-Trailer Trucks (%)	10

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HCS7 Warrants Report

Volume Summary

Hour	Major Volume	Minor Volume	Total Volume	Peds/h	Gaps/h	1A (100%)	1A (80%)	1B (100%)	1B (80%)	2 (100%)	3A (100%)	3B (80%)	4A (100%)	4B (80%)
07 - 08	529	264	939	0	0	No	Yes	No	No	No	No	No	No	No
08 - 09	301	189	571	0	0	No	No	No	No	No	No	No	No	No
09 - 10	205	100	376	0	0	No	No	No	No	No	No	No	No	No
10 - 11	248	105	407	0	0	No	No	No	No	No	No	No	No	No
11 - 12	236	94	412	0	0	No	No	No	No	No	No	No	No	No
12 - 13	261	112	454	0	0	No	No	No	No	No	No	No	No	No
13 - 14	295	102	460	0	0	No	No	No	No	No	No	No	No	No
14 - 15	457	206	763	0	0	No	No	No	No	No	No	No	No	No
15 - 16	432	216	745	0	0	No	No	No	No	No	No	No	No	No
16 - 17	408	122	640	0	0	No	No	No	No	No	No	No	No	No
17 - 18	404	152	645	0	0	No	No	No	No	No	No	No	No	No
18 - 19	286	99	469	0	0	No	No	No	No	No	No	No	No	No
Total	4062	1761	6881	0	0	0	1	0	0	0	0	0	0	0

Warrants

Warrant 1: Eight-Hour Vehicular Volume	
A. Minimum Vehicular Volumes (Both major approaches --and-- higher minor approach) --or--	
B. Interruption of Continuous Traffic (Both major approaches --and-- higher minor approach) --or--	
80% Vehicular --and-- Interruption Volumes (Both major approaches --and-- higher minor approach)	
Warrant 2: Four-Hour Vehicular Volume	
Four-Hour Vehicular Volume (Both major approaches --and-- higher minor approach)	
Warrant 3: Peak Hour	
A. Peak-Hour Conditions (Minor delay -- and-- minor volume --and-- total volume) --or--	
B. Peak-Hour Vehicular Volumes (Both major approaches --and-- higher minor approach)	
Warrant 4: Pedestrian Volume	
A. Four Hour Volumes --or--	
B. One-Hour Volumes	
Warrant 5: School Crossing	
Gaps Same Period --and--	
Student Volumes	
Nearest Traffic Control Signal (optional)	✓
Warrant 6: Coordinated Signal System	
Degree of Platooning (Predominant direction or both directions)	
Warrant 7: Crash Experience	
A. Adequate trials of alternatives, observance and enforcement failed --and--	
B. Reported crashes susceptible to correction by signal (12-month period) --and--	
C. 80% Volumes for Warrants 1A, 1B, --or-- 4 are satisfied	
Warrant 8: Roadway Network	
A. Weekday Volume (Peak hour total --and-- projected warrants 1, 2, or 3) --or--	
B. Weekend Volume (Five hours total)	
Warrant 9: Grade Crossing	
A. Grade Crossing within 140 ft --and--	
B. Peak-Hour Vehicular Volumes	

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Appendix E

III. TIER 2 Analysis Results Maps

Each of the recommended alternatives from the TIER 1 analysis was analyzed using the *SIDRA 9 Software*. The 95th percentile queues of each of the study intersections are presented on the following aerial maps.

LEGEND

2042 ALT. 1 (TWSC) PEAK HOUR QUEUE
2042 ALT. 2 (RAB) PEAK HOUR QUEUE

FIGURE E-2
SUGARHOUSE ROAD EXTENSION
SUGARHOUSE ROAD EXTENSION AT LA 1 (3RD STREET)
2042 BUILD YEAR ALTERNATIVES AM AND PM PEAK HOUR QUEUE MAP

ALEXANDRIA, LA

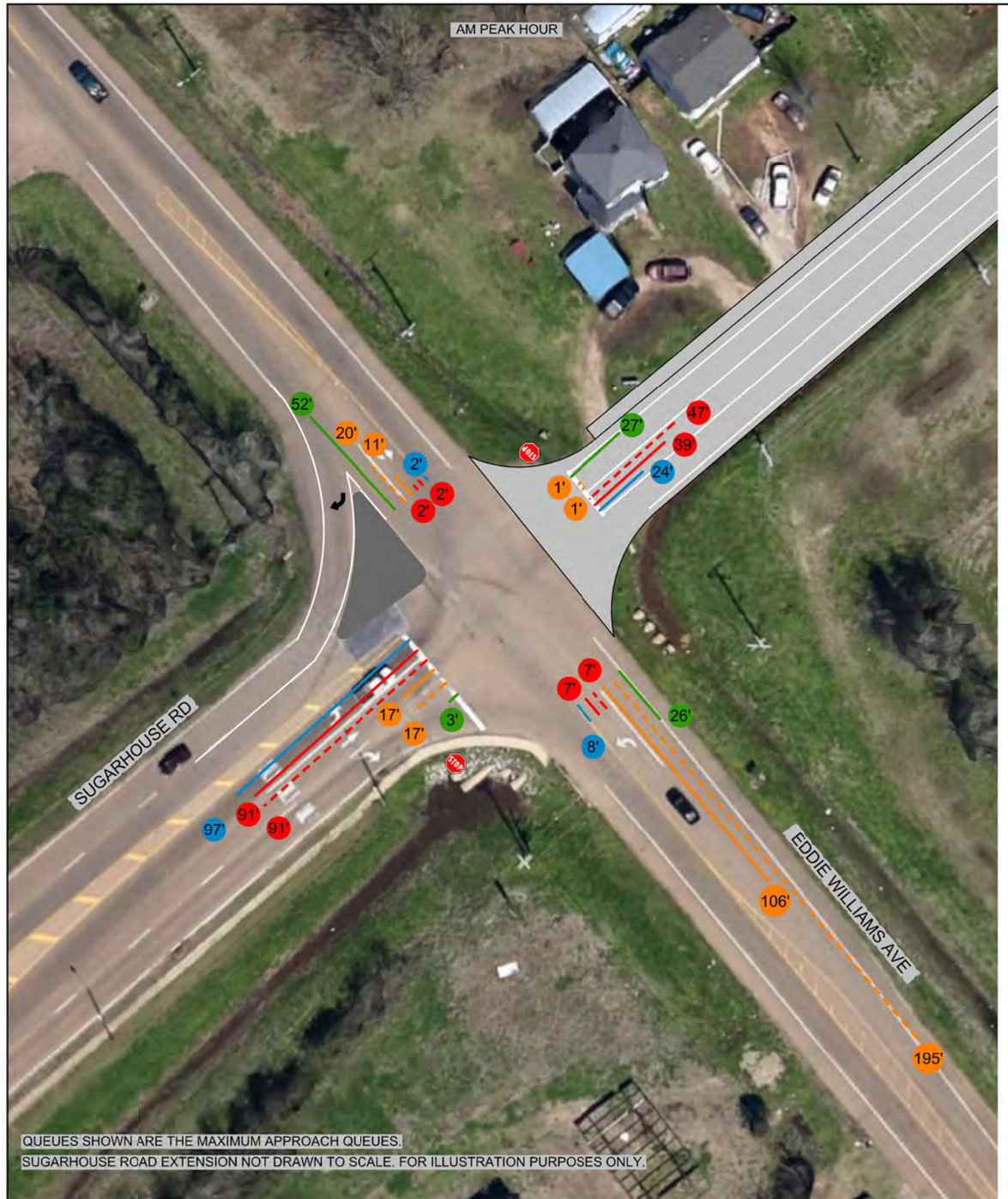
NEEL-SCHAFFER
Solutions you can build upon

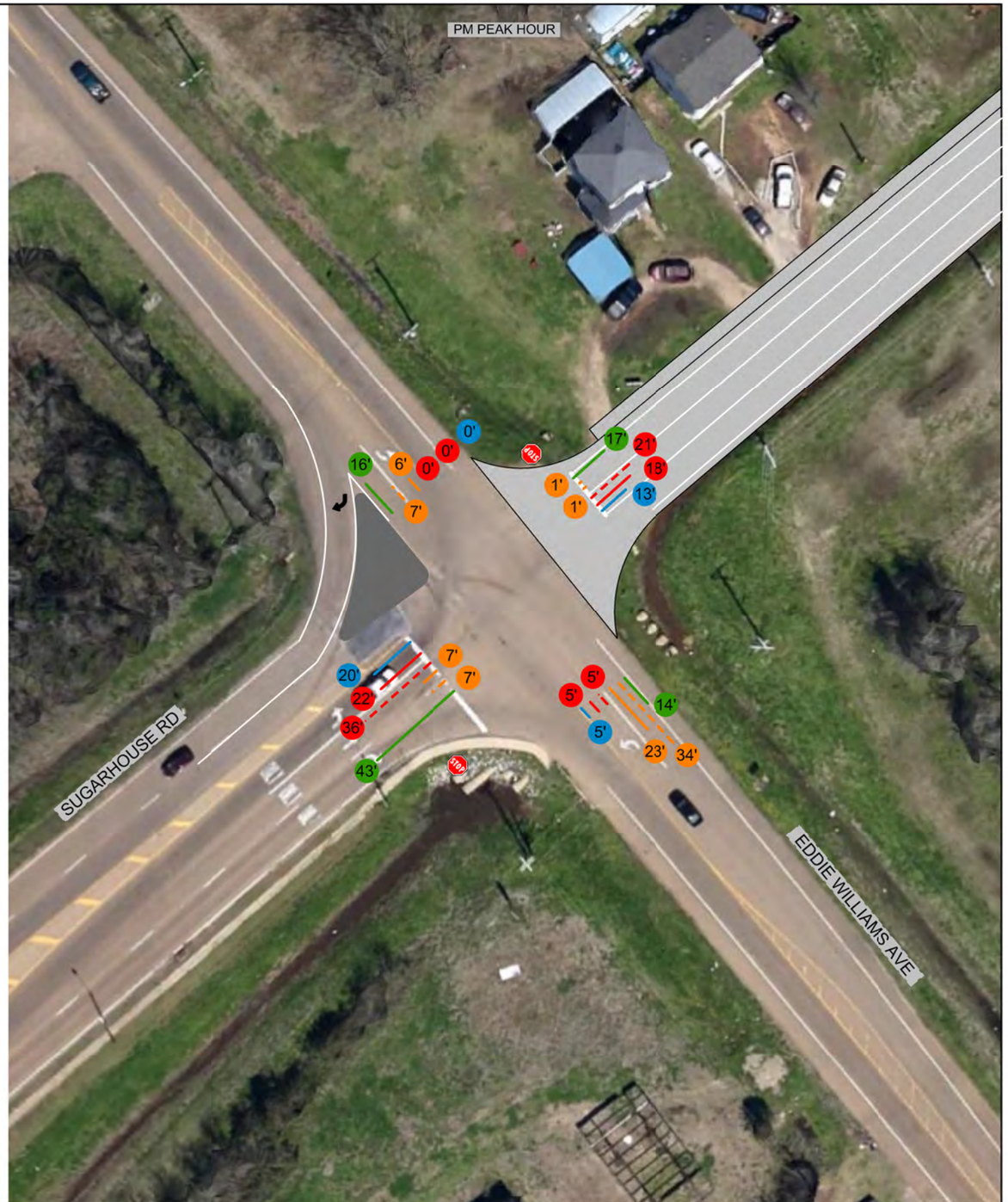
LEGEND
- 2042 NO BUILD PEAK HOUR QUEUE
- 2042 ALT. 1 (TWSC) PEAK HOUR QUEUE
- 2042 ALT. 2 (RAB) PEAK HOUR QUEUE

FIGURE E-3
SUGARHOUSE ROAD EXTENSION
SUGARHOUSE ROAD EXTENSION AT LINCOLN ROAD
2042 BUILD YEAR ALTERNATIVES AM AND PM PEAK HOUR QUEUE MAP

ALEXANDRIA, LA

NEEL-SCHAFFER
Solutions you can build upon





LEGEND

- 2042 NO BUILD PEAK HOUR QUEUE
- 2042 ALT. 1 (TWSC E/W) BASE LAYOUT PEAK HOUR QUEUE
- 2042 ALT. 1 (TWSC E/W) MODIFIED LAYOUT PEAK HOUR QUEUE
- 2042 ALT. 2 (TWSC N/S) BASE LAYOUT PEAK HOUR QUEUE
- 2042 ALT. 2 (TWSC N/S) MODIFIED LAYOUT PEAK HOUR QUEUE
- 2042 ALT. 3 (RAB) PEAK HOUR QUEUE

FIGURE E-4
SUGARHOUSE ROAD EXTENSION
SUGARHOUSE ROAD AT EDDIE WILLIAMS AVENUE
2042 BUILD YEAR ALTERNATIVES AM AND PM PEAK HOUR QUEUE MAP

ALEXANDRIA, LA

NEEL-SCHAFFER
Solutions you can build upon

Appendix E

IV. Intersection Description / SIDRA Analysis

a. LA 1 (3rd Street) at Sugarhouse Road Extension

In the TIER 1 analysis, it was recommended that Alternative 1 (Two Way Stop Control) and Alternative 2 (Roundabout) be carried forward to the TIER 2 analysis.

For Alternative 1 (Two Way Stop Control), minor approach geometry was analyzed first using the National Cooperative Highway Research Program (NCHRP) Report 457 "Evaluating Intersection Improvements: An Engineering Study Guide" to determine if one or two approach lanes should be considered for the eastbound approach. The NCHRP Report 457 uses values from the 2000 HCM. However, these values are consistent with the HCM 6th Edition. It was determined that one approach would be sufficient. The NCHRP Report was also used to analyze whether a northbound left turn lane or a southbound right turn lane should be considered. It was determined that turn lanes on LA 1 (3rd Street) were not required. These NCHRP analyses are attached.

Both alternatives were analyzed with LA 1 (3rd Street) as a two-lane roadway and Sugarhouse Road Extension as a two-lane roadway. LA 1 (3rd Street) consists of one (1) shared through/right turn lane southbound and one (1) shared left/through lane northbound in both alternatives. Sugarhouse Road consists of one (1) shared left/right turn lane in both alternatives. The lane configurations for Alternative 1 and Alternative 2 are illustrated in **Figure E-5** and **Figure E-6**, respectively, along with forecast volumes.

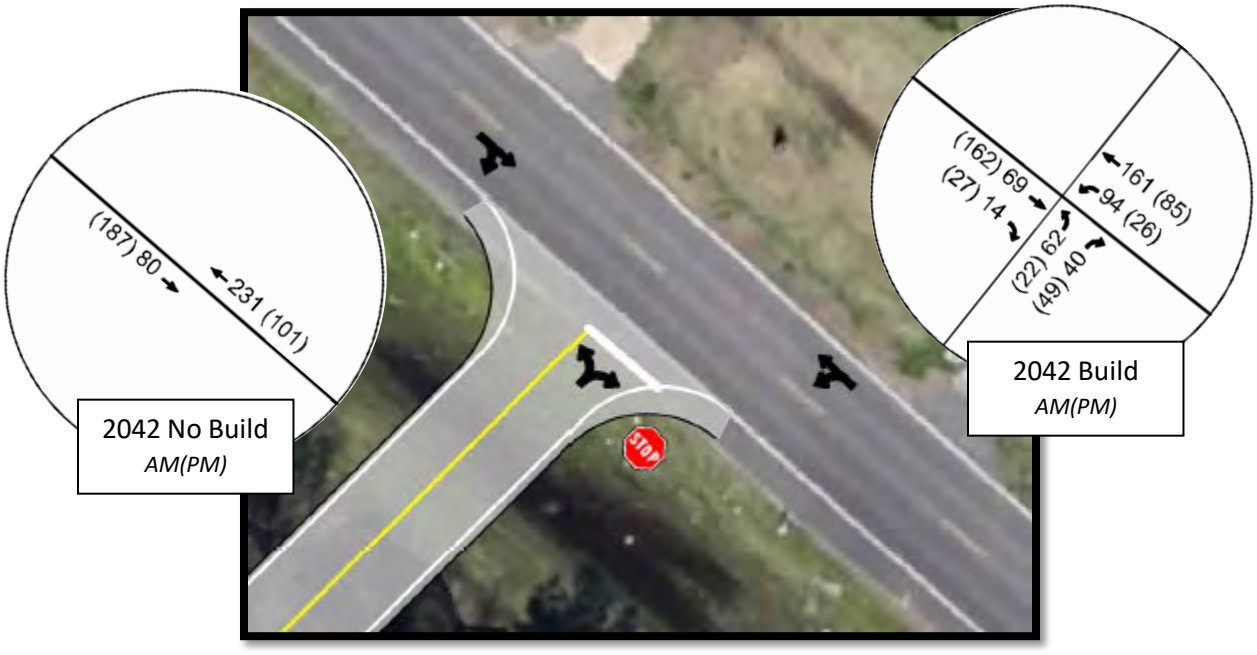


Figure E-5: LA 1 (3rd Street) at Sugarhouse Road Extn. –Alternative 1

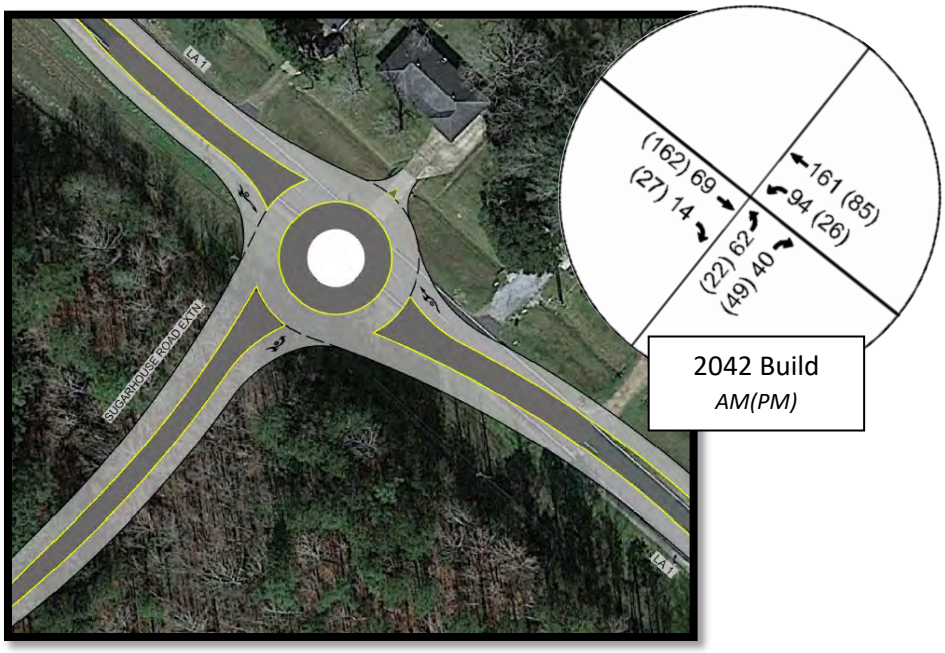


Figure E-6: LA 1 (3rd Street) at Sugarhouse Road Extn –Alternative 2

The intersection analyses were performed using SIDRA 9 software. The capacity analyses for this intersection during the AM and PM analyses periods for Build design year 2042 conditions are presented in **Table E-1**. **Table E-1** documents delays, volume to capacity ratios, and queues for approaches and the intersection. These results are available in the SIDRA reports.

Table E-1: LA 1 (3rd Street) at Sugarhouse Road Extension Operation Analysis for 2042 Design Year Alternatives

Scenario	EB Approach Sugarhouse Rd Extn.			NBL Approach LA 1 (3rd St)			SB Approach LA 1 (3rd St)		
	Delay (s/veh)	v/c	Queue (ft)	Delay (s/veh)	v/c	Queue (ft)	Delay (s/veh)	v/c	Queue (ft)
AM Peak									
2042 No Build	Intersection does not exist in No Build								
2042 Build Alt. 1 (TWSC)	3.1	0.168	18	0.4	0.166	17	N/A (Free Flow)		
2042 Build Alt. 2 (RAB)	0.5	0.097	13	0.5	0.249	39	0.8	0.096	14
PM Peak									
2042 No Build	Intersection does not exist in No Build								
2042 Build Alt. 1 (TWSC)	2.0	0.101	11	0.7	0.070	5	N/A (Free Flow)		
2042 Build Alt. 2 (RAB)	1.0	0.073	9	0.1	0.099	13	0.2	0.168	23

These analyses indicate that under 2042 Build conditions, this intersection is anticipated to operate with minor delays, low v/c ratios, and queues less than 50 feet on all approaches for both design alternatives.

LA 1 (3rd St) at Sugarhouse Road Extn
Minor Approach Analysis-EB
Alt. 1 (TWSC) Build AM Peak

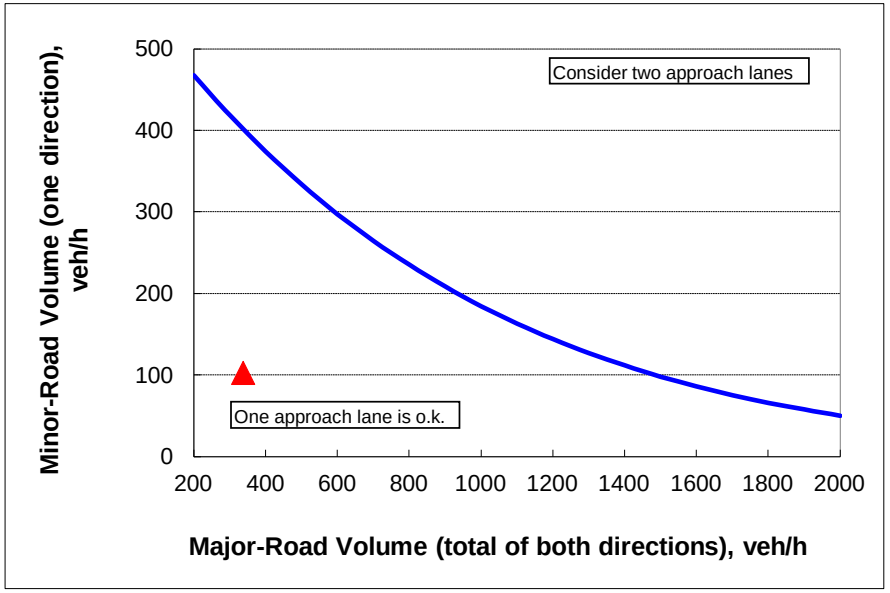
Figure 2 - 4. Guideline for determining minor-road approach geometry at two-way stop-controlled intersections.

INPUT

Variable	Value
Major-road volume (total of both directions), veh/h:	338
Percentage of right-turns on minor road, %:	39%
Minor-road volume (one direction), veh/h:	102

OUTPUT

Variable	Value
Limiting minor-road volume (one direction), veh/h:	402
Guidance for determining minor-road approach geometry:	
ONE approach lane is o.k.	



CALIBRATION CONSTANTS

Minor Road	Critical gap, s:	Follow-up gap, s:
Right-turn capacity, veh/h:	6.2	3.3
Left-turn and through capacity, veh/h:	6.5	4.0

* according to Table 17 - 5 of the 2000 HCM or Tables 20-12 and 20-13 of the HCM 6th Edition.

LA 1 (3rd St) at Sugarhouse Road Extn
Minor Approach Analysis-EB
Alt. 1 (TWSC) Build PM Peak

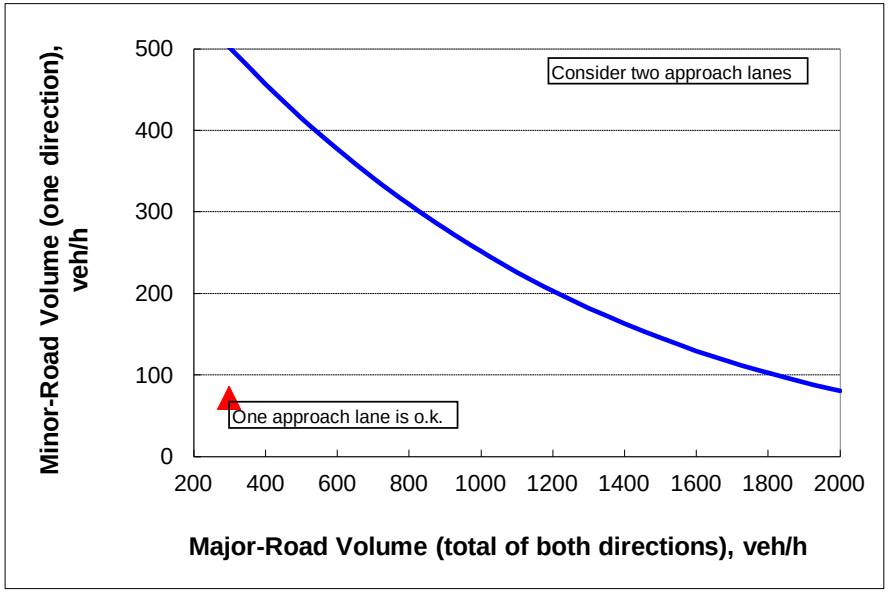
Figure 2 - 4. Guideline for determining minor-road approach geometry at two-way stop-controlled intersections.

INPUT

Variable	Value
Major-road volume (total of both directions), veh/h:	300
Percentage of right-turns on minor road, %:	69%
Minor-road volume (one direction), veh/h:	71

OUTPUT

Variable	Value
Limiting minor-road volume (one direction), veh/h:	502
Guidance for determining minor-road approach geometry:	
ONE approach lane is o.k.	



CALIBRATION CONSTANTS

Minor Road	Critical gap, s:	Follow-up gap, s:
Right-turn capacity, veh/h:	6.2	3.3
Left-turn and through capacity, veh/h:	6.5	4.0

* according to Table 17 - 5 of the 2000 HCM or Tables 20-12 and 20-13 of the HCM 6th Edition.

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

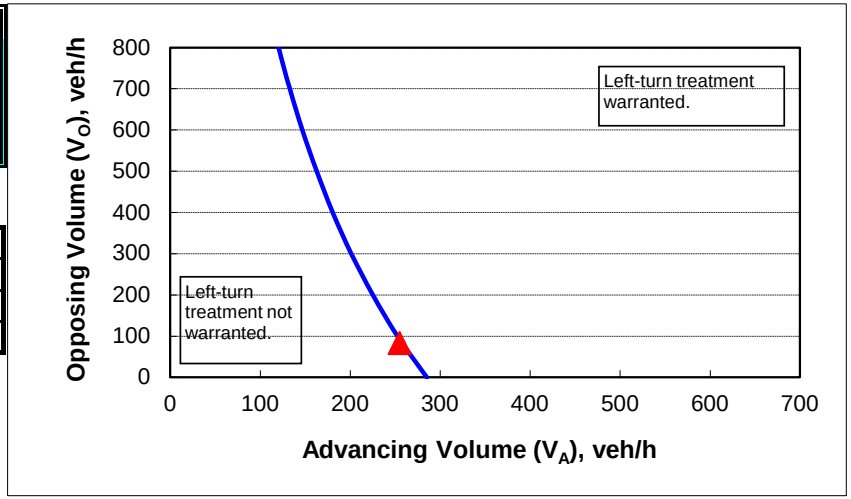
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	55
Percent of left-turns in advancing volume (V_A), %:	37%
Advancing volume (V_A), veh/h:	255
Opposing volume (V_O), veh/h:	83

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	258
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

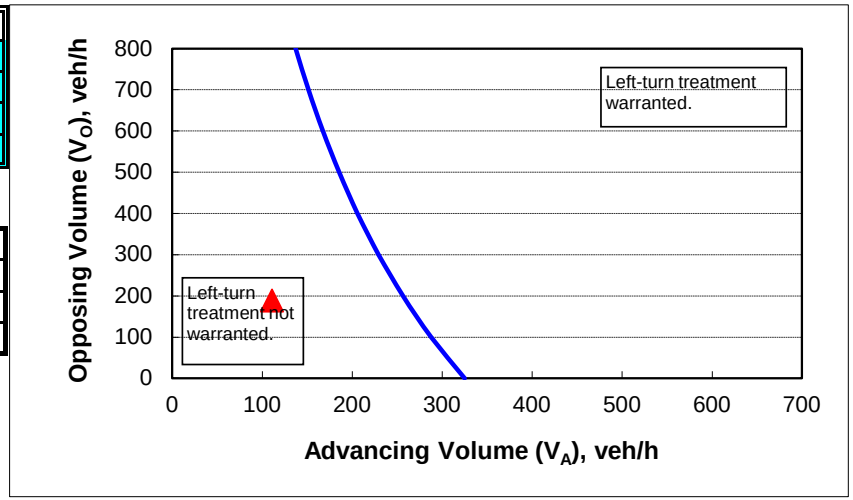
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	55
Percent of left-turns in advancing volume (V_A), %:	23%
Advancing volume (V_A), veh/h:	111
Opposing volume (V_O), veh/h:	189

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	260
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	4-lane roadway

Variable	Value
Major-road speed, mph:	55
Major-road volume (one direction), veh/h:	83
Right-turn volume, veh/h:	14

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	176
Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:	
Do NOT add right-turn bay.	

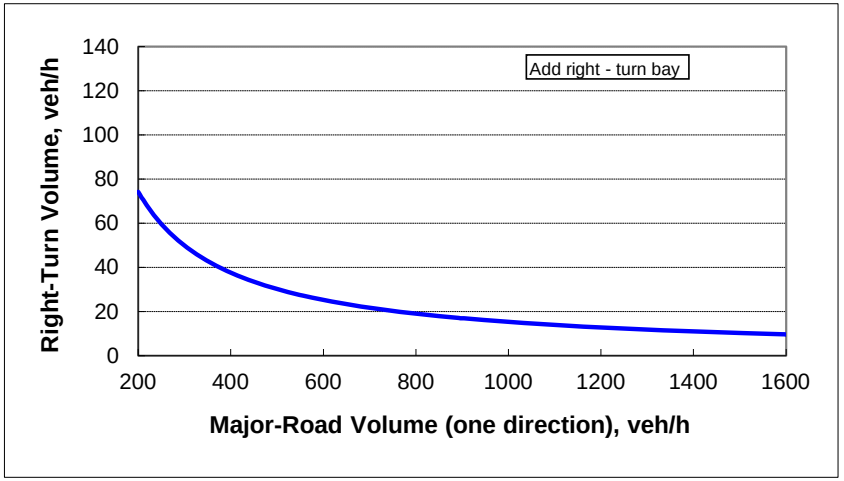


Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

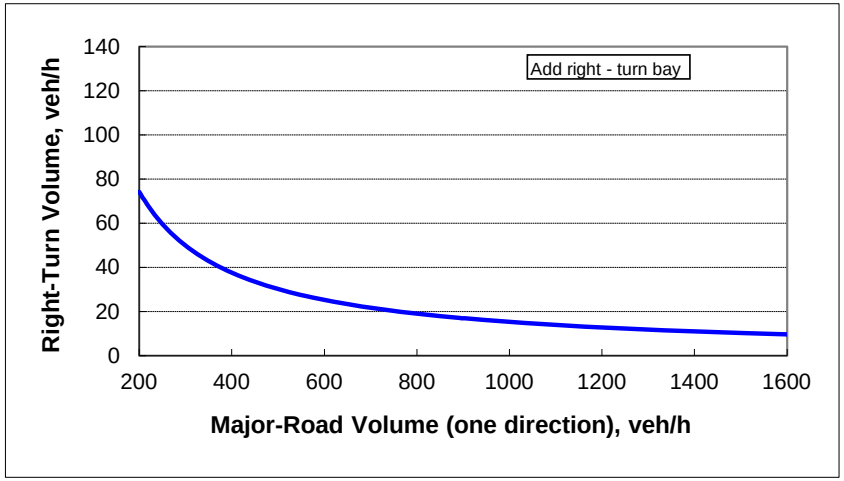
INPUT

Roadway geometry:	4-lane roadway

Variable	Value
Major-road speed, mph:	55
Major-road volume (one direction), veh/h:	189
Right-turn volume, veh/h:	27

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	78
Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:	
Do NOT add right-turn bay.	

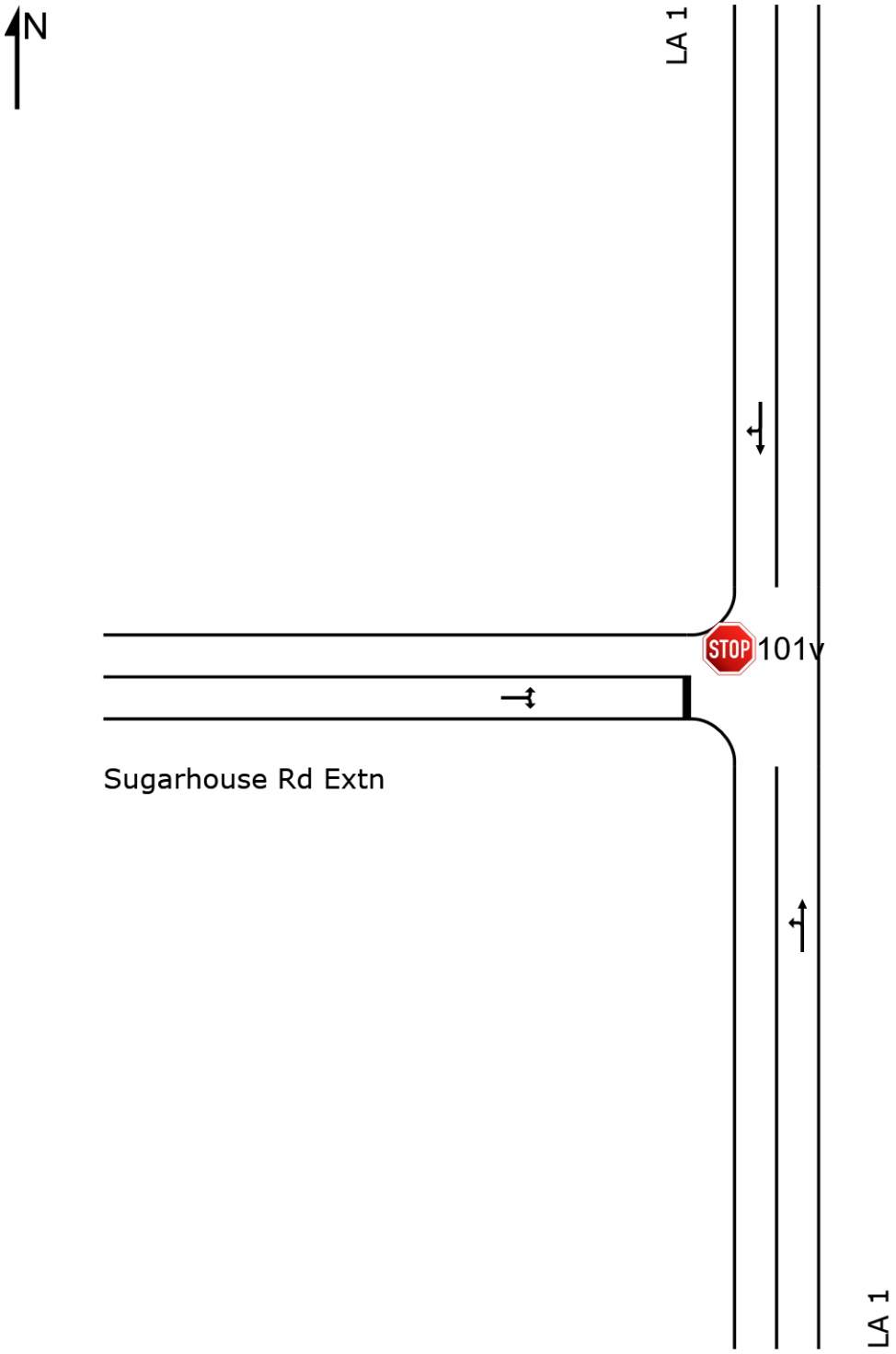


SITE LAYOUT

Site: 101v [Sugarhouse Rd Extn at LA 1 2042 AM Peak (Site Folder: Sugarhouse at LA 1)]

2042 Build AM
Alt. 1 - TWSC
Site Category: (None)
Stop (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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MOVEMENT SUMMARY

Site: 101v [Sugarhouse Rd Extn at LA 1 2042 AM Peak (Site Folder: Sugarhouse at LA 1)]

2042 Build AM
Alt. 1 - TWSC
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: LA 1														
3	L2	94	2.0	102	2.0	0.166	0.4	LOS A	0.6	16.5	0.16	0.03	0.16	42.7
8	T1	161	9.1	175	9.1	0.166	0.2	LOS A	0.6	16.5	0.16	0.03	0.16	50.6
Approach		255	6.5	277	6.5	0.166	0.3	NA	0.6	16.5	0.16	0.03	0.16	47.3
North: LA 1														
4	T1	69	23.5	75	23.5	0.056	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	53.0
14	R2	14	2.0	15	2.0	0.056	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	48.1
Approach		83	19.9	90	19.9	0.056	0.0	NA	0.0	0.0	0.00	0.00	0.00	52.1
West: Sugarhouse Rd Extn														
5	L2	62	2.0	67	2.0	0.168	4.6	LOS A	0.7	18.0	0.35	0.27	0.35	36.9
12	R2	40	2.0	43	2.0	0.168	0.7	LOS A	0.7	18.0	0.35	0.27	0.35	37.0
Approach		102	2.0	111	2.0	0.168	3.1	LOS A	0.7	18.0	0.35	0.27	0.35	37.0
All Vehicles		440	8.0	478	8.0	0.168	0.9	NA	0.7	18.0	0.18	0.08	0.18	45.2

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Project: Y:\Projects\0015000\0017000\17296 MMLH - Sugarhouse Rd Ext - Lincoln to LA1\3.Analyses\9. SIDRA\2042 Build\2042 Build Analysis.sip9

MOVEMENT SUMMARY

Site: 101v [Sugarhouse Rd Extn at LA 1 2042 PM Peak (Site Folder: Sugarhouse at LA 1)]

2042 Build PM
Alt. 1 - TWSC
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: LA 1														
3	L2	26	2.0	28	2.0	0.070	0.7	LOS A	0.2	5.0	0.16	0.02	0.16	43.6
8	T1	85	2.3	92	2.3	0.070	0.3	LOS A	0.2	5.0	0.16	0.02	0.16	51.9
Approach		111	2.2	121	2.2	0.070	0.4	NA	0.2	5.0	0.16	0.02	0.16	49.6
North: LA 1														
4	T1	162	1.3	176	1.3	0.108	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	53.6
14	R2	27	2.0	29	2.0	0.108	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	48.6
Approach		189	1.4	205	1.4	0.108	0.0	NA	0.0	0.0	0.00	0.00	0.00	52.8
West: Sugarhouse Rd Extn														
5	L2	22	2.0	24	2.0	0.101	3.2	LOS A	0.4	10.8	0.39	0.27	0.39	37.6
12	R2	49	2.0	53	2.0	0.101	1.5	LOS A	0.4	10.8	0.39	0.27	0.39	37.7
Approach		71	2.0	77	2.0	0.101	2.0	LOS A	0.4	10.8	0.39	0.27	0.39	37.7
All Vehicles		371	1.8	403	1.8	0.108	0.5	NA	0.4	10.8	0.12	0.06	0.12	48.2

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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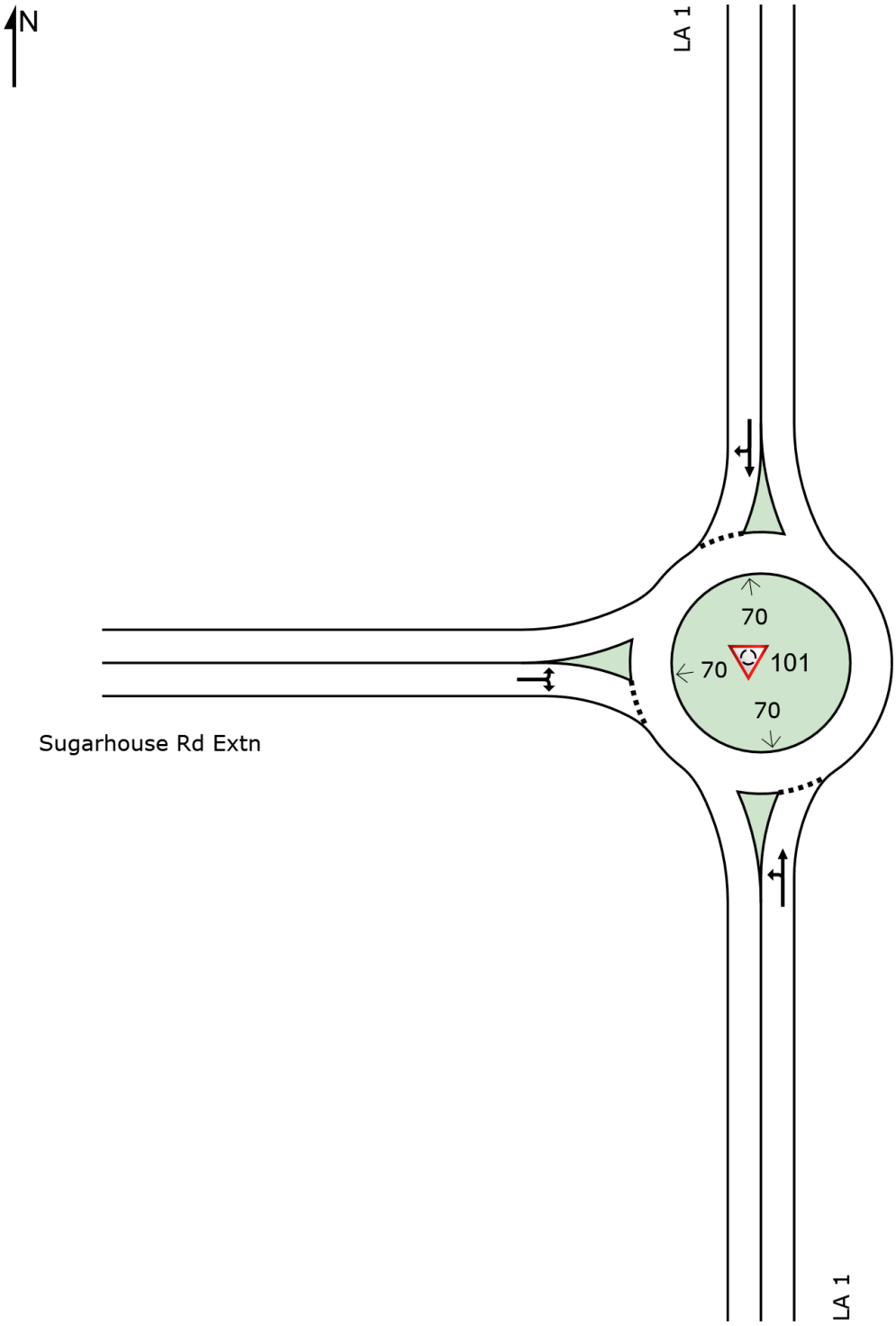
SITE LAYOUT

Site: 101 [Sugarhouse Rd Extn at LA 1 2042 AM Peak (Site Folder: Sugarhouse at LA 1)]

2042 Build AM
Alt. 2 - Roundabout
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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MOVEMENT SUMMARY

Site: 101 [Sugarhouse Rd Extn at LA 1 2042 AM Peak (Site Folder: Sugarhouse at LA 1)]

2042 Build AM
Alt. 2 - Roundabout
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: LA 1														
3	L2	94	2.0	102	2.0	0.249	0.5	LOS A	1.5	38.9	0.26	0.12	0.26	39.9
8	T1	161	9.1	175	9.1	0.249	0.6	LOS A	1.5	38.9	0.26	0.12	0.26	41.2
Approach		255	6.5	277	6.5	0.249	0.5	LOS A	1.5	38.9	0.26	0.12	0.26	40.7
North: LA 1														
4	T1	69	23.5	75	23.5	0.096	0.9	LOS A	0.5	14.0	0.30	0.15	0.30	39.8
14	R2	14	2.0	15	2.0	0.096	0.6	LOS A	0.5	14.0	0.30	0.15	0.30	40.1
Approach		83	19.9	90	19.9	0.096	0.8	LOS A	0.5	14.0	0.30	0.15	0.30	39.9
West: Sugarhouse Rd Extn														
5	L2	62	2.0	67	2.0	0.097	0.5	LOS A	0.5	12.8	0.26	0.12	0.26	39.3
12	R2	40	2.0	43	2.0	0.097	0.5	LOS A	0.5	12.8	0.26	0.12	0.26	38.5
Approach		102	2.0	111	2.0	0.097	0.5	LOS A	0.5	12.8	0.26	0.12	0.26	39.0
All Vehicles		440	8.0	478	8.0	0.249	0.6	LOS A	1.5	38.9	0.27	0.13	0.27	40.2

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [Sugarhouse Rd Extn at LA 1 2042 PM Peak (Site Folder: Sugarhouse at LA 1)]

2042 Build PM
Alt. 2 - Roundabout
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: LA 1														
3	L2	26	2.0	28	2.0	0.099	0.1	LOS A	0.5	13.4	0.13	0.04	0.13	40.8
8	T1	85	2.3	92	2.3	0.099	0.1	LOS A	0.5	13.4	0.13	0.04	0.13	43.4
Approach		111	2.2	121	2.2	0.099	0.1	LOS A	0.5	13.4	0.13	0.04	0.13	42.8
North: LA 1														
4	T1	162	1.3	176	1.3	0.168	0.2	LOS A	0.9	22.7	0.14	0.04	0.14	44.5
14	R2	27	2.0	29	2.0	0.168	0.2	LOS A	0.9	22.7	0.14	0.04	0.14	40.7
Approach		189	1.4	205	1.4	0.168	0.2	LOS A	0.9	22.7	0.14	0.04	0.14	43.9
West: Sugarhouse Rd Extn														
5	L2	22	2.0	24	2.0	0.073	1.0	LOS A	0.4	9.1	0.35	0.20	0.35	40.1
12	R2	49	2.0	53	2.0	0.073	1.0	LOS A	0.4	9.1	0.35	0.20	0.35	39.3
Approach		71	2.0	77	2.0	0.073	1.0	LOS A	0.4	9.1	0.35	0.20	0.35	39.5
All Vehicles		371	1.8	403	1.8	0.168	0.3	LOS A	0.9	22.7	0.18	0.07	0.18	42.7

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Appendix E

IV. Intersection Description / SIDRA Analysis

b. Sugarhouse Road at Lincoln Road

In the TIER 1 analysis, it was recommended that Alternative 1 (Two Way Stop Control) and Alternative 2 (Roundabout) be carried forward to TIER 2 analysis. Sugarhouse Road was analyzed with one (1) left turn lane and one (1) through lane eastbound and one (1) shared through/right turn lane westbound for Alternative 1. Lincoln Road was analyzed with one (1) shared left/right turn lane southbound for both Alternative 1 and Alternative 2. Sugarhouse Road was analyzed with one (1) shared left/through lane eastbound and one (1) shared through/right lane westbound for Alternative 2. The lane configurations for Alternative 1 and Alternative 2 are illustrated in **Figure E-7** and **Figure E-8**, respectively, along with forecast volumes.

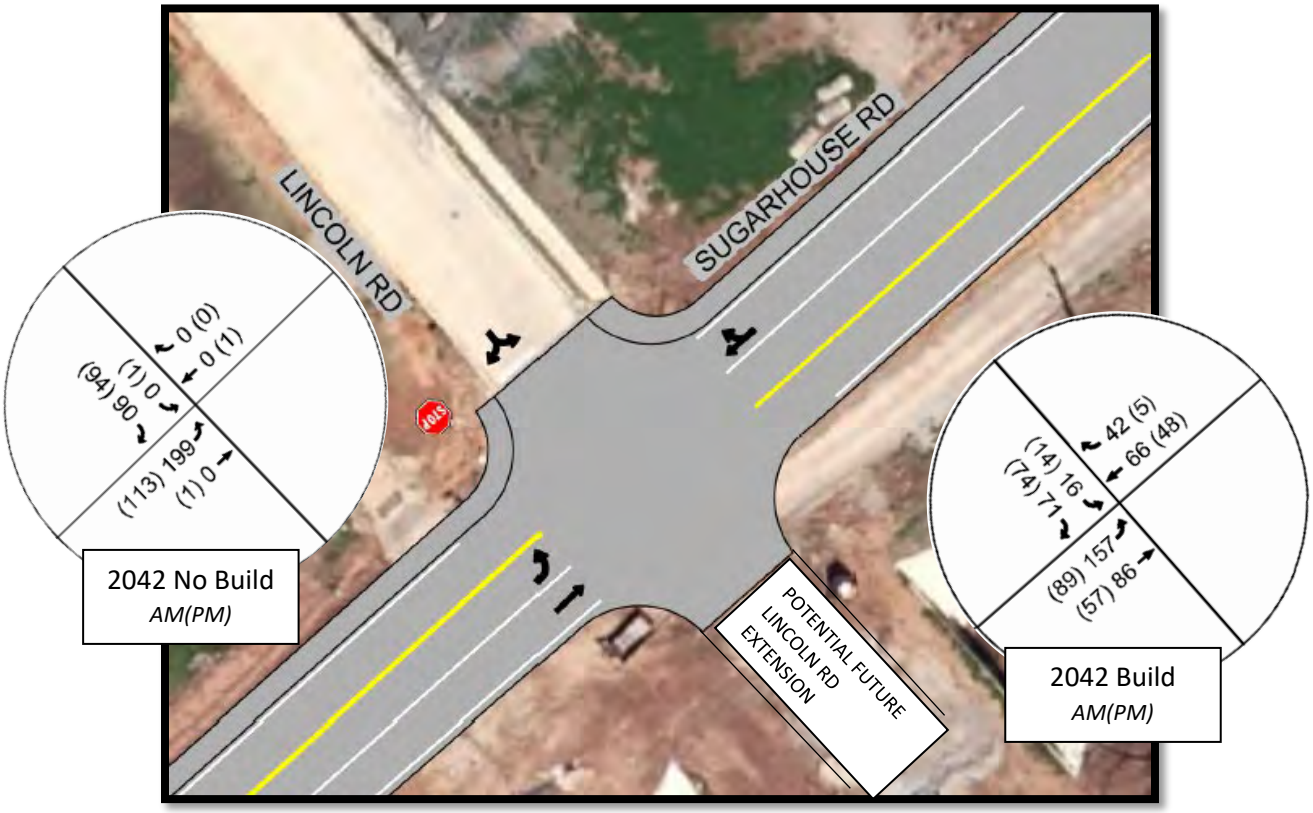


Figure E-7: Sugarhouse Road at Lincoln Road – Alternative 1

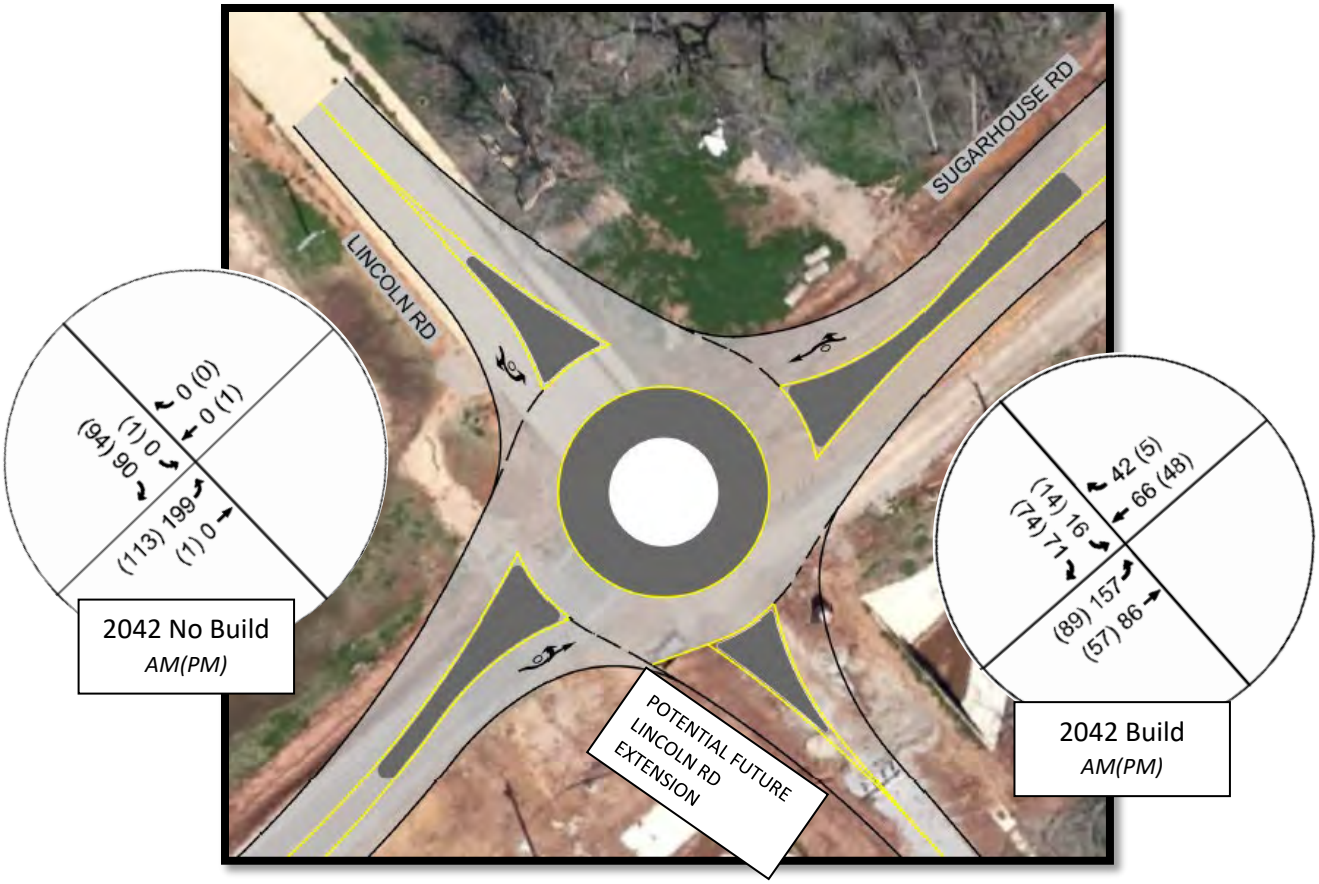


Figure E-8: Sugarhouse Road at Lincoln Road – Alternative 2

The intersection analyses were performed using SIDRA 9 software. The capacity analyses for this intersection during the AM and PM analysis periods for no build and build conditions are presented in **Table E-2**. **Table E-2** documents delays, volume to capacity ratios, and queues for movements, approaches, and the intersection. These results are available in the SIDRA reports.

Table E-2: Sugarhouse Road at Lincoln Road Operation Analysis for 2042 Design Year Alternatives

Scenario	EB Left Sugarhouse Rd			WB Approach Sugarhouse Rd			SB Left Lincoln Rd		
	Delay (s/veh)	v/c	95th Queue (ft)	Delay (s/veh)	v/c	Queue (ft)	Delay (s/veh)	v/c	Queue (ft)
AM Peak									
2042 No Build	0.0	0.170	21	0.0	0.002	0	3.1	0.115	13
2042 Build Alt. 1 (TWSC)	0.6	0.152	18	0.0	0.084	0	5.5	0.142	16
2042 Build Alt. 2 (RAB)	0.2	0.270	43	1.3	0.143	19	0.5	0.103	14
PM Peak									
2042 No Build	0.0	0.078	9	0.0	0.001	0	1.2	0.098	11
2042 Build Alt. 1 (TWSC)	0.2	0.064	7	0.0	0.032	0	2.1	0.103	12
2042 Build Alt. 2 (RAB)	0.1	0.130	17	0.5	0.051	6	0.3	0.082	11

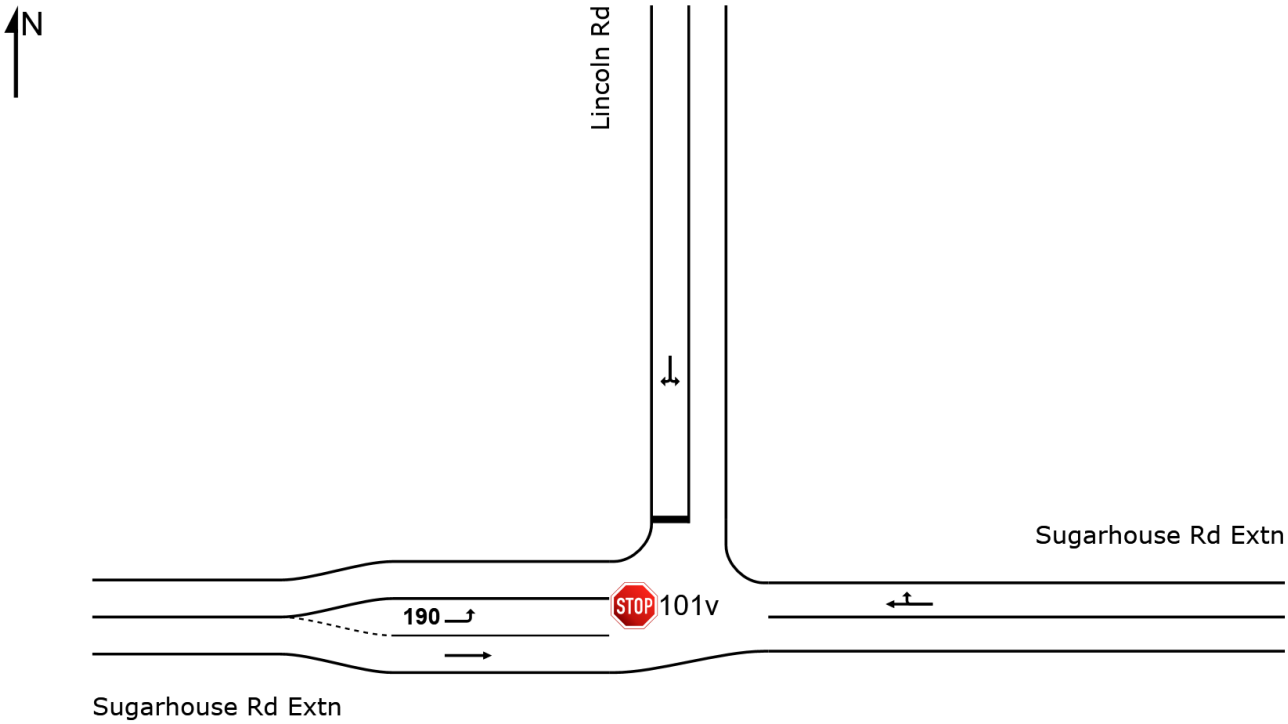
These analyses indicate that under 2042 Build conditions, this intersection is anticipated to operate with minor delays, low v/c ratios, and queues less than 50 feet on all approaches for both design alternatives.

SITE LAYOUT

Site: 101v [Sugarhouse Rd Extn at Lincoln Rd 2042 AM Peak (Site Folder: Sugarhouse at Lincoln)]

2042 No Build AM
Site Category: (None)
Stop (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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Project: Y:\Projects\0015000\0017000\17296 MMLH - Sugarhouse Rd Ext - Lincoln to LA1\3.Analyses\9. SIDRA\2042 No Build\2042 No Build Analysis.sip9

MOVEMENT SUMMARY

Site: 101v [Sugarhouse Rd Extn at Lincoln Rd 2042 AM Peak (Site Folder: Sugarhouse at Lincoln)]

2042 No Build AM
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
East: Sugarhouse Rd Extn														
6	T1	1	2.0	1	2.0	0.002	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	42.2
16	R2	1	2.0	1	2.0	0.002	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	39.6
Approach		2	2.0	3	2.0	0.002	0.0	NA	0.0	0.0	0.00	0.00	0.00	40.9
North: Lincoln Rd														
7	L2	1	2.0	1	2.0	0.115	3.1	LOS A	0.5	13.4	0.01	0.00	0.01	27.8
14	R2	90	1.3	122	1.3	0.115	0.0	LOS A	0.5	13.4	0.01	0.00	0.01	28.0
Approach		91	1.3	123	1.3	0.115	0.0	LOS A	0.5	13.4	0.01	0.00	0.01	28.0
West: Sugarhouse Rd Extn														
5	L2	199	2.9	269	2.9	0.170	0.0	LOS A	0.8	20.7	0.03	0.00	0.03	29.4
2	T1	1	2.0	1	2.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	45.0
Approach		200	2.9	270	2.9	0.170	0.0	NA	0.8	20.7	0.03	0.00	0.03	29.5
All Vehicles		293	2.4	396	2.4	0.170	0.0	NA	0.8	20.7	0.02	0.00	0.02	29.0

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101v [Sugarhouse Rd Extn at Lincoln Rd 2042 PM Peak (Site Folder: Sugarhouse at Lincoln)]

2042 No Build PM
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
East: Sugarhouse Rd Extn														
6	T1	1	2.0	1	2.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	42.2
16	R2	1	2.0	1	2.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	39.6
Approach		2	2.0	2	2.0	0.001	0.0	NA	0.0	0.0	0.00	0.00	0.00	40.9
North: Lincoln Rd														
7	L2	1	2.0	1	2.0	0.098	1.2	LOS A	0.4	11.3	0.01	0.00	0.01	27.8
14	R2	94	2.5	103	2.5	0.098	0.0	LOS A	0.4	11.3	0.01	0.00	0.01	27.9
Approach		95	2.5	104	2.5	0.098	0.0	LOS A	0.4	11.3	0.01	0.00	0.01	27.9
West: Sugarhouse Rd Extn														
5	L2	113	2.1	124	2.1	0.078	0.0	LOS A	0.3	8.6	0.02	0.00	0.02	29.4
2	T1	1	2.0	1	2.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	45.0
Approach		114	2.1	125	2.1	0.078	0.0	NA	0.3	8.6	0.02	0.00	0.02	29.5
All Vehicles		211	2.3	232	2.3	0.098	0.0	NA	0.4	11.3	0.02	0.00	0.02	28.8

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
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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.

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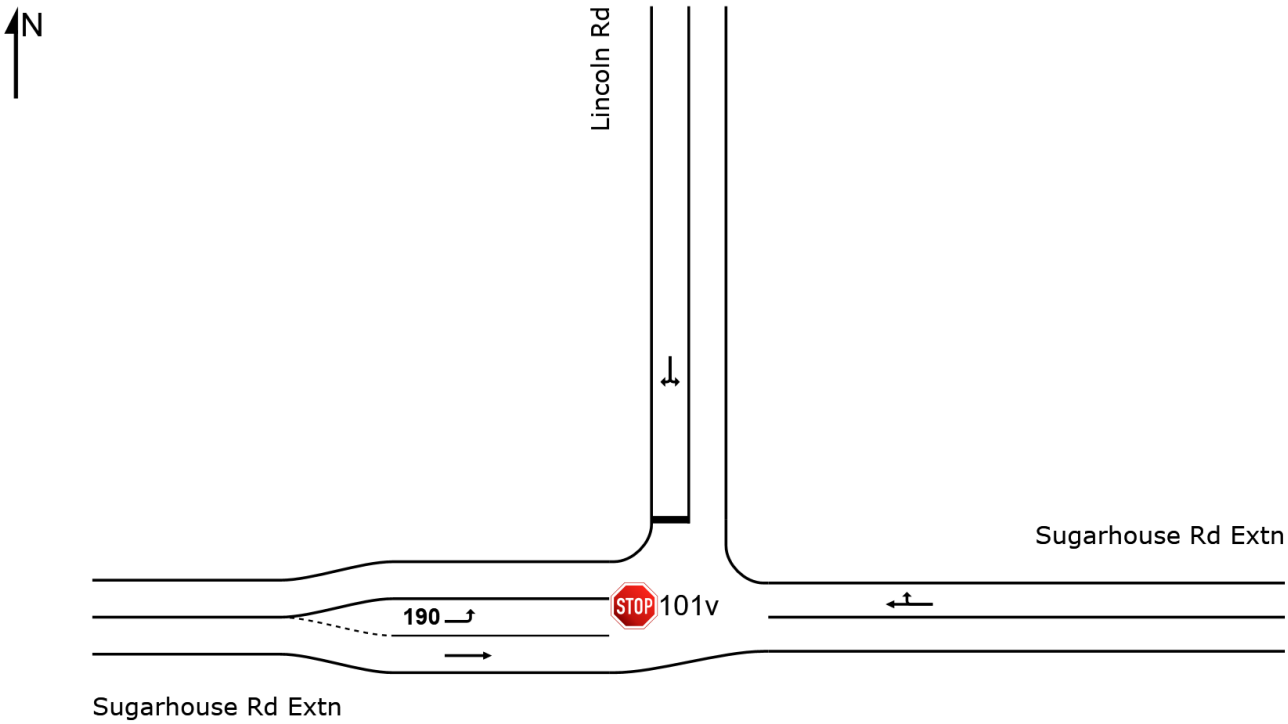
SITE LAYOUT

Site: 101v [Sugarhouse Rd Extn at Lincoln Rd 2042 AM Peak (Site Folder: Sugarhouse at Lincoln)]

2042 Build AM
Alt. 1 - TWSC
Site Category: (None)
Stop (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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Project: Y:\Projects\0015000\0017000\17296 MMLH - Sugarhouse Rd Ext - Lincoln to LA1\3.Analyses\9. SIDRA\2042 Build\2042 Build Analysis.sip9

MOVEMENT SUMMARY

Site: 101v [Sugarhouse Rd Extn at Lincoln Rd 2042 AM Peak (Site Folder: Sugarhouse at Lincoln)]

2042 Build AM
Alt. 1 - TWSC
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
East: Sugarhouse Rd Extn														
6	T1	66	2.0	89	2.0	0.084	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	42.8
16	R2	42	2.0	57	2.0	0.084	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	40.1
Approach		108	2.0	146	2.0	0.084	0.0	NA	0.0	0.0	0.00	0.00	0.00	41.7
North: Lincoln Rd														
7	L2	16	2.0	22	2.0	0.142	5.5	LOS A	0.6	16.0	0.26	0.15	0.26	27.5
14	R2	71	1.3	96	1.3	0.142	0.7	LOS A	0.6	16.0	0.26	0.15	0.26	27.6
Approach		87	1.4	118	1.4	0.142	1.6	LOS A	0.6	16.0	0.26	0.15	0.26	27.6
West: Sugarhouse Rd Extn														
5	L2	157	2.9	212	2.9	0.152	0.6	LOS A	0.7	17.6	0.27	0.14	0.27	29.0
2	T1	86	2.0	116	2.0	0.060	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	45.0
Approach		243	2.6	328	2.6	0.152	0.4	NA	0.7	17.6	0.18	0.09	0.18	33.2
All Vehicles		438	2.2	592	2.2	0.152	0.5	NA	0.7	17.6	0.15	0.08	0.15	33.5

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101v [Sugarhouse Rd Extn at Lincoln Rd 2042 PM Peak (Site Folder: Sugarhouse at Lincoln)]

2042 Build PM
Alt. 1 - TWSC
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
East: Sugarhouse Rd Extn														
6	T1	48	2.0	53	2.0	0.032	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	44.4
16	R2	5	2.0	5	2.0	0.032	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	41.6
Approach		53	2.0	58	2.0	0.032	0.0	NA	0.0	0.0	0.00	0.00	0.00	44.1
North: Lincoln Rd														
7	L2	14	2.0	15	2.0	0.103	2.1	LOS A	0.5	11.6	0.19	0.08	0.19	27.7
14	R2	74	2.5	81	2.5	0.103	0.4	LOS A	0.5	11.6	0.19	0.08	0.19	27.8
Approach		88	2.4	97	2.4	0.103	0.7	LOS A	0.5	11.6	0.19	0.08	0.19	27.8
West: Sugarhouse Rd Extn														
5	L2	89	2.1	98	2.1	0.064	0.2	LOS A	0.3	7.0	0.15	0.05	0.15	29.2
2	T1	57	2.0	63	2.0	0.033	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	45.0
Approach		146	2.1	160	2.1	0.064	0.1	NA	0.3	7.0	0.09	0.03	0.09	33.9
All Vehicles		287	2.2	315	2.2	0.103	0.3	NA	0.5	11.6	0.10	0.04	0.10	33.1

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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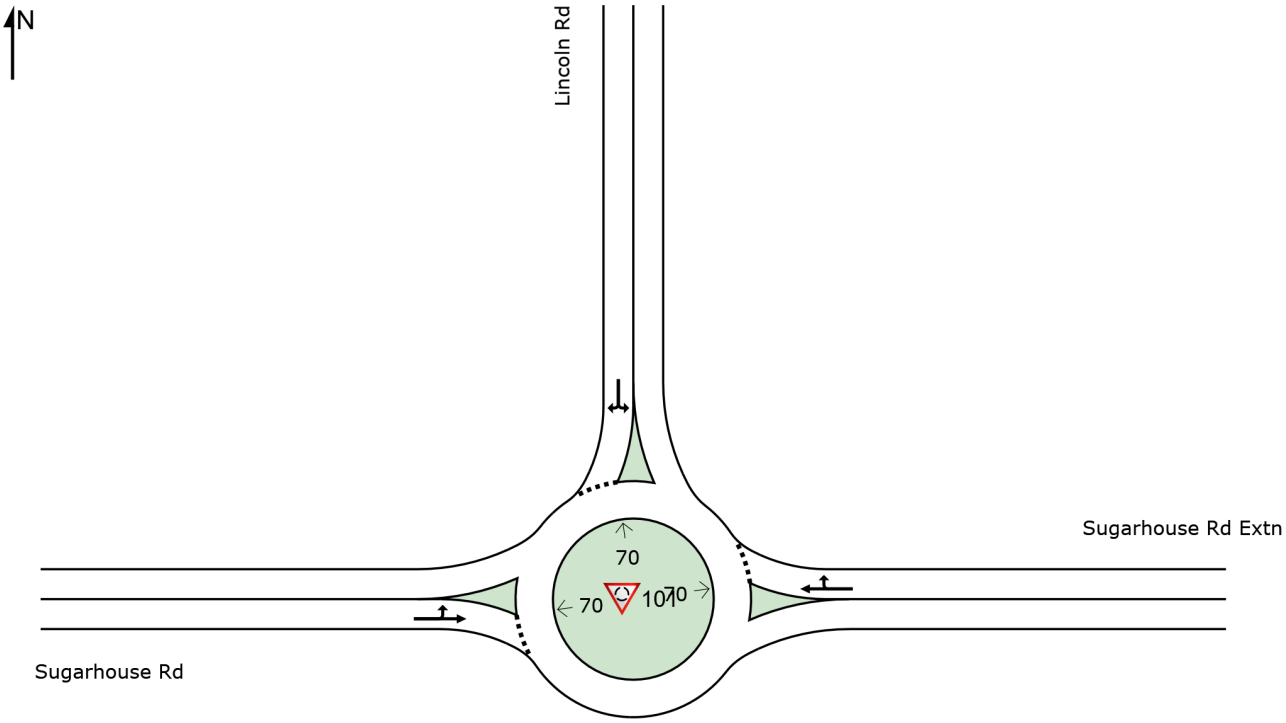
SITE LAYOUT

Site: 101 [Sugarhouse Rd Extn. at Lincoln Rd 2042 AM Peak (Site Folder: Sugarhouse at Lincoln)]

2042 Build AM
Alt. 2 - Roundabout
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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Project: Y:\Projects\0015000\0017000\17296 MMLH - Sugarhouse Rd Ext - Lincoln to LA1\3.Analyses\9. SIDRA\2042 Build\2042 Build Analysis.sip9

MOVEMENT SUMMARY

Site: 101 [Sugarhouse Rd Extn. at Lincoln Rd 2042 AM Peak (Site Folder: Sugarhouse at Lincoln)]

2042 Build AM
Alt. 2 - Roundabout
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
East: Sugarhouse Rd Extn														
6	T1	66	2.0	89	2.0	0.143	1.3	LOS A	0.7	18.8	0.41	0.26	0.41	38.6
16	R2	42	2.0	57	2.0	0.143	1.3	LOS A	0.7	18.8	0.41	0.26	0.41	29.6
Approach		108	2.0	146	2.0	0.143	1.3	LOS A	0.7	18.8	0.41	0.26	0.41	34.5
North: Lincoln Rd														
7	L2	16	2.0	22	2.0	0.103	0.5	LOS A	0.5	13.9	0.27	0.12	0.27	29.9
14	R2	71	1.3	96	1.3	0.103	0.5	LOS A	0.5	13.9	0.27	0.12	0.27	29.6
Approach		87	1.4	118	1.4	0.103	0.5	LOS A	0.5	13.9	0.27	0.12	0.27	29.6
West: Sugarhouse Rd														
5	L2	157	2.9	212	2.9	0.270	0.2	LOS A	1.7	42.8	0.14	0.04	0.14	30.3
2	T1	86	2.0	116	2.0	0.270	0.2	LOS A	1.7	42.8	0.14	0.04	0.14	37.6
Approach		243	2.6	328	2.6	0.270	0.2	LOS A	1.7	42.8	0.14	0.04	0.14	32.5
All Vehicles		438	2.2	592	2.2	0.270	0.5	LOS A	1.7	42.8	0.23	0.11	0.23	32.3

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [Sugarhouse Rd Extn. at Lincoln Rd 2042 PM Peak (Site Folder: Sugarhouse at Lincoln)]

2042 Build PM
Alt. 2 - Roundabout
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
East: Sugarhouse Rd Extn														
6	T1	48	2.0	53	2.0	0.051	0.5	LOS A	0.2	6.2	0.25	0.11	0.25	39.0
16	R2	5	2.0	5	2.0	0.051	0.5	LOS A	0.2	6.2	0.25	0.11	0.25	29.9
Approach		53	2.0	58	2.0	0.051	0.5	LOS A	0.2	6.2	0.25	0.11	0.25	37.9
North: Lincoln Rd														
7	L2	14	2.0	15	2.0	0.082	0.3	LOS A	0.4	10.6	0.19	0.07	0.19	30.1
14	R2	74	2.5	81	2.5	0.082	0.3	LOS A	0.4	10.6	0.19	0.07	0.19	29.6
Approach		88	2.4	97	2.4	0.082	0.3	LOS A	0.4	10.6	0.19	0.07	0.19	29.7
West: Sugarhouse Rd														
5	L2	89	2.1	98	2.1	0.130	0.1	LOS A	0.7	17.4	0.10	0.02	0.10	30.4
2	T1	57	2.0	63	2.0	0.130	0.1	LOS A	0.7	17.4	0.10	0.02	0.10	37.8
Approach		146	2.1	160	2.1	0.130	0.1	LOS A	0.7	17.4	0.10	0.02	0.10	32.9
All Vehicles		287	2.2	315	2.2	0.130	0.2	LOS A	0.7	17.4	0.16	0.05	0.16	32.6

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Appendix E

IV. Intersection Description / SIDRA Analysis

c. Sugarhouse Road at Eddie Williams Avenue

In the TIER 1 analysis, it was recommended that Alternative 1 (Two Way Stop Control East-West), Alternative 2 (Two Way Stop Control North-South), and Alternative 3 (Roundabout) be carried forward to TIER 2 analysis.

Due to the extra receiving lane on the west side of Sugarhouse Road and the way the southbound right turn vehicles are using the roadway, the base condition for the southbound approach on Eddie Williams Avenue was analyzed with a short free right turn lane with the addition of an island.

For Alternative 1 (Two Way Stop Control East-West), minor approach geometry was analyzed first using the National Cooperative Highway Research Program (NCHRP) Report 457 "Evaluating Intersection Improvements: An Engineering Study Guide" to determine if any of the existing turn lanes on Sugarhouse Road should be considered for removal. The NCHRP Report 457 uses values from the 2000 HCM. However, these values are consistent with HCM 6th Edition. Based on these analyses, it was determined that two lanes should be considered for the eastbound approach, but one lane should be considered for the westbound approach. These NCHRP analyses are attached.

Alternative 1 (Two Way Stop Control East-West) was analyzed with a base layout and with modified turn lanes. The base layout consists of one (1) left turn lane, one (1) through lane, and one (1) right turn lane eastbound on Sugarhouse Road. The westbound approach on Sugarhouse Road consists of one (1) left turn lane and one (1) shared through/right turn lane. The modified turn lanes layout consists of one (1) left turn lane and one (1) shared through/right turn lane eastbound on Sugarhouse Road. The westbound approach on Sugarhouse Road for the modified turn lane layout consists of one (1) shared left/through/right turn lane. The northbound approach on Eddie Williams Avenue consists of one (1) left turn lane and one (1) shared through/right turn lane for both layouts. The southbound approach on Eddie Williams Avenue consists of one (1) left turn lane, one (1) through lane, and one (1) short free right turn lane with a dedicated receiving lane for both layouts. The intersection geometries and forecast volumes are shown in **Figure E-9** and **Figure E-10.**

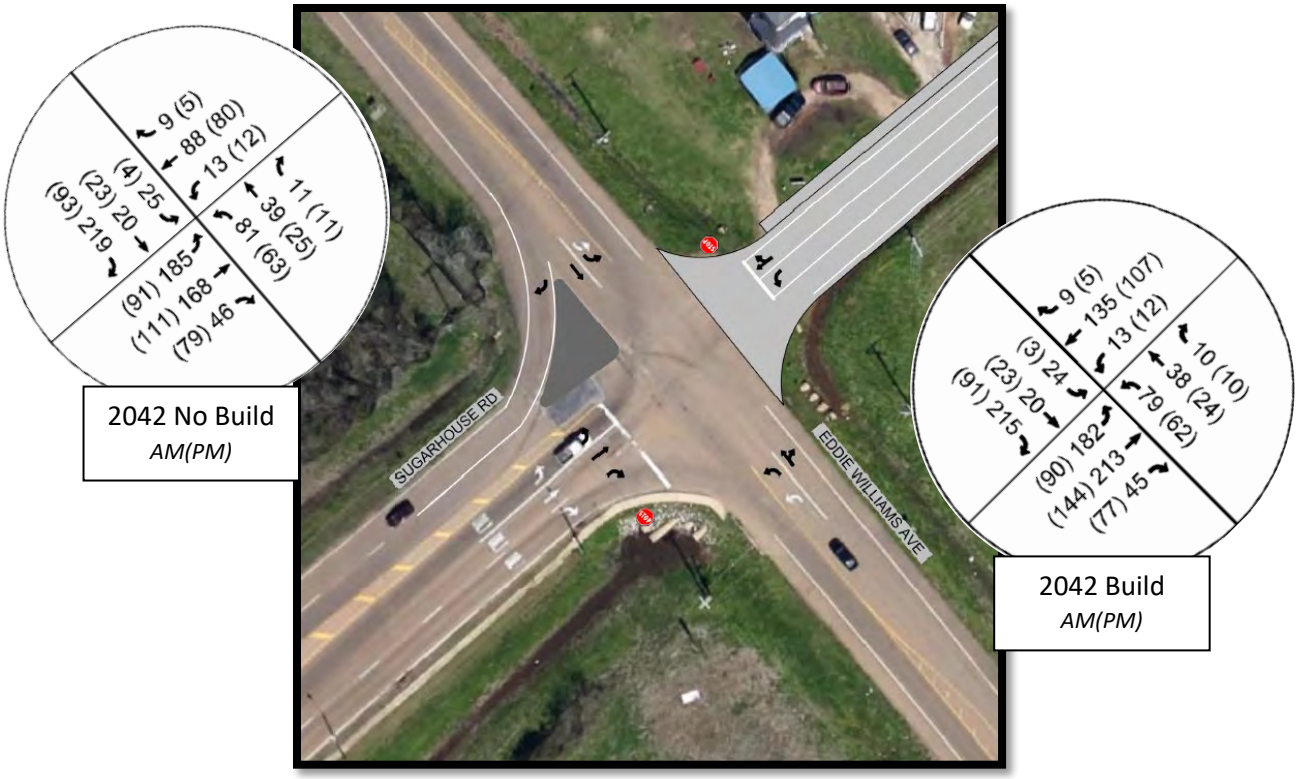


Figure E-9: Sugarhouse Rd at Eddie Williams Ave – Alternative 1 (TWSC E/W) Base Layout

Figure E-10: Sugarhouse Rd at Eddie Williams Ave – Alternative 1 (TWSC E/W) Modified Layout

For Alternative 2 (Two Way Stop Control North-South), minor approach geometry was analyzed first using the National Cooperative Highway Research Program (NCHRP) Report 457 "Evaluating Intersection Improvements: An Engineering Study Guide" to determine if any of the existing turn lanes on Eddie Williams Avenue should be considered for removal. Based on these analyses, it was determined that one lane should be considered for both the northbound and southbound approaches. These NCHRP analyses are attached.

Alternative 2 (Two Way Stop Control North-South) was analyzed with a base layout and with modified turn lanes on the North-South approach. The base layout consists of one (1) left turn lane, one (1) through lane, and one (1) short channelized right turn lane southbound on Eddie Williams Avenue. The base layout northbound approach on Eddie Williams Avenue consists of one (1) left turn lane and one (1) shared through/right turn lane. The modified turn lanes layout consists of one (1) shared left/through lane and one (1) short channelized right turn lane southbound on Eddie Williams Avenue. The modified layout for the northbound approach on Eddie Williams Avenue consists of one (1) shared left/through/right turn lane. The eastbound approach on Sugarhouse Road consists of one (1) left turn lane, one (1) through lane, and one (1) right turn lane for both layouts. The westbound approach on Sugarhouse Road consists of one (1) left turn lane and one (1) shared through/right turn lane for both layouts. The intersection geometries and forecast volumes are shown in **Figure E-11** and **Figure E-12.**

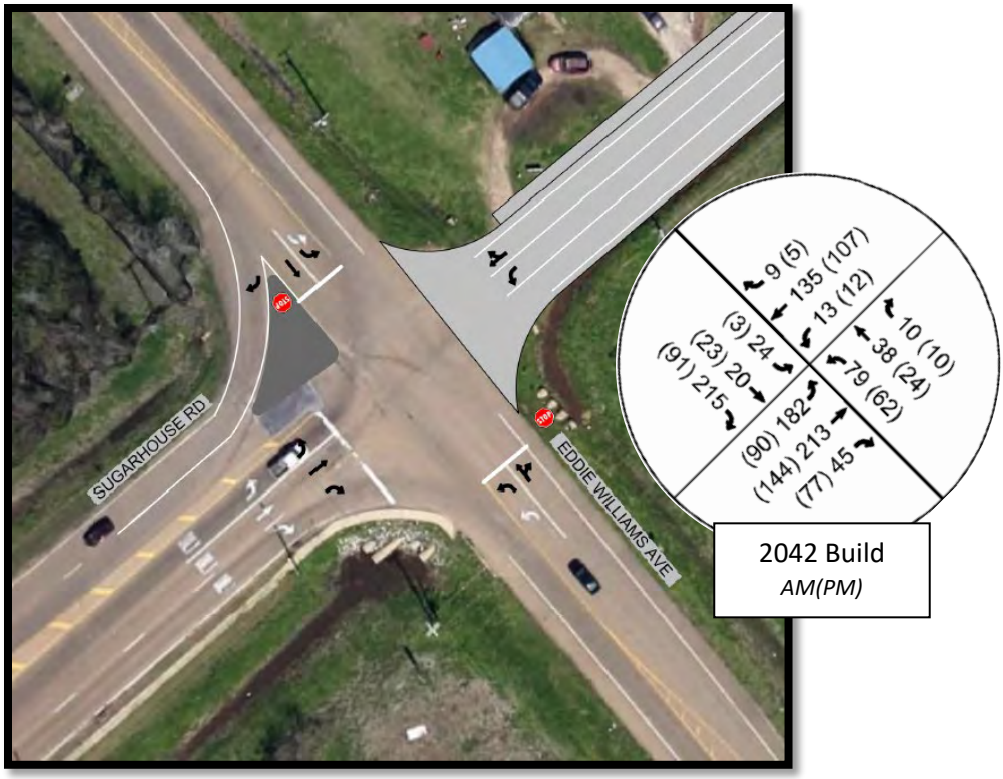


Figure E-11: Sugarhouse Rd at Eddie Williams Ave – Alternative 2 (TWSC N/S) Base Layout

Figure E-12: Sugarhouse Rd at Eddie Williams Ave – Alternative 2 (TWSC N/S) Modified Layout

Alternative 3 (Roundabout) was analyzed with all four approaches consisting of one (1) shared left/through/right turn lane. The intersection geometry and forecast volumes are shown in **Figure E-13.**

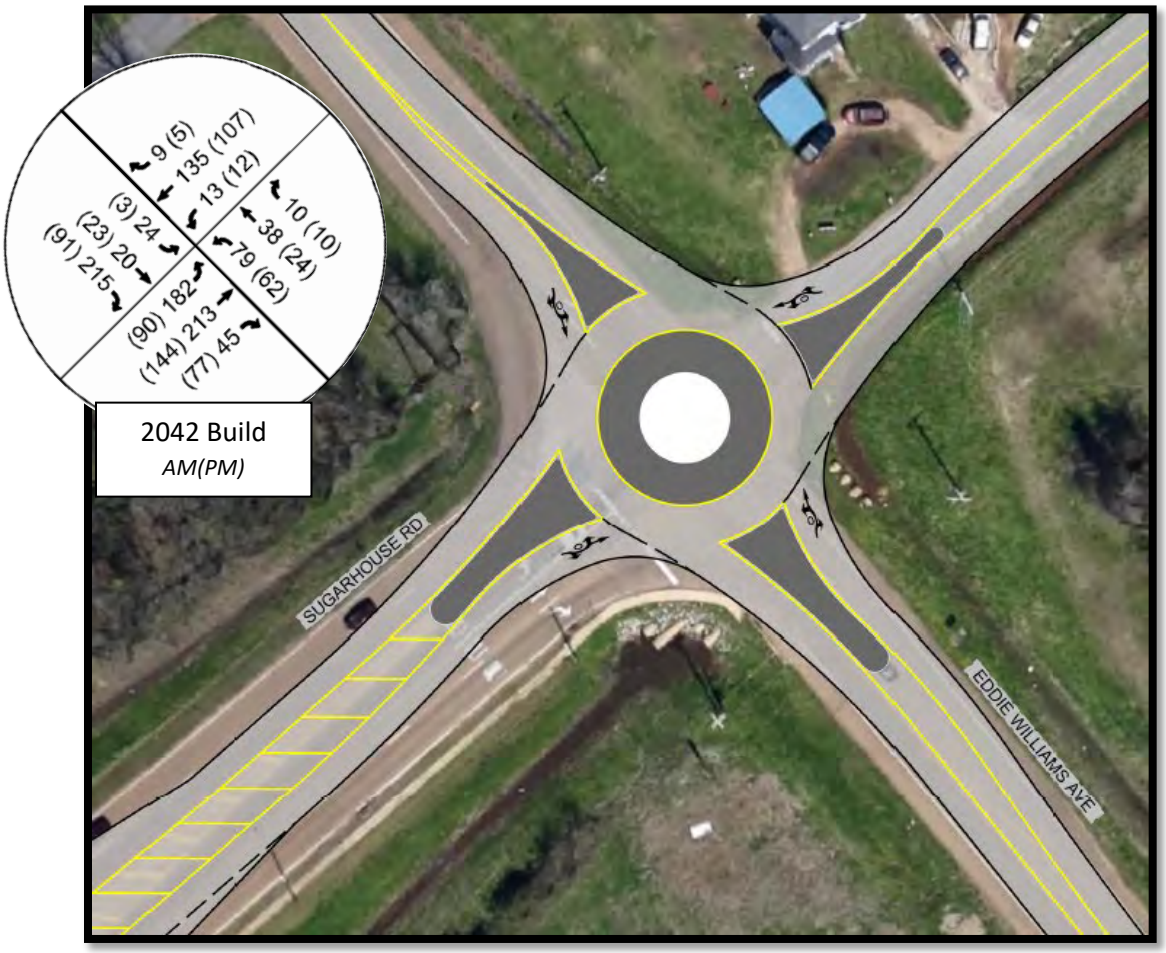


Figure E-13: Sugarhouse Rd at Eddie Williams Ave – Alternative 3 (Roundabout)

The intersection analyses were performed using SIDRA 9 software. The capacity analyses for this intersection during the AM and PM analysis periods for no build and build conditions are presented in **Table E-3**. **Table E-3** documents delays, volume to capacity ratios, and queues for movements and the intersection. Results for some movements were not included either because they are part of a shared lane or because the delays, v/c ratios, and queues were low in the alternatives. These results are available in the SIDRA reports.

In the existing safety analysis, right angle crashes were flagged as a crash type of concern at this intersection. There were thirteen (13) crashes total at this intersection from 2018 to 2020, of those nine (9) were right angle crashes. Of the alternatives looked at, only Alternative 3 (Roundabout) is anticipated to address the right angle crashes. Detailed existing safety analysis can be found in **Appendix C** and Alternative Collision Diagrams and safety analysis can be found in **Section IV** of this appendix.

Table E-3: Sugarhouse Road at Eddie Williams Avenue Operation Analysis for 2042 Design Year Alternatives

Scenario	EB Left Sugarhouse Rd			EB Through Sugarhouse Rd			NB Left Eddie Williams Ave			NB Through Eddie Williams Ave			WB Left Sugarhouse Rd			WB Through Sugarhouse Rd			SB Left Eddie Williams Ave			SB Through Eddie Williams Ave			Failing Movement
	Delay (s/veh)	v/c	Queue (ft)	Delay (s/veh)	v/c	Queue (ft)	Delay (s/veh)	v/c	Queue (ft)	Delay (s/veh)	v/c	Queue (ft)	Delay (s/veh)	v/c	Queue (ft)	Delay (s/veh)	v/c	Queue (ft)	Delay (s/veh)	v/c	Queue (ft)	Delay (s/veh)	v/c	Queue (ft)	
AM Peak																									
2042 No Build	12.6	0.499	97	5.0	0.359	46	1.2	0.079	8	n/a (free movement)			6.4	0.034	4	6.2	0.245	24	0.2	0.019	2	n/a (free movement)			No
2042 Build Alt. 1 (TWSC E/W)-Base Layout	13.4	0.490	91	5.2	0.417	60	0.1	0.058	7	n/a (free movement)			7.1	0.034	4	6.7	0.333	39	0.2	0.017	2	n/a (free movement)			No
2042 Build Alt. 1 (TWSC E/W)-Modified Layout	13.4	0.490	91	5.8	0.466	79	0.1	0.058	7	n/a (free movement)			n/a (shared lane)			10.4	0.367	47	0.2	0.017	2	n/a (free movement)			No
2042 Build Alt. 2 (TWSC N/S)-Base Layout	0.6	0.149	17	n/a (free movement)			67.5	0.747	106	10.9	0.170	15	0.9	0.012	1	n/a (free movement)			15.1	0.112	11	11.7	0.090	7	Yes
2042 Build Alt. 2 (TWSC N/S)-Modified Layout	0.6	0.149	17	n/a (free movement)			n/a (shared lane)			86.4	0.910	195	0.9	0.012	1	n/a (free movement)			n/a (shared lane)			16.2	0.202	20	Yes
2042 Build Alt. 3 (RAB)	n/a (shared lane)			0.6	0.427	3	n/a (shared lane)			3.3	0.182	26	n/a (shared lane)			2.3	0.193	27	n/a (shared lane)			2.1	0.319	52	No
PM Peak																									
2042 No Build	3.7	0.153	20	1.8	0.169	16	0.4	0.047	5	n/a (free movement)			4.1	0.022	3	2.2	0.136	13	0.1	0.003	0	n/a (free movement)			No
2042 Build Alt. 1 (TWSC E/W)-Base Layout	4.1	0.159	20	1.8	0.217	22	0.1	0.042	5	n/a (free movement)			4.6	0.023	3	2.2	0.178	18	0.1	0.002	0	n/a (free movement)			No
2042 Build Alt. 1 (TWSC E/W)-Modified Layout	4.1	0.159	20	2.0	0.297	36	0.1	0.042	5	n/a (free movement)			n/a (shared lane)			5.8	0.202	21	0.1	0.002	0	n/a (free movement)			No
2042 Build Alt. 2 (TWSC N/S)-Base Layout	0.4	0.067	7	n/a (free movement)			11.5	0.213	23	5.1	0.073	7	0.7	0.010	1	n/a (free movement)			6.2	0.008	1	7.2	0.072	6	No
2042 Build Alt. 2 (TWSC N/S)-Modified Layout	0.4	0.067	7	n/a (free movement)			n/a (shared lane)			12.9	0.285	34	0.7	0.010	1	n/a (free movement)			n/a (shared lane)			7.2	0.080	7	No
2042 Build Alt. 3 (RAB)	n/a (shared lane)			0.3	0.275	43	n/a (shared lane)			1.5	0.104	14	n/a (shared lane)			1.2	0.127	17	n/a (shared lane)			1.2	0.122	16	No

According to the analysis, under the 2042 No Build conditions this intersection is anticipated to operate with minimal delays. The analyses also indicate that under the 2042 Build conditions, Alternative 2 (Two Way Stop Control N/S) is anticipated to experience significant delays for the northbound left movement during the AM peak. Alternative 1 (Two Way Stop Control E/W) and Alternative 3 (Roundabout) are both expected to experience minimal delays under the 2042 Build conditions.

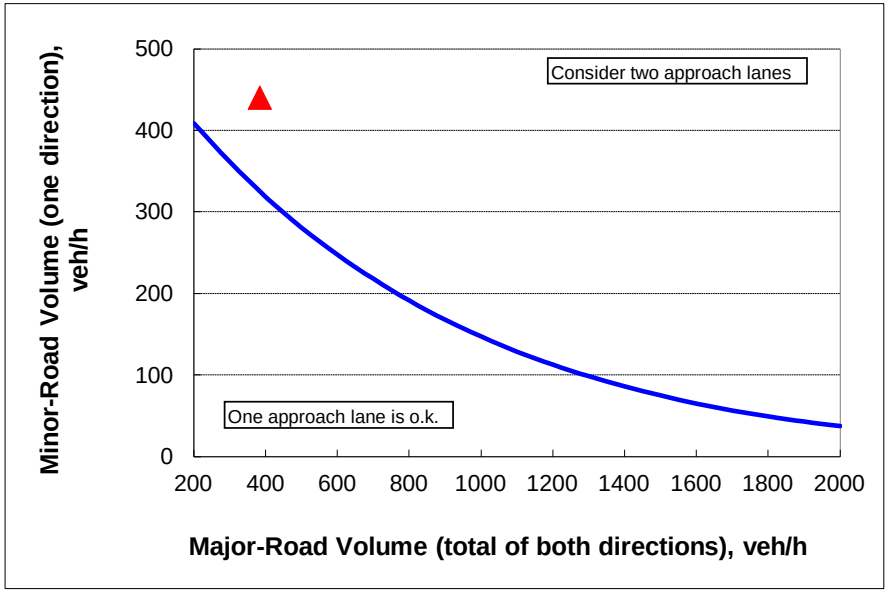
Figure 2 - 4. Guideline for determining minor-road approach geometry at two-way stop-controlled intersections.

INPUT

Variable	Value
Major-road volume (total of both directions), veh/h:	386
Percentage of right-turns on minor road, %:	10%
Minor-road volume (one direction), veh/h:	440

OUTPUT

Variable	Value
Limiting minor-road volume (one direction), veh/h:	325
Guidance for determining minor-road approach geometry:	
Consider TWO approach lanes	



CALIBRATION CONSTANTS

Minor Road	Critical gap, s:	Follow-up gap, s:
Right-turn capacity, veh/h:	6.2	3.3
Left-turn and through capacity, veh/h:	6.5	4.0

* according to Table 17 - 5 of the 2000 HCM or Tables 20-12 and 20-13 of the HCM 6th Edition.

Sugarhouse Rd at Eddie Williams Ave
Minor Approach Analysis-EB
Alt. 1 (TWSC E/W) Build PM Peak

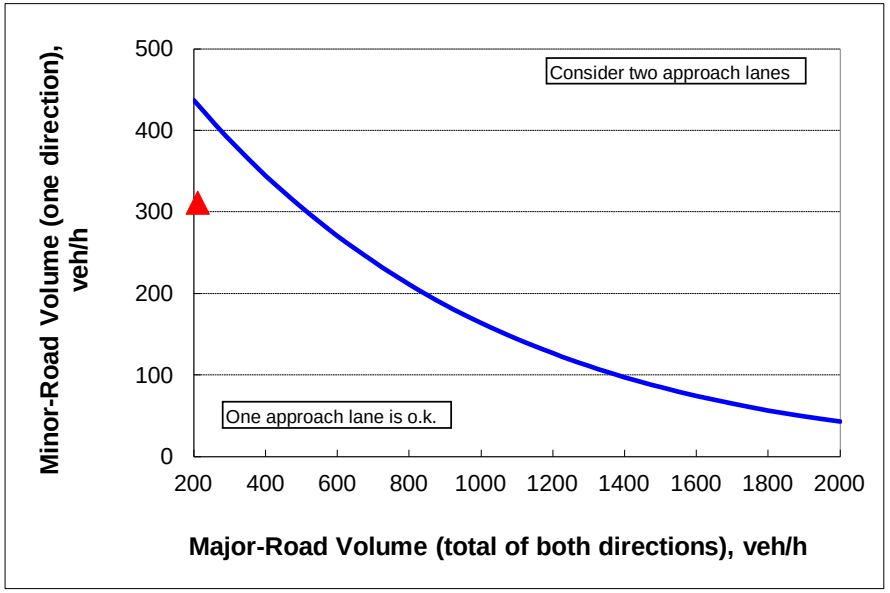
Figure 2 - 4. Guideline for determining minor-road approach geometry at two-way stop-controlled intersections.

INPUT

Variable	Value
Major-road volume (total of both directions), veh/h:	213
Percentage of right-turns on minor road, %:	25%
Minor-road volume (one direction), veh/h:	311

OUTPUT

Variable	Value
Limiting minor-road volume (one direction), veh/h:	430
Guidance for determining minor-road approach geometry:	
ONE approach lane is o.k.	



CALIBRATION CONSTANTS

Minor Road	Critical gap, s:	Follow-up gap, s:
Right-turn capacity, veh/h:	6.2	3.3
Left-turn and through capacity, veh/h:	6.5	4.0

* according to Table 17 - 5 of the 2000 HCM or Tables 20-12 and 20-13 of the HCM 6th Edition.

Sugarhouse Rd at Eddie Williams Ave
Minor Approach Analysis-WB
Alt. 1 (TWSC E/W) Build AM Peak

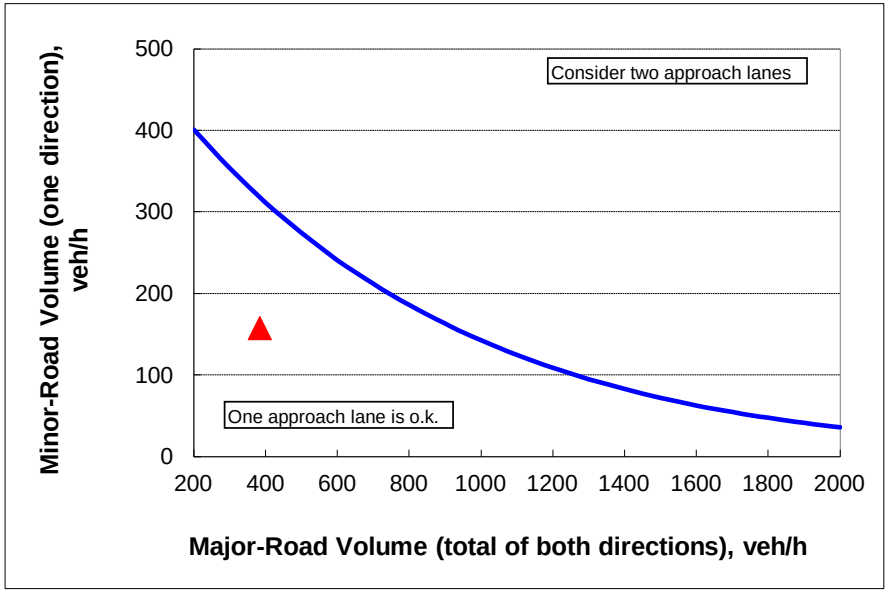
Figure 2 - 4. Guideline for determining minor-road approach geometry at two-way stop-controlled intersections.

INPUT

Variable	Value
Major-road volume (total of both directions), veh/h:	386
Percentage of right-turns on minor road, %:	6%
Minor-road volume (one direction), veh/h:	157

OUTPUT

Variable	Value
Limiting minor-road volume (one direction), veh/h:	317
Guidance for determining minor-road approach geometry:	
ONE approach lane is o.k.	



CALIBRATION CONSTANTS

Minor Road	Critical gap, s:	Follow-up gap, s:
Right-turn capacity, veh/h:	6.2	3.3
Left-turn and through capacity, veh/h:	6.5	4.0

* according to Table 17 - 5 of the 2000 HCM or Tables 20-12 and 20-13 of the HCM 6th Edition.

Sugarhouse Rd at Eddie Williams Ave
Minor Approach Analysis-WB
Alt. 1 (TWSC E/W) Build PM Peak

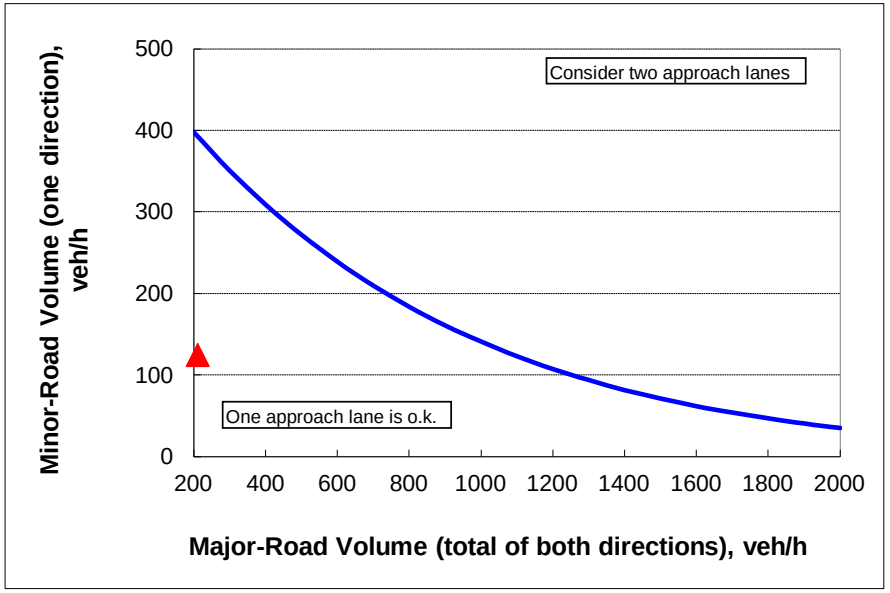
Figure 2 - 4. Guideline for determining minor-road approach geometry at two-way stop-controlled intersections.

INPUT

Variable	Value
Major-road volume (total of both directions), veh/h:	213
Percentage of right-turns on minor road, %:	4%
Minor-road volume (one direction), veh/h:	124

OUTPUT

Variable	Value
Limiting minor-road volume (one direction), veh/h:	392
Guidance for determining minor-road approach geometry:	
ONE approach lane is o.k.	



CALIBRATION CONSTANTS

Minor Road	Critical gap, s:	Follow-up gap, s:
Right-turn capacity, veh/h:	6.2	3.3
Left-turn and through capacity, veh/h:	6.5	4.0

* according to Table 17 - 5 of the 2000 HCM or Tables 20-12 and 20-13 of the HCM 6th Edition.

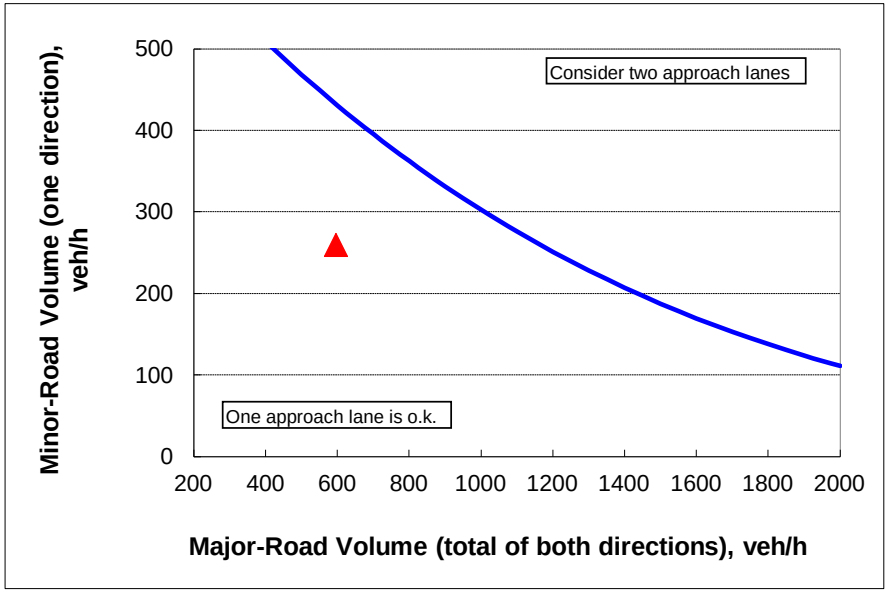
Figure 2 - 4. Guideline for determining minor-road approach geometry at two-way stop-controlled intersections.

INPUT

Variable	Value
Major-road volume (total of both directions), veh/h:	597
Percentage of right-turns on minor road, %:	83%
Minor-road volume (one direction), veh/h:	259

OUTPUT

Variable	Value
Limiting minor-road volume (one direction), veh/h:	432
Guidance for determining minor-road approach geometry:	
ONE approach lane is o.k.	



CALIBRATION CONSTANTS

Minor Road	Critical gap, s:	Follow-up gap, s:
Right-turn capacity, veh/h:	6.2	3.3
Left-turn and through capacity, veh/h:	6.5	4.0

* according to Table 17 - 5 of the 2000 HCM or Tables 20-12 and 20-13 of the HCM 6th Edition.

Sugarhouse Rd at Eddie Williams Ave
Minor Approach Analysis-SB
Alt. 2 (TWSC N/S) Build PM Peak

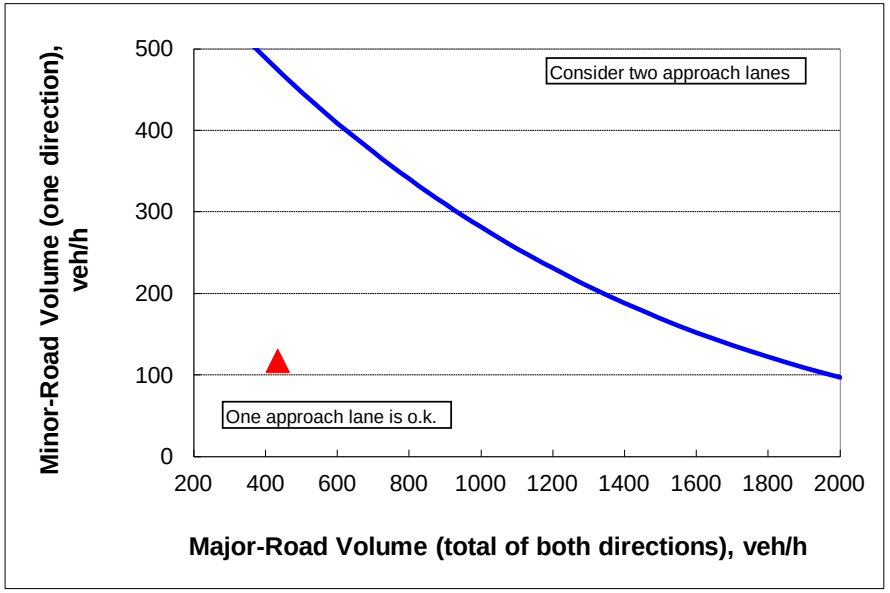
Figure 2 - 4. Guideline for determining minor-road approach geometry at two-way stop-controlled intersections.

INPUT

Variable	Value
Major-road volume (total of both directions), veh/h:	435
Percentage of right-turns on minor road, %:	78%
Minor-road volume (one direction), veh/h:	117

OUTPUT

Variable	Value
Limiting minor-road volume (one direction), veh/h:	474
Guidance for determining minor-road approach geometry:	
ONE approach lane is o.k.	



CALIBRATION CONSTANTS

Minor Road	Critical gap, s:	Follow-up gap, s:
Right-turn capacity, veh/h:	6.2	3.3
Left-turn and through capacity, veh/h:	6.5	4.0

* according to Table 17 - 5 of the 2000 HCM or Tables 20-12 and 20-13 of the HCM 6th Edition.

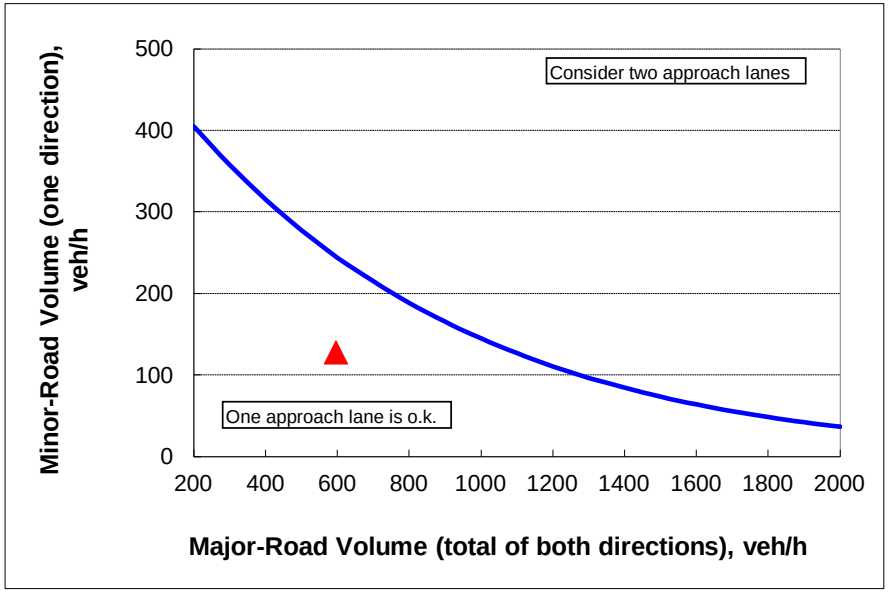
Figure 2 - 4. Guideline for determining minor-road approach geometry at two-way stop-controlled intersections.

INPUT

Variable	Value
Major-road volume (total of both directions), veh/h:	597
Percentage of right-turns on minor road, %:	8%
Minor-road volume (one direction), veh/h:	127

OUTPUT

Variable	Value
Limiting minor-road volume (one direction), veh/h:	245
Guidance for determining minor-road approach geometry:	
ONE approach lane is o.k.	



CALIBRATION CONSTANTS

Minor Road	Critical gap, s:	Follow-up gap, s:
Right-turn capacity, veh/h:	6.2	3.3
Left-turn and through capacity, veh/h:	6.5	4.0

* according to Table 17 - 5 of the 2000 HCM or Tables 20-12 and 20-13 of the HCM 6th Edition.

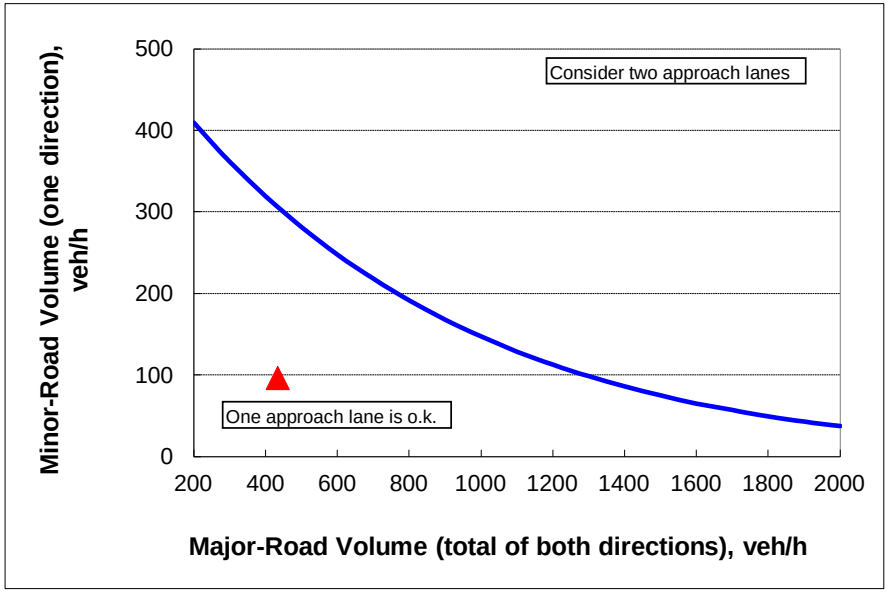
Figure 2 - 4. Guideline for determining minor-road approach geometry at two-way stop-controlled intersections.

INPUT

Variable	Value
Major-road volume (total of both directions), veh/h:	435
Percentage of right-turns on minor road, %:	10%
Minor-road volume (one direction), veh/h:	96

OUTPUT

Variable	Value
Limiting minor-road volume (one direction), veh/h:	306
Guidance for determining minor-road approach geometry:	
ONE approach lane is o.k.	



CALIBRATION CONSTANTS

Minor Road	Critical gap, s:	Follow-up gap, s:
Right-turn capacity, veh/h:	6.2	3.3
Left-turn and through capacity, veh/h:	6.5	4.0

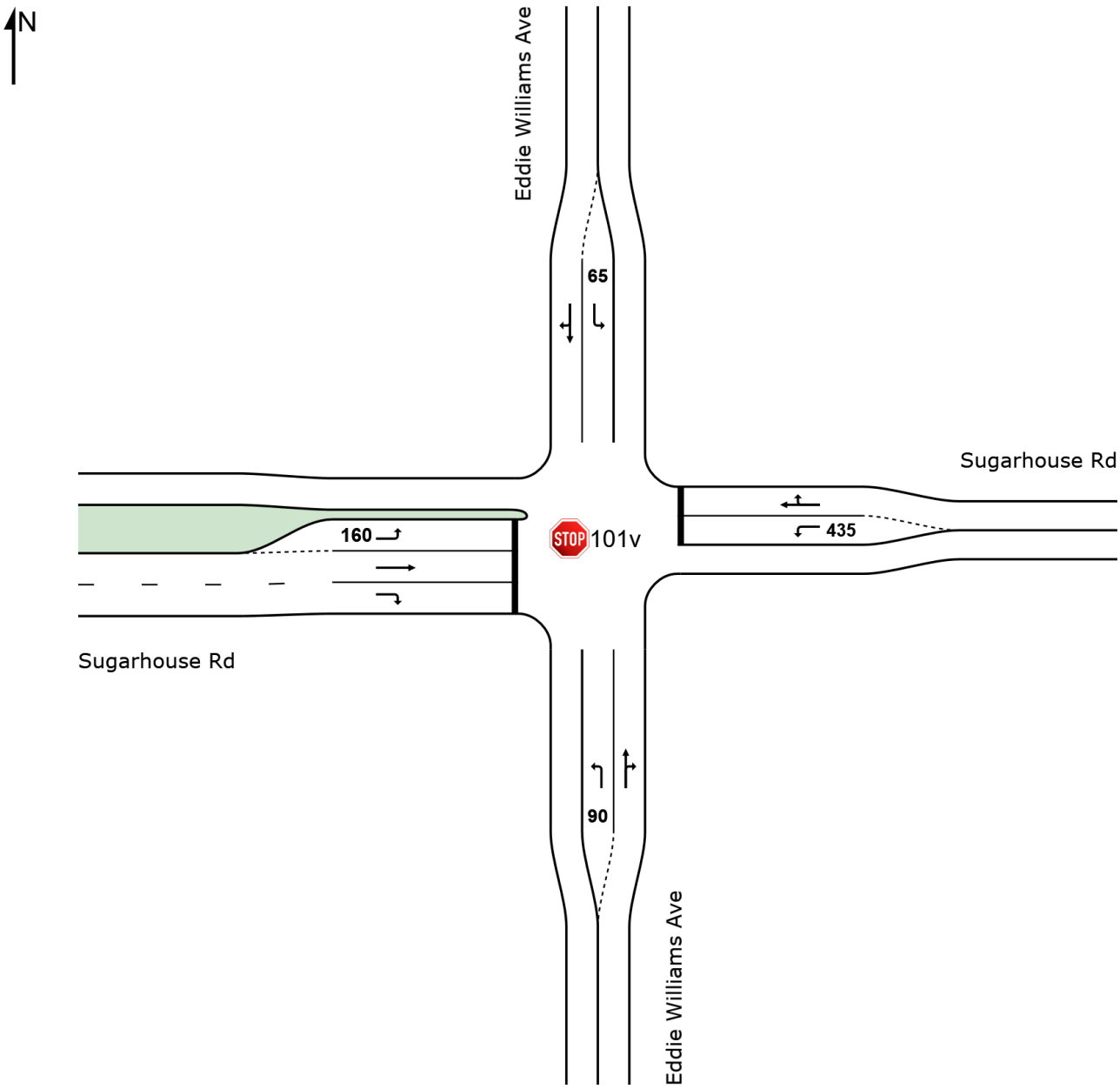
* according to Table 17 - 5 of the 2000 HCM or Tables 20-12 and 20-13 of the HCM 6th Edition.

SITE LAYOUT

Site: 101v [Sugarhouse Rd at Eddie Williams 2042 AM Peak (Site Folder: Sugarhouse at Eddie Williams)]

2042 No Build AM
Site Category: (None)
Stop (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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Organisation: NEEL-SCHAFFER | Licence: PLUS / 1PC | Created: Monday, May 8, 2023 12:29:40 PM
Project: Y:\Projects\0015000\0017000\17296 MMLH - Sugarhouse Rd Ext - Lincoln to LA1\3.Analyses\9. SIDRA\2042 No Build\2042 No Build Analysis.sip9

MOVEMENT SUMMARY

Site: 101v [Sugarhouse Rd at Eddie Williams 2042 AM Peak (Site Folder: Sugarhouse at Eddie Williams)]

2042 No Build AM
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: Eddie Williams Ave														
3	L2	81	5.8	90	5.8	0.079	1.2	LOS A	0.3	8.4	0.39	0.26	0.39	34.0
8	T1	39	3.0	43	3.0	0.030	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	39.1
18	R2	11	0.0	12	0.0	0.030	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	37.7
Approach		131	4.5	146	4.5	0.079	0.8	NA	0.3	8.4	0.24	0.16	0.24	35.7
East: Sugarhouse Rd														
1	L2	13	0.0	15	0.0	0.034	6.4	LOS A	0.1	3.6	0.62	0.50	0.62	32.5
6	T1	88	2.6	104	2.6	0.245	6.2	LOS A	1.0	24.3	0.43	0.41	0.45	33.4
16	R2	9	0.0	11	0.0	0.245	0.6	LOS A	1.0	24.3	0.43	0.41	0.45	32.7
Approach		110	2.1	129	2.1	0.245	5.8	LOS A	1.0	24.3	0.45	0.42	0.47	33.3
North: Eddie Williams Ave														
7	L2	25	4.8	29	4.8	0.019	0.2	LOS A	0.1	2.0	0.14	0.04	0.14	35.1
4	T1	20	5.9	24	5.9	0.180	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	36.4
14	R2	219	8.6	258	8.6	0.180	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	34.8
Approach		264	8.0	311	8.0	0.180	0.1	NA	0.1	2.0	0.01	0.00	0.01	35.0
West: Sugarhouse Rd														
5	L2	185	3.8	218	3.8	0.499	12.6	LOS B	3.8	97.0	0.76	0.90	1.17	28.8
2	T1	168	3.5	198	3.5	0.359	5.0	LOS A	1.8	45.6	0.55	0.58	0.66	32.4
12	R2	46	2.6	54	2.6	0.053	0.2	LOS A	0.3	6.7	0.13	0.04	0.13	33.6
Approach		399	3.5	469	3.5	0.499	8.0	LOS A	3.8	97.0	0.60	0.67	0.84	30.7
All Vehicles		904	4.8	1055	4.8	0.499	4.4	NA	3.8	97.0	0.36	0.37	0.47	32.8

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101v [Sugarhouse Rd at Eddie Williams 2042 PM Peak (Site Folder: Sugarhouse at Eddie Williams)]

2042 No Build PM
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: Eddie Williams Ave														
3	L2	63	1.9	67	1.9	0.047	0.4	LOS A	0.2	4.9	0.23	0.10	0.23	34.5
8	T1	25	0.0	27	0.0	0.021	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	38.8
18	R2	11	11.1	12	11.1	0.021	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	36.9
Approach		99	2.4	105	2.4	0.047	0.3	NA	0.2	4.9	0.15	0.06	0.15	35.8
East: Sugarhouse Rd														
1	L2	12	0.0	13	0.0	0.022	4.1	LOS A	0.1	2.5	0.54	0.37	0.54	33.6
6	T1	80	2.9	85	2.9	0.136	2.2	LOS A	0.5	13.0	0.31	0.23	0.31	34.3
16	R2	5	0.0	5	0.0	0.136	0.2	LOS A	0.5	13.0	0.31	0.23	0.31	34.4
Approach		97	2.4	103	2.4	0.136	2.3	LOS A	0.5	13.0	0.34	0.24	0.34	34.2
North: Eddie Williams Ave														
7	L2	4	0.0	4	0.0	0.003	0.1	LOS A	0.0	0.3	0.11	0.02	0.11	36.0
4	T1	23	10.0	24	10.0	0.073	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	36.8
14	R2	93	1.3	99	1.3	0.073	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	35.5
Approach		120	2.9	128	2.9	0.073	0.0	NA	0.0	0.3	0.00	0.00	0.00	35.7
West: Sugarhouse Rd														
5	L2	91	2.5	97	2.5	0.153	3.7	LOS A	0.8	19.5	0.54	0.42	0.54	32.4
2	T1	111	1.1	118	1.1	0.169	1.8	LOS A	0.6	16.3	0.36	0.26	0.36	34.2
12	R2	79	1.5	84	1.5	0.081	0.2	LOS A	0.4	10.5	0.14	0.04	0.14	33.7
Approach		281	1.7	299	1.7	0.169	2.0	LOS A	0.8	19.5	0.35	0.25	0.35	33.4
All Vehicles		597	2.2	635	2.2	0.169	1.3	NA	0.8	19.5	0.25	0.17	0.25	34.4

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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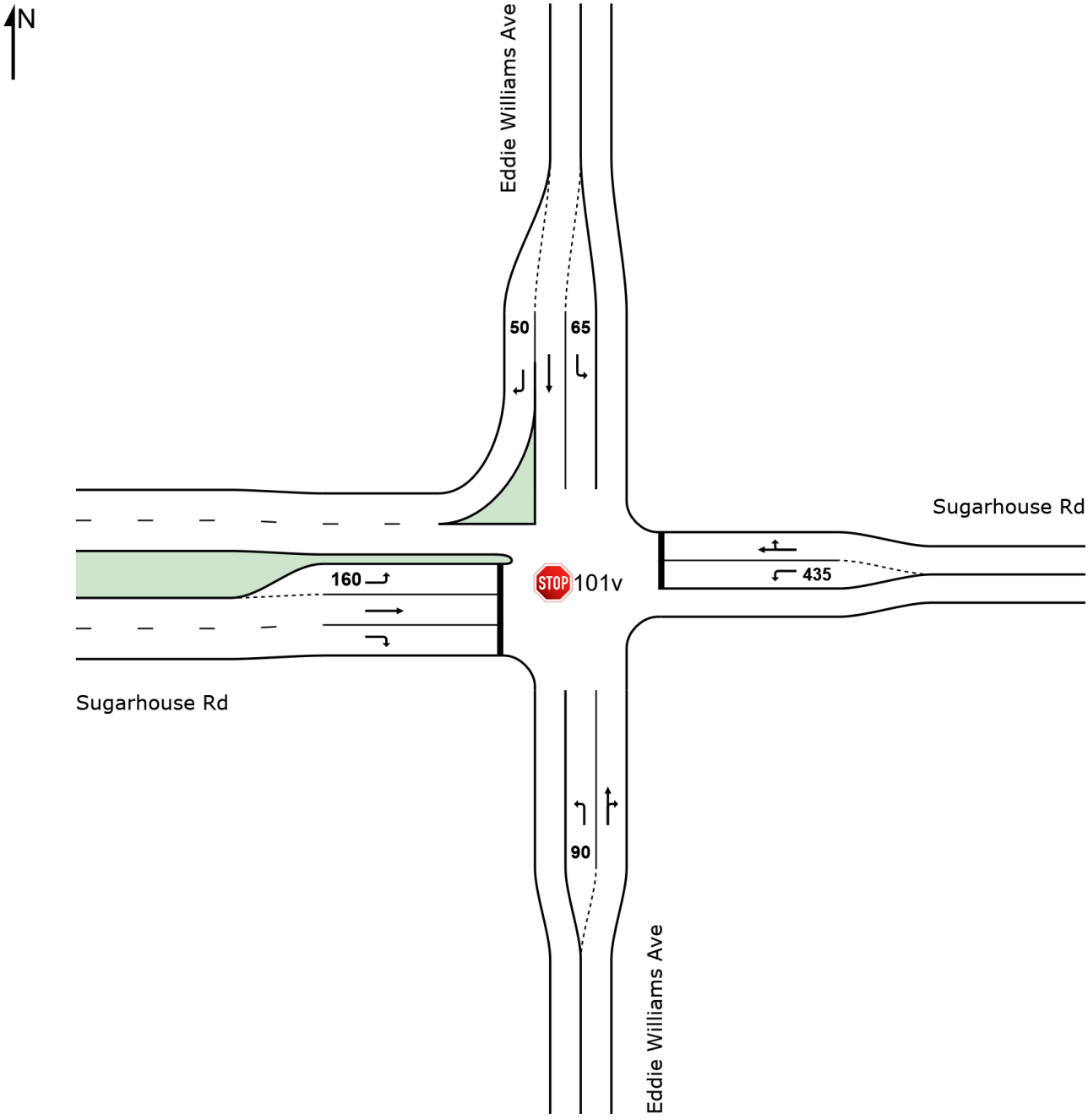
SITE LAYOUT

Site: 101v [Sugarhouse Rd at Eddie Williams 2042 AM Peak (Site Folder: Sugarhouse at Eddie Williams)]

2042 Build AM
Alt. 1 - TWSC E/W
Site Category: (None)
Stop (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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Project: Y:\Projects\0015000\0017000\17296 MMLH - Sugarhouse Rd Ext - Lincoln to LA1\3.Analyses\9. SIDRA\2042 Build\2042 Build Analysis.sip9

MOVEMENT SUMMARY

Site: 101v [Sugarhouse Rd at Eddie Williams 2042 AM Peak (Site Folder: Sugarhouse at Eddie Williams)]

2042 Build AM
Alt. 1 - TWSC E/W
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: Eddie Williams Ave														
3	L2	79	5.8	88	5.8	0.058	0.1	LOS A	0.2	6.5	0.09	0.02	0.09	34.7
8	T1	38	3.0	42	3.0	0.029	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	39.1
18	R2	10	0.0	11	0.0	0.029	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	37.7
Approach		127	4.5	141	4.5	0.058	0.1	NA	0.2	6.5	0.05	0.01	0.05	36.2
East: Sugarhouse Rd														
1	L2	13	0.0	14	0.0	0.034	7.1	LOS A	0.1	3.6	0.63	0.52	0.63	32.2
6	T1	135	2.6	150	2.6	0.333	6.7	LOS A	1.5	39.0	0.48	0.49	0.58	32.3
16	R2	9	0.0	10	0.0	0.333	1.1	LOS A	1.5	39.0	0.48	0.49	0.58	32.3
Approach		157	2.2	174	2.2	0.333	6.4	LOS A	1.5	39.0	0.49	0.49	0.58	32.3
North: Eddie Williams Ave														
7	L2	24	4.8	27	4.8	0.017	0.2	LOS A	0.1	1.8	0.14	0.04	0.14	35.1
4	T1	20	5.9	22	5.9	0.012	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	40.0
14	R2	215	8.6	239	8.6	0.155	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	35.4
Approach		259	8.0	288	8.0	0.155	0.1	NA	0.1	1.8	0.01	0.00	0.01	35.7
West: Sugarhouse Rd														
5	L2	182	3.8	202	3.8	0.490	13.4	LOS B	3.5	91.2	0.77	0.90	1.17	28.7
2	T1	213	3.5	237	3.5	0.417	5.2	LOS A	2.3	59.9	0.57	0.61	0.73	32.2
12	R2	45	2.6	50	2.6	0.049	0.2	LOS A	0.2	6.1	0.13	0.03	0.13	33.6
Approach		440	3.5	489	3.5	0.490	8.1	LOS A	3.5	91.2	0.60	0.67	0.85	30.8
All Vehicles		983	4.6	1092	4.6	0.490	4.7	NA	3.5	91.2	0.36	0.38	0.48	32.9

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Project: Y:\Projects\0015000\0017000\17296 MMLH - Sugarhouse Rd Ext - Lincoln to LA1\3.Analyses\9. SIDRA\2042 Build\2042 Build Analysis.sip9

MOVEMENT SUMMARY

Site: 101v [Sugarhouse Rd at Eddie Williams 2042 PM Peak (Site Folder: Sugarhouse at Eddie Williams)]

2042 Build PM
Alt. 1 - TWSC E/W
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: Eddie Williams Ave														
3	L2	62	1.9	66	1.9	0.042	0.1	LOS A	0.2	4.5	0.09	0.02	0.09	34.9
8	T1	24	0.0	26	0.0	0.020	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	38.9
18	R2	10	11.1	11	11.1	0.020	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	37.0
Approach		96	2.4	102	2.4	0.042	0.1	NA	0.2	4.5	0.06	0.01	0.06	36.0
East: Sugarhouse Rd														
1	L2	12	0.0	13	0.0	0.023	4.6	LOS A	0.1	2.6	0.56	0.40	0.56	33.4
6	T1	107	2.9	114	2.9	0.178	2.2	LOS A	0.7	17.6	0.33	0.25	0.33	34.2
16	R2	5	0.0	5	0.0	0.178	0.2	LOS A	0.7	17.6	0.33	0.25	0.33	34.2
Approach		124	2.5	132	2.5	0.178	2.4	LOS A	0.7	17.6	0.35	0.26	0.35	34.1
North: Eddie Williams Ave														
7	L2	3	0.0	3	0.0	0.002	0.1	LOS A	0.0	0.2	0.10	0.02	0.10	36.0
4	T1	23	10.0	24	10.0	0.014	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	40.0
14	R2	91	1.3	97	1.3	0.059	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	35.7
Approach		117	3.0	124	3.0	0.059	0.0	NA	0.0	0.2	0.00	0.00	0.00	36.5
West: Sugarhouse Rd														
5	L2	90	2.5	96	2.5	0.159	4.1	LOS A	0.8	20.0	0.56	0.45	0.56	32.3
2	T1	144	1.1	153	1.1	0.217	1.8	LOS A	0.9	21.9	0.37	0.27	0.37	34.1
12	R2	77	1.5	82	1.5	0.079	0.2	LOS A	0.4	10.2	0.14	0.04	0.14	33.7
Approach		311	1.6	331	1.6	0.217	2.1	LOS A	0.9	21.9	0.37	0.27	0.37	33.4
All Vehicles		648	2.1	689	2.1	0.217	1.5	NA	0.9	21.9	0.25	0.18	0.25	34.5

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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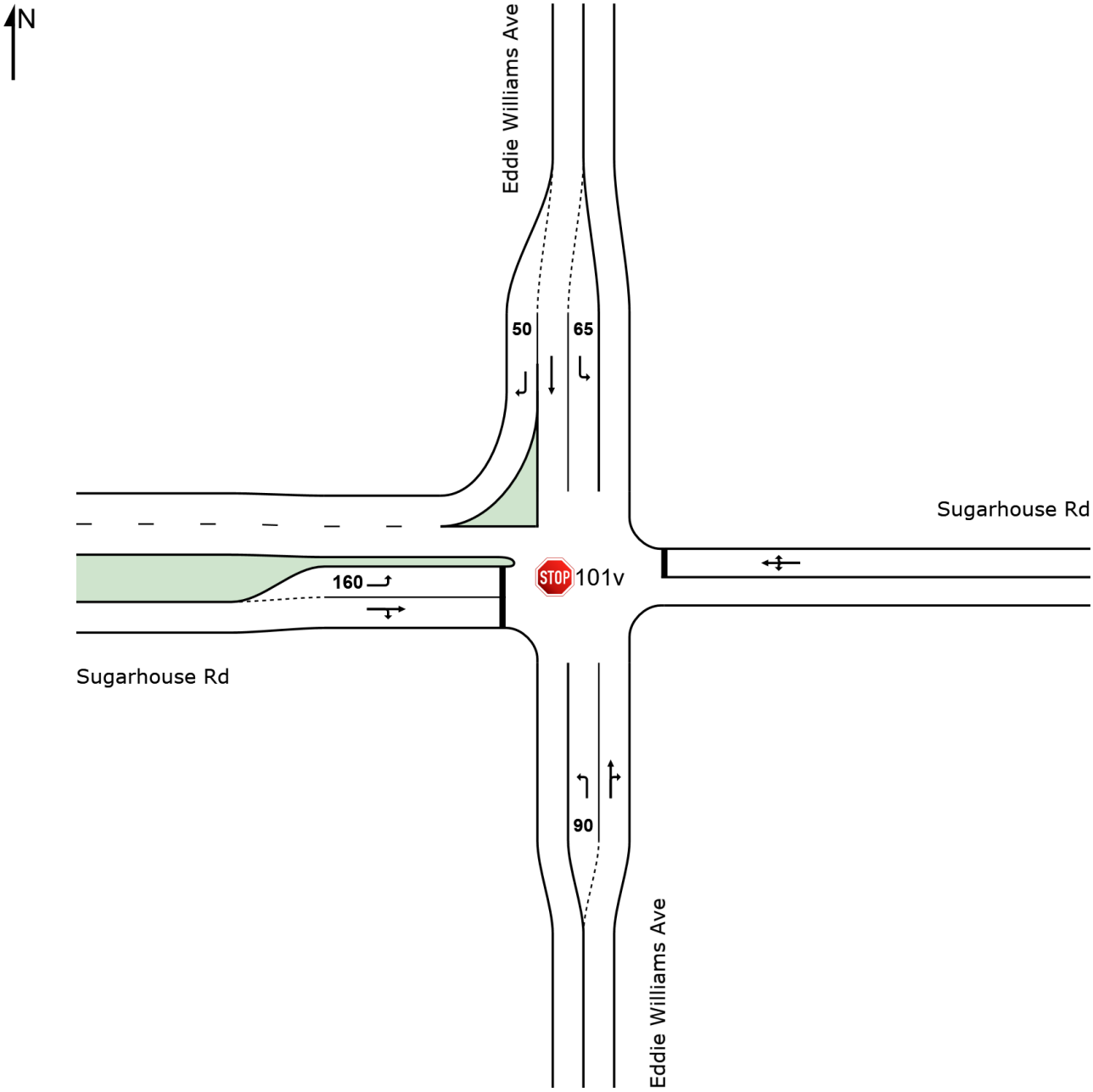
SITE LAYOUT

Site: 101v [Sugarhouse Rd at Eddie Williams 2042 AM Peak - Turn Lanes (Site Folder: Sugarhouse at Eddie Williams)]

2042 Build AM
Alt. 1 - TWSC E/W
No Turn Lanes on Sugarhouse
Site Category: (None)
Stop (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 101v [Sugarhouse Rd at Eddie Williams 2042 AM Peak - Turn Lanes (Site Folder: Sugarhouse at Eddie Williams)]

2042 Build AM
Alt. 1 - TWSC E/W
No Turn Lanes on Sugarhouse
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: Eddie Williams Ave														
3	L2	79	5.8	88	5.8	0.058	0.1	LOS A	0.2	6.5	0.09	0.02	0.09	34.5
8	T1	38	3.0	42	3.0	0.029	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	39.1
18	R2	10	0.0	11	0.0	0.029	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	37.7
Approach		127	4.5	141	4.5	0.058	0.1	NA	0.2	6.5	0.05	0.01	0.05	36.0
East: Sugarhouse Rd														
1	L2	13	0.0	14	0.0	0.367	10.4	LOS B	1.8	46.4	0.51	0.53	0.65	32.0
6	T1	135	2.6	150	2.6	0.367	7.1	LOS A	1.8	46.4	0.51	0.53	0.65	32.0
16	R2	9	0.0	10	0.0	0.367	1.4	LOS A	1.8	46.4	0.51	0.53	0.65	32.0
Approach		157	2.2	174	2.2	0.367	7.0	LOS A	1.8	46.4	0.51	0.53	0.65	32.0
North: Eddie Williams Ave														
7	L2	24	4.8	27	4.8	0.017	0.2	LOS A	0.1	1.8	0.14	0.04	0.14	35.0
4	T1	20	5.9	22	5.9	0.012	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	40.0
14	R2	215	8.6	239	8.6	0.155	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	35.4
Approach		259	8.0	288	8.0	0.155	0.1	NA	0.1	1.8	0.01	0.00	0.01	35.7
West: Sugarhouse Rd														
5	L2	182	3.8	202	3.8	0.490	13.4	LOS B	3.5	91.2	0.77	0.90	1.17	28.7
2	T1	213	3.5	237	3.5	0.466	5.8	LOS A	3.1	78.6	0.28	0.27	0.36	32.1
12	R2	45	2.6	50	2.6	0.466	1.5	LOS A	3.1	78.6	0.28	0.27	0.36	31.3
Approach		440	3.5	489	3.5	0.490	8.5	LOS A	3.5	91.2	0.48	0.53	0.70	30.5
All Vehicles		983	4.6	1092	4.6	0.490	4.9	NA	3.5	91.2	0.31	0.33	0.43	32.6

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101v [Sugarhouse Rd at Eddie Williams 2042 PM Peak - Turn Lanes (Site Folder: Sugarhouse at Eddie Williams)]

2042 Build PM
Alt. 1 - TWSC E/W
No Turn Lanes on Sugarhouse
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: Eddie Williams Ave														
3	L2	62	1.9	66	1.9	0.042	0.1	LOS A	0.2	4.5	0.09	0.02	0.09	34.7
8	T1	24	0.0	26	0.0	0.020	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	38.9
18	R2	10	11.1	11	11.1	0.020	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	37.0
Approach		96	2.4	102	2.4	0.042	0.1	NA	0.2	4.5	0.06	0.01	0.06	35.9
East: Sugarhouse Rd														
1	L2	12	0.0	13	0.0	0.202	5.8	LOS A	0.8	20.9	0.36	0.28	0.36	34.0
6	T1	107	2.9	114	2.9	0.202	2.3	LOS A	0.8	20.9	0.36	0.28	0.36	34.0
16	R2	5	0.0	5	0.0	0.202	0.2	LOS A	0.8	20.9	0.36	0.28	0.36	34.0
Approach		124	2.5	132	2.5	0.202	2.5	LOS A	0.8	20.9	0.36	0.28	0.36	34.0
North: Eddie Williams Ave														
7	L2	3	0.0	3	0.0	0.002	0.1	LOS A	0.0	0.2	0.10	0.02	0.10	35.9
4	T1	23	10.0	24	10.0	0.014	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	40.0
14	R2	91	1.3	97	1.3	0.059	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	35.7
Approach		117	3.0	124	3.0	0.059	0.0	NA	0.0	0.2	0.00	0.00	0.00	36.5
West: Sugarhouse Rd														
5	L2	90	2.5	96	2.5	0.159	4.1	LOS A	0.8	20.0	0.56	0.45	0.56	32.3
2	T1	144	1.1	153	1.1	0.297	2.0	LOS A	1.4	36.2	0.19	0.11	0.19	34.1
12	R2	77	1.5	82	1.5	0.297	0.3	LOS A	1.4	36.2	0.19	0.11	0.19	33.0
Approach		311	1.6	331	1.6	0.297	2.2	LOS A	1.4	36.2	0.29	0.21	0.29	33.3
All Vehicles		648	2.1	689	2.1	0.297	1.6	NA	1.4	36.2	0.22	0.16	0.22	34.4

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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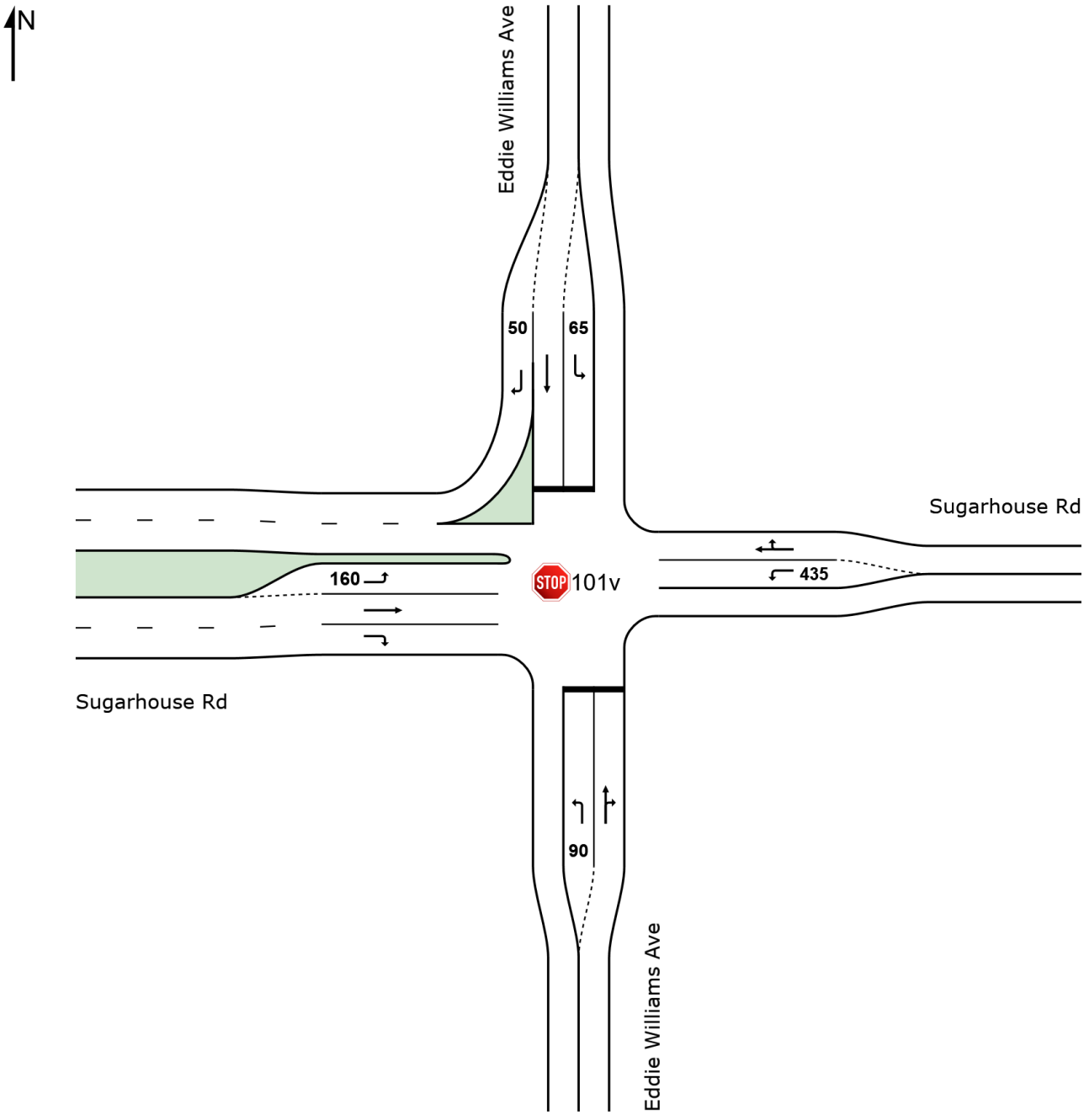
SITE LAYOUT

Site: 101v [Sugarhouse Rd at Eddie Williams 2042 AM Peak (Site Folder: Sugarhouse at Eddie Williams)]

2042 Build AM
Alt. 2 - TWSC N/S
Site Category: (None)
Stop (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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MOVEMENT SUMMARY

Site: 101v [Sugarhouse Rd at Eddie Williams 2042 AM Peak (Site Folder: Sugarhouse at Eddie Williams)]

2042 Build AM
Alt. 2 - TWSC N/S
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: Eddie Williams Ave														
3	L2	79	5.8	88	5.8	0.740	67.5	LOS F	4.1	106.0	0.96	1.17	1.78	16.9
8	T1	38	3.0	42	3.0	0.170	10.9	LOS B	0.6	14.7	0.62	0.58	0.62	29.9
18	R2	10	0.0	11	0.0	0.170	2.6	LOS A	0.6	14.7	0.62	0.58	0.62	30.8
Approach		127	4.5	141	4.5	0.740	45.5	LOS E	4.1	106.0	0.83	0.95	1.34	20.3
East: Sugarhouse Rd														
1	L2	13	0.0	14	0.0	0.012	0.9	LOS A	0.0	1.1	0.35	0.19	0.35	35.5
6	T1	135	2.6	150	2.6	0.087	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	44.6
16	R2	9	0.0	10	0.0	0.087	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	41.6
Approach		157	2.2	174	2.2	0.087	0.1	NA	0.0	1.1	0.03	0.02	0.03	43.5
North: Eddie Williams Ave														
7	L2	24	4.8	27	4.8	0.112	15.1	LOS C	0.4	11.1	0.76	0.76	0.76	28.3
4	T1	20	5.9	22	5.9	0.090	11.7	LOS B	0.3	7.4	0.69	0.69	0.69	28.8
14	R2	215	8.6	239	8.6	0.155	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	35.4
Approach		259	8.0	288	8.0	0.155	2.3	LOS A	0.4	11.1	0.12	0.12	0.12	34.1
West: Sugarhouse Rd														
5	L2	182	3.8	202	3.8	0.149	0.6	LOS A	0.7	17.1	0.29	0.16	0.29	34.4
2	T1	213	3.5	237	3.5	0.125	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	40.0
12	R2	45	2.6	50	2.6	0.031	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	34.8
Approach		440	3.5	489	3.5	0.149	0.3	NA	0.7	17.1	0.12	0.07	0.12	36.9
All Vehicles		983	4.6	1092	4.6	0.740	6.6	NA	4.1	106.0	0.20	0.19	0.26	33.4

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101v [Sugarhouse Rd at Eddie Williams 2042 PM Peak (Site Folder: Sugarhouse at Eddie Williams)]

2042 Build PM
Alt. 2 - TWSC N/S
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: Eddie Williams Ave														
3	L2	62	1.9	66	1.9	0.213	11.5	LOS B	0.9	22.6	0.70	0.70	0.71	29.3
8	T1	24	0.0	26	0.0	0.073	5.1	LOS A	0.3	6.6	0.44	0.36	0.44	32.1
18	R2	10	11.1	11	11.1	0.073	1.5	LOS A	0.3	6.6	0.44	0.36	0.44	31.4
Approach		96	2.4	102	2.4	0.213	8.8	LOS A	0.9	22.6	0.61	0.58	0.61	30.2
East: Sugarhouse Rd														
1	L2	12	0.0	13	0.0	0.010	0.7	LOS A	0.0	1.0	0.31	0.15	0.31	35.6
6	T1	107	2.9	114	2.9	0.065	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	44.7
16	R2	5	0.0	5	0.0	0.065	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	41.7
Approach		124	2.5	132	2.5	0.065	0.1	NA	0.0	1.0	0.03	0.01	0.03	43.5
North: Eddie Williams Ave														
7	L2	3	0.0	3	0.0	0.008	6.2	LOS A	0.0	0.8	0.58	0.41	0.58	32.4
4	T1	23	10.0	24	10.0	0.072	7.2	LOS A	0.2	6.3	0.55	0.54	0.55	30.4
14	R2	91	1.3	97	1.3	0.059	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	35.7
Approach		117	3.0	124	3.0	0.072	1.6	LOS A	0.2	6.3	0.12	0.12	0.12	34.5
West: Sugarhouse Rd														
5	L2	90	2.5	96	2.5	0.067	0.4	LOS A	0.3	7.2	0.23	0.10	0.23	34.6
2	T1	144	1.1	153	1.1	0.079	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	40.0
12	R2	77	1.5	82	1.5	0.050	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	34.9
Approach		311	1.6	331	1.6	0.079	0.1	NA	0.3	7.2	0.07	0.03	0.07	37.0
All Vehicles		648	2.1	689	2.1	0.213	1.7	NA	0.9	22.6	0.15	0.12	0.15	36.3

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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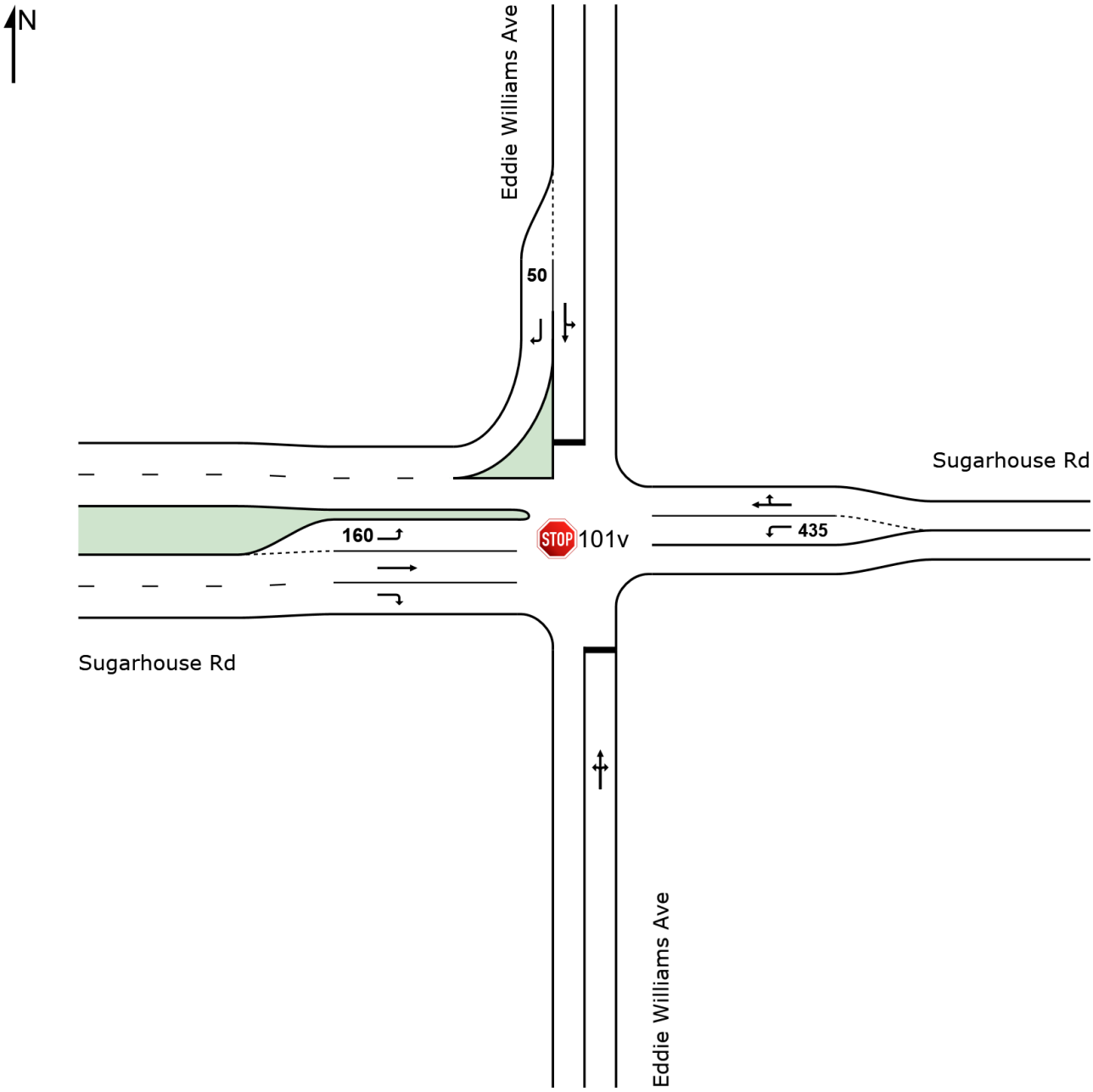
SITE LAYOUT

Site: 101v [Sugarhouse Rd at Eddie Williams 2042 AM Peak - Turn Lanes (Site Folder: Sugarhouse at Eddie Williams)]

2042 Build AM
Alt. 2 - TWSC N/S
No Turn Lanes on Eddie Williams
Site Category: (None)
Stop (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 101v [Sugarhouse Rd at Eddie Williams 2042 AM Peak - Turn Lanes (Site Folder: Sugarhouse at Eddie Williams)]

2042 Build AM
Alt. 2 - TWSC N/S
No Turn Lanes on Eddie Williams
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: Eddie Williams Ave														
3	L2	79	5.8	88	5.8	0.910	86.4	LOS F	7.5	194.6	0.95	1.40	2.63	16.0
8	T1	38	3.0	42	3.0	0.910	58.4	LOS F	7.5	194.6	0.95	1.40	2.63	16.0
18	R2	10	0.0	11	0.0	0.910	48.7	LOS E	7.5	194.6	0.95	1.40	2.63	16.2
Approach		127	4.5	141	4.5	0.910	75.0	LOS F	7.5	194.6	0.95	1.40	2.63	16.0
East: Sugarhouse Rd														
1	L2	13	0.0	14	0.0	0.012	0.9	LOS A	0.0	1.1	0.35	0.19	0.35	35.4
6	T1	135	2.6	150	2.6	0.087	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	44.5
16	R2	9	0.0	10	0.0	0.087	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	41.6
Approach		157	2.2	174	2.2	0.087	0.1	NA	0.0	1.1	0.03	0.02	0.03	43.4
North: Eddie Williams Ave														
7	L2	24	4.8	27	4.8	0.202	16.2	LOS C	0.7	19.5	0.75	0.76	0.78	28.3
4	T1	20	5.9	22	5.9	0.202	12.6	LOS B	0.7	19.5	0.75	0.76	0.78	28.0
14	R2	215	8.6	239	8.6	0.155	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	35.4
Approach		259	8.0	288	8.0	0.202	2.5	LOS A	0.7	19.5	0.13	0.13	0.13	34.0
West: Sugarhouse Rd														
5	L2	182	3.8	202	3.8	0.149	0.6	LOS A	0.7	17.1	0.29	0.16	0.29	34.3
2	T1	213	3.5	237	3.5	0.125	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	40.0
12	R2	45	2.6	50	2.6	0.031	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	34.8
Approach		440	3.5	489	3.5	0.149	0.3	NA	0.7	17.1	0.12	0.07	0.12	36.9
All Vehicles		983	4.6	1092	4.6	0.910	10.5	NA	7.5	194.6	0.21	0.25	0.43	31.6

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101v [Sugarhouse Rd at Eddie Williams 2042 PM Peak - Turn Lanes (Site Folder: Sugarhouse at Eddie Williams)]

2042 Build PM
Alt. 2 - TWSC N/S
No Turn Lanes on Eddie Williams
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: Eddie Williams Ave														
3	L2	62	1.9	66	1.9	0.285	12.9	LOS B	1.3	33.6	0.64	0.65	0.73	29.7
8	T1	24	0.0	26	0.0	0.285	6.5	LOS A	1.3	33.6	0.64	0.65	0.73	29.7
18	R2	10	11.1	11	11.1	0.285	2.5	LOS A	1.3	33.6	0.64	0.65	0.73	29.2
Approach		96	2.4	102	2.4	0.285	10.2	LOS B	1.3	33.6	0.64	0.65	0.73	29.7
East: Sugarhouse Rd														
1	L2	12	0.0	13	0.0	0.010	0.7	LOS A	0.0	1.0	0.31	0.15	0.31	35.5
6	T1	107	2.9	114	2.9	0.065	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	44.6
16	R2	5	0.0	5	0.0	0.065	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	41.7
Approach		124	2.5	132	2.5	0.065	0.1	NA	0.0	1.0	0.03	0.01	0.03	43.4
North: Eddie Williams Ave														
7	L2	3	0.0	3	0.0	0.080	6.7	LOS A	0.3	7.2	0.56	0.54	0.56	31.6
4	T1	23	10.0	24	10.0	0.080	7.2	LOS A	0.3	7.2	0.56	0.54	0.56	30.4
14	R2	91	1.3	97	1.3	0.059	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	35.7
Approach		117	3.0	124	3.0	0.080	1.6	LOS A	0.3	7.2	0.12	0.12	0.12	34.4
West: Sugarhouse Rd														
5	L2	90	2.5	96	2.5	0.067	0.4	LOS A	0.3	7.2	0.23	0.10	0.23	34.5
2	T1	144	1.1	153	1.1	0.079	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	40.0
12	R2	77	1.5	82	1.5	0.050	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	34.9
Approach		311	1.6	331	1.6	0.079	0.1	NA	0.3	7.2	0.07	0.03	0.07	36.9
All Vehicles		648	2.1	689	2.1	0.285	1.9	NA	1.3	33.6	0.15	0.13	0.17	36.2

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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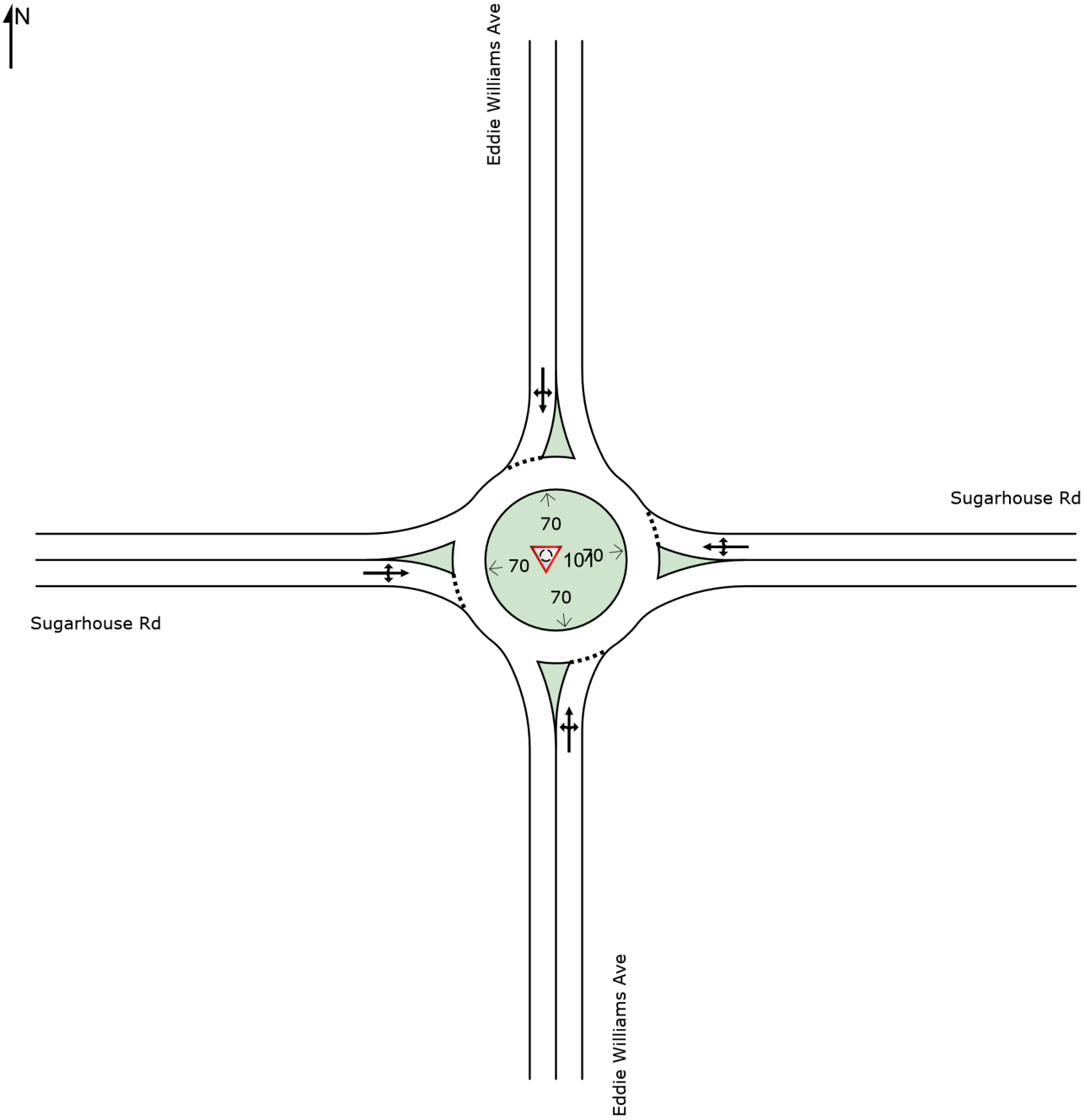
SITE LAYOUT

Site: 101 [Sugarhouse Rd at Eddie Williams 2042 AM Peak (Site Folder: Sugarhouse at Eddie Williams)]

2042 AM Peak
Alt. 3 - Roundabout
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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MOVEMENT SUMMARY

Site: 101 [Sugarhouse Rd at Eddie Williams 2042 AM Peak (Site Folder: Sugarhouse at Eddie Williams)]

2042 AM Peak
Alt. 3 - Roundabout
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: Eddie Williams Ave														
3	L2	79	5.8	88	5.8	0.182	3.4	LOS A	1.0	26.1	0.62	0.51	0.62	33.5
8	T1	38	3.0	42	3.0	0.182	3.2	LOS A	1.0	26.1	0.62	0.51	0.62	33.7
18	R2	10	0.0	11	0.0	0.182	3.1	LOS A	1.0	26.1	0.62	0.51	0.62	34.2
Approach		127	4.5	141	4.5	0.182	3.3	LOS A	1.0	26.1	0.62	0.51	0.62	33.6
East: Sugarhouse Rd														
1	L2	13	0.0	14	0.0	0.193	2.2	LOS A	1.1	26.9	0.53	0.40	0.53	36.6
6	T1	135	2.6	150	2.6	0.193	2.3	LOS A	1.1	26.9	0.53	0.40	0.53	36.6
16	R2	9	0.0	10	0.0	0.193	2.2	LOS A	1.1	26.9	0.53	0.40	0.53	35.8
Approach		157	2.2	174	2.2	0.193	2.3	LOS A	1.1	26.9	0.53	0.40	0.53	36.6
North: Eddie Williams Ave														
7	L2	24	4.8	27	4.8	0.319	2.0	LOS A	1.9	51.9	0.54	0.40	0.54	36.0
4	T1	20	5.9	22	5.9	0.319	2.1	LOS A	1.9	51.9	0.54	0.40	0.54	35.6
14	R2	215	8.6	239	8.6	0.319	2.2	LOS A	1.9	51.9	0.54	0.40	0.54	34.6
Approach		259	8.0	288	8.0	0.319	2.1	LOS A	1.9	51.9	0.54	0.40	0.54	34.8
West: Sugarhouse Rd														
5	L2	182	3.8	202	3.8	0.427	0.6	LOS A	3.3	84.4	0.33	0.16	0.33	35.1
2	T1	213	3.5	237	3.5	0.427	0.6	LOS A	3.3	84.4	0.33	0.16	0.33	36.1
12	R2	45	2.6	50	2.6	0.427	0.6	LOS A	3.3	84.4	0.33	0.16	0.33	34.4
Approach		440	3.5	489	3.5	0.427	0.6	LOS A	3.3	84.4	0.33	0.16	0.33	35.5
All Vehicles		983	4.6	1092	4.6	0.427	1.6	LOS A	3.3	84.4	0.45	0.31	0.45	35.2

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [Sugarhouse Rd at Eddie Williams 2042 PM Peak (Site Folder: Sugarhouse at Eddie Williams)]

2042 PM Peak
Alt. 3 - Roundabout
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: Eddie Williams Ave														
3	L2	62	1.9	66	1.9	0.104	1.5	LOS A	0.5	13.5	0.43	0.28	0.43	34.4
8	T1	24	0.0	26	0.0	0.104	1.4	LOS A	0.5	13.5	0.43	0.28	0.43	34.5
18	R2	10	11.1	11	11.1	0.104	1.8	LOS A	0.5	13.5	0.43	0.28	0.43	33.4
Approach		96	2.4	102	2.4	0.104	1.5	LOS A	0.5	13.5	0.43	0.28	0.43	34.3
East: Sugarhouse Rd														
1	L2	12	0.0	13	0.0	0.127	1.1	LOS A	0.7	16.8	0.38	0.23	0.38	37.1
6	T1	107	2.9	114	2.9	0.127	1.2	LOS A	0.7	16.8	0.38	0.23	0.38	37.1
16	R2	5	0.0	5	0.0	0.127	1.1	LOS A	0.7	16.8	0.38	0.23	0.38	36.2
Approach		124	2.5	132	2.5	0.127	1.2	LOS A	0.7	16.8	0.38	0.23	0.38	37.0
North: Eddie Williams Ave														
7	L2	3	0.0	3	0.0	0.122	1.1	LOS A	0.6	16.2	0.39	0.24	0.39	37.4
4	T1	23	10.0	24	10.0	0.122	1.4	LOS A	0.6	16.2	0.39	0.24	0.39	36.0
14	R2	91	1.3	97	1.3	0.122	1.2	LOS A	0.6	16.2	0.39	0.24	0.39	35.3
Approach		117	3.0	124	3.0	0.122	1.2	LOS A	0.6	16.2	0.39	0.24	0.39	35.5
West: Sugarhouse Rd														
5	L2	90	2.5	96	2.5	0.275	0.3	LOS A	1.7	43.4	0.21	0.08	0.21	35.7
2	T1	144	1.1	153	1.1	0.275	0.3	LOS A	1.7	43.4	0.21	0.08	0.21	37.1
12	R2	77	1.5	82	1.5	0.275	0.3	LOS A	1.7	43.4	0.21	0.08	0.21	35.0
Approach		311	1.6	331	1.6	0.275	0.3	LOS A	1.7	43.4	0.21	0.08	0.21	36.2
All Vehicles		648	2.1	689	2.1	0.275	0.8	LOS A	1.7	43.4	0.31	0.17	0.31	35.9

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Appendix E

V. Alternative Collision Diagrams / Safety Analysis

a. LA 1 (3rd Street) at Sugarhouse Road Extension

Conflict Point Comparison

In order to help visualize the effects of the alternatives at the proposed intersection of LA 1 (3rd Street) at Sugarhouse Road Extension, the alternatives were overlaid on top of an aerial and the conflict points were compared. These maps are shown in **Figure E-14**. The results of the conflict points comparison are shown in **Table E-4**.

Table E-4: LA 1 (3rd St) at Sugarhouse Road Extension Alternatives Conflict Point Comparison

Scenario	Diverging Conflict Points	Merging Conflict Points	Crossing Conflict Points	Total
No Build	0	0	0	0
Alt. 1 (TWSC)	6	6	6	18
Alt. 2 (RAB)	4	4	0	8

FIGURE E-14A
SUGARHOUSE ROAD EXTENSION
SUGARHOUSE ROAD EXTENSION AT LA 1 (3RD STREET)
ALTERNATIVE 1 (TWSC) CONFLICT POINTS

ALEXANDRIA, LA

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Solutions you can build upon

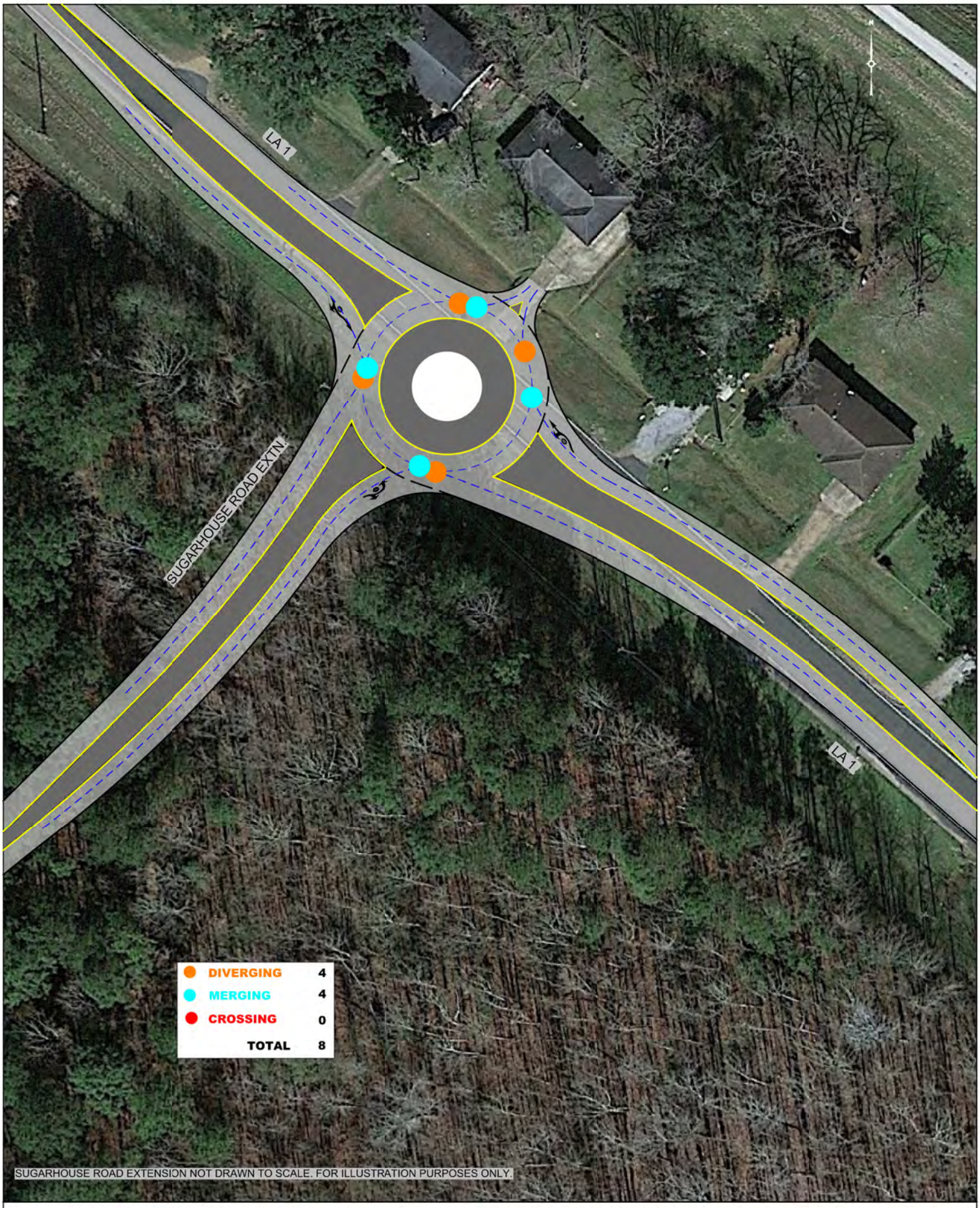

FIGURE E-14B
SUGARHOUSE ROAD EXTENSION
SUGARHOUSE ROAD EXTENSION AT LA 1 (3RD STREET)
ALTERNATIVE 2 (RAB) CONFLICT POINTS

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Alternative Collision Diagrams

Since this is a proposed intersection, there is no crash history available for a safety comparison of the alternatives. As part of the existing safety analysis, segment crashes along LA 1 were analyzed. However, none of these crashes occurred at the proposed intersection location. The segment crashes are shown in **Figure E-15**.

Crash Type	Existing # of Crashes
Non-collision	2
Sideswipe (SD)	3
Total	**5**

FIGURE E-15
SUGARHOUSE RD EXTENSION
LA 1 SEGMENT
CONTROL SECTION: 052-08
SUGARHOUSE ROAD AT LA 1 (3RD ST) SAFETY ANALYSIS

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Appendix E

V. Alternative Collision Diagrams / Safety Analysis

b. Sugarhouse Road at Lincoln Road

Conflict Point Comparison

In order to help visualize the effects of the alternatives at the intersection of Sugarhouse Road at Lincoln Road, the alternatives were overlaid on top of an aerial and the conflict points were compared. These maps are shown in **Figure E-16**. The results of the conflict points comparison is shown in **Table E-5**.

Table E-5: Sugarhouse Road at Lincoln Road Alternatives Conflict Point Comparison

Scenario	Diverging Conflict Points	Merging Conflict Points	Crossing Conflict Points	Total
No Build (TWSC)	3	3	3	9
Alt. 1 (TWSC)	3	3	3	9
Alt. 2 (RAB)	3	3	0	6

Alternative Collision Diagrams

No crashes occurred at this intersection between 2018 and 2020. Therefore, there were no existing crashes that were correctable with the proposed alternatives.

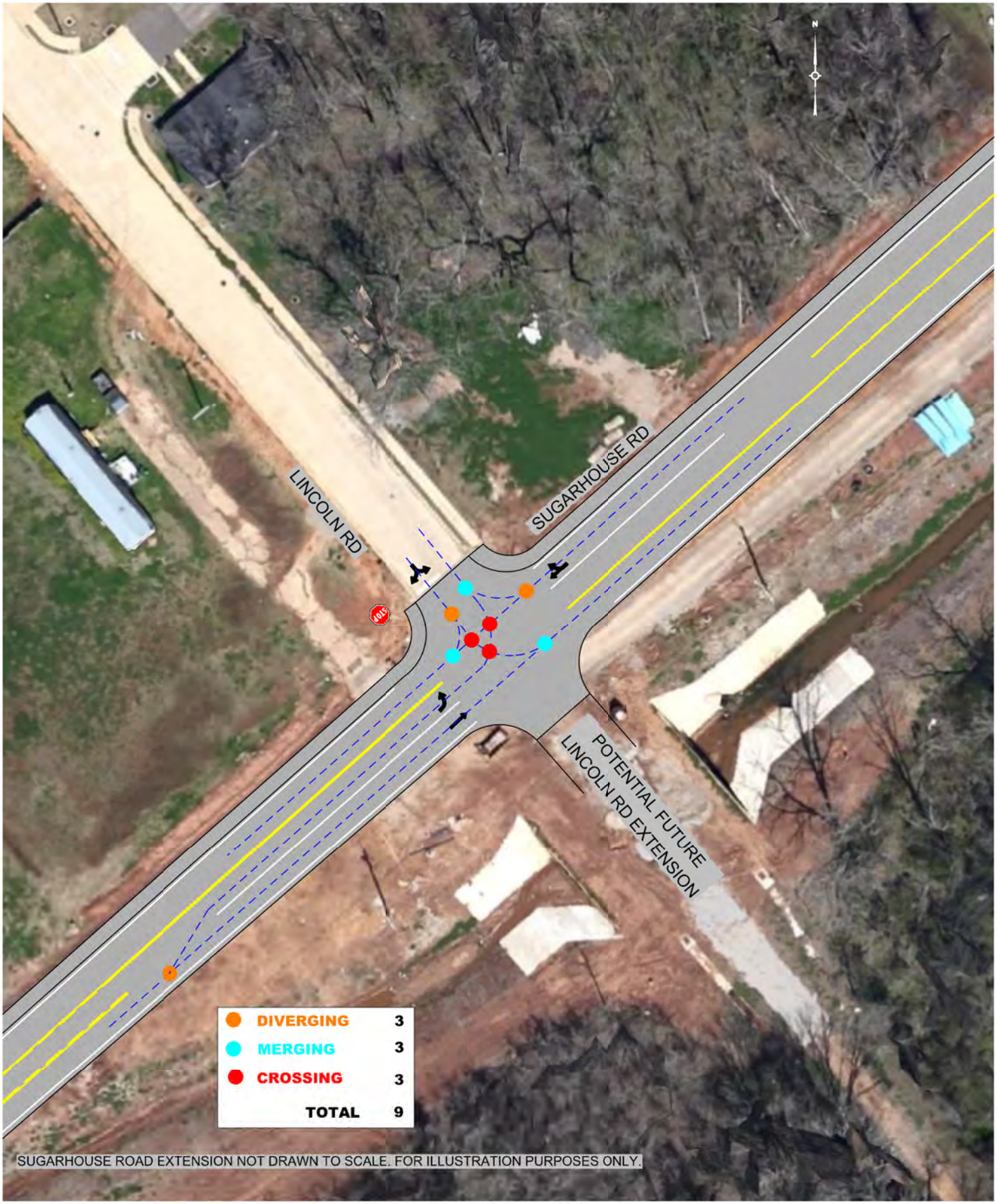

FIGURE E-16A
SUGARHOUSE ROAD EXTENSION
SUGARHOUSE ROAD AT LINCOLN ROAD
NO BUILD CONFLICT POINTS

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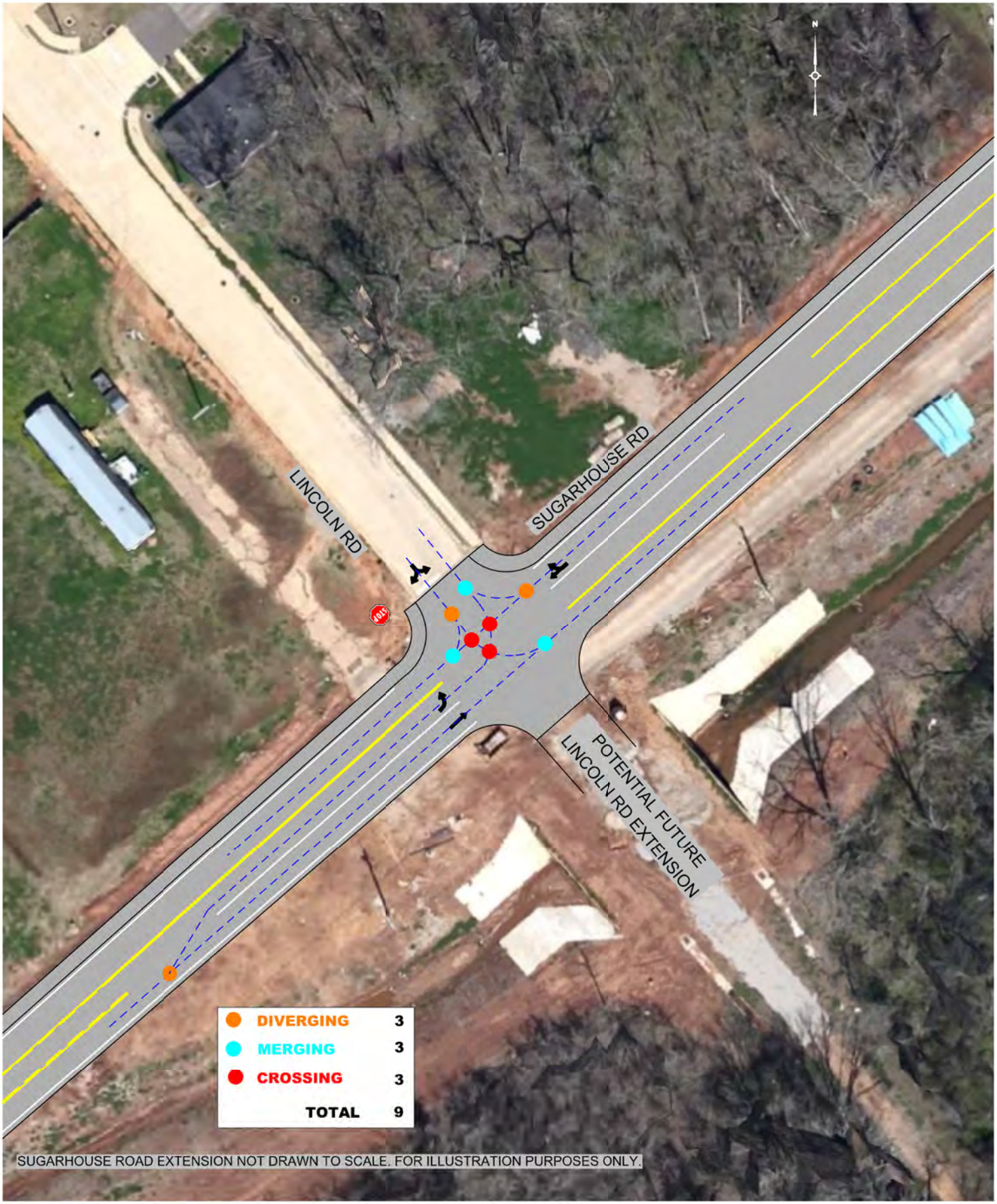

FIGURE E-16B
SUGARHOUSE ROAD EXTENSION
SUGARHOUSE ROAD AT LINCOLN ROAD
ALTERNATIVE 1 (TWSC) CONFLICT POINTS

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FIGURE E-16C
SUGARHOUSE ROAD EXTENSION
SUGARHOUSE ROAD AT LINCOLN ROAD
ALTERNATIVE 2 (RAB) CONFLICT POINTS

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V. Alternative Collision Diagrams / Safety Analysis

c. Sugarhouse Road at Eddie Williams Avenue

Conflict Point Comparison

In order to help visualize the effects of the alternatives at the intersection of Sugarhouse Road at Eddie Williams Avenue, the alternatives were overlaid on top of an aerial and the conflict points were compared. These maps are shown in **Figure E-17**. The results of the conflict points comparison are shown in **Table E-6**.

Table E-6: Sugarhouse Road at Eddie Williams Avenue Alternatives Conflict Point Comparison

Scenario	Diverging Conflict Points	Merging Conflict Points	Crossing Conflict Points	Total
No Build	7	7	16	30
Alt. 1 (TWSC E/W) Base Layout	7	7	16	30
Alt. 1 (TWSC E/W) Modified Layout	8	8	16	32
Alt. 2 (TWSC N/S) Base Layout	7	7	16	30
Alt. 2 (TWSC N/S) Modified Layout	7	7	16	30
Alt. 3 (RAB)	4	4	0	8

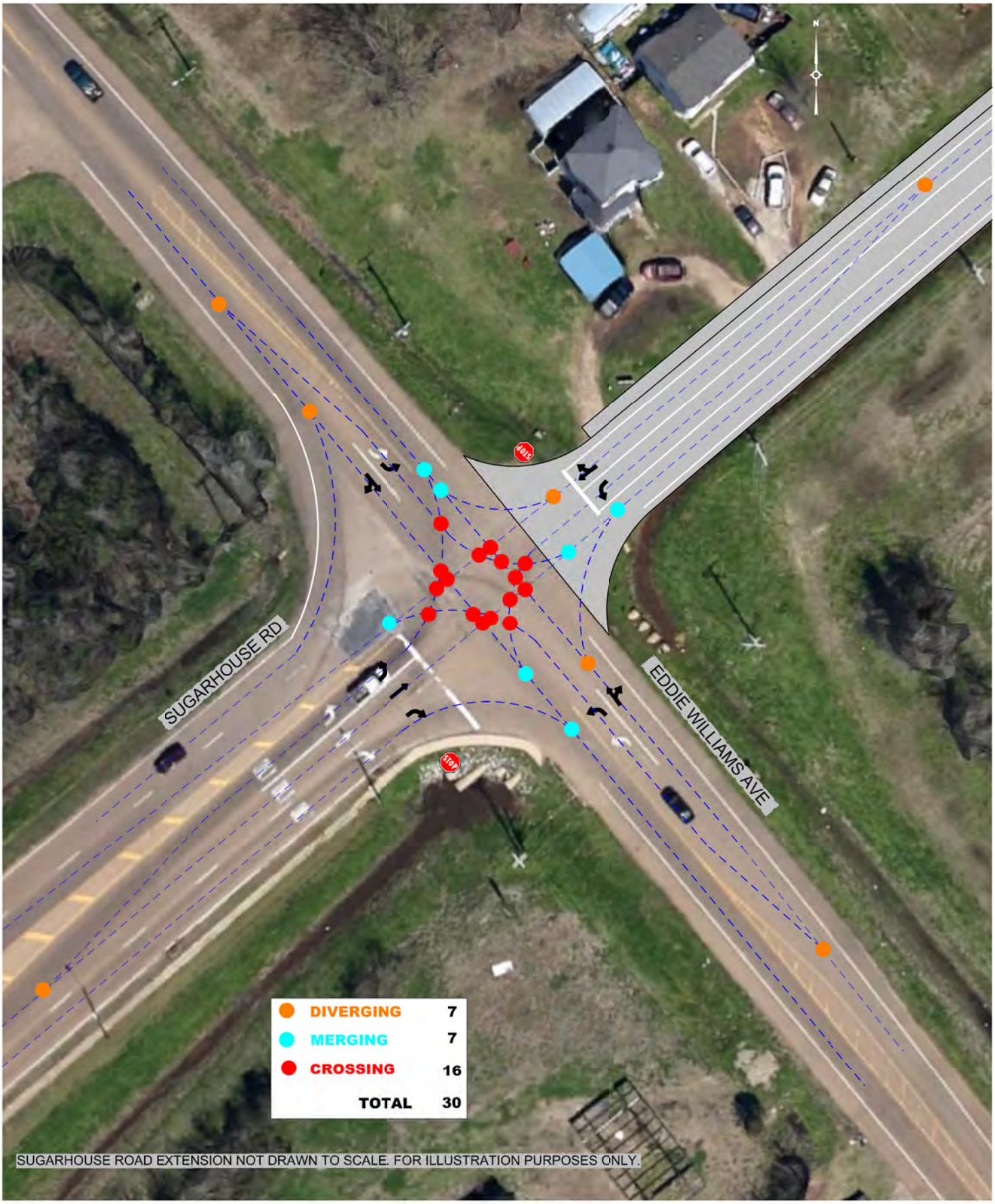

FIGURE E-17A
SUGARHOUSE ROAD EXTENSION
SUGARHOUSE ROAD AT EDDIE WILLIAMS AVENUE
NO BUILD CONFLICT POINTS

ALEXANDRIA, LA

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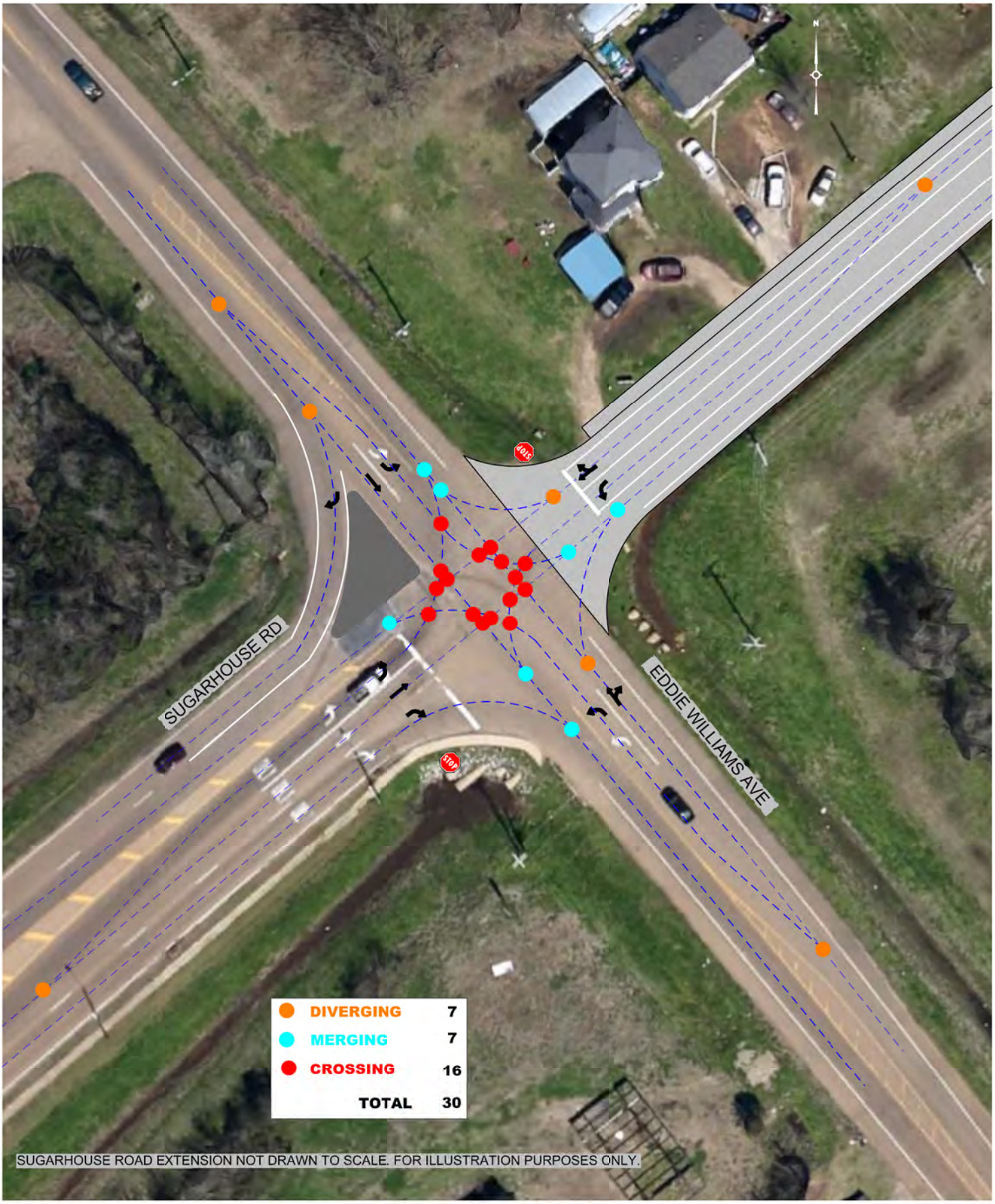


FIGURE E-17B
SUGARHOUSE ROAD EXTENSION
SUGARHOUSE ROAD AT EDDIE WILLIAMS AVENUE
ALTERNATIVE 1 (TWSC E/W) BASE LAYOUT CONFLICT POINTS

ALEXANDRIA, LA

NEEL-SCHAFFER
Solutions you can build upon

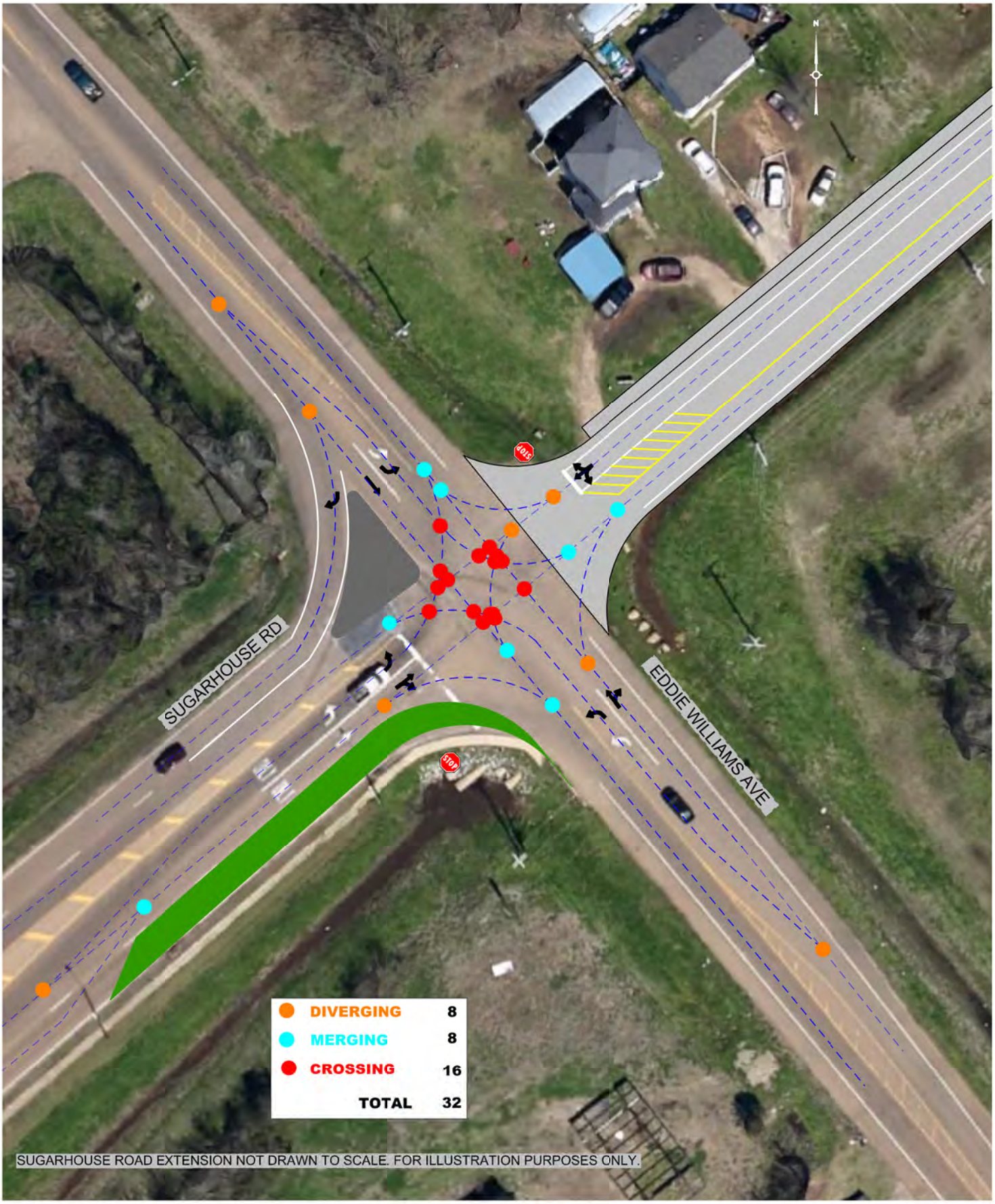


FIGURE E-17C
SUGARHOUSE ROAD EXTENSION
SUGARHOUSE ROAD AT EDDIE WILLIAMS AVENUE
ALTERNATIVE 1 (TWSC E/W) MODIFIED LAYOUT CONFLICT POINTS

ALEXANDRIA, LA

NEEL-SCHAFFER
Solutions you can build upon

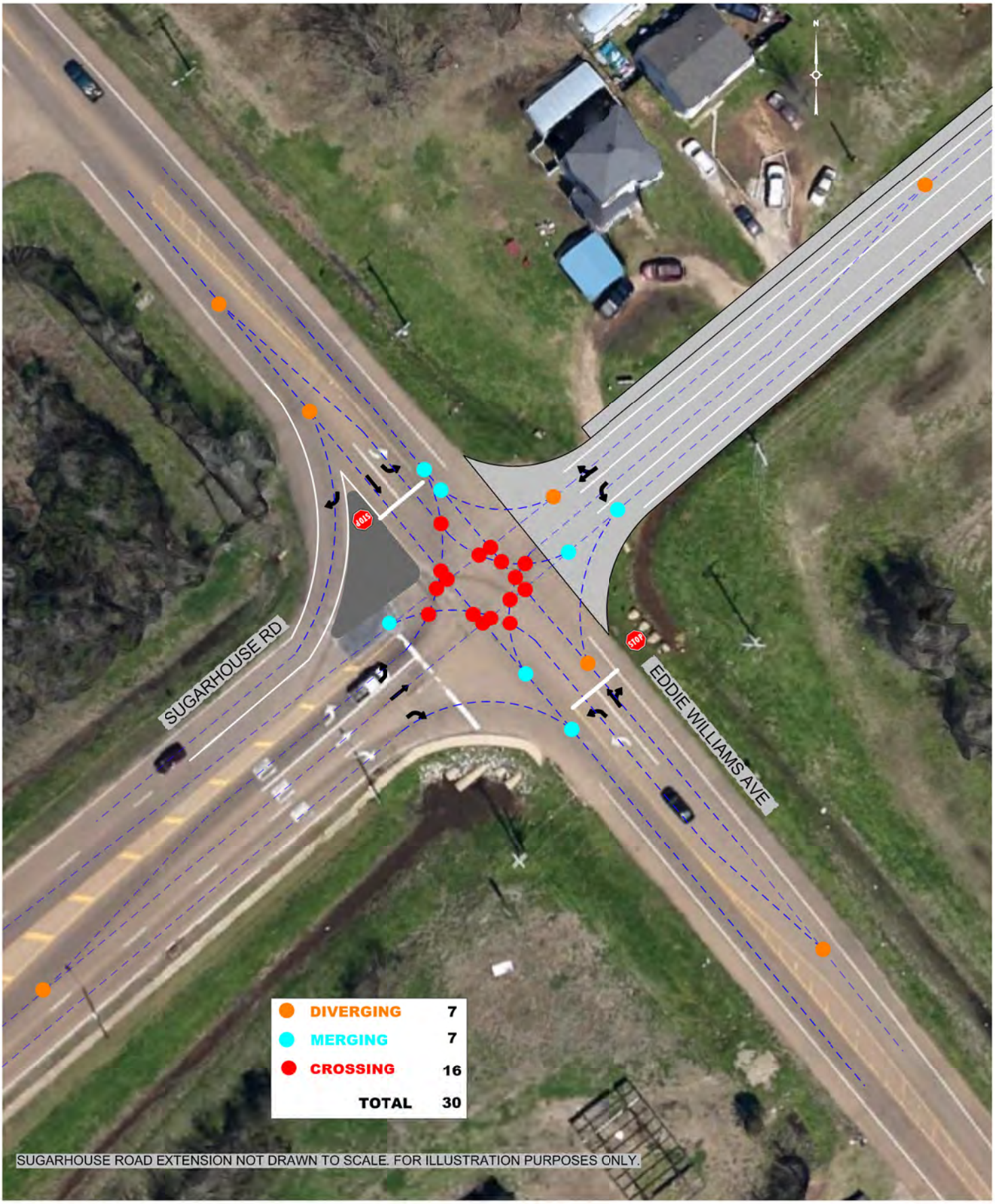


FIGURE E-17D
SUGARHOUSE ROAD EXTENSION
SUGARHOUSE ROAD AT EDDIE WILLIAMS AVENUE
ALTERNATIVE 2 (TWSC N/S) BASE LAYOUT CONFLICT POINTS

ALEXANDRIA, LA

NEEL-SCHAFFER
Solutions you can build upon

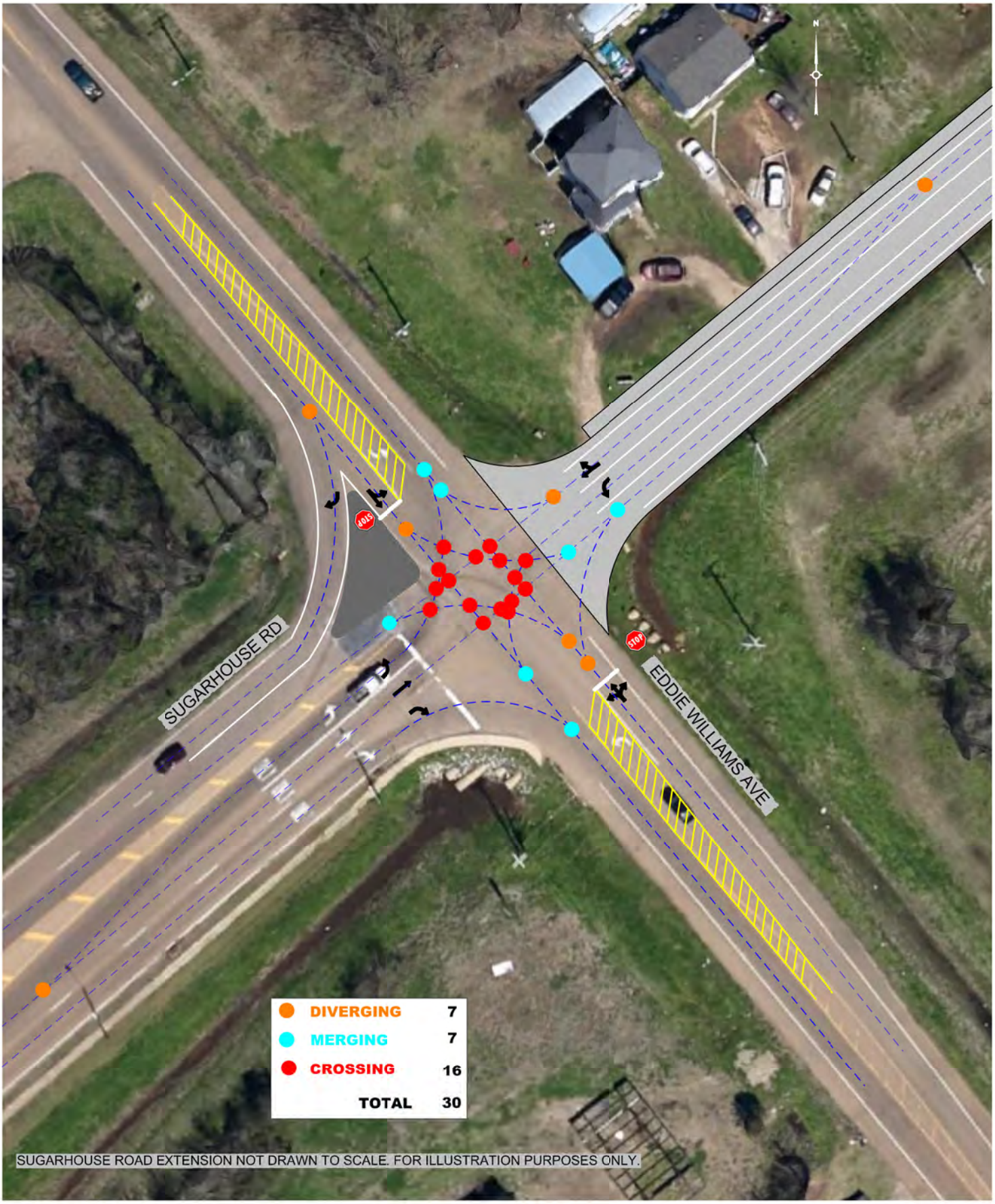


FIGURE E-17E
SUGARHOUSE ROAD EXTENSION
SUGARHOUSE ROAD AT EDDIE WILLIAMS AVENUE
ALTERNATIVE 2 (TWSC N/S) MODIFIED LAYOUT CONFLICT POINTS

ALEXANDRIA, LA

NEEL-SCHAFFER
Solutions you can build upon

SUGARHOUSE ROAD EXTENSION NOT DRAWN TO SCALE. FOR ILLUSTRATION PURPOSES ONLY.

FIGURE E-17F
SUGARHOUSE ROAD EXTENSION
SUGARHOUSE ROAD AT EDDIE WILLIAMS AVENUE
ALTERNATIVE 3 (RAB) CONFLICT POINTS

ALEXANDRIA, LA

NEEL-SCHAFFER
Solutions you can build upon

Alternative Collision Diagrams

During the existing safety analysis, crashes for the intersection of Sugarhouse Road at Eddie Williams Avenue were analyzed from January 1, 2018 to December 31, 2020. During that three year period, thirteen (13) crashes occurred at this intersection. CAT Scan analyses were performed at right-angle crashes were flagged as a crash type of concern. The existing safety analysis was detailed in **Appendix C**. The crashes were overlaid on top of the Alternatives to see if the proposed project would prevent or discourage some of the 2018-2020 crashes.

Safety Analysis Summary

Alternative 1 (Two Way Stop Control East/West) and Alternative 2 (Two Way Stop Control North/South) are anticipated to have the same number of crossing points as existing conditions. Alternative 2 (TWSC N/S) Modified Layout will have an increase in total conflict points, but this increase will be 2 additional merging and diverging points which are generally associated with less sever crash types.

Alternative 3 (Roundabout) is expected to remove all the crossing conflict points from this intersection which would eliminate the right-angle crashes. However, other crash types can be expected to become more common with this alternative. While other crash types can be expected to increase with this alternative, the crashes associated with merging and diverging conflict points are generally less severe than crash types that occur at crossing conflict points. In addition, Alternative 3 (Roundabout) has a crash modification factor of 0.56 based on CMF ID: 227 Convert Intersection with Minor-Road Stop Control to Modern Roundabout. This alternative may reduce crashes to 7 expected total crashes over three years. These alternative safety analyses are shown in **Figure E-18**.

Crash Type	Existing # of Crashes	Crashes correctable by Alternative?
Non-collision	1	No
Sideswipe (SD)	1	No
Right Angle	9	No
Rear End	2	No
Total	**13**	

FIGURE E-18A
SUGARHOUSE ROAD EXTENSION
SUGARHOUSE ROAD AT EDDIE WILLIAMS AVENUE
ALTERNATIVE 1 (TWSC E/W) BASE LAYOUT SAFETY ANALYSIS

ALEXANDRIA, LA

NEEL-SCHAFFER
Solutions you can build upon

Crash Type	Existing # of Crashes	Crashes correctable by Alternative?
Non-collision	1	No
Sideswipe (SD)	1	No
Right Angle	9	No
Rear End	2	No
Total	**13**	

FIGURE E-18B
SUGARHOUSE ROAD EXTENSION
SUGARHOUSE ROAD AT EDDIE WILLIAMS AVENUE
ALTERNATIVE 1 (TWSC E/W) MODIFIED LAYOUT SAFETY ANALYSIS

ALEXANDRIA, LA

NEEL-SCHAFFER
Solutions you can build upon

Crash Type	Existing # of Crashes	Crashes correctable by Alternative?
Non-collision	1	No
Sideswipe (SD)	1	No
Right Angle	9	No
Rear End	2	No
Total	**13**	

FIGURE E-18C
SUGARHOUSE ROAD EXTENSION
SUGARHOUSE ROAD AT EDDIE WILLIAMS AVENUE
ALTERNATIVE 2 (TWSC N/S) BASE LAYOUT SAFETY ANALYSIS

ALEXANDRIA, LA

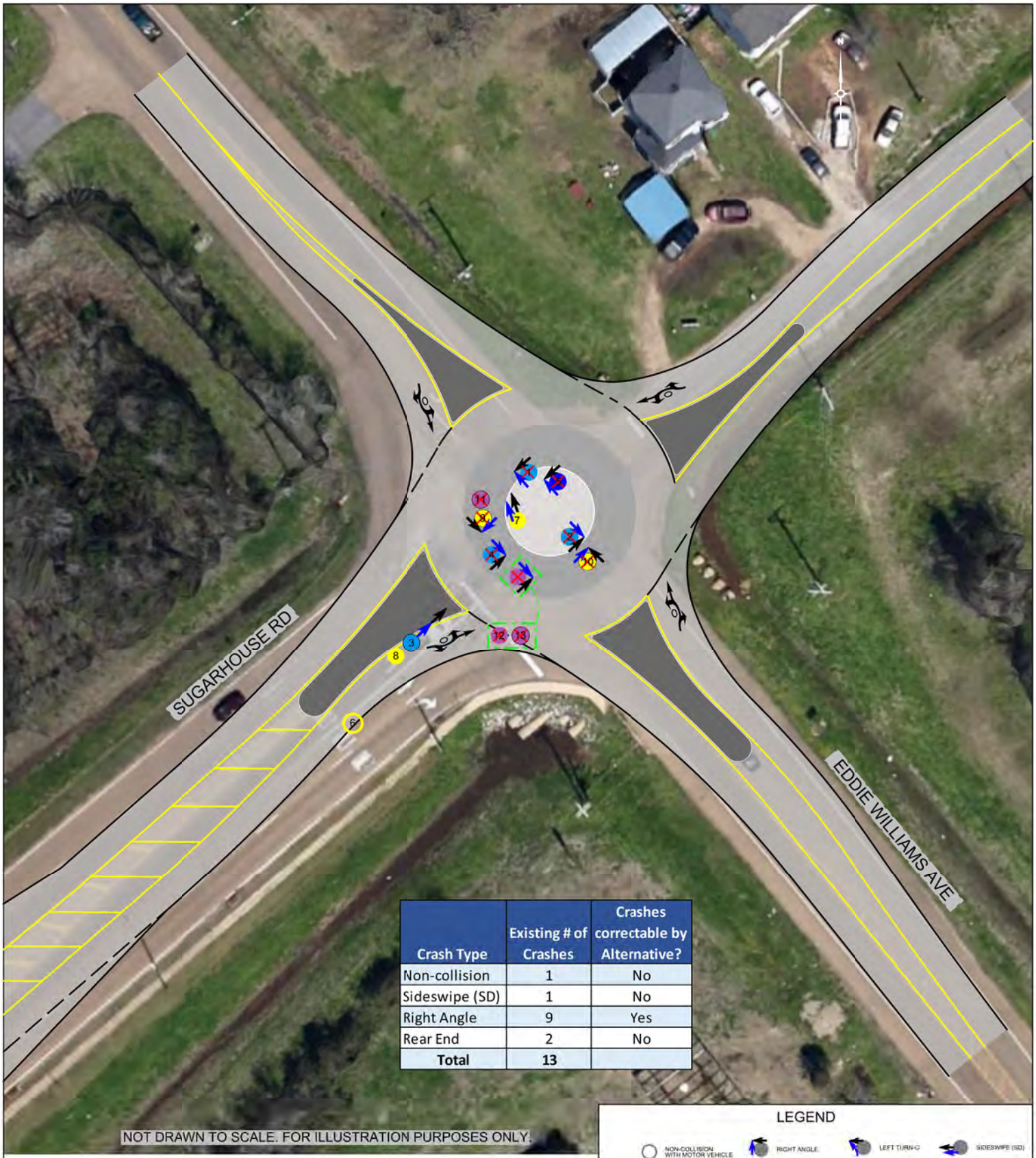
NEEL-SCHAFFER
Solutions you can build upon

Crash Type	Existing # of Crashes	Crashes correctable by Alternative?
Non-collision	1	No
Sideswipe (SD)	1	No
Right Angle	9	No
Rear End	2	No
Total	**13**	

FIGURE E-18D
SUGARHOUSE ROAD EXTENSION
SUGARHOUSE ROAD AT EDDIE WILLIAMS AVENUE
ALTERNATIVE 2 (TWSC N/S) MODIFIED LAYOUT SAFETY ANALYSIS

ALEXANDRIA, LA

NEEL-SCHAFFER
Solutions you can build upon



Crash Type	Existing # of Crashes	Crashes correctable by Alternative?
Non-collision	1	No
Sideswipe (SD)	1	No
Right Angle	9	Yes
Rear End	2	No
Total	**13**	

FIGURE E-18E
SUGARHOUSE ROAD EXTENSION
SUGARHOUSE ROAD AT EDDIE WILLIAMS AVENUE
ALTERNATIVE 3 (RAB) SAFETY ANALYSIS

ALEXANDRIA, LA

NEEL-SCHAFFER
Solutions you can build upon

Appendix E

VI. Critical Geometry

Turn lane required storage lengths for the study intersections were determined based on the 95th percentile queue lengths in the 2042 Build SIDRA results. The following tables document the required minimum full length storage and the taper length for each turn lane.

The required minimum full length storage for each turn lane was determined using the 95th percentile turn lane queues for 2042 Alternative analyses, roadway speeds, turn lane widths, and deceleration and taper lengths as described in LaDOTD's Typical Turn Lane Design revised February 2020.

Starving turn lanes were not an issue with any of the Alternatives. Therefore, the minimum full length storage lanes are the same as the desired full length storage lanes. During conceptual design, the required full storage turn lanes will be important information.

Table E-7 provides storage lengths based on 2042 95th percentile queue results for Sugarhouse Road at Eddie Williams Avenue for Design Year Alternatives 1 and 2. Alternative 3 does not have any turn lanes.

It should be noted that the westbound approach on Sugarhouse Road is striped to a 3-lane section, so no storage was recommended for the westbound left turn lane.

Table E-7: Sugarhouse Road at Eddie Williams Avenue Turn Lane Requirements

Turn Lane	Posted Speed (mph)	Design Year Alt. 1 Base Layout			Design Year Alt. 1 Modified Layout			Design Year Alt. 2 Base Layout			Design Year Alt. 2 Modified Layout		
		Full Storage[1]		Taper[4]	Full Storage[1]		Taper[4]	Full Storage[1]		Taper[4]	Full Storage[1]		Taper[4]
		Maximum Queue	Required Min. Full Storage for Turn Lanes		Maximum Queue	Required Min. Full Storage for Turn Lanes		Maximum Queue	Required Min. Full Storage for Turn Lanes		Maximum Queue	Required Min. Full Storage for Turn Lanes	
EB Left	40[2]	91’	272’	88’	91’	272’	88’	17’	227’[3]	88’	17’	227’[3]	88’
NB Left	40[2]	7’	227’[3]	88’	7’	227’[3]	88’	106’	287’	88’	No Turn Lane		
SB Left	40[2]	2’	227’[3]	88’	2’	227’[3]	88’	11’	227’[3]	88’	No Turn Lane		

[1]Required minimum storage and desired turn lane length based on 95th percentile queues in 2042 plus required deceleration length.
[2]Speed Source – Existing Speed Limit
[3]Based on Minimum Storage Length of 50 ft for posted speed limits less than 45 mph (95th Percentile Queues were less than 50’)
[4]Taper based on 11’ lanes at an 8:1 taper

Alternative 1 (TWSC) for the intersection of Sugarhouse Road at Lincoln Road has left turn lanes on Sugarhouse Road. However, this alternative has Sugarhouse Road striped as a three-lane section. Therefore, specified turn lane lengths are not required. Alternative 2 (RAB) for the intersection of Sugarhouse Road at Lincoln Road does not have any recommended turn lanes.

Both Alternative 1 (TWSC) and Alternative 2 (RAB) for the intersection of Sugarhouse Road Extn. at LA 1 (3rd Street) do not have recommended turn lanes.

Figure E-19 shows the Critical Geometry Layout for the entire Sugarhouse Road Extension with insets for the intersection alternatives.

It should be noted that the required intersection critical geometry will be included in the project Design Report upon approval of recommended alternatives.

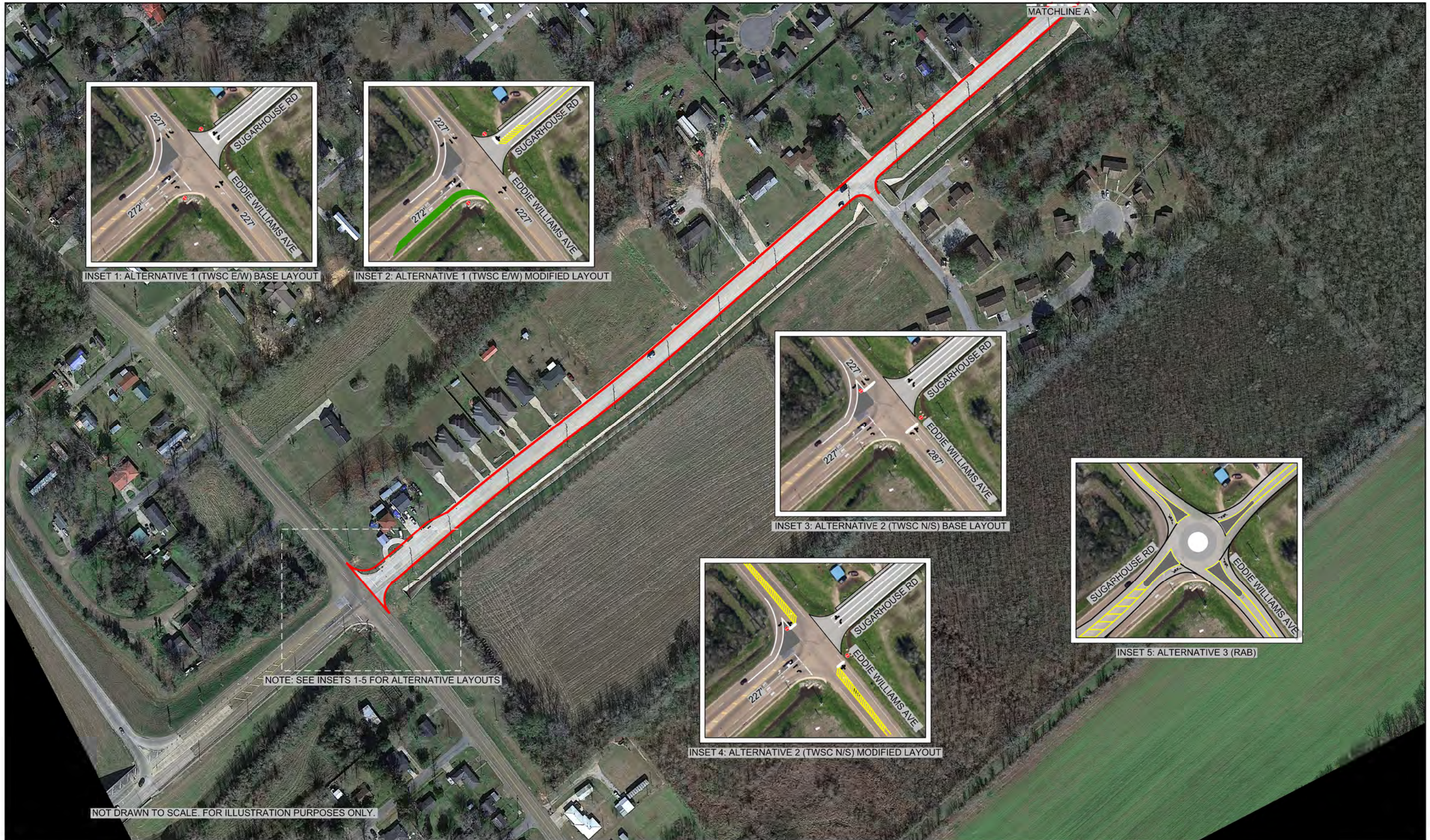


FIGURE E-19A
SUGARHOUSE ROAD EXTENSION
CRITICAL GEOMETRY LAYOUT

ALEXANDRIA, LA

NEEL-SCHAFFER
Solutions you can build upon

FIGURE E-19B
SUGARHOUSE ROAD EXTENSION
CRITICAL GEOMETRY LAYOUT

ALEXANDRIA, LA

NEEL-SCHAFFER
Solutions you can build upon

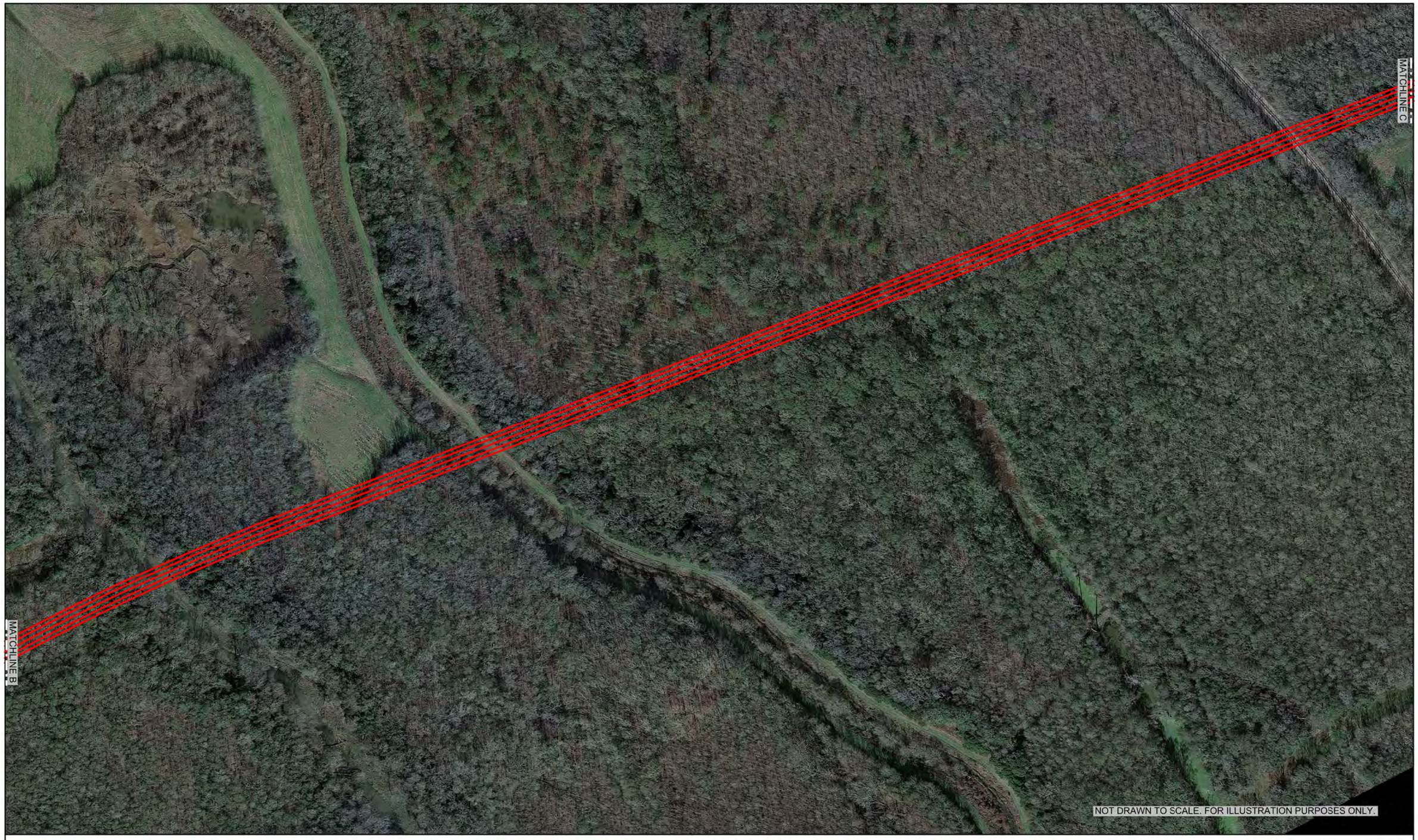


FIGURE E-19C
SUGARHOUSE ROAD EXTENSION
CRITICAL GEOMETRY LAYOUT

ALEXANDRIA, LA

NEEL-SCHAFFER
Solutions you can build upon

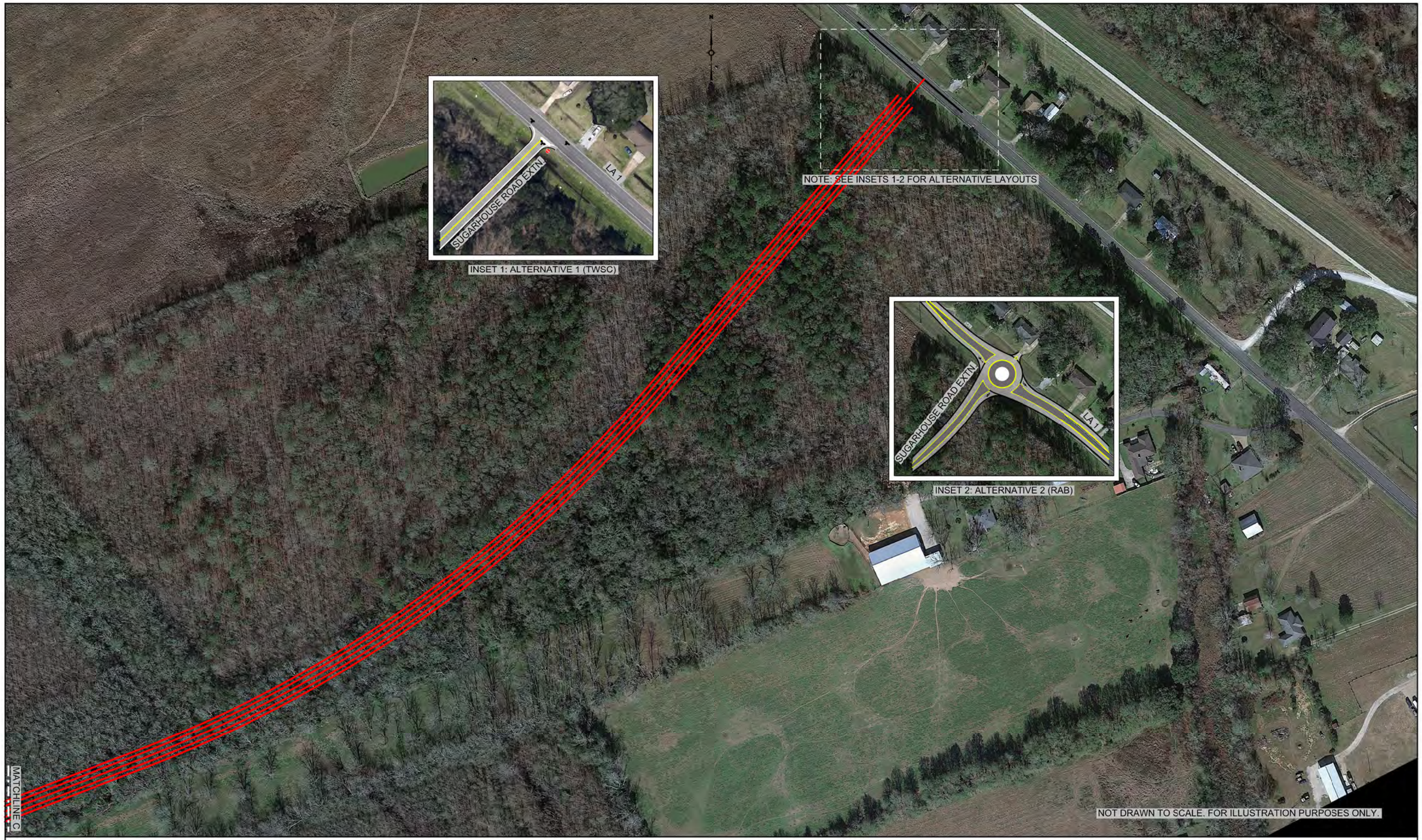


FIGURE E-19D
SUGARHOUSE ROAD EXTENSION
CRITICAL GEOMETRY LAYOUT

ALEXANDRIA, LA

NEEL-SCHAFFER
Solutions you can build upon

Appendix E

VII. Design Guideline Report

The Design Guideline Report is to be included in the project Design Report

Appendix E

VIII. Comparative Evaluation Matrix

LA 1 (3rd Street) at Sugarhouse Road Extension
Comparative Evaluation Matrix

	Traffic Operations	Safety	Construction Cost	Right of Way Impacts	Utility Relocations
Weight Factor	35	35	10	10	10
Existing Issue	No Existing Issue	No Existing Issue			
Weighting Category	Critical movement delays	Conflict Points	Phasing constructability and cost of phases	Rural area with minimal impacts are weighted lower	Impacts at critical intersections significant to this project
Rank					
1	Delays greater than 35 seconds	Greater than 18 conflict points total or greater than 6 crossing conflict points	Unable to be phased, or phases cost more than $2 million	Taking of historic areas	All of gas, water, electric, and drainage
2				Total taking of commercial or residential building	Three of gas, water, electric, or drainage
3	Delays greater than 10 seconds but less than 35 seconds	Typical conflict points on 2 closely spaced t-intersections: 6 crossing, 6 merging, 6 divering, 18 total	Able to be phased and most phases are less than $1 million, but not over $2 million	Partial taking of commercial or residential ROW	Two of gas, water, electric, or drainage
4				Taking ROW without building or structure impacts	One of gas, water, electric, or drainage
5	Delays less than 10 seconds	Less than 18 conflict points total or less than 6 crossing conflict points	Able to be phased and all phases less than $1 million	No ROW taken	None of gas, water, electric, or drainage

LA 1 (3rd Street) at Sugarhouse Road
Comparative Evaluation Matrix

		Alt. 1 (TWSC)		Alt. 2 (RAB)	
Category	Weight	Rating	Score (Rate x Weight)	Rating	Score (Rate x Weight)
Traffic Operations	**35**	5	175	5	175
Safety	**35**	3	105	5	175
Construction Cost	**10**	5	50	3	30
Right of Way Impacts	**10**	4	40	4	40
Utility Relocation	**10**	4	40	4	40
Total Score (Highest=Best)			**410**		**460**

Notes:
For the Safety Category, Alt. 2 has fewer conflict points that Alt. 1
Construction Cost, Alt. 1 significantly less than Alt. 2. Alt. 2 is expected to be under $2 Mill.
ROW, Alt. 2 might need a little more ROW than Alt. 1. However, since this is a new intersection and ROW is required anyway, any additional ROW is not anticipated to make a large impact.
Utility Relocation, power lines run along west side of LA 1. Unsure of other utility locations

Sugarhouse Road at Lincoln Road
Comparative Evaluation Matrix

	Traffic Operations	**Safety**	**Construction Cost**	**Right of Way Impacts**	**Utility Relocations**
Weight Factor	35	35	10	10	10
Existing Issue	No Existing Issue	No Existing Issue			
Weighting Category	Critical movement delays	Conflict Points	Phasing constructability and cost of phases	Rural area with minimal impacts are weighted lower	Impacts at critical intersections significant to this project
Rank					
1	Worse than No Build	Greater than 9 total conflict points or greater than 3 crossing conflict points	Unable to be phased, or phases cost more than $2 million	Taking of historic areas	All of gas, water, electric, and drainage
2				Total taking of commercial or residential building	Three of gas, water, electric, or drainage
3	Equal to No Build - within +/- 1 second of delay	Typical conflict points on t-intersections: 3 crossing, 3 merging, 3 divering, 9 total	Able to be phased and most phases are less than $1 million, but not over $2 million	Partial taking of commercial or residential ROW	Two of gas, water, electric, or drainage
4				Taking ROW without building or structure impacts	One of gas, water, electric, or drainage
5	Better than No Build	Less than 9 total conflict points or less than 3 crossing conflict points	Able to be phased and all phases less than $1 million	No ROW taken	None of gas, water, electric, or drainage

Sugarhouse Road at Lincoln Road
Comparative Evaluation Matrix

		Alt. 1 (TWSC)		Alt. 2 (RAB)	
Category	Weight	Rating	Score (Rate x Weight)	Rating	Score (Rate x Weight)
Traffic Operations	**35**	3	105	3	105
Safety	**35**	3	105	5	175
Construction Cost	**10**	5	50	3	30
Right of Way Impacts	**10**	5	50	4	40
Utility Relocation	**10**	5	50	2	20
Total Score (Highest=Best)			**360**		**370**

Notes:
Delays are not improved in either alternative over the No Build results. All delays are minimal.
Construction Cost, Alt. 1 significantly less than Alt. 2. Alt. 2 is expected to be under $2 Mill.
ROW, Alt. 2 might need a little more ROW than Alt. 1.

Utility Relocation, power lines run along south side of Sugarhouse. Fire hydrants in the NW and SE quadrants indicating water lines. Gas line markers in NE and SE quadrants. Large drainage ditch along south side of Sugarhouse.

Sugarhouse Road at Eddie Williams Avenue
Comparative Evaluation Matrix

	Traffic Operations	**Safety**		**Construction Cost**	**Right of Way Impacts**	**Utility Relocations**
Weight Factor	35	20	15	10	10	10
Existing Issue	No Existing Issue	Right Angle Crashes				
Weighting Category	Intersection and critical movement delays	Flagged Crashes	Conflict Points	Phasing constructability and cost of phases	Rural area with minimal impacts are weighted lower	Impacts at critical intersections significant to this project
Rank						
1	Worse than No Build	Right angle conflicts are not addressed	Greater than 30 total conflict points or greater than 16 crossing conflict points	Unable to be phased, or phases cost more than $2 million	Taking of historic areas	All of gas, water, electric, and drainage
2					Total taking of commercial or residential building	Three of gas, water, electric, or drainage
3	Equal to No Build - within +/- 1 second of delay		Typical conflict points on 4-legged intersection: 16 crossing, 7 merging, 7 diverging, 30 total	Able to be phased and most phases are less than $1 million, but not over $2 million	Partial taking of commercial or residential ROW	Two of gas, water, electric, or drainage
4					Taking ROW without building or structure impacts	One of gas, water, electric, or drainage
5	Better than No Build	Right angle conflicts are addressed	Less than 30 total conflict points or less than 16 crossing conflict points	Able to be phased and all phases less than $1 million	No ROW taken	None of gas, water, electric, or drainage

Sugarhouse Road at Eddie Williams Avenue
Comparative Evaluation Matrix

		Alt. 1 (TWSC E/W)		Alt. 1 (TWSC E/W) Modified		Alt. 2 (TWSC N/S)		Alt. 2 (TWSC N/S) Modified		Alt. 3 (RAB)	
Category	Weight	Rating	Score (Rate x Weight)	Rating	Score (Rate x Weight)	Rating	Score (Rate x Weight)	Rating	Score (Rate x Weight)	Rating	Score (Rate x Weight)
Traffic Operations	**35**	3	105	3	105	1	35	1	35	5	175
Safety - Crashes	**20**	1	20	1	20	1	20	1	20	5	100
Safety - Conflict Points	**15**	3	45	1	15	3	45	3	45	5	75
Construction Cost	**10**	5	50	5	50	5	50	5	50	3	30
Right of Way Impacts	**10**	5	50	5	50	5	50	5	50	4	40
Utility Relocation	**10**	5	50	5	50	5	50	5	50	5	50
Total Score (Highest=Best)			**320**		**290**		**250**		**250**		**470**

Notes:
Delays are not improved in Alternative 1 over the No Build results. Delays are improved in Alternative 3. Alt. 1 and Alt. 3 delays are minimal.
Construction Cost, Alt. 1 and 2 significantly less than Alt. 3. Alt. 3 is expected to be under $2 Mill.
ROW, Alternatives 1 and 2 are expected to be built within existing ROW. Alt. 3 may require some additional ROW
No utility relocations are expected

Appendix E

IX. QAQC

Alternative Analysis Minimum QA/QC Checklist

	CAP-X Analysis	***Comments***
√	Lane configuration and input volumes are correct	reviewed

	Redistributed Volumes Map	***Comments***
	Volumes correspond with the correct Layout (i.e. any removed left turn volumes were adde to downstream u-turn)	n/a - alternatives are full access

	Conceptual Layouts	***Comments***
	Geometrics meet approved design guideline report	A design guideline report has not been completed at this phase.

	Safety Analysis	***Comments***
	Verify figure matches tables	Reviewed by Jonathan Duhe.

	Software Analysis	***Comments***
	Volume entered correctly	Reviewed by Jonathan Duhe.
	Geometry entered correctly	Reviewed by Jonathan Duhe.

	Aerial of MOES along Corridor	***Comments***
	MOEs transposed correctly on tables	Reviewed by Jonathan Duhe.

Notes:

Engineer: Katie Odenthal Date given to Quality Checker: 5/12/2023

Quality Checker: Ellen Howard Date check completed: 5/15/2023

Alternative Analysis Minimum QA/QC Checklist

	CAP-X Analysis	***Comments***
	Lane configuration and input volumes are correct	Reviewed by Ellen Howard

	Redistributed Volumes Map	***Comments***
√	Volumes correspond with the correct Layout (i.e. any removed left turn volumes were adde to downstream u-turn)	n/a - alternatives are full access

	Conceptual Layouts	***Comments***
	Geometrics meet approved design guideline report	A design guideline report has not been completed at this phase.

	Safety Analysis	***Comments***
√	Verify figure matches tables	

	Software Analysis	***Comments***
√	Volume entered correctly	
√	Geometry entered correctly	

	Aerial of MOES along Corridor	***Comments***
√	MOEs transposed correctly on tables	95th percentile queues were shown on aerial

Notes:

Engineer: Katie Odenthal Date given to Quality Checker: 5/12/2023

Quality Checker: Jonathan Duhe Date check completed: 5/15/2023

APPENDIX C

AGENCY CORRESPONDENCE

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Office of Engineering
Environmental Section
PO Box 94245 | Baton Rouge, LA 70804-9245
Phone: 225-242-4502

Jeff Landry, Governor
Joe Donahue, Secretary

March 26, 2024

STATE PROJECT NO. H.008271
FEDERAL AID PROJECT NO. H008271
SUGARHOUSE ROAD EXTENSION
ROUTE: LA 3250 (SUGARHOUSE ROAD)
RAPIDES PARISH

_____

SUBJECT: Solicitation of Views

Early in the planning stages of a transportation facility, views from federal, state and local agencies, organizations, and individuals are solicited. The special expertise of these groups can assist the Louisiana Department of Transportation and Development (DOTD) with the early identification of potentially economic, social, or environmental effects associated with project development. Your assistance in this effort is appreciated.

An Environmental Assessment (EA) is anticipated to be required for the extension of Sugarhouse Road (LA 3250) in Rapides Parish, State Project Number H.008271. The project's proposed logical termini are:

- Begin: Louisiana Highway (LA) 3250 (Sugarhouse Road) at Lincoln Road
- End: LA 1 between Avoyelles Drive and Aymond Road

A previous solicitation of views was sent on July 16, 2010, but preliminary alternatives have since changed. To assist in your review and comment, a project description and a map identifying the preliminary alternatives are attached. We request that you review the attached information and provide us with your views and comments by **April 30, 2024**. All comments should be addressed to:

Kerry Oriol
Providence Engineering and Environmental Group LLC
1201 Main Street
Baton Rouge, LA 70802
Email: kerryoriol@providenceeng.com

Please refer to State Project Number H.008271 in your reply. If you have questions, please call Kerry Oriol at (225) 766-7400.

Sincerely,

Robin Daigle

Digitally signed by Robin Daigle
DN: cn=Robin Daigle, o=DOTD, ou, email=robin.daigle@la.gov, c=US
Date: 2024.03.26 10:52:02 -05'00'

Noel Ardoin
Environmental Engineer Administrator

Attachments
NA/rad

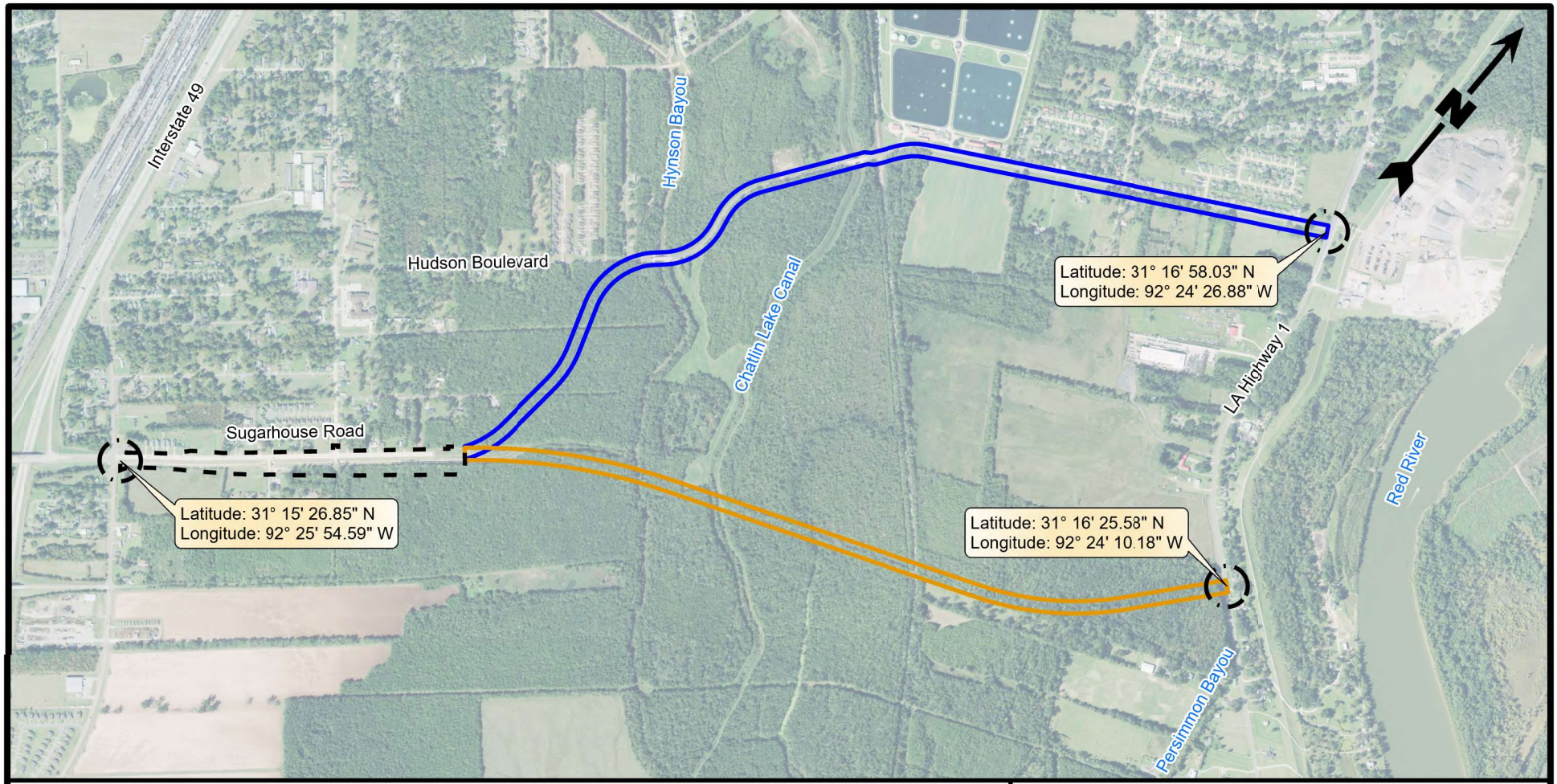
cc: District 8 Administrator
District 8 Traffic Operations Engineer

PROJECT DESCRIPTION
STATE PROJECT NO. H.008271
FEDERAL AID PROJECT NO. H008271
SUGARHOUSE ROAD EXTENSION
ROUTE: LA 3250 (SUGARHOUSE ROAD)
RAPIDES PARISH

The Louisiana Department of Transportation and Development (DOTD), along with the City of Alexandria, proposes to extend Sugarhouse Road (LA 3250) to Louisiana Highway (LA) 1 in Alexandria, Rapides Parish, Louisiana (see attached map). This proposed project would be an extension of the previously constructed Sugarhouse Road Reconstruction project (H.008265).

The Sugarhouse Road Extension will provide an alternative route between Lincoln Road and LA 1 to increase connectivity. Sugarhouse Road supports a partial interchange with Interstate Highway 49 (I-49); therefore, this extension will also serve to provide greater connectivity between I-49 and LA 1. The proposed extension will be two-lanes, with a single lane roundabout at LA 1. The existing Sugarhouse Road at Lincoln Road intersection (Latitude 31°15'40.6"North, Longitude 92°25'36.3"West) is proposed to remain a two-way stop control intersection, while the existing intersection of Sugarhouse Road at Eddie Williams Avenue (Latitude 31°15'26.85"North, Longitude 92° 25'54.59"West) is proposed to be upgraded to single lane roundabout to reduce traffic conflicts.

Additional right-of-way will be required. It is anticipated that this project will be environmentally processed as an Environmental Assessment.



Legend

- Preliminary Alternative 1
- Preliminary Alternative 2
- Sugarhouse Road Improvements (Phase 1)
- Proposed Logical Termini

Reference

Base map comprised of 2021 aerial photography from USDA/FSA Aerial Photography Field Office, National Agriculture Imagery Program (NAIP).

1,500 750 0 1,500 Feet

Sugarhouse Road Preliminary Alternatives Map

Solicitation of Views
State Project Number H.008271
Alexandria, Rapides Parish, Louisiana

City of Alexandria

Sugarhouse Road Extension

PROVIDENCE

Drawn By	LMM	03/25/24
Checked By	JTL	03/25/24
Approved By	KHO	03/25/24

Project Number 471-021

Drawing Number 471-021-A003

1 Figure

Providence Engineering and Environmental Group LLC

From: Velazquez, Dana
To: Kerry Oriol
Subject: [E] State Project No. H.008271- Sugarhouse Road Extension
Date: April 4, 2024 10:16:47 AM
Attachments: image001.jpg

Good day Kerry O.,
Please ensure that you are working with the local floodplain administrator and obtaining floodplain permits and any other federal, state, or local permits that were required with the planned project.

Best Regards,

Dana M. Velazquez
HM Support Specialist
4586P-TX
Hazard Mitigation Division Branch
W: 202-341-8673 P: 850-321-1803
dana.velazquez@fema.dhs.gov

Jeff Landry
GOVERNOR

Ralph L. Abraham, M.D.
SECRETARY

State of Louisiana

Louisiana Department of Health
Office of Public Health

April 8, 2024

LA DOTD
Environmental Engineer Administrator
P.O. Box 94245
Baton Rouge, LA 70804-9245

Re: Solicitation of Views; State Project Number H.008271; F.A.P. No.: H008271
Name: Sugarhouse Road Extension
Route: LA 3250 (Sugarhouse Road)
Parish: Rapides Parish, Louisiana

This office is in receipt of a Solicitation of Views regarding the above referenced project(s).

Based upon the information received from your office we have no objection to the referenced project(s) at this time. The applicant shall be aware of and comply with any and all applicable Louisiana State Sanitary Code regulations (LAC 51, as applicable). Furthermore, should additional project data become available to this office that in any way amend the information upon which this office's response has been based, we reserve the right of additional comments on the referenced project(s).

In the event of any future discovery of evidence of non-compliance with the Louisiana Administrative Code Title 51 (Public Health-Sanitary Code) and the Title 48 (Public Health-General) regulations or any applicable public health laws or statutes which may have escaped our awareness during the course of this cursory review, please be advised that this office's preliminary determination on this Solicitation of View of the project(s) shall not be construed as relieving the applicant of responsibility, if any, with respect to compliance with the Louisiana Administrative Code Title 51 (Public Health-Sanitary Code) and the Title 48 (Public Health-General) regulations or any other applicable public health laws or statutes.

Sincerely,

Yuanda Zhu, P.G., Ph.D.
Department of Health
Public Health Engineering Services
(225) 342-7432
Email: yuanda.zhu@la.gov

From:	Roy Rachal
To:	Kerry Oriol
Cc:	Alan Fontenot; Clyde Washington; Jeffery Powell
Subject:	[E] State Project Number H.008271 - SUGARHOUSE ROAD EXTENSION
Date:	April 12, 2024 5:39:39 PM
Attachments:	image001.jpg

Mr. Kerry Oriol,

Key personnel here in the District, have reviewed the proposed project description and preliminary alternatives map dated March 26, 2024 and received in the District on April 8, 2024, as captioned. We are of the opinion that the project will be very beneficial to the school district for various reasons.

1. From a Risk Management perspective, the completion of this project should lighten the north and south bound traffic on Lower Third Street, which would positively impact the safety of our four area schools (students, faculty, staff, parents & visitors) on this thoroughfare. In particular, I can envision reducing the industrial traffic northbound that is attempting to access I-49; we have received numerous complaints in the Acadian Elementary School zone area. The project should provide shorter and thus safer routes to and from our our four area schools.

2. Comment from our Transportation Director, Mr. Alan Fontenot:

The connection of Sugarhouse Road to Highway 1 in Alexandria would be beneficial to the students, families and schools of Rapides Parish. This connection would provide multiple benefits such as: ability to connect students riding buses to more efficient routes, ability to allow some buses to avoid higher traffic areas resulting in less risk of accidents and more efficient routes in terms of time management and reducing traffic congestion in areas where Sugarhouse Road connects to Eddie Williams Avenue.

Thank you, Mr. Ardoin and all involved with LADOTD for the opportunity to review this preliminary project and provide views and comments.

As always, we greatly appreciate your consideration and cooperation in these matters.

with kindest regards, I remain

Sincerely,

--

Roy F. Rachal, CSRM, FCIEC, AMRT, GPA

Supervisor of Physical Plant

Risk Management/Construction/Maintenance

Rapides Parish School District

P.O. Box 7117

505 Sixth Street – Curriculum Center

Alexandria, LA 71306

Office: 318-449-3195

Mobile: 318-613-2275

Fax: 318-448-1385

E-Mail - roy.rachal@rpsb.us

WARNING/NOTICE!

This communication, including attachments, is for the exclusive use of individual or entity to which it is addressed and may contain proprietary, confidential or privileged information exempt from disclosure under applicable law (inclusive but not limited to R.S. 44:4.15). I would like to emphasize that the discussion set forth above is only an insurance/risk management perspective and is NOT legal advice. We do not provide legal advice, as we are not qualified to do so. I highly recommend that you seek the advice of legal counsel in order to become fully apprised of the legal implications related to these issues. If you are not the intended recipient, any use, copying, disclosure, dissemination or distribution is strictly prohibited. If you are not the intended recipient, please notify the sender immediately by return email or telephone, delete this communication and destroy all copies.

JEFF LANDRY
GOVERNOR

TYLER PATRICK GRAY
SECRETARY

BENJAMIN C. BIENVENU
COMMISSIONER OF CONSERVATION

State of Louisiana

DEPARTMENT OF ENERGY AND NATURAL RESOURCES
OFFICE OF CONSERVATION

April 17, 2024

TO: DOTD
Environmental Engineer Administrator
Noel Ardoin
P.O. Box 94245
Baton Rouge, LA 70804-9245

RE: Solicitation of Views
SPN H.008271
F.A.P. NO. H.008271
Sugarhouse Road Extension
Route: LA 3250 (Sugarhouse Road)
Rapides Parish

Dear Ms. Ardoin:

In response to your letter dated March 26, 2024, concerning the referenced matter, please be advised that the Office of Conservation collects and maintains many types of information regarding oil and gas exploration, production, distribution, and other data relative to the petroleum industry as well as related and non-related injection well information, surface mining and ground water information and other natural resource related data. Most information concerning oil, gas and injection wells for any given area of the state, including the subject area of your letter can be obtained through records search via the SONRIS data access application available at:

http://www.dnr.louisiana.gov

A review of our computer records for the referenced project area indicates that there are no oil, gas or injection wells located in the project area. The DENR water well database indicates that there are registered water wells located in the vicinity of the project area. Additionally, it is possible that unregistered water wells may be located in the area.

SPN. H.008271 **Page Two**

The Office of Conservation maintains records of all activities within its jurisdiction in paper, microfilm or electronic format. These records may be accessed during normal business hours, Monday through Friday, except on State holidays or emergencies that require the Office to be closed. Please call 225-342-5540 for specific contact information or for directions to the Office of Conservation, located in the LaSalle Building, 617 North Third Street, Baton Rouge, Louisiana. For pipelines and other underground hazards, please contact Louisiana One Call at 1-800-272-3020 prior to commencing operations. Should you need to direct your inquiry to any of our Divisions, you may use the following contact information:

Division	Contact	Phone No.	E-mail Address
Engineering	Andrew Roussell	225-342-5548	andrew.roussell@la.gov
Pipeline	Steven Giambrone	225-342-2989	steven.giambrone@la.gov
Injection & Mining	Stephen Lee	225-342-5569	stephen.lee@la.gov
Geological	Reid Bohlinger	225-342-0362	reid.bohlinger@la.gov
Environmental	Gavin Broussard	225-342-7222	gavin.broussard@la.gov

If you have difficulty in accessing the data via the referenced website because of computer related issues, you may obtain assistance from our technical support section by selecting Help on the SONRIS tool bar and submitting an email describing your problems and including a telephone number where you may be reached.

Sincerely,

BENJAMIN C. BIENVENU
COMMISSIONER OF CONSERVATION

By _____
David P. Elfert, Director
Geological Oil & Gas Division

DPE:RWB

April 18, 2024

Kerry Oriol
Providence Engineeering and Environmental Group LLC
1201 Main Street
Baton Rouge, LA 70802

RE: State Project No. H.008271
Federal Aid Project No. H008271
Sugarhouse Road Extension
Route: LA 3250 (Sugarhouse Road)
Rapides Parish

Kerry:

I have reviewed the above referenced project for potential requirements of the Farmland Protection Policy Act (FPPA) and potential impact to Natural Resources Conservation Service projects in the immediate vicinity.

Projects are subject to FPPA requirements if they may irreversibly convert farmland (directly or indirectly) to nonagricultural use and are completed by a federal agency or with assistance from a federal agency. For the purpose of FPPA, farmland includes prime farmland, unique farmland, and land of statewide or local importance. Farmland subject to FPPA requirements can be forest land, pastureland, cropland, or other land, but not water or urban built-up land.

The project map and narrative submitted with your request indicates that the proposed construction area will potentially impact the following prime or unique farmland soils:

Preliminary Alternative 1

Soil Mapunit Symbol and Name	Acres	RV
MnA – Moreland clay, 0 to 1 percent slopes, rarely flooded	6.1	85

Natural Resources Conservation Service
State Office
3737 Government Street
Alexandria, Louisiana 71302
Voice: (318) 473-7751 Fax: (844) 325-6947

Helping People Help the Land

USDA is an Equal Opportunity Provider, Employer, and Lender

Preliminary Alternative 2

Soil Mapunit Symbol and Name	Acres	RV
MnA – Moreland clay, 0 to 1 percent slopes, rarely flooded	17.6	85
Nd – Coushatta silt loam, 0 to 1 percent slopes	0.3	100
RnB – Roxana very fine sandy loam, 0 to 3 percent slopes, gently undulating	2.8	90
Total Acres:	19.2	Weighted Average RV: 93

Please find attached a CPA-106 Farmland Conversion Impact Rating For Corridor Type Projects form with our agency's information completed. Furthermore, we do not predict impacts to NRCS work in the vicinity.

For specific information about the soils found in the project area, please visit our Web Soil Survey at the following location: http://websoilsurvey.nrcs.usda.gov/

For more information on FPPA requirements or the process to receive a Farmland Conversion Impact Rating (Form AD-1006 or CPA-106) please visit the following location: http://www.nrcs.usda.gov/wps/portal/nrcs/main/national/landuse/fppa/

Please direct all future correspondence to me at the address shown below.

Respectfully,

Brandon Waltman
Assistant State Soil Scientist

Attachment

U.S. DEPARTMENT OF AGRICULTURE
Natural Resources Conservation Service

NRCS-CPA-106
(Rev. 1-91)

FARMLAND CONVERSION IMPACT RATING FOR CORRIDOR TYPE PROJECTS

PART I *(To be completed by Federal Agency)*	3. Date of Land Evaluation Request: 3/26/24	4. Sheet 1 of _____
1. Name of Project: **Sugarhouse Road Extension - SPN H.008271**	5. Federal Agency Involved: **FHWA**	
2. Type of Project: **Extension of Sugarhouse Road to LA 1**	6. County and State: **Rapides Parish, Louisiana**	

PART II *(To be completed by NRCS)*	1. Date Request Received by NRCS: **3/29/24**	2. Person Completing Form: **Brandon Waltman**
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES ☑ NO ☐		4. Acres Irrigated: **29,839** Average Farm Size: 254
5. Major Crop(s): **Nursery Crops, Sugarcane, Soybeans, Rice**	6. Farmable Land in Government Jurisdiction: Acres: **637,977** % **73.2**	7. Amount of Farmland As Defined in FPPA: Acres: 451,211 % **51.8**
8. Name Of Land Evaluation System Used: **Rapides Parish LESA**	9. Name of Local Site Assessment System	10. Date Land Evaluation Returned by NRCS: **4/18/24**

PART III *(To be completed by Federal Agency)*	Alternative Corridor For Segment _____			
	Corridor A	**Corridor B**	**Corridor C**	**Corridor D**
A. Total Acres To Be Converted Directly	**6.1**	**19.2**		
B. Total Acres To Be Converted Indirectly, Or To Receive Services	**0**	**0**		
C. Total Acres In Corridor	**26.8**	**21.1**		
PART IV *(To be completed by NRCS) Land Evaluation Information*				
A. Total Acres Prime And Unique Farmland	**6.1**	**19.2**		
B. Total Acres Statewide And Local Important Farmland	**0**	**0**		
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	**.00001**	**.0004**		
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	**38%**	**14.2%**		
PART V *(To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)*	85	93		

PART VI *(To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))*	**Maximum Points**				
1. Area in Nonurban Use	**15**				
2. Perimeter in Nonurban Use	**10**				
3. Percent Of Corridor Being Farmed	**20**				
4. Protection Provided By State And Local Government	**20**				
5. Size of Present Farm Unit Compared To Average	**10**				
6. Creation Of Nonfarmable Farmland	**25**				
7. Availablility Of Farm Support Services	**5**				
8. On-Farm Investments	**20**				
9. Effects Of Conversion On Farm Support Services	**25**				
10. Compatibility With Existing Agricultural Use	**10**				
TOTAL CORRIDOR ASSESSMENT POINTS	**160**	**0**	**0**	**0**	**0**
PART VII *(To be completed by Federal Agency)*					
Relative Value Of Farmland (From Part V)	**100**	**85**	**93**	**0**	**0**
Total Corridor Assessment (From Part VI above or a local site assessment)	**160**	**0**	**0**	**0**	**0**
TOTAL POINTS *(Total of above 2 lines)*	**260**	**85**	**93**	**0**	**0**

1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project:	3. Date Of Selection:	4. Was A Local Site Assessment Used? YES ☐ NO ☐

5. Reason For Selection:

Signature of Person Completing this Part: | DATE

NOTE: Complete a form for each segment with more than one Alternate Corridor

Clear Form

CORRIDOR - TYPE SITE ASSESSMENT CRITERIA

The following criteria are to be used for projects that have a linear or corridor - type site configuration connecting two distant points, and crossing several different tracts of land. These include utility lines, highways, railroads, stream improvements, and flood control systems. Federal agencies are to assess the suitability of each corridor - type site or design alternative for protection as farmland along with the land evaluation information.

(1) How much land is in nonurban use within a radius of 1.0 mile from where the project is intended?
More than 90 percent - 15 points
90 to 20 percent - 14 to 1 point(s)
Less than 20 percent - 0 points

(2) How much of the perimeter of the site borders on land in nonurban use?
More than 90 percent - 10 points
90 to 20 percent - 9 to 1 point(s)
Less than 20 percent - 0 points

(3) How much of the site has been farmed (managed for a scheduled harvest or timber activity) more than five of the last 10 years?
More than 90 percent - 20 points
90 to 20 percent - 19 to 1 point(s)
Less than 20 percent - 0 points

(4) Is the site subject to state or unit of local government policies or programs to protect farmland or covered by private programs to protect farmland?
Site is protected - 20 points
Site is not protected - 0 points

(5) Is the farm unit(s) containing the site (before the project) as large as the average - size farming unit in the County ? (Average farm sizes in each county are available from the NRCS field offices in each state. Data are from the latest available Census of Agriculture, Acreage or Farm Units in Operation with $1,000 or more in sales.)
As large or larger - 10 points
Below average - deduct 1 point for each 5 percent below the average, down to 0 points if 50 percent or more below average - 9 to 0 points

(6) If the site is chosen for the project, how much of the remaining land on the farm will become non-farmable because of interference with land patterns?
Acreage equal to more than 25 percent of acres directly converted by the project - 25 points
Acreage equal to between 25 and 5 percent of the acres directly converted by the project - 1 to 24 point(s)
Acreage equal to less than 5 percent of the acres directly converted by the project - 0 points

(7) Does the site have available adequate supply of farm support services and markets, i.e., farm suppliers, equipment dealers, processing and storage facilities and farmer's markets?
All required services are available - 5 points
Some required services are available - 4 to 1 point(s)
No required services are available - 0 points

(8) Does the site have substantial and well-maintained on-farm investments such as barns, other storage building, fruit trees and vines, field terraces, drainage, irrigation, waterways, or other soil and water conservation measures?
High amount of on-farm investment - 20 points
Moderate amount of on-farm investment - 19 to 1 point(s)
No on-farm investment - 0 points

(9) Would the project at this site, by converting farmland to nonagricultural use, reduce the demand for farm support services so as to jeopardize the continued existence of these support services and thus, the viability of the farms remaining in the area?
Substantial reduction in demand for support services if the site is converted - 25 points
Some reduction in demand for support services if the site is converted - 1 to 24 point(s)
No significant reduction in demand for support services if the site is converted - 0 points

(10) Is the kind and intensity of the proposed use of the site sufficiently incompatible with agriculture that it is likely to contribute to the eventual conversion of surrounding farmland to nonagricultural use?
Proposed project is incompatible to existing agricultural use of surrounding farmland - 10 points
Proposed project is tolerable to existing agricultural use of surrounding farmland - 9 to 1 point(s)
Proposed project is fully compatible with existing agricultural use of surrounding farmland - 0 points

JEFF LANDRY
GOVERNOR

MADISON D. SHEAHAN
SECRETARY

PO BOX 98000 | BATON ROUGE LA | 70898

Date	April 19, 2024
Name	Kerry Oriol
Company	Providence Engineering & Environmental Group, LLC
Street Address	1201 Main Street
City, State Zip	Baton Rouge, La 70802
Project	State Project No. H.008271 LA 3250 Sugarhouse Road Extension
Project ID	
Invoice Number	24041903

Personnel of the Louisiana Wildlife Diversity Program (WDP) have reviewed the preliminary data for the captioned project. After careful review of our database, no impacts to rare, threatened, or endangered species or critical habitats are anticipated for the proposed project. No state wildlife refuges or wildlife management areas are known to occur at the specified site within Louisiana's boundaries.

The Wildlife Diversity Program (WDP) has compiled data on rare, endangered, or otherwise significant plant and animal species, plant communities, and other natural features throughout the state of Louisiana. WDP reports summarize the existing information known at the time of the request regarding the location in question. The quantity and quality of data collected by the WDP are dependent on the research and observations of many individuals. In most cases, this information is not the result of comprehensive or site-specific field surveys; many natural areas in Louisiana have not been surveyed. This report does not address the occurrence of wetlands at the site in question. WDP reports should not be considered final statements on the biological elements or areas being considered, nor should they be substituted for on-site surveys required for environmental assessments. WDP requires that this office be acknowledged in all reports as the source of all data provided here. If at any time WDP tracked species are encountered within the project area, please contact the WDP Data Manager at 225-763-3554. If you have any questions, or need additional information, please call 337-735-8734.

Sincerely,

for Carolyn Michon

Nicole Lorenz, Program Manager
Wildlife Diversity Program

LOUISIANA DEPARTMENT OF AGRICULTURE & FORESTRY
MIKE STRAIN DVM
COMMISSIONER

April 25, 2024

Ms. Kerry Oriol
Providence Engineering and Environmental Group LLC
1201 Main Street
Baton Rouge, Louisiana 70802

RE: State Project NO.: H.008271
Rapides Parish

Dear Ms. Oriol,
I have no objection or further comment at this time regarding the above referenced project.

Sincerely,

Joey Breaux
Assistant Commissioner,
LDAF/Office of Soil & Water Conservation
Director, LA Soil & Water Conservation Commission
225.922.1269

JCB: CB

Agricultural & Environmental Sciences
Suite 3000
(225) 925-3770
Fax: 925-3760

Agro-Consumer Services
Suite 5000
(225) 922-1341
Fax: 923-4877

Animal Health & Food Safety
Suite 4000
(225) 925-3962
Fax: 925-4103

Forestry
Suite 6000
(225) 925-4500
Fax: 922-1356

Management & Finance
Suite 1000
(225) 922-1255
Fax: 925-6012

Soil & Water Conservation
Suite 7000
(225) 922-1269

BILLY NUNGESSER
LIEUTENANT GOVERNOR

State of Louisiana
OFFICE OF THE LIEUTENANT GOVERNOR
DEPARTMENT OF CULTURE, RECREATION & TOURISM
OFFICE OF STATE PARKS

BRANDON BURRIS
ASSISTANT SECRETARY

April 26, 2024
EMAILED: kerryoriol@providenceeng.com

Kerry Oriol
Providence Engineering and Environmental Group, LLC
1201 Main Street
Baton Rouge, LA 70802

Re: Information Request/Solicitation of View
State Project No.: H.008271
Sugarhouse Road Extension
Route: LA 3250
Rapids Parish, Louisiana
Providence Project #: 471-021

Dear Mr. Oriol:

I am in receipt of the Solicitation of View for the Rapids Parish Sugarhouse Road extension near Alexandria.

The Division of Outdoor Recreation in the Louisiana Office of State Parks administers the Land and Water Conservation Fund and the Recreational Trails Program for Louisiana. In this capacity we compile an inventory of recreational sites within the state for publication in the Statewide Comprehensive Outdoor Recreation Plan (SCORP) published periodically. The most recent SCORP is available on our website. The current SCORP is for the period of 2020-2025 with an inventory developed in 2020.

Based on the information provided in the request for information, dated March 26, 2024, there does not appear to be a conflict with any public outdoor recreation area(s) within 1,000 feet.

Sincerely,

Mitchell Aleshire
Outdoor Recreation Director

DEPARTMENT OF THE ARMY
U.S. ARMY CORPS OF ENGINEERS, NEW ORLEANS DISTRICT
7400 LEAKE AVE
NEW ORLEANS, LA 70118-3651

May 7, 2024

Regulatory Division
Special Projects and Policy

Ms. Kerry Oriol
Providence Engineering and Environmental Group, LLC
1201 Main Street
Baton Rouge, Louisiana 70802

Dear Ms. Oriol:

Reference is made to your solicitation of views request for the work associated with the extension of a roadway, **State Project No. H.008271**, located in Rapides Parish, Louisiana (enclosed map). More specifically, the project proposes to extend LA 3250 (Sugarhouse Road) beginning at its intersection with Lincoln Road and extending to LA 1 between Avoyelles Drive and Aymond Road south of Alexandria.

Information and signatures obtained from recent maps, aerial photography, information provided with your request, and local soil surveys concerning this site are indicative of the occurrence of waters of the United States, including wetlands. Department of the Army (DA) permits are required prior to the deposition or redistribution of dredged or fill material into jurisdictional wetlands or waters. If an approved delineation is needed, please furnish us with the detailed field data concerning vegetation, soils, and hydrology that we require for all jurisdictional decisions. The fact that a field wetland delineation/determination has not been completed does not alleviate your responsibility to obtain the proper DA permits prior to working in jurisdictional wetlands or waters occurring on this property.

Additionally, federal projects are known to exist in this area that may require further engineering review prior to the initiation of any activities on this site. For more information, please contact Mr. Russell Beauvais of our Operations Division at (225) 492-2169.

Should there be any questions concerning these matters or questions specific to the regulatory permit process, please contact Mr. Stephen Pfeffer at (504) 862-2099 and reference our Account No. MVN 2024-00391-MS.

Sincerely,

Stephen Pfeffer

Stephen Pfeffer
Environmental Resources Specialist

Enclosure

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT
Joe Donahue
Secretary

Office of Public Works and Water Resources
Floodplain Management Section
PO Box 94245 | Baton Rouge, LA 70804-9245
ph: 225-379-3005 | fx: 225-379-3002
http://floods.dotd.la.gov

Jeff Landry
Governor

May 13, 2024

State Project No.: H.008271
Federal Aid Project No.: H008271
Project Name: Sugar House Road Extension
Route: LA 3250 (Sugar House Road)
Parish: Rapides Parish

DOTD
Environmental Engineer Administrator
P.O. Box 94245
Baton Rouge, LA 70804-9425

Subject: Solicitation of Views

Dear Ms. Ardoin:

Enclosed is a copy of Rapides Parish's Flood Insurance Rate Map(s) (FIRM) indicating the proposed project site.

During the improvements and construction, in particular the additional work needed, consideration must be given for the occurrence of a base flood inundation. At this time, consideration should also be given to the responsibility for clearing debris and keeping the area cleared so as not to interfere with its function. Also, there must be no instance of the creation of flooding where there was no flooding prior to construction.

In order to assure compliance with requirements for the National Flood Insurance Program (NFIP), and ensure that appropriate permits are obtained, please contact the floodplain administrator for the Rapides Parish. The floodplain administrator for Rapides is Melissa Becker. The mailing address is 803 Johnston St., Alexandria, LA 71301, and telephone number is 318-487-5401.

In addition to local requirements, please be advised that additional permits may be required from other government agencies. These may include, but are not limited to Coastal Use permits (CUP) through the State of Louisiana Department of Energy and Natural Resources; Louisiana Pollution Elimination System (LPDES) permits through the Louisiana Department of Environmental Quality; Section 10, Section 404, and Section 103 permits through the Army Corps of Engineers, New Orleans or Vicksburg Districts; and permits required by the Endangered Species Act which is jointly administered by the U.S. Fish & Wildlife Service and the National Marine Fisheries Services.

We thank you for the opportunity to comment on this project. If you need additional information, please contact our office, (225) 379-3005.

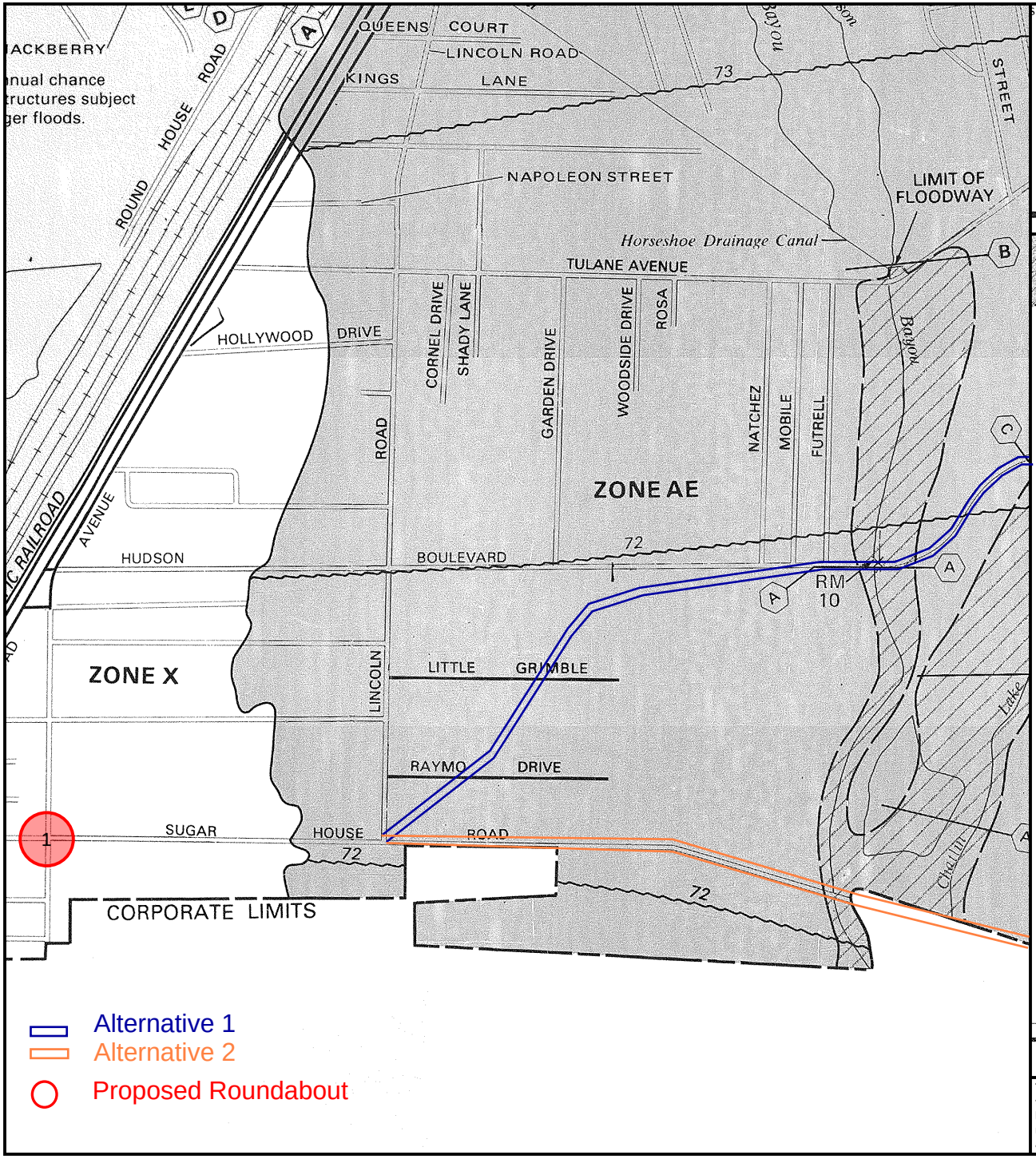
Sincerely,

Tatanisha White

Tatanisha White
Floodplain Management Program Specialist

Enclosure
cc: Melissa Becker, CFM

S.P. #: H.008271 Sugar House Road Extension



surance agent or call the National Flood Insurance Program at (800) 638-6620.

APPROXIMATE SCALE IN FEET

1000 0 1000

NATIONAL FLOOD INSURANCE PROGRAM

FIRM

FLOOD INSURANCE RATE MAP

CITY OF
ALEXANDRIA,
LOUISIANA
RAPIDES PARISH

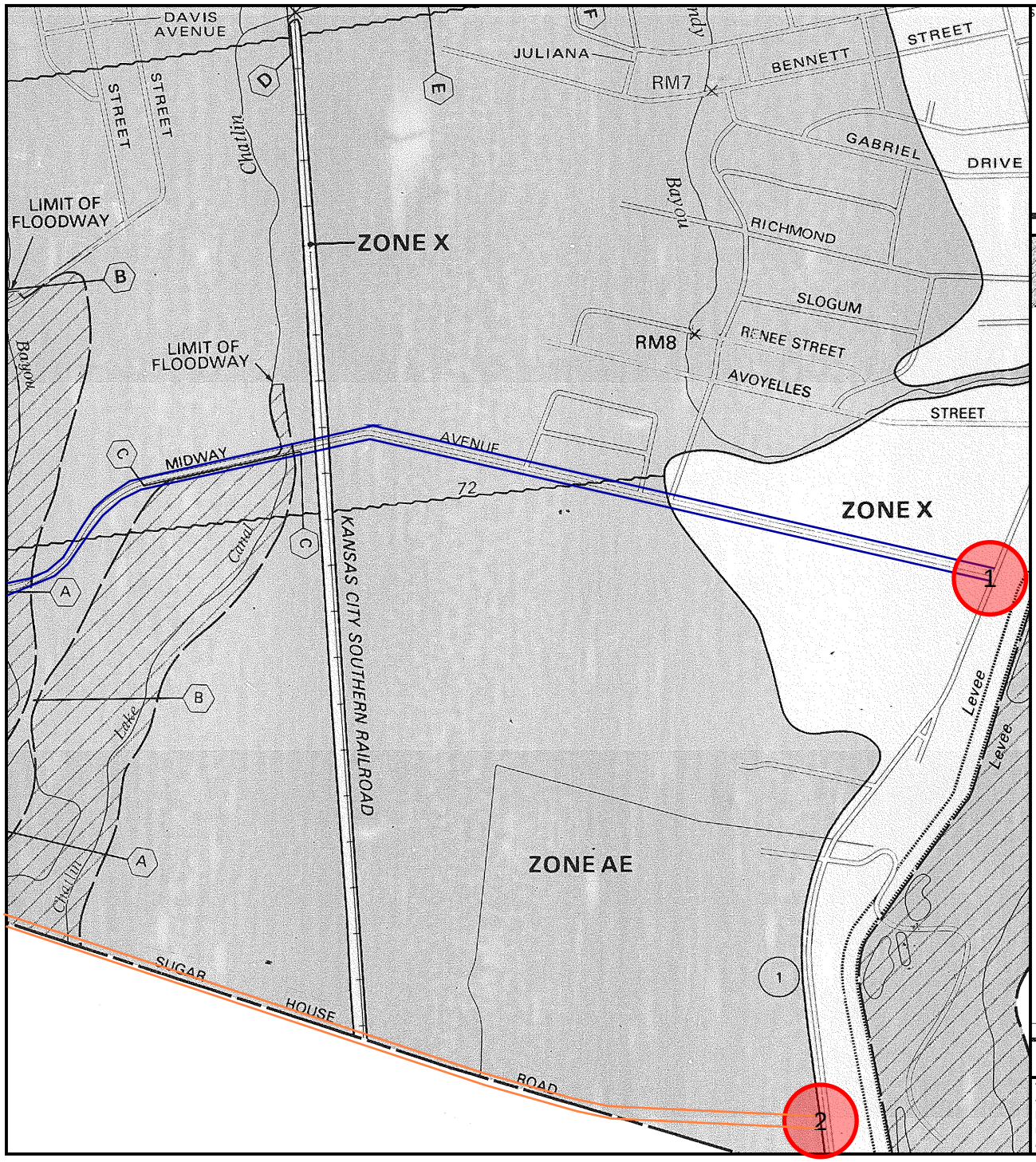
(SEE MAP INDEX FOR PANELS NOT PRINTED)

COMMUNITY-PANEL NUMBER
220146 0015 F

MAP REVISED:
SEPTEMBER 3, 1997

Federal Emergency Management Agency

This is an official FIRMette showing a portion of the above-referenced flood map created from the MSC FIRMette Web tool. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For additional information about how to make sure the map is current, please see the Flood Hazard Mapping Updates Overview Fact Sheet available on the FEMA Flood Map Service Center home page at https://msc.fema.gov.



surance agent or call the National Flood Insurance Program at (800) 638-6620.

APPROXIMATE SCALE IN FEET

1000 0 1000

NATIONAL FLOOD INSURANCE PROGRAM

FIRM

FLOOD INSURANCE RATE MAP

CITY OF
ALEXANDRIA,
LOUISIANA
RAPIDES PARISH

(SEE MAP INDEX FOR PANELS NOT PRINTED)

COMMUNITY-PANEL NUMBER
220146 0015 F

MAP REVISED:
SEPTEMBER 3, 1997

Federal Emergency Management Agency

This is an official FIRMette showing a portion of the above-referenced flood map created from the MSC FIRMette Web tool. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For additional information about how to make sure the map is current, please see the Flood Hazard Mapping Updates Overview Fact Sheet available on the FEMA Flood Map Service Center home page at https://msc.fema.gov.

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 6
1201 ELM STREET, SUITE 500
DALLAS, TEXAS 75270

June 18, 2024

Ms. Noel A. Ardoin, Environmental Engineer Administrator
LADOTD
P.O. Box 94245
Baton Rouge, LA 70804-9245

Dear Ms. Ardoin:

We have received your March 26, 2024, letter requesting our evaluation of the potential environmental impacts which might result from the following project (Revised SOV):

Propose Sugarhouse Road (LA-3250) Extension, STP No: H.008271, FAP No: H008271, Funded By The Louisiana Department of Transportation and Development (LADOTD) /// START: Sugar House Road (LA-3250) Near Lincoln Road (31.262971, -92.424481), Alternate 1 (LA-1/Near Aymond Road) Orange: 31.273781, -92.402841, OR Alternate 2 (LA-1/Near Avoyelles Drive) Blue: 31.282745, -92.407351, City of Alexandria, Rapides Parish, LA 71302

The project funded by the Louisiana Department of Transportation and Development (LADOTD), is located on the Chicot aquifer system which has been designated a sole source aquifer (SSA) by the EPA. Based on the information provided for the project, we have determined that the project, as proposed, should not have an adverse effect on the quality of the ground water underlying the project site.

This approval of the proposed project does not relieve the applicant from adhering to other State and Federal requirements, which may apply. This approval is based solely upon the potential impact to the quality of ground water as it relates to the EPA's authority pursuant to Section 1424(e) of the Safe Drinking Water Act.

EPA intends to evaluate and respond to all projects submitted for formal review or evaluation purposes within forty-five (45) calendar days, from the Stamped Date the project is received by the EPA. However, if EPA is unable to complete its review within that timeframe, no assumption of a determination of a lack of impacts can be made. EPA acknowledges our approval is not required by law for the project to proceed with funding.

If you did not include the parish, project description, project location, area map, plat or the federal funding agency, please do so in future SSA correspondence.

If you have any questions on this letter or the SSA program please contact me at (214) 665-8485.

Sincerely yours,

Omar T. Martinez, Coordinator
Sole Source Aquifer Program
Ground Water/UIC Section

cc: Jesse Means, LDEQ
Ms. Kerry Oriel, Providence Engineering and Environmental Group LLC

Date: June 18, 2024

FYI: We have moved and have a New Address & Mail Code, please see below.

Omar T. Martinez, Environmental Scientist
Sole Source Aquifer Program Coordinator
Ground Water/UIC Section (Mail Code: WDDG)
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1201 Elm Street, Suite 500
Dallas, Texas 75270

APPENDIX D

AIR QUALITY ANALYSIS

Air Quality Impact Assessment Technical Report

FOR ENVIRONMENTAL ASSESSMENT

SUGAR HOUSE ROAD EXTENSION
CITY OF ALEXANDRIA
RAPIDES PARISH, LOUISIANA

Submitted to:

CITY OF ALEXANDRIA, LOUISIANA
MAYOR JACQUES M. ROY

Prepared for:

PROVIDENCE

Prepared by:

Bowlby & Associates, Inc.

January 2026

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EXECUTIVE SUMMARY

The City of Alexandria plans to extend the previously constructed Sugar House Road Reconstruction project (H.008265) between Lincoln Road and LA 1, a length of approximately 1.5 miles. The City is evaluating two alternatives: Alternative 1 and Alternative 2.

The Air Quality Impact Assessment was conducted to assess the potential air quality effects of the project per current federal regulations and federal and the Louisiana Department of Transportation & Development's (DOTD) guidance. The evaluation addresses the transportation conformity requirements for the project, the potential for the project to violate current carbon monoxide (CO) air quality standards, Mobile Source Air Toxics (MSAT), construction air quality, and reasonably foreseeable effects.

Rapides Parish is in attainment for all regulated criteria pollutants. Therefore, transportation conformity does not apply to the project.

The Sugar House Road Extension is a "Project with Low Potential MSAT Effects" per the Federal Highway Administration's (FHWA) "*Updated Interim Guidance on Air Toxic Analysis in NEPA Documents*" and is not predicted to create any adverse MSAT effects.

Construction activities will generate intermittent and temporary construction-related pollutant emissions and dust. Construction procedures will be governed by the *Louisiana Standard Specifications for Roads and Bridges* or the most recent applicable supplements.

The forecasted traffic volumes used for the analysis include the expected traffic growth and other planned and programmed projects in the area, and account for the redistribution of traffic caused by the project. Therefore, the air quality analysis addresses the reasonably foreseeable indirect and cumulative air quality effects of the project.

1.0 INTRODUCTION

The City of Alexandria plans to extend the previously constructed Sugar House Road Reconstruction project (H.008265) between Lincoln Road and LA 1, a length of approximately 1.5 miles. The project will be two lanes, with a single-lane roundabout at LA 1. The existing Sugar House Road at Lincoln Road intersection is proposed to remain a one-way stop control intersection.

The City is evaluating two alternatives, as shown in Figure 1. Alternative 1 routes northeasterly from the current terminus of Sugar House Road and merges with Hudson Boulevard before Hynson Bayou. After crossing the bayou, the route continues on Hudson Boulevard until it ends at a roundabout at LA 1. Alternative 2 routes more easterly from Sugar House Road on a new alignment. This route also crosses the bayou and floodway before entering more rural land areas en route to LA 1. Both alternatives include a roundabout at the intersection of the extended Sugar House Road and LA 1, with no change to the existing stop control intersection at Lincoln Road.

2.0 AIR QUALITY IMPACT ASSESSMENT

The project could affect air quality in the project area. This Air Quality Impact Assessment (AQIA) evaluates the potential air quality effects per current federal regulations and federal and DOTD guidance. The AQIA addresses transportation conformity, the potential for the project to violate current carbon monoxide (CO) air quality standards, MSAT, construction air quality, and reasonably foreseeable indirect or cumulative effects.

The analysis is based on the current conceptual project plans and traffic projections.

2.1 Transportation Conformity

Transportation conformity is a process required of Metropolitan Planning Organizations (MPOs) per the Clean Air Act Amendments of 1990 (CAAA). The CAAA require that transportation plans, programs, and projects in nonattainment or maintenance areas that are funded or approved by the FHWA conform with the State Implementation Plan (SIP) that represents the state's plan to either achieve or maintain the National Ambient Air Quality Standards (NAAQS) for a particular pollutant. Projects conform to the SIP if they are included in a fiscally constrained and conforming Metropolitan Transportation Plan (MTP) or Transportation Improvement Program (TIP).

2.1.1 National Ambient Air Quality Standards (NAAQS)

The United States Environmental Protection Agency (EPA) has established allowable concentrations and exposure limits called the NAAQS for various "criteria" pollutants. These pollutants include carbon monoxide (CO), nitrogen oxides (NO_x), ozone (O_3), particulate matter (PM_{10} and $PM_{2.5}$), sulfur oxides (SO_x), and lead (Pb).

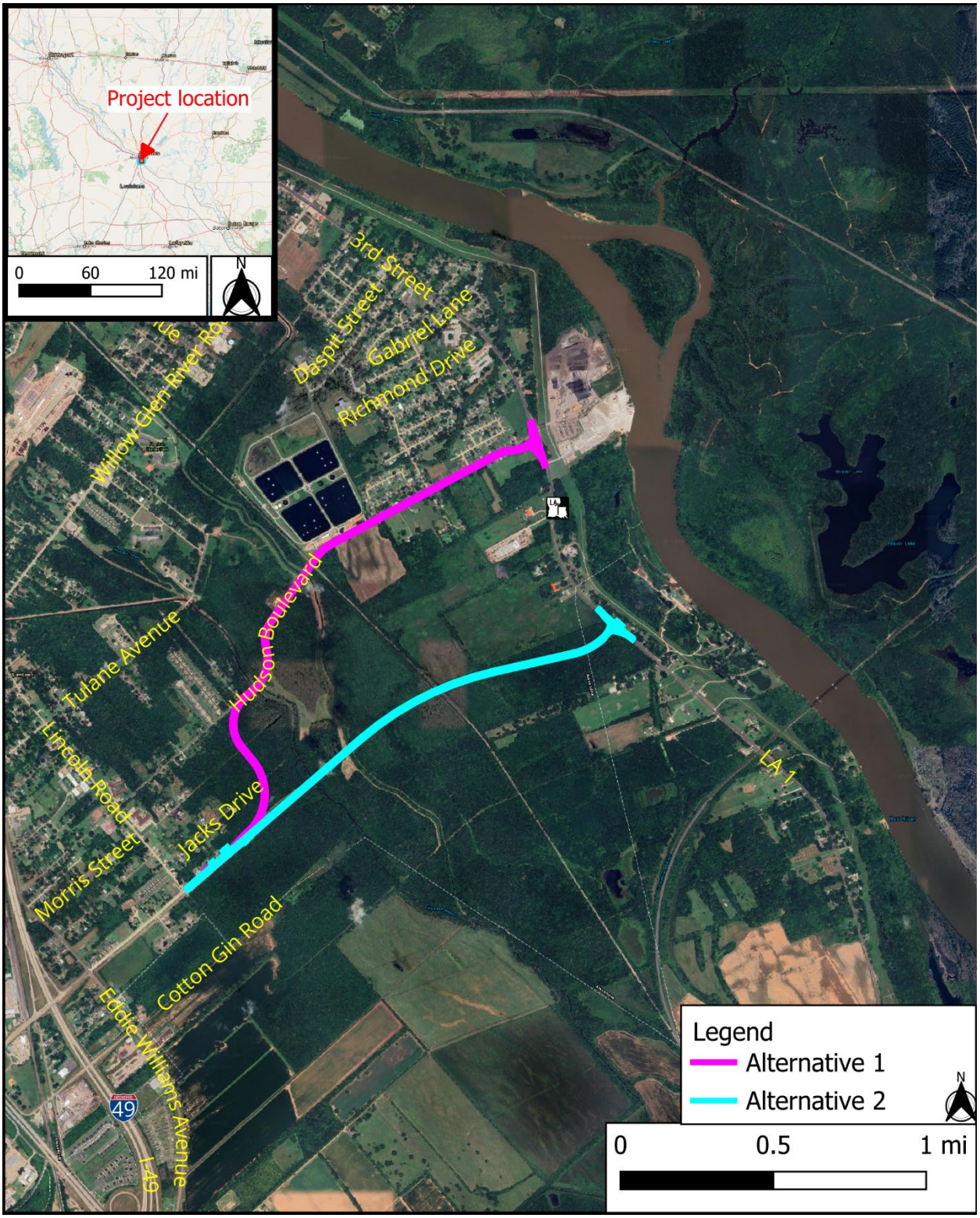


Figure 1. Project Location and Alternatives

Per the CAAA of 1990, EPA identifies areas that do not meet the NAAQS for the criteria pollutants and designates them as "nonattainment" areas. When a nonattainment area meets the NAAQS, EPA redesignates it as a "maintenance" area.

2.1.2 Project Conformity Assessment

Rapides Parish is in attainment for all regulated criteria pollutants. Therefore, transportation conformity does not apply to the project.

2.1.3 Carbon Monoxide (CO)

CO is a colorless, odorless gas that interferes with the delivery of oxygen to a person's organs and tissues. The health effects of CO exposure depend on the duration and intensity of exposure as well as a person's health. CO concentrations are usually higher during the winter months because vehicles emit higher CO emissions in cold weather due to the characteristics of internal combustion engines. The NAAQS for CO include a 1-hour standard of 35 parts per million (ppm) and an 8-hour standard of 9 ppm. Rapides Parish has always been in attainment of the CO NAAQS.

DOTD conducted a worst-case carbon monoxide (CO) hot-spot analysis for the signalized intersections affected by the I-10 widening project in East and West Baton Rouge Parishes (FHWA 2019). The analysis concluded that the I-10 project would not cause violations of the CO NAAQS.

DOTD intended for the I-10 results to provide a baseline reference for other projects to demonstrate compliance with the CO NAAQS. The traffic projections for the Sugar House Road Extension are substantially lower than on I-10. Additionally, the project includes roundabouts and no signalized intersections. Therefore, the Sugar House Road Extension project is not predicted to cause violations of the CO NAAQS.

2.2 Mobile Source Air Toxics (MSAT)

On February 3, 2006, the FHWA released "*Interim Guidance on Air Toxic Analysis in NEPA Documents.*" This guidance was superseded on September 30, 2009, December 6, 2012, October 18, 2016, and most recently on January 18, 2023, by FHWA's "*Updated Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents.*" (FHWA 2023). The purpose of FHWA's guidance is to advise on when and how to analyze MSAT in the NEPA process for highways. This guidance is interim, because MSAT science is still evolving. As the science progresses, FHWA will continue to revise and update the guidance.

The qualitative analysis presented below provides a basis for identifying and comparing the potential differences among MSAT emissions, if any, from the alternatives. The assessment is derived in part from a study conducted by the FHWA entitled *"A Methodology for Evaluating Mobile Source Air Toxic Emissions Among Transportation Project Alternatives"* (Claggett, 2006). Appendix A provides additional information regarding MSAT.

FHWA's Interim Guidance groups projects into the following categories:

- Exempt Projects and Projects with no Meaningful Potential MSAT Effects;
- Projects with Low Potential MSAT Effects; and
- Projects with Higher Potential MSAT Effects.

FHWA's Updated Interim Guidance provides examples of "Projects with Low Potential MSAT Effects." These projects include minor widening projects and new interchanges, such as those that replace a signalized intersection on a surface street, or where design year traffic projections are less than 140,000 to 150,000 average annual daily traffic (AADT).

Neel-Schaffer conducted a traffic study for the project that included traffic projections for both Alternatives for the design year 2042 (Neel-Schaffer 2023). The highest design year 2042 AADT is 5,986 vehicles per day (vpd) for both Build Alternatives. This volume is substantially lower than the FHWA criterion. Therefore, the project meets the criteria for a "Project with Low Potential MSAT Effects."

For both the No-Build and Build Alternatives, the amount of MSAT emitted would be proportional to the vehicle miles traveled, or VMT, assuming that other variables such as fleet mix are the same for each alternative. Table 1 shows the year 2042 VMT projections based on the projections in the traffic report. Appendix B includes the VMT calculations.

Table 1. Design Year VMT Projections on Affected Roadway Network

Alternative	Year 2042 VMT [(1)]	Change from No-Build [(2)]
No-Build	29,591	---
Alternative 1	28,540	-1,051 (-3.6%)
Alternative 2	27,137	-2,454 (-8.3%)

(1) Calculated for the project area using Neel-Schaffer traffic report.

The projected VMT for the No-Build Alternative in the project area is 29,591 miles.

The project will provide a direct route between I-49 and LA 1, eliminating the need for vehicles to use the more circuitous route involving I-49, Broadway Avenue, and LA 1, a length of approximately 5.4 miles. The traffic projections do not include I-49 and Broadway Avenue. Therefore, it was assumed that 2,000 vpd on the new road would divert from the existing route.

The estimated VMT for Alternative 1 is 28,540 miles, a reduction of 3.6%. The projected VMT for Alternative 2 is 27,137 miles, a decrease of 8.3%.

Emissions might also be reduced due to increased speeds; according to EPA's MOVES3 model, emissions of all the priority MSAT decrease as speed increases. Travel speeds for the Build Alternatives are expected to be higher than for the No-Build Alternative.

Also, regardless of the alternative chosen, emissions will likely be lower than present levels in the design year because of EPA's national control programs that are projected to reduce annual MSAT emissions by over 76 percent between 2020 and 2060. Local conditions may differ from these national projections in terms of fleet mix and turnover, VMT growth rates, and local control measures. However, the magnitude of the EPA-projected reductions is so great (even after accounting for VMT growth) that MSAT emissions in the study area are likely to be lower in the future in nearly all cases.

The additional travel lanes contemplated as part of the Build Alternatives will move some traffic closer to nearby sensitive land uses; therefore, there may be localized areas where ambient concentrations of MSAT would be higher under the Build Alternatives. The localized increases in MSAT concentrations would likely be most pronounced at locations near the segments that will be constructed on a new alignment under Alternatives 1 and 2, and near Hudson Blvd that would be widened under Alternative 1.

However, the magnitude and duration of any potential increases compared to the No-Build Alternative cannot be reliably quantified due to incomplete or unavailable information in forecasting project-specific MSAT health impacts. Further, under both Alternatives, overall future MSAT are expected to be substantially lower than today due to the implementation of the EPA vehicle and fuel regulations.

In sum, when a highway is widened, the localized level of MSAT emissions for the Build Alternatives could be higher relative to the No-Build Alternative, but this could be offset due to increases in speeds and reductions in congestion (which are associated with lower MSAT emissions). Also, MSAT will be lower in other locations when traffic shifts away from them. However, on a regional basis, EPA's vehicle and fuel regulations coupled with fleet turnover, will over time cause substantial reductions that, in almost all cases, will cause region-wide MSAT levels to be significantly lower than today.

Substantial construction-related MSAT emissions are not anticipated for this project as construction is not planned to occur over an extended building period. However, construction activity may generate temporary increases in MSAT emissions in the project area.

2.3 Construction Air Quality

Construction activities will generate intermittent and temporary construction-related pollutant emissions and dust. Construction procedures will be governed by the *Louisiana Standard Specifications for Roads and Bridges* (DOTD, 2016) or the most recent applicable supplements. Construction equipment shall be maintained to keep it in fully satisfactory condition.

2.4 Reasonably Foreseeable Effects

The forecasted traffic volumes used for the analysis include the expected traffic growth and other planned and programmed projects in the area, and account for the redistribution of traffic caused by the project. Therefore, the air quality analysis addresses the reasonably foreseeable indirect and cumulative air quality effects of the project.

3.0 REFERENCES

Claggett, M., et. al., *A Methodology for Evaluating Mobile Source Air Toxic Emissions Among Transportation Project Alternatives*, Federal Highway Administration Resource Center, May 4, 2006.

Federal Highway Administration (FHWA), *Updated Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents,* January 18, 2023.

Federal Highway Administration (FHWA), *Stage 1 Environmental Assessment I-10 LA 415 to Essen Lane on I-10 and I-12, East and West Baton Rouge Parishes, Louisiana*, October 18, 2019.

Louisiana Department of Transportation and Development (DOTD), *Louisiana Standard Specifications for Roads and Bridges,* 2016.

Neel-Schaffer, *Sugar House Road Extension – Lincoln Road to LA 1 Intersection Control Evaluation Study*, July 2023.

APPENDIX A
MSAT BACKGROUND INFORMATION

BACKGROUND

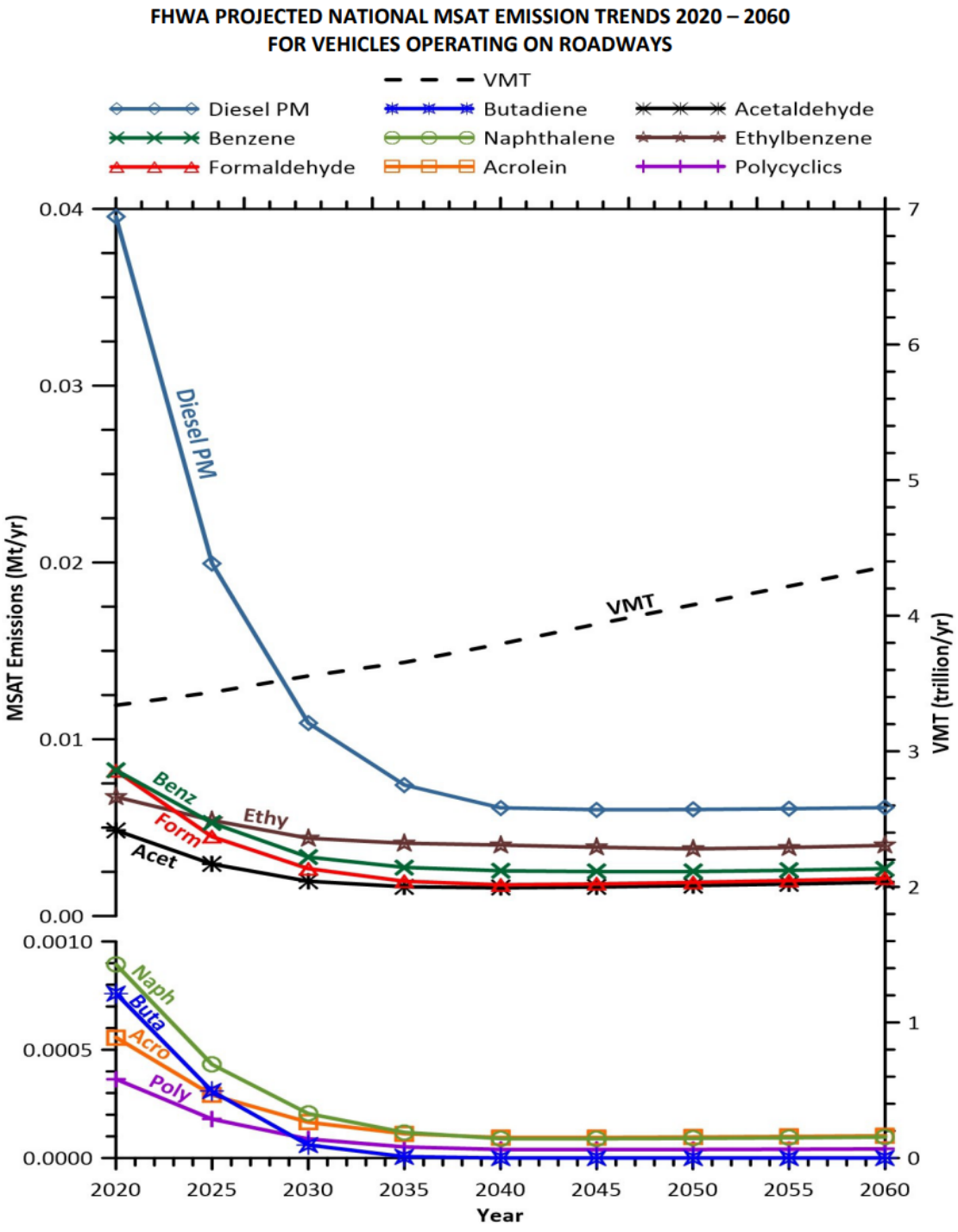
Controlling air toxic emissions became a national priority with the passage of the Clean Air Act Amendments (CAAA) of 1990, whereby Congress mandated that the U.S. Environmental Protection Agency (EPA) regulate 188 air toxics, also known as hazardous air pollutants. The EPA assessed this expansive list in its rule on the Control of Hazardous Air Pollutants from Mobile Sources (Federal Register, Vol. 72, No. 37, page 8430, February 26, 2007), and identified a group of 93 compounds emitted from mobile sources that are part of EPA's Integrated Risk Information System | US EPA.[1] In addition, EPA identified nine compounds with significant contributions from mobile sources that are among the national and regional-scale cancer risk drivers or contributors and non-cancer hazard contributors from the 2011 National Air Toxics Assessment | US EPA.[2] These are 1,3-butadiene, acetaldehyde, acrolein, benzene, diesel particulate matter (diesel PM), ethylbenzene, formaldehyde, naphthalene, and polycyclic organic matter. While FHWA considers these the priority mobile source air toxics, the list is subject to change and may be adjusted in consideration of future EPA rules.

Motor Vehicle Emissions Simulator (MOVES)

According to EPA, MOVES3 is a major revision to MOVES2014 and improves upon it in many respects. MOVES3 includes new data, new emissions standards, and new functional improvements and features. It incorporates substantial new data for emissions, fleet, and activity developed since the release of MOVES2014. These new emissions data are for light- and heavy-duty vehicles, exhaust and evaporative emissions, and fuel effects. MOVES3 also adds updated vehicle sales, population, age distribution, and vehicle miles travelled (VMT) data. In the November 2020 EPA issued MOVES3 Mobile Source Emissions Model Questions and Answers. [3] EPA states that for on-road emissions, MOVES3 updated heavy-duty (HD) diesel and compressed natural gas (CNG) emission running rates and updated HD gasoline emission rates. They updated light-duty (LD) emission rates for hydrocarbon (HC), carbon monoxide (CO) and nitrogen oxide (NOx) and updated light-duty (LD) particulate matter rates, incorporating new data on Gasoline Direct Injection (GDI) vehicles.

Using EPA's MOVES3 model, as shown in Figure 1, FHWA estimates that even if VMT increases by 31 percent from 2020 to 2060 as forecast, a combined reduction of 76 percent in the total annual emissions for the priority MSAT is projected for the same time period.

1. https://www.epa.gov/iris
2. https://www.epa.gov/national-air-toxics-assessment
3. https://nepis.epa.gov/Exe/ZyPDF.cgi?Dockey=P1010M06.pdf



Note: Trends for specific locations may be different, depending on locally derived information representing vehicle-miles travelled, vehicle speeds, vehicle mix, fuels, emission control programs, meteorology, and other factors.

Source: EPA MOVES3 model runs conducted by FHWA, March 2021.

Diesel PM is the dominant component of MSAT emissions, making up 36 to 56 percent of all priority MSAT pollutants by mass, depending on calendar year. Users of MOVES3 will notice some differences in emissions compared with MOVES2014. MOVES3 is based on updated data on some emissions and pollutant processes compared to MOVES2014, and also reflects the latest Federal emissions standards in place at the time of its release. In addition, MOVES3 emissions forecasts are based on slightly higher VMT projections than MOVES2014, consistent with nationwide VMT trends.

MSAT Research

Air toxics analysis is a continuing area of research. While much work has been done to assess the overall health risk of air toxics, many questions remain unanswered. In particular, the tools and techniques for assessing project-specific health outcomes as a result of lifetime MSAT exposure remain limited. These limitations impede the ability to evaluate how potential public health risks posed by MSAT exposure should be factored into project-level decision-making within the context of NEPA. Nonetheless, air toxics concerns continue to arise on highway projects during the NEPA process. Even as science emerges, the public and other agencies expect FHWA to address MSAT impacts in its environmental documents. The FHWA, EPA, the Health Effects Institute, and others have funded and conducted research studies to try to more clearly define potential risks from MSAT emissions associated with highway projects. The FHWA will continue to monitor the developing research in this field.

NEPA CONTEXT

The NEPA requires, to the fullest extent possible, that the policies, regulations, and laws of the Federal Government be interpreted and administered in accordance with its environmental protection goals, and that Federal agencies use an interdisciplinary approach in planning and decision-making for any action that adversely impacts the environment (42 U.S.C. 4332). In addition to evaluating the potential environmental effects, FHWA must also take into account the need for safe and efficient transportation in reaching a decision that is in the best overall public interest (23 U.S.C. 109(h)). The FHWA policies and procedures for implementing NEPA are contained in 23 USC 139 and 23 CFR Part 771.

APPENDIX B
VMT CALCULATIONS

Design Year VMT Projections, Affected Roadway Network	
Project:	**Sugar House Road Extension**
Design Year:	**2042**

Road	From	To	Year 2045 AADT	Growth Rate	Year 2042 AADT	Length (miles)	VMT
No-Build Alternative							
Sugar House Rd	Eddie Williams Ave	Lincoln Rd	4,961	0.70%	4,858	0.41	1,992
Hudson Blvd	Eddie Williams Ave	Lincoln Rd	N/A	N/A	0	0.42	0
	Lincoln Rd	Futtrell Dr	2,944	0.80%	2,874	0.54	1,552
	Futtrell Dr	LA 1	1,242	0.80%	1,213	1.38	1,673
Eddie Williams Ave	Cotton Gin Rd	Sugar House Rd	1,709	0.60%	1,679	0.25	420
	Sugar House Rd	Hudson Blvd	1,343	0.70%	1,315	0.35	460
Lincoln Rd	Sugar House Rd	Hudson Blvd	3,828	0.80%	3,738	0.37	1,383
	Hudson Blvd	Tulane Ave	1,233	1.00%	1,197	0.34	407
LA 1	Willow Glen River Rd	Hudson Blvd	3,422	0.90%	3,331	1.08	3,598
	Hudson Blvd	Alternative 2	3,260	0.80%	3,183	0.71	2,260
	Alternative 2	Old River Road	3,076	0.80%	3,003	1.68	5,046
I-49 to Broadway to LA1 to Hudson (assumed current movement)					2,000	5.40	10,800
						Total	***29,591***
Alternative 1							
Sugar House Rd	Eddie Williams Ave	Lincoln Rd	5,986	1.40%	5,741	0.41	2,354
	Lincoln Rd	Futtrell Dr	5,986	1.40%	5,741	0.76	4,364
	Futtrell Dr	LA 1	5,986	1.40%	5,741	1.37	7,866
Hudson Blvd	Eddie Williams Ave	Lincoln Rd	N/A	N/A	0	0.42	0
	Lincoln Rd	Futtrell Dr	1,608	-1.20%	1,667	0.54	900
Eddie Williams Ave	Cotton Gin Rd	Sugar House Rd	1,726	0.70%	1,690	0.25	423
	Sugar House Rd	Hudson Blvd	1,338	0.70%	1,310	0.35	459
Lincoln Rd	Sugar House Rd	Hudson Blvd	2,631	-0.40%	2,663	0.37	985
	Hudson Blvd	Tulane Ave	1,264	1.10%	1,223	0.34	416
LA 1	Willow Glen River Rd	Hudson Blvd	2,913	0.40%	2,878	1.08	3,109
	Hudson Blvd	Alternative 2	2,893	0.40%	2,859	0.71	2,030
	Alternative 2	Old River Road	3,487	1.30%	3,354	1.68	5,636
						Total	***28,540***
						Change (miles)	***-1,051***
						Change (%)	***-3.6%***
Alternative 2							
Sugar House Rd	Eddie Williams Ave	Lincoln Rd	5,986	1.40%	5,741	0.41	2,354
	Lincoln Rd	LA 1	5,986	1.40%	5,741	1.70	9,760
Hudson Blvd	Eddie Williams Ave	Lincoln Rd	N/A	N/A	0	0.42	0
	Lincoln Rd	Futtrell Dr	1,608	-1.20%	1,667	0.54	900
	Futtrell Dr	LA 1	151	-6.00%	182	0.25	45
Eddie Williams Ave	Cotton Gin Rd	Sugar House Rd	1,726	0.70%	1,690	0.35	592
	Sugar House Rd	Hudson Blvd	1,338	0.70%	1,310	0.37	485
Lincoln Rd	Sugar House Rd	Hudson Blvd	2,631	-0.40%	2,663	0.34	905
	Hudson Blvd	Tulane Ave	1,264	1.10%	1,223	1.08	1,321
LA 1	Willow Glen River Rd	Hudson Blvd	2,913	0.40%	2,878	1.08	3,109
	Hudson Blvd	Alternative 2	2,893	0.40%	2,859	0.71	2,030
	Alternative 2	Old River Road	3,487	1.30%	3,354	1.68	5,636
						Total	***27,137***
						Change (miles)	***-2,454***
						Change (%)	***-8.3%***

APPENDIX E

NOISE ANALYSIS

Traffic Noise Analysis Technical Report

FOR ENVIRONMENTAL ASSESSMENT

SUGAR HOUSE ROAD EXTENSION
CITY OF ALEXANDRIA
RAPIDES PARISH, LOUISIANA

Submitted to:

CITY OF ALEXANDRIA, LOUISIANA
MAYOR JACQUES M. ROY

Prepared for:

PROVIDENCE

Prepared by:

Bowlby & Associates, Inc.

January 2026

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EXECUTIVE SUMMARY

The City of Alexandria plans to extend the previously constructed Sugar House Road Reconstruction project (H.008265) between Lincoln Road and LA 1, a length of approximately 1.5 miles. The City is evaluating two alternatives: Alternative 1 and Alternative 2.

The Extension is a Type I project per the Federal Highway Administration (FHWA) noise regulation, *Procedures for Abatement of Highway Traffic and Construction Noise*, *23 CFR 772, a*nd requires a noise study to identify noise impacts and to evaluate noise abatement for those impacts. The noise study was conducted per the FHWA noise regulation and the Louisiana Department of Transportation & Development's (DOTD) *Highway Traffic Noise Policy*.

Eight (8) noise study areas (NSAs) containing noise-sensitive land uses were identified within the project limits. All NSAs except NSA 7 include Activity Category B residences. NSA 7 includes the Ministry Unlimited Church which is an Activity Category D land use that must be evaluated for interior noise impacts.

Noise measurements were conducted to characterize the existing noise environment in the project area. Existing worst-hour noise levels at the measurement locations range from 44.8 to 59.0 dBA. The differences in measured noise levels are primarily a function of the distances between the measurement locations and nearby roadways including existing Sugar House Road and LA 1.

The FHWA Traffic Noise Model Version 2.5 (TNM) computer program predicted design year 2042 worst-hour noise levels for Alternatives 1 and 2 for the noise-sensitive land uses in each NSA. Noise impacts were then evaluated by comparing design year noise levels to FHWA's Noise Abatement Criteria (NAC) and existing noise levels.

The study determined that the project will impact five residences including four in NSA 5 and one in NSA 8. The four impacted residences in NSA 5 are east of Lincoln Road and include 3426, 3422, 3342, and 3334 Sugar House Road. The project will cause a substantial increase in noise levels at these residences; however, worst house levels will be 57 to 58 dBA and well below the NAC.

The impacted residence at 6717 Third Street in NSA 8 is predicted to be impacted based on the NAC.

Noise barriers were evaluated for the impacted land uses in NSAs 5 and 8. Per the criteria in the DOTD's noise policy, noise abatement must be evaluated for "feasibility" and, if feasible, for "reasonableness."

All four of the impacted residences on existing Sugar House Road in NSA 5 will have direct driveway access to widened Sugar House Road. Similarly, the impacted residence in NSA 8

has direct driveway access to LA 1. Noise barriers would limit access from the impacted properties and adjacent properties. Therefore, noise abatement is not feasible for either NSA and not proposed for the project.

The construction of the project will result in temporary noise increases for the noise-sensitive land uses near the Build Alternatives. The construction contractor has the responsibility for the protection of the public in all aspects of construction throughout the construction of the project. All construction equipment will be required to comply with OSHA regulations as they apply to the employees' safety and per the DOTD Standard Specifications.

Some tracts of undeveloped land exist in the project area. DOTD encourages local communities and developers to practice noise compatibility planning to avoid future noise impacts. The *Information for Local Officials* section of this report provides additional information on noise levels for undeveloped lands and noise compatibility planning.

The noise analysis for the design year 2042 includes projected traffic volumes for the project as well as forecasted background traffic growth and other planned and programmed projects in the area. As a result, the noise impacts predicted for the noise analysis represent reasonably foreseeable effects, including direct and cumulative noise impacts.

The project could cause a redistribution of traffic on the surrounding roadway network and affect development and land use patterns in the project area. However, traffic volumes are not anticipated to double because of the redistribution of traffic or changes in development, so any increases in noise levels beyond the project limits would be small.

1.0 INTRODUCTION

The City of Alexandria plans to extend the previously constructed Sugar House Road Reconstruction project (H.008265) between Lincoln Road and LA 1, a length of approximately 1.5 miles. The project will be two lanes, with a single-lane roundabout at LA 1. The existing Sugar House Road at Lincoln Road intersection is proposed to remain a one-way stop control intersection.

The City is evaluating two alternatives, as shown in Figure 1. Alternative 1 routes northeasterly from the current terminus of Sugar House Road and merges with Hudson Boulevard before Hynson Bayou. After crossing the bayou, the route continues on Hudson Boulevard until it ends at a roundabout at LA 1. Alternative 2 routes more easterly from Sugar House Road on a new alignment. This route also crosses the bayou and floodway before entering more rural land areas en route to LA 1. Both alternatives include a roundabout at the intersection of the extended Sugar House Road and LA 1, with no change to the existing stop control intersection at Lincoln Road.

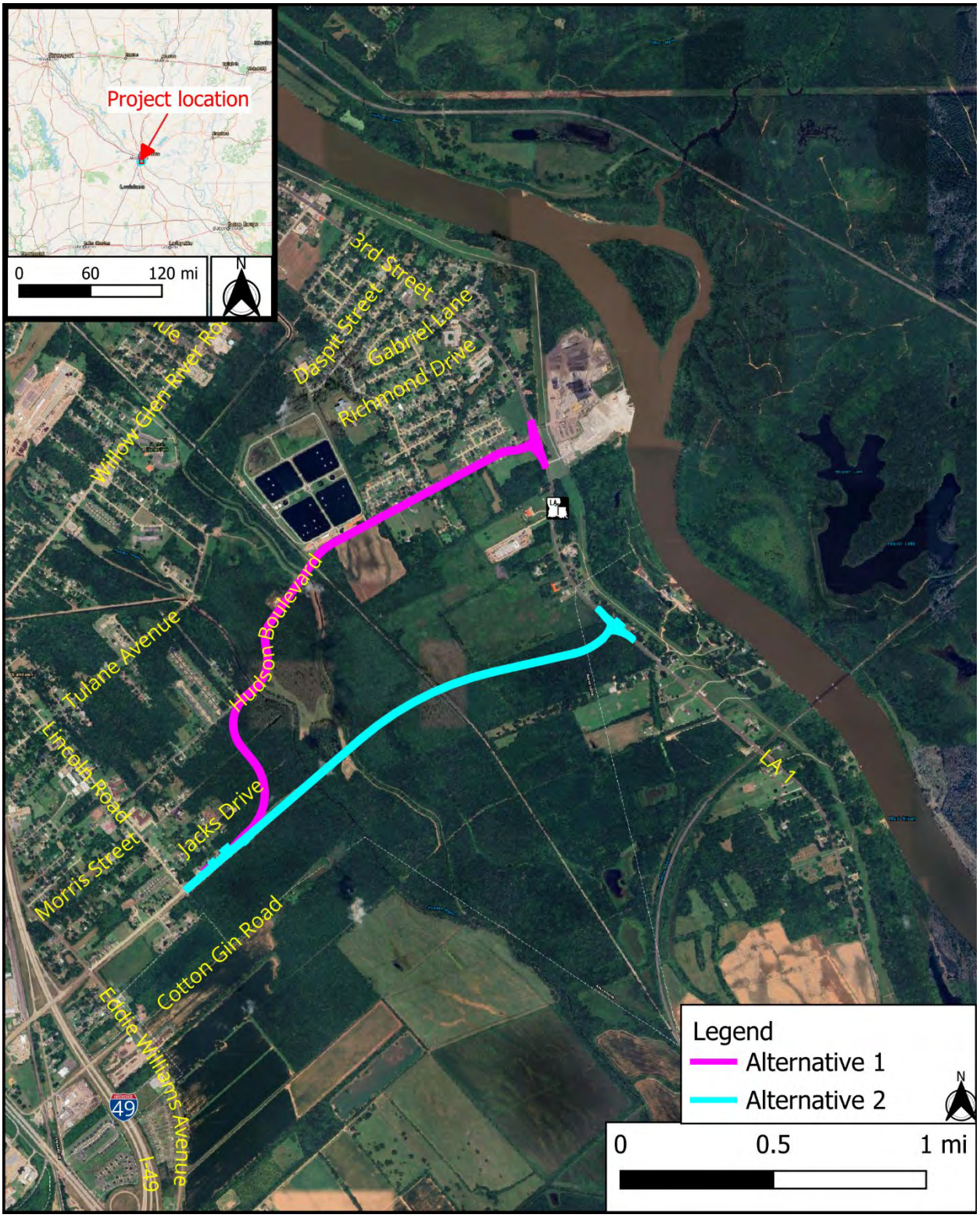


Figure 1. Project Location and Alternatives

The project is "Type I" per the Federal Highway Administration (FHWA) noise regulation, *Procedures for Abatement of Highway Traffic and Construction Noise*, *23 CFR 772,* and requires a noise study.

This report documents the results of the noise analysis for the project as part of the environmental process. The study used the current conceptual plans and traffic projections.

2.0 TRAFFIC NOISE ANALYSIS

This noise study was conducted per the FHWA noise regulation and DOTD's *Highway Traffic Noise Policy* (DOTD, 2021). The noise analysis included the following tasks:

- *Identification of noise study areas:* Identification of existing land uses in the project area that are sensitive to highway traffic noise
- *Determination of existing noise levels:* Measurement and prediction of existing noise levels at sensitive land uses to characterize the existing noise environment in the project area
- *Determination of future noise levels:* Prediction of future, design year, worst-hour noise levels for the No-Build and Selected Alternatives
- *Determination of traffic noise impacts:* Determination of noise impacts based on the increase in existing noise levels and design year noise levels
- *Noise abatement evaluation*: Evaluation of noise abatement for areas determined to be impacted by the project
- *Discussion of construction noise*
- *Information for local officials*
- *Discussion on reasonably foreseeable effects*

Each step is discussed below, following a discussion of traffic noise terminology and DOTD's criteria for determining noise impacts.

2.1 Traffic Noise Terminology

Traffic noise levels are expressed in terms of the hourly, A-weighted equivalent sound level in decibels (dBA). A sound level represents the level of the rapid air pressure fluctuations caused by sources (such as traffic) that are heard as noise. A decibel is a unit that relates the sound pressure of noise to the faintest sound the young human ear can hear.

The A-weighting refers to the amplification or attenuation of the different frequencies of the sound (subjectively, the pitch) to correspond to the way the human ear "hears" these frequencies. Generally, when the sound level exceeds the mid-60 dBA range, outdoor conversation in normal tones at three feet becomes difficult. Common indoor and outdoor sound levels are shown in Figure 2.

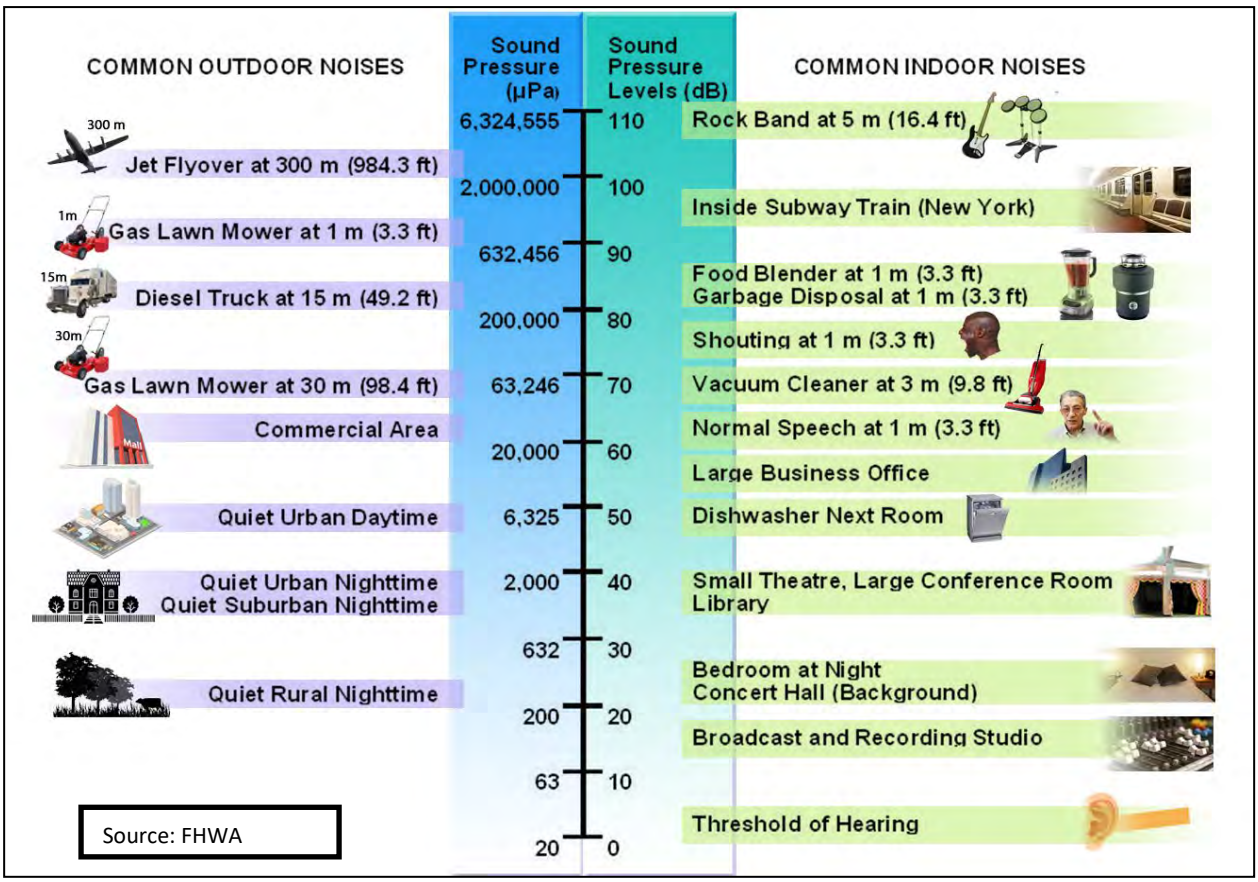


Figure 2. Common Sound Levels

A 9-10 dB increase in sound level is typically judged by the listener to be twice as loud as the original sound while a 9-10 dB reduction is judged to be half as loud. Doubling the number of sources (i.e., vehicles) will increase the hourly equivalent sound level by approximately 3 dB, which is usually the smallest change in hourly equivalent A-weighted traffic noise levels that people can detect without specifically listening for the change.

Because most environmental noise fluctuates from moment to moment, it is standard practice to condense data into a single level called the equivalent sound level (L_{eq}). The L_{eq} is a steady sound level that would contain the same amount of sound energy as the actual time-varying sound evaluated over the same period. The L_{eq} averages the louder and quieter moments but gives more weight to the louder moments in the averaging. For traffic noise assessment purposes, L_{eq} is typically evaluated over the worst one-hour period and defined as $L_{eq}(1h)$.

The term *insertion loss* describes the reduction in $L_{eq}(1h)$ at a location after a noise barrier is constructed. For example, if the $L_{eq}(1h)$ at a residence without a barrier is 75 dBA and the $L_{eq}(1h)$ with a barrier is 65 dBA, then the insertion loss is 10 dB.

2.2 Criteria for Determining Impacts

Noise impact is determined by comparing future "design year" worst-hour noise levels with the project to (1) FHWA's Noise Abatement Criteria (NAC) for different land use categories, and (2) existing noise levels. Table 1 shows the land uses that are classified as Activity Categories A - G and the corresponding NAC.

A noise-sensitive land use is impacted in either of two ways:

1. The predicted worst-hour noise level in the design year approaches or exceeds the NAC. DOTD defines "approach" as 1 dB less than the NAC. For example, the NAC for Activity Category B and C land uses is 67 dBA. An impact would occur if the predicted noise level is 66 dBA or higher at an exterior area of frequent human use.

2. The predicted worst-hour noise level in the design year exceeds the existing noise level by 10 dB or more, even if the NAC is not approached or exceeded.

The FHWA noise regulation and the DOTD's noise policy state that traffic noise impacts require consideration of abatement.

2.3 Noise Study Areas

A review of available electronic mapping, as well as field reconnaissance, identified eight Noise Study Areas (NSAs) containing noise-sensitive land uses. These NSAs are shown in Figures 3 and 4 and described in Table 2. NSAs 1 through 6 and 8 include Activity Category B residences. Noise impacts will be identified, and noise abatement will be considered at the residences and picnic tables if design year noise levels are 66 dBA or higher or if the project causes a substantial increase in existing noise levels.

NSA 7 includes the Ministry Unlimited Church. A review of the property revealed no exterior areas of frequent human use. Therefore, the church is Activity Category D and must be evaluated for interior noise impacts. Noise impacts will be identified, and noise abatement will be considered if the predicted interior design year noise level is 51 dBA or higher or if the project causes a substantial increase in existing noise levels.

Some Activity Category F land uses exist within the project limits, including the Highway 1 Auto Parts, the Wastequip on LA 1, and the Alexandria Wastewater Treatment Plant on Hudson Blvd. These land uses are not noise-sensitive, do not have an NAC, and have not been included in the noise study.

Table 1. Noise Abatement Criteria

Activity Category	L_{Aeq}(1h) dBA	Evaluation Location	Activity Description
A	57	Exterior	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B (1)	67	Exterior	Residential
C (1)	67	Exterior	Active sports areas, amphitheaters, auditoriums, campgrounds, cemeteries, daycare centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings.
D	52	Interior	Auditoriums, daycare centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios.
E (1)	72	Exterior	Hotels, motels, offices, restaurants/bars, and other developed lands, properties, or activities not included in A-D or F.
F	–––	–––	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing.
G	–––	–––	Undeveloped lands that are not permitted.

(1) Includes undeveloped lands permitted for this activity category.

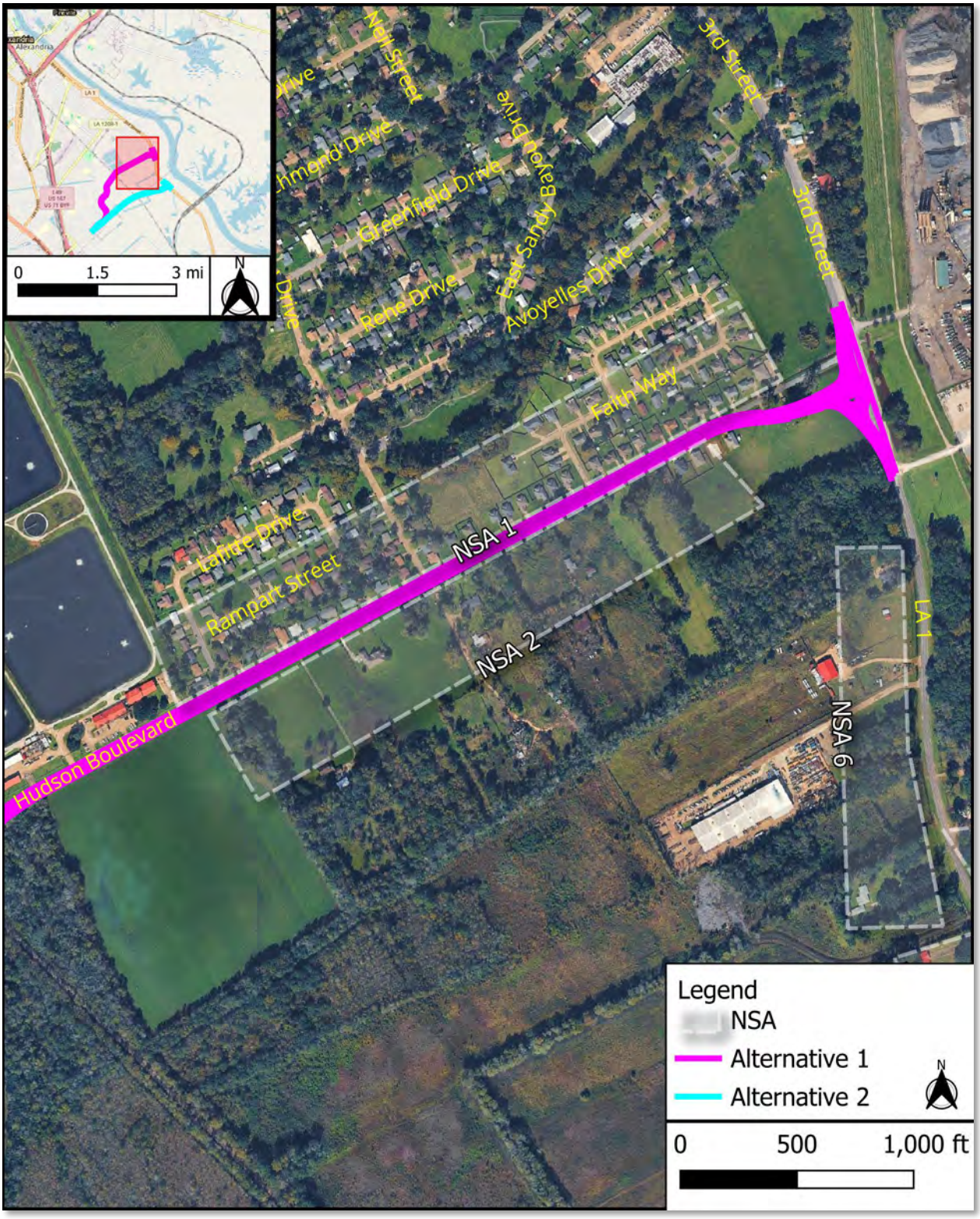


Figure 3. Noise Study Areas 1, 2, and 6

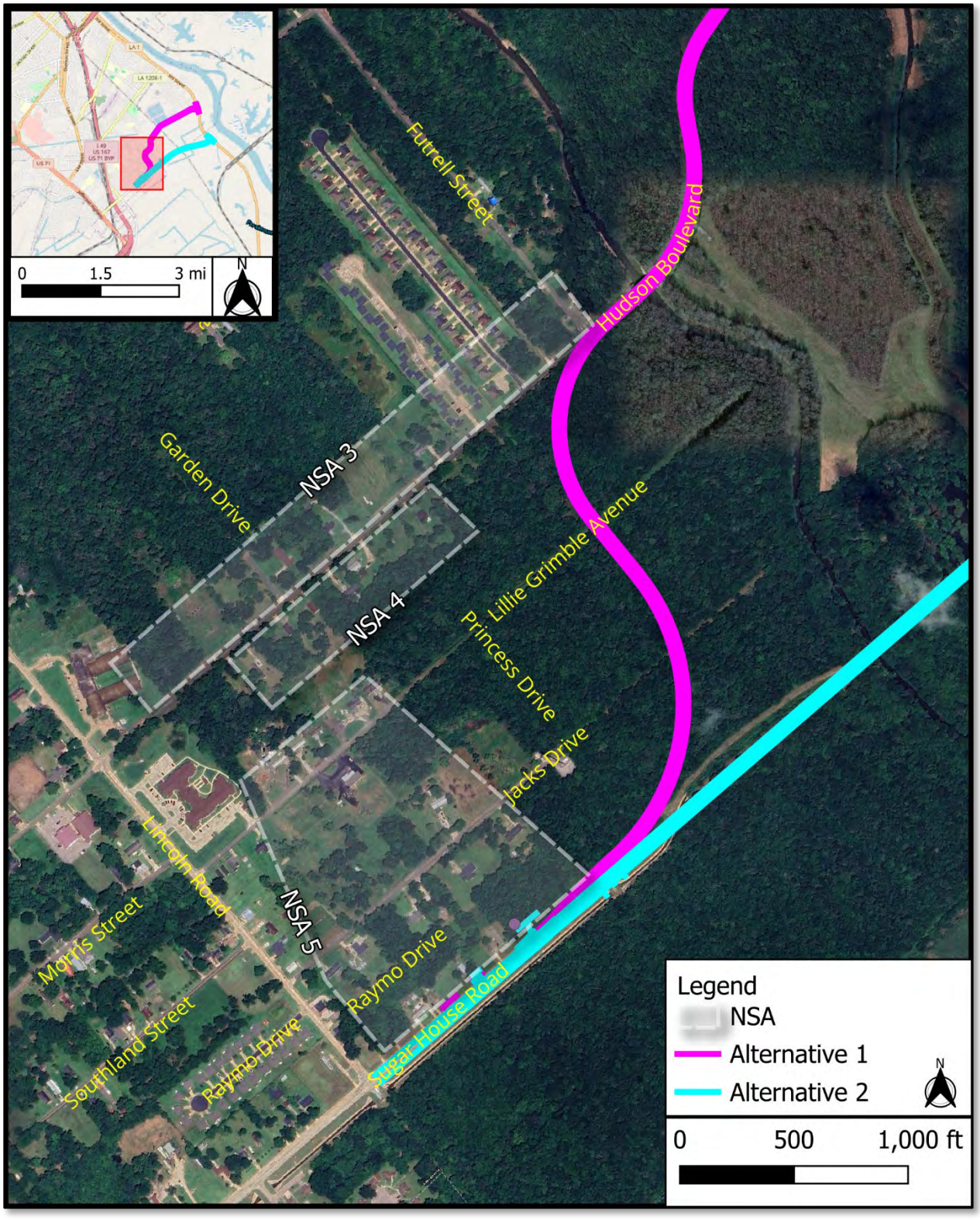


Figure 4. Noise Study Areas 3 through 5

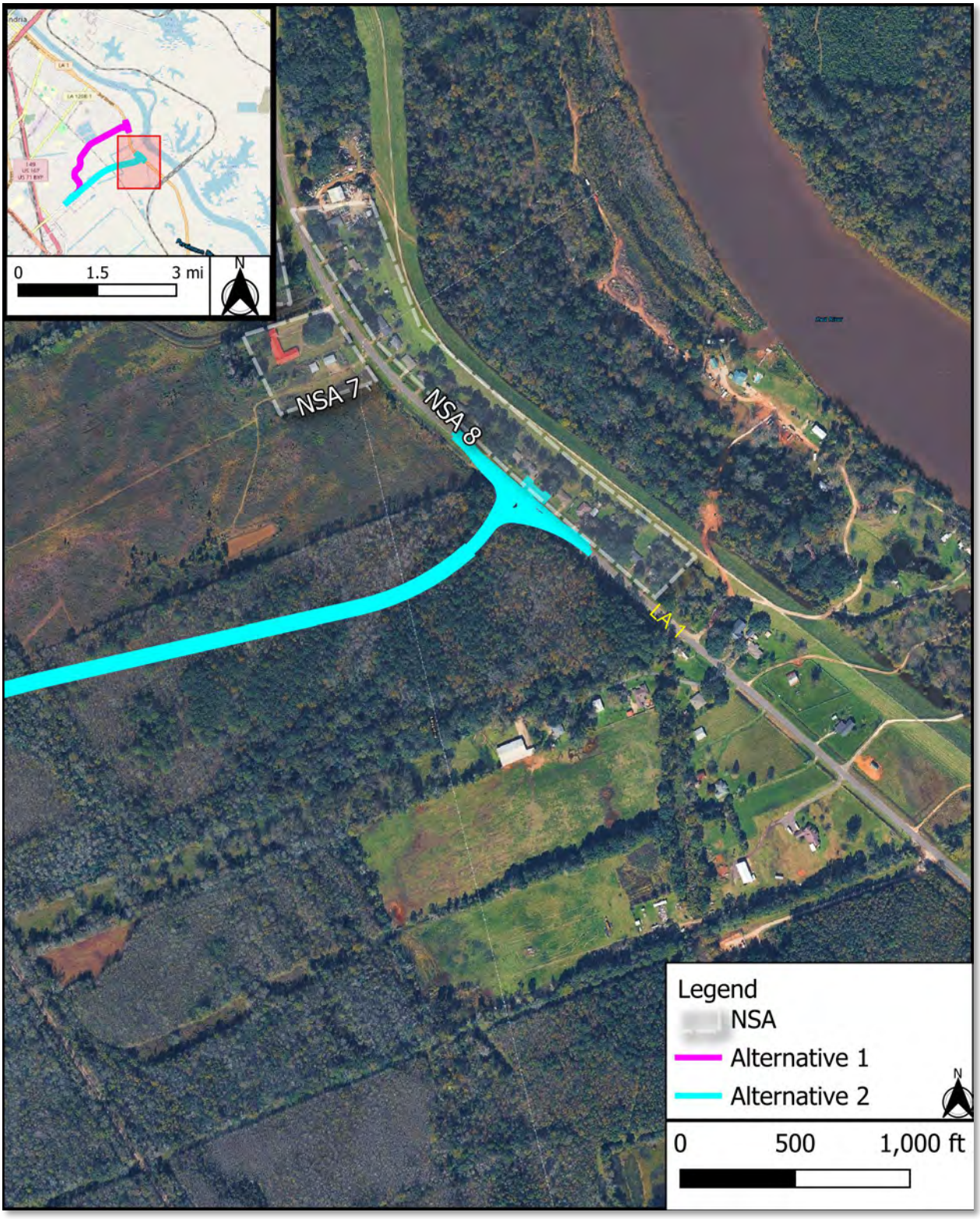


Figure 5. Noise Study Areas 7 and 8

Table 2. Noise Study Areas

Noise Study Area	Location	Description	Activity Category	NAC (dBA)
1	North side of Hudson Boulevard between LA 1 and the Kansas City Southern Railroad Track	Single-family residences on Hudson Boulevard, Faith Way, Alsace Drive, W Sandy Bayou Drive, Dauphine Street, and Baronne Street	B	67
2	South side of Hudson Boulevard between LA 1 and the Kansas City Southern Railroad Track	Single-family residences on Hudson Boulevard	B	67
3	North side of Hudson Boulevard between Lincoln Road and Futrell Street	Single-family residences and mobile homes on Hudson Boulevard, Futrell Street, Natchez Street, and Garden Drive, and Apartments on Oakmont Village Drive	B	67
4	South side of Hudson Boulevard between Lincoln Road and Futrell Street	Single-family residences and mobile homes on Hudson Boulevard and Princess Drive	B	67
5	North side of Sugar House Road east of Lincoln Road	Single-family residences and mobile homes on Lillie Grimble Avenue, Jacks Drive, and Sugar House Road, east of Lincoln Road	B	67
6	West side of LA 1 between Hudson Boulevard and Alternative 2	Single-family residences on LA 1	B	67
7	West side of LA 1 south of Alternative 2	The Ministry Unlimited Church (interior)	D	52
8	East side of LA 1 from Hudson Boulevard to south of Alternative 2	Single-family residences on LA 1	B	67

Some tracts of undeveloped Activity Category G lands exist along the project. These undeveloped lands are not noise-sensitive and have not been included in the noise study. However, noise impacts could occur in the future if noise-sensitive land uses are constructed near the Sugar House Road Extension. A discussion of future noise levels and the need for noise-compatible land use planning is provided later in this report.

2.4 Noise Measurements

Noise measurements were conducted in the project area to characterize the existing noise environment and to provide data for model validation as described in the following section. A noise measurement plan was developed per DOTD's noise policy and submitted to DOTD for approval. Noise measurements were conducted at the approved noise-sensitive land uses on June 12, 2024. Table 3 summarizes the noise levels at each measurement location. Appendix B contains the approved plan, figures showing the measurement locations, and the noise measurement results.

Short-term peak and off-peak [i.e., 20-25 minute] noise measurements were conducted at five locations in NSAs 1, 3, and 8. The measurement location at 3321 Jacks Drive in NSA 5 is far from Hudson Blvd and LA 1 and where noise levels would be approaching background. Therefore, only one measurement was conducted.

All measurements were conducted at one-minute intervals. Extraneous noise (i.e., dog barking, sirens, etc.) during each measurement was noted, and the corresponding one-minute measurement intervals were eliminated from the noise level calculation. The higher of the peak and off-peak noise levels is considered to be representative of the worst noise hour.

As indicated, noise levels at the measurement locations along Hudson Blvd in NSAs 1 and 3 range from 50.9 dBA to 59.0 dBA. The measured level at 3309 Jacks Drive in NSA 5 was 44.8 dBA. Finally, the measured levels at 15 Aymond Road in NSA 8 near LA 1 were 51.3 to 51.9 dBA.

2.5 Model Validation

DOTD's noise policy requires validation of the FHWA Traffic Noise Model version 2.5 (TNM) computer program to calculate noise levels. Validation involves conducting noise measurements at locations near the existing roadway while conducting simultaneous vehicle classification counts of the traffic and estimating travel speed. The traffic counts are factored up to hourly volumes and, along with the speeds, are entered into a TNM 2.5 model of existing conditions. The predicted noise levels are compared to the measured noise levels. The model is considered validated if the predicted noise level is within 3 dBA of the measured level.

Validation was conducted for 507 and 816 Hudson Blvd. Traffic volumes on Hudson Blvd were counted during the measurements, as summarized in Appendix B. The posted speed on Hudson Blvd is 30 mph; however, vehicle speeds were observed to be approximately 40 mph. Therefore, a speed of 40 mph was modeled. The last two columns of Table 3 present the validation results. As shown, the TNM predicted noise levels were within 3 dB of the measured levels, so the model is considered validated.

Table 3. Existing Noise Levels and Validation Results

Noise Study Area	Site	Date	Time	Distance to Adjacent Road (ft)	Measured L_{Aeq} (dBA)	Validation Results	
						Predicted L_{Aeq} (dBA)	Predicted - Measured Difference (dB)
1	404 Hudson Blvd	6/12/24	8:44 am – 9:04 am	46 (1)	55.3	N/A	
			3:00 pm – 3:20 pm		54.9		
	507 Hudson Blvd (vacant lot)	6/12/24	3:39 pm – 3:59 pm	60 (1)	53.5	54.4	0.9
			5:36 pm – 5:56 pm		51.6	50.9	-0.7
	816 Hudson Blvd	6/12/24	11:40 am – 12:00 pm	33 (1)	54.9	54.3	-0.6
			5:05 pm – 5:25 pm		59.0	57.1	-1.9
3	3212 Hudson Blvd	6/12/24	10:54 am – 11:14 am	86 (1)	50.9	N/A	
			4:40 pm – 4:55 pm		52.5		
5	3309 Jacks Drive	6/12/24	10:02 am – 10:32 am	N/A	44.8	N/A	
8	15 Aymond Road	6/12/24	12:35 pm – 1:00 pm	230 (2)	51.3	N/A	
			4:12 pm – 4:27 pm		51.9		

(1) Hudson Blvd
(2) LA 1

2.6 Existing Noise Levels

TNM predicted existing and future worst-hour noise levels for the noise-sensitive land uses in each NSA. Neel-Schaffer completed a traffic study for the project (Neel-Schaffer, 2023) that included morning and afternoon peak hour volumes in vehicles per hour (vph) for Base Year 2022 and Design Year 2042. The year 2022 traffic volumes were used to represent existing conditions.

Truck percentages for LA 1, Hudson Blvd, and Lincoln Road were determined from year 2022 vehicle classification counts conducted by Neel-Schaffer. The daily truck percentage on LA 1 is 15.5% while the percentages on Hudson Blvd and Lincoln Road are 7.0% and 6.6%, respectively. Heavy trucks constitute 52% of the trucks on LA 1, and 13% and 23% on Hudson Blvd and Lincoln Road, respectively. The Hudson Blvd percentages were used for existing Sugar House Road. Appendix C includes the traffic data for the roads in the TNM models.

Each lane of the modeled roadways was modeled as a separate TNM "roadway." Existing posted speeds were used: 55 mph for LA 1, 30 mph for Hudson Blvd, 25 mph for Lincoln Road, and 45 mph for existing Sugar House Road west of Lincoln Road. The anticipated posted speed of 40 mph was modeled for the Sugar House Road Extension for both Alternatives.

Receptors were modeled with TNM "receiver" points at areas of frequent human use for noise-sensitive land uses. For single-family residences, that area could be the front or back yard, depending on the orientation of the residence.

Large buildings were modeled using TNM noise barriers. Single-family houses were modeled as either individual noise barriers or as rows of buildings. Significant terrain features were also modeled. Finally, large areas of pavement, such as parking lots, were modeled as ground zones, and *lawn* was modeled as the default ground surface. The TNM quality control checklist and plan views, showing all modeled TNM objects, as well as the location of the modeled roadways and receivers, are included in Appendix D.

Table 4 summarizes the predicted noise levels for each NSA, and the results are discussed in the following sections. Appendix E provides tables of predicted noise levels and impact results and figures showing the modeled receiver points.

TNM predicted existing worst-hour noise levels for the exterior areas of the noise-sensitive land uses in each NSA, as summarized in Table 4. Predicted existing noise levels in NSAs 1 through 6 range from 41 to 56 dBA. The residences in NSA 8 are adjacent to LA 1, so the predicted existing noise levels are between 58 and 66 dBA.

The interior noise level for The Ministry Unlimited Church on LA 1 in NSA 7 was estimated by applying a typical 25 dB reduction for attenuation due to standard building construction and

air conditioning, per FHWA guidance (FHWA, 2011). The predicted interior noise level is 30 dBA.

2.7 Future Noise Levels

2.7.1 No-Build Alternative

Doubling traffic results in a 3 dB increase in the noise level at a given location, assuming all other conditions remain the same. Design year 2042 traffic volumes on the roadway network are projected to be 16% to 19% higher than existing volumes. This increase in traffic would increase noise levels at nearby land uses by approximately 1 dB. The TNM models for the existing conditions were updated to include design year 2042 traffic volumes for the No-Build Alternative, and the resulting noise levels are shown in the tables in Appendix D. As shown, worst hour noise levels for the No-Build Alternative are approximately 1 dB higher than existing noise levels.

2.7.2 Build Alternatives

Table 4 summarizes the predicted design year 2042 worst-hour noise levels and impacts for Alternatives 1 and 2. As shown, Alternatives 1 and 2 will impact the same five residences in NSAs 5 and 8.

The four impacted residences in NSA 5 are on Sugar House Road east of Lincoln Road. The project will cause a substantial increase in noise levels at these residences; however, worst hour levels will be 57 to 58 dBA and well below the NAC. The impacted residence at 6717 Third Street in NSA 8 is predicted to be impacted based on the NAC.

2.8 Noise Impacts

A noise impact assessment was completed for Alternatives 1 and 2 per the DOTD's noise policy. As shown in Table 4, the noise level increases in six of the eight NSAs are below 10 dB for both Alternative 1 and Alternative 2. However, noise level increases at 3426, 3422, 3342, and 3334 Sugar House Road east of Lincoln Road in NSA 5 are predicted to be between 10 and 14 dB.

Therefore, these four residences are predicted to be impacted due to a substantial increase in existing noise levels.

The predicted noise levels at the land uses in seven of the eight NSAs are below the NAC, so impacts based on the NAC are not predicted. However, the predicted noise level at one residence on the east side of LA 1 in NSA 8 is 67 dBA, so this residence is predicted to be impacted based on the NAC.

The interior noise level at The Ministry Unlimited Church in NSA 7 is 30 dBA for Alternatives 1 and 2.

Table 4. Predicted Noise Levels and Impacts

NSA	Existing Noise Levels (dBA)	Design Year Noise Levels (dBA)	Change (dB)	Substantial Increase Impacts	NAC Impacts	Total Impacts	Abatement Evaluation Needed?
Alternative 1							
1	43.6 - 55.4	48.9 - 61.8	2.0 - 9.4	0	0	0	No
2	41.6 - 55.8	44.4 - 64.7	2.8 - 9.7	0	0	0	No
3	42.6 - 53.3	43.5 - 54.9	-1.7 - 8.0	0	0	0	No
4	45.7 - 48.9	44.4 - 47.4	-1.6 - -0.9	0	0	0	No
5	40.9 - 46.5	42.4 - 58.0	0.3 - 14.8	**4**	0	**4**	**Yes**
6	46.0 - 55.7	47.1 - 56.7	1.0 - 1.1	0	0	0	No
7	30.1 (1)	30.2 (1)	0.1 (1)	0	0	0	No
8	58.9 - 65.6	60.0 - 66.9	1.1 - 1.4	0	**1**	**1**	**Yes**
			Total	**4**	**1**	**5**	
Alternative 2							
1	43.6 - 55.4	48.9 - 61.8	2.0 to 9.4	0	0	0	No
2	41.6 - 55.8	44.4 - 64.7	2.8 to 9.7	0	0	0	No
3	42.6 - 53.3	43.3 - 54.9	-1.8 to 8.0	0	0	0	No
4	45.7 - 48.9	44.2 - 47.2	-1.7 to -1.4	0	0	0	No
5	40.9 - 46.5	42.4 - 58.0	0.3 to 14.8	**4**	0	**4**	**Yes**
6	46.0 - 55.7	47.5 - 57.4	1.5 to 1.7	0	0	0	No
7	30.1 (1)	30.2 (1)	0.1(1)	0	0	0	No
8	58.9 - 65.6	60.8 - 66.9	1.1 to 2.0	0	**1**	**1**	**Yes**
			Total	**4**	**1**	**5**	

(1) Interior (includes a 30 dBA background level).

2.9 Noise Abatement Evaluation

Noise barriers were evaluated for the impacted residences in NSAs 5 and 8. Per the criteria in the DOTD's noise policy, noise abatement must be evaluated for "feasibility" and, if feasible, for "reasonableness." Noise barriers must be both feasible and reasonable to be deemed "likely" for construction.

2.9.1 Feasibility

Feasibility includes acoustical and engineering considerations. *Acoustical feasibility* means that a noise barrier will provide at least a 5 dB reduction in the noise level for at least 75% of the first row, impacted receptors. If a barrier cannot meet this criterion, abatement is not acoustically feasible. Additionally, the noise barrier should be feasible from an engineering perspective. Engineering feasibility can be affected by topography, drainage, safety, barrier height, utilities, and access and maintenance needs (which may include right-of-way considerations). If a barrier poses engineering issues, it may be judged as not feasible even if it meets the acoustical feasibility criterion, and it will not be recommended for construction.

All four of the impacted residences on existing Sugar House Road in NSA 5 will have direct driveway access to widened Sugar House Road. Similarly, the impacted residence in NSA 8 has direct driveway access to LA 1. Noise barriers would limit access from the impacted properties and adjacent properties. Therefore, noise abatement is not feasible for either NSA.

2.9.2 Statement of Likelihood

Noise abatement is not feasible for NSAs 5 and 8. As a result, noise abatement is not proposed for this project.

2.10 Construction Noise

Construction will result in temporary noise increases in the project area. The construction of Alternative 1 will have a greater effect on the land uses in NSAs 1 through 4. NSAs 5, 6, and 7 will be comparably affected by both Alternatives. NSA 8 is on the east side of LA 1 and would be minimally affected by the construction of Alternative 2.

Construction noise would be generated primarily from heavy equipment used in hauling materials and accomplishing the widening of the roadway. The construction contractor has the responsibility for the protection of the public throughout the construction of the project. All construction equipment will be required to comply with OSHA regulations as they apply to the employees' safety and per the DOTD Standard Specifications. All construction equipment used in the construction phase of the project should be properly muffled, and all motor panels should be shut during operation. To minimize the potential for impacts of

construction noise on the residents, allowable work times should be specified in construction contracts in consideration of potential construction noise impacts on residents.

2.11 Information for Local Officials

DOTD encourages local communities and developers to practice noise compatibility planning to avoid future noise impacts. Two guidance documents on noise-compatible land use planning are available from FHWA (FHWA 1974; FHWA 2002).

Table 5 presents future predicted noise levels based on an assumed at-grade situation for areas along Sugar House Road within the project limits where vacant and developable lands exist. Noise predictions were made at distances from the center of the closest travel lane of Sugar House Road for the design year 2042. These values do not represent predicted levels at every location at a particular distance back from the roadway. Noise levels will vary with changes in terrain and other site conditions.

Table 5. Design Year 2042 Predicted Noise Levels for Undeveloped Areas

Distance*	L_{Aeq} (1h), dBA	
	Alternative 1	Alternative 2
100 feet	60.2	59.2
200 feet	57.1	55.8
300 feet	53.9	52.5
400 feet	50.8	49.3
500 feet	48.4	47.0

* Perpendicular distance to the centerline of the nearest travel lane of Sugar House Road.

Due to the low traffic volumes, the results indicate that exterior areas of Activity Category B and C uses would not be impacted within even 50 feet from the edge of pavement of the nearest travel lane of the Sugar House Road extension. This information is included to make local officials and planners aware of anticipated highway noise levels so that future development will be compatible with these levels.

2.12 Reasonably Foreseeable Effects

The noise analysis for the design year 2042 includes projected traffic volumes for the project and forecasted background traffic growth and other planned and programmed projects in the area. As a result, the predicted noise impacts represent both direct and cumulative noise impacts.

The construction of the Sugar House Road Extension could cause a redistribution of traffic on the surrounding roadway network and affect development and land use patterns in the project area. These situations could cause higher traffic volumes at locations near roadways beyond the project limits. However, as described earlier, a doubling of the traffic volume is required to increase the noise level by 3 dB, which is usually the smallest change in sound levels that people can detect without specifically listening for the change. Traffic volumes are not anticipated to double because of the redistribution of traffic or changes in development, so any increases in sound levels beyond the project would not be substantial according to the DOTD's noise policy.

3.0 REFERENCES

Neel-Schaffer, *Sugar House Road Extension – Lincoln Road to LA 1 Intersection Control Evaluation Study*, July 2023.

Federal Highway Administration, *The Audible Landscape: A Manual for Highway Noise and Land Use*, November 1974.

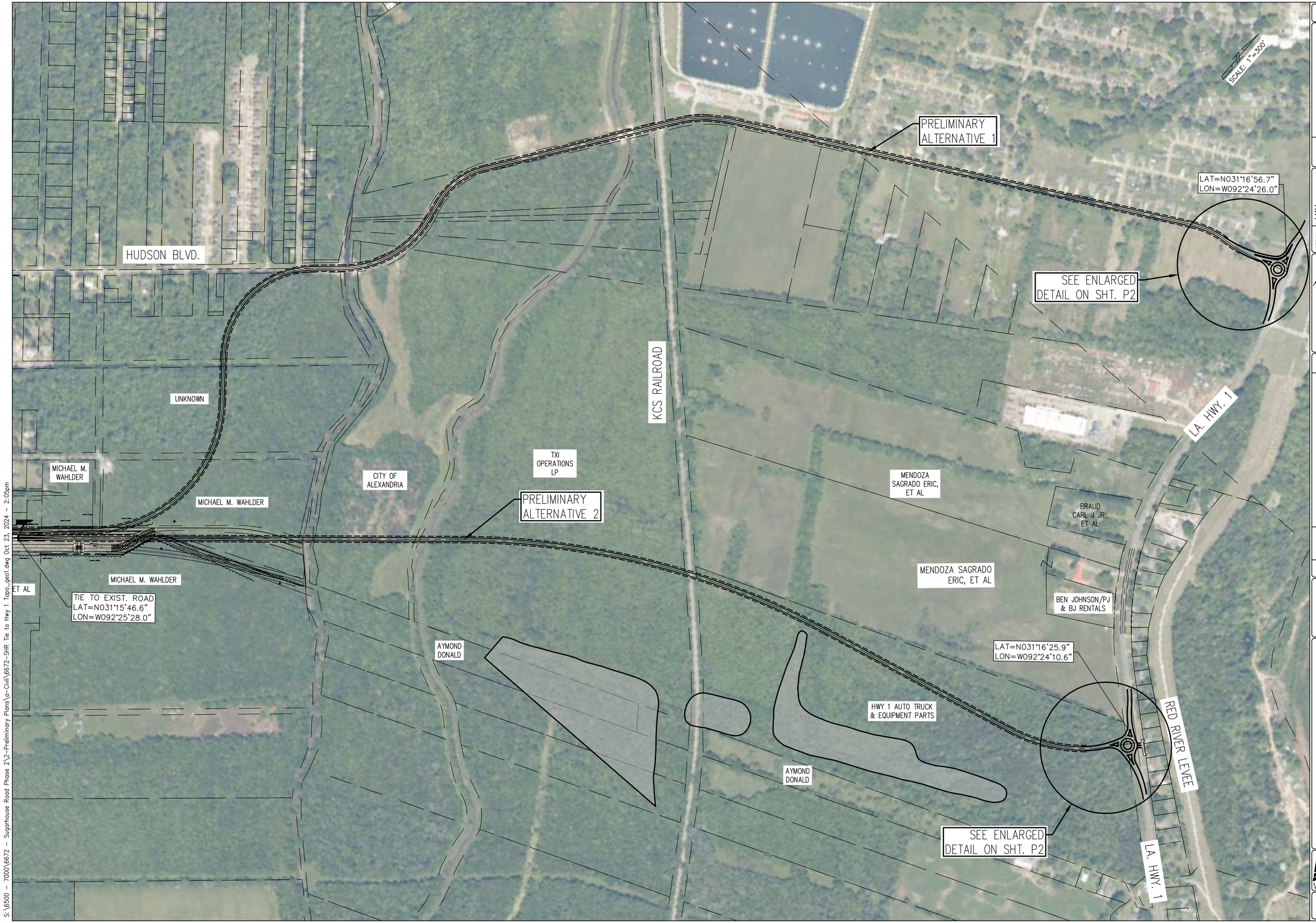
Federal Highway Administration, *Entering the Quiet Zone: Noise Compatibility Land Use Planning*, May 2002.

Federal Highway Administration, *Procedures for Abatement of Highway Traffic and Construction Noise*, 23 CFR 772, July 2010.

Federal Highway Administration, *Highway Traffic Noise: Analysis and Abatement Guidance,* December 2011.

Louisiana Department of Transportation and Development (DOTD), *Highway Traffic Noise Policy*, October 2021.

Appendix A
Project Alternatives



S:\6500 - 7000\6672 - Sugarhouse Road Phase 2\2-Preliminary Plans\a-Civil\6672-SHR Tie to Hwy 1 Topo_geo1.dwg Oct 23, 2024 - 2:05pm

SHEET NUMBER	P1
PARISH	RAPIDES
CONTROL SECTION	000-40
STATE PROJECT	H.008271

DESIGN	LKH
CHECK	JTB
DETAIL	JDH
CHECK	LKH
REVIEW	
SERIES #	1 OF 1

PRELIMINARY PLANS

PRELIMINARY

FOR REVIEW ONLY

ENGINEER:
KEITH HILLMAN

LICENSE #:
22011

DATE:
10-23-2024

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

STATE OF LOUISIANA

ROADWAY ALIGNMENTS
FOR
STAGE 1

SUGARHOUSE ROAD EXTENSION

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

mmLH

Appendix B
Noise Measurement Protocol, Results, and Traffic Counts

Bowlby & Associates, Inc.

2200 21st Ave. S, Suite 300
Nashville, TN 37212
(615) 236-6784
www.bowlbyassociates.com

March 28, 2024

Ms. Noel Ardoin
Environmental Division Administrator
Louisiana Department of Transportation and Development
1201 Capitol Access Rd.
Baton Rouge, LA 70802

RE: Sugarhouse Road Extension Project, Rapides Parish
Proposed Noise Measurement Plan

As required by the DOTD Highway Traffic Noise Policy (dated October 2021), this letter summarizes our proposed noise measurement plan for the subject project for your review and approval. Figure 1 shows the six (6) proposed measurement locations. I have also included a Google Earth KMZ file showing the locations.

Figure 2 shows the measurement location at 3321 Jacks Drive, which is near Preliminary Alternative 1. Figures 3, 4, and 5 show the measurement locations along Hudson Boulevard and Preliminary Alternative 1. Figure 6 shows the measurement location along Preliminary Alternative 2 near LA 1.

We will collect noise measurement data for at least 15 minutes at each site during peak and off-peak traffic periods. The purpose of the 3321 Jacks Drive measurement is to determine the background noise level, so only one measurement will be conducted at this site.

Two of the locations will be used for validation: 516 Hudson Blvd. and 812 Hudson Blvd. We will count traffic during the noise measurements at those sites. Our current plan is to conduct noise measurements sometime in April or May, depending on the weather.

Please contact me if you have any questions or comments.

Sincerely,

Geoffrey Pratt

Geoffrey Pratt, PE
Senior Engineer

Cc: Kerry Oriol, Providence Engineering
Darlene Reiter, Bowlby & Associates, Inc.

Figure 1. Proposed Noise Measurement Locations

Site Name	*Description*	*Note*
3321 Jacks Drive	Residential, Near Preliminary Alternative 1	Background measurement, not a validation site

Figure 2. 3221 Jacks Drive, Preliminary Alternative 1

Site Name	*Description*	*Note*
3122 Hudson Blvd.	Residential, Along Preliminary Alternative 1	Not a validation site

Figure 3. 3122 Hudson Boulevard, Preliminary Alternative 1

Site Name	*Description*	*Note*
812 Hudson Blvd.	Residential, Along Preliminary Alternative 1	Validation Site
516 Hudson Blvd.	Residential, Along Preliminary Alternative 1	Validation Site

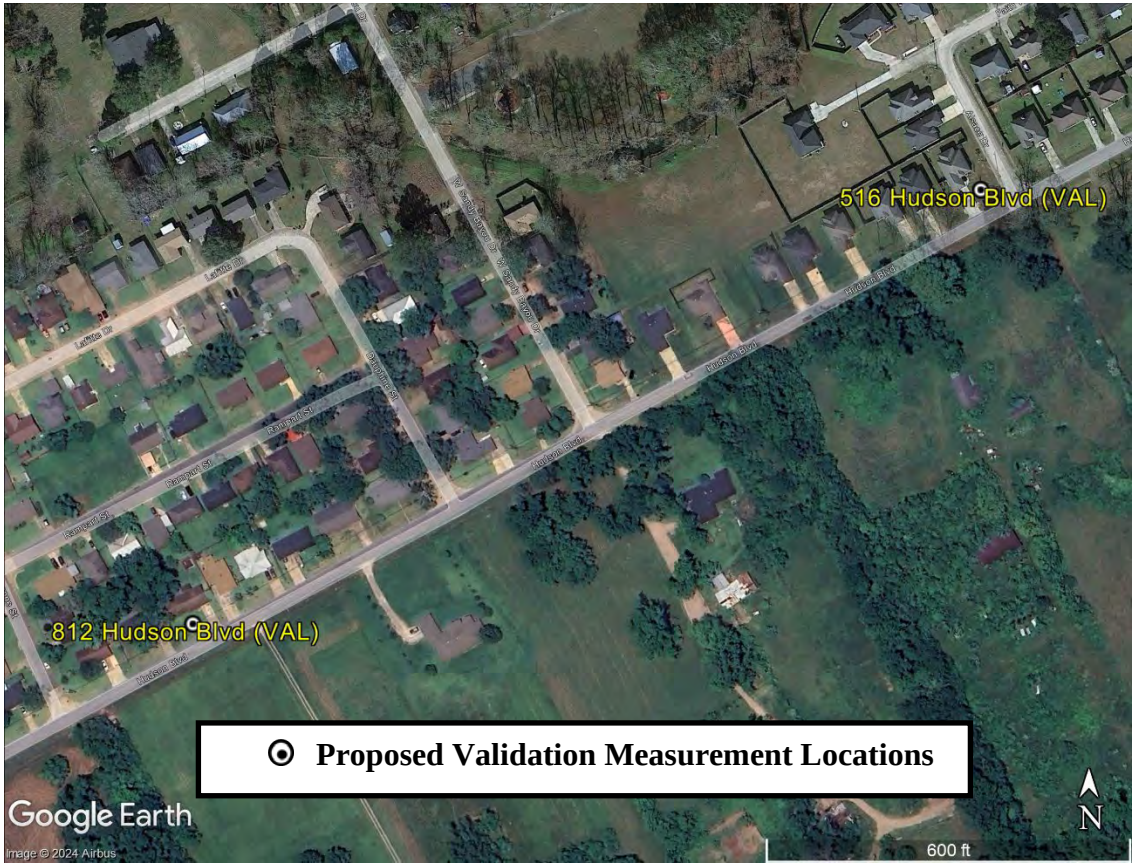


Figure 4. Validation Sites Along Hudson Boulevard, Preliminary Alternative 1

Site Name	*Description*	*Note*
404 Hudson Blvd.	Residential, Along Preliminary Alternative 1 Near LA 1	Not a validation site

Figure 5. 404 Hudson Boulevard, Preliminary Alternative 1

Site Name	*Description*	*Note*
15 Aymond Road	Along Preliminary Alternative 2 Near LA 1	Not a validation site

Figure 6. 15 Aymond Road, Preliminary Alternative 2

Noise Measurement Data, Photos, and Traffic

404 Hudson Boulevard (NSA 1, looking southeast)

404 Hudson Boulevard (NSA 1, looking northwest)

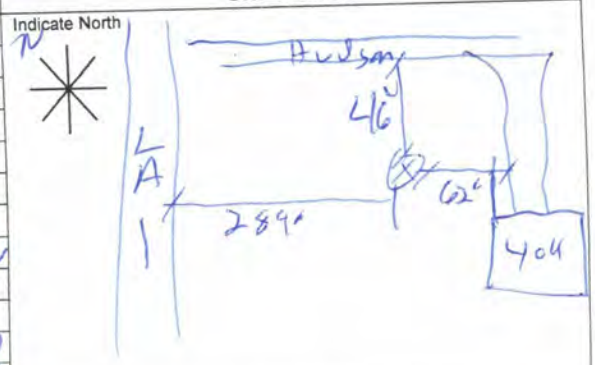
City of Alexandria	
Project Name	**Sugarhouse Road Extension**
Site:	**404 Hudson Blvd**
Description:	**Residence**
SLM Filename:	**LxT_0001606-20240602 084400-LxT_Data.042.xlsx**
Date:	**6/12/2024**

Period #	Time Start	Leq	Lmax	Delete?	Notes
1	8:44:00 AM	55.5	63.7		
2	8:45:00 AM	54.7	66.1		
3	8:46:00 AM	56.7	64.5		
4	8:47:00 AM	52.5	60.6		
5	8:48:00 AM	56.5	65.5		
6	8:49:00 AM	52.8	59.1		
7	8:50:00 AM	55.3	64.0		
8	8:51:00 AM	51.1	58.3		
9	8:52:00 AM	52.1	56.7		
10	8:53:00 AM	57.3	70.3	x	pickup truck/trailer
11	8:54:00 AM	57.3	65.0		
12	8:55:00 AM	60.0	65.6		
13	8:56:00 AM	57.3	64.3		
14	8:57:00 AM	49.3	55.0		
15	8:58:00 AM	63.3	73.7	x	Jake brakes LA 1
16	8:59:00 AM	57.9	68.1		
17	9:00:00 AM	54.3	62.3		
18	9:01:00 AM	54.5	60.7		
19	9:02:00 AM	49.1	52.3		
20	9:03:00 AM	49.5	54.6		
	Leq	**55.3**			

Noise Measurement Data Sheet
Sugarhouse Road, City of Alexandria, Louisiana

Analyst Name	GP
Date	6/12/24
Address	404 Hudson
Land Use	Res
Pavement Type	AC
Ground Cover	Grass
Meteorological Conditions	
Temperature(s)	73 °F
Wind Speed & Dir	6 mph, from SW
Calibration	
Analyzer/Filename	1606
(Pre) Cal Time/Level	8:43 114.0
(Post) Cal Time/Level	9:04 114.0

Site Sketch



Period #	Start Time	Event Description(s)
1	8:44	Pickup 63 dB, 66 dB HT LA
2	45	inserts 48-49 dB 65 dB car SB Hudson
3	46	62 dB car LA; pickup 64 dB SB, 64 dB SW
4	47	59 dB pickup SB; 57 dB car NB insects 49-50 dB
5	48	56 dB pickup LA, 65 dB pickup; 60 dB pickup
6	49	59 dB car SB
7	50	insects 47 dB, 54 dB 55 dB pickup LA 64 dB pickup
8	51	58 dB pickup SB
9	52	57 dB pickup LA;
10	53	70 dB, jeep/trailer
11	54	car 63 dB; car 65 dB
12	55	HT, LA 66 dB; 63 dB LA HT steel; airplane
13	56	64 dB car; 56 dB HT LA, 63 dB pickup
14	57	buses 46 dB,
15	58	55 dB Dump LA; 61 dB Dump LA; 74 dB jets LA
16	59	56 dg HT LA;
17	9:00	48 dB bird; 61 dB Dump truck LA;
18	01	61 dB pickup,
19	02	50 dB pickup LA;
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LxT_Data.042

City of Alexandria	
Project Name	**Sugarhouse Road Extension**
Site:	**404 Hudson Blvd**
Description:	**Residence**
SLM Filename:	**LxT_0001606-20240602 150000-LxT_Data.048.xlsx**
Date:	**6/12/2024**

Period #	Time Start	Leq	Lmax	Delete?	Notes
1	3:00:00 PM	45.3	59.2		
2	3:01:00 PM	55.6	61.7		
3	3:02:00 PM	50.4	56.2		
4	3:03:00 PM	49.8	55.9		
5	3:04:00 PM	52.3	63.7		
6	3:05:00 PM	55.8	63.1		
7	3:06:00 PM	52.7	59.5		
8	3:07:00 PM	56.1	63.3		
9	3:08:00 PM	65.0	74.7	x	LA 1 Stack HT
10	3:09:00 PM	66.1	76.0	x	Pickup/trailer
11	3:10:00 PM	56.3	68.7		
12	3:11:00 PM	52.8	61.0		
13	3:12:00 PM	55.4	63.4		
14	3:13:00 PM	55.9	63.5		
15	3:14:00 PM	56.3	60.8		
16	3:15:00 PM	67.3	82.3	x	82 dB Car NB
17	3:16:00 PM	60.2	69.7		Car engine
18	3:17:00 PM	66.1	76.2	x	SB car
19	3:18:00 PM	49.3	53.6		
20	3:19:00 PM	55.1	63.8		
	Leq	**54.9**			

Noise Measurement Data Sheet
Sugarhouse Road, City of Alexandria, Louisiana

Analyst Name	GP
Date	6/12/24
Address	409 Hudson
Land Use	Res
Pavement Type	DGAC
Ground Cover	Grass
Meteorological Conditions	
Temperature(s)	86 °F
Wind Speed & Dir	6 mph, from NE
Calibration	
Analyzer/Filename	1606
(Pre) Cal Time/Level	14:59 114.0
(Post) Cal Time/Level	15:20 114.0

Site Sketch

Indicate North

see previous

Period #	Start Time	Event Description(s)
1	15:00	bird 53 dB, no cars 42 dB,
2	01	HT LA 62 dB, pickup SB 60 dB
3	02	cars LA 50 dB, 56 dB veh LA
4	03	52 dB veh LA 48 dB LA van
5	04	63 dB SUV NB,
6	05	57 dB car NB, 63 dB car NB 63 dB SUV NB
7	06	59 dB HT LA, 59 dB SUV NB,
8	07	63 dB pickup NB, 55 dB dump LA
9	08	55 dB dump LA, 67 dB car NB, 74 dB HT LA stack
10	09	76 dB pickup/trailer SB, jet audible
11	10	56 dB - 59 dB Van 68 dB HT SB,
12	11	59 dB car; 61 dB car,
13	12	50 dB HT LA, train horn in dist, 60 dB SUV LB 63 dB pickup
14	13	61 dB pickup NB HT slow 60 dB,
15	14	59 dB car SB, 57 dB HT LA,
16	15	insects 48 dB, 55 dB SUV NB, 81 dB car NB
17	16	69 car/engine LA, 61 dB car SB train horn
18	17	train horn 54 dB, 65 dB, tractor 76 dB SB
19	18	53 dB car LA, 54 dB car LA
20	19	64 dB car NB, 58 dB car SB, 59 dB HT LA
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LxT. Data. 048

507 Hudson Boulevard (NSA 2, looking northwest)

507 Hudson Boulevard (NSA 2, looking southwest)

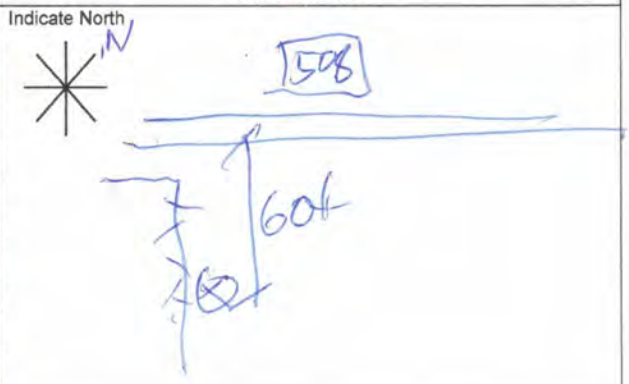
City of Alexandria	
Project Name	**Sugarhouse Road Extension**
Site:	**507 Hudson Blvd**
Description:	**Residence**
SLM Filename:	**LxT_0001606-20240602 153900-LxT_Data.049.xlsx**
Date:	**6/12/2024**

Period #	Time Start	Leq	Lmax	Delete?	Notes
1	3:39:00 PM	51.3	61.7		
2	3:40:00 PM	63.5	73.7	x	Pickup/trailer
3	3:41:00 PM	52.6	59.6		
4	3:42:00 PM	60.5	71.4		Dump truck
5	3:43:00 PM	54.0	63.0		
6	3:44:00 PM	51.6	61.7		
7	3:45:00 PM	48.4	57.0		
8	3:46:00 PM	58.9	69.8		MT w trailer
9	3:47:00 PM	52.1	60.2		
10	3:48:00 PM	49.5	59.4		
11	3:49:00 PM	53.9	65.2		Car
12	3:50:00 PM	50.8	59.8		
13	3:51:00 PM	49.4	56.6		
14	3:52:00 PM	51.5	61.3		
15	3:53:00 PM	49.6	54.8		
16	3:54:00 PM	47.7	55.2		
17	3:55:00 PM	51.8	60.9		
18	3:56:00 PM	45.5	51.6		MT
19	3:57:00 PM	52.2	60.4		MT
20	3:58:00 PM	52.4	58.7		
	Leq	**53.5**			

Noise Measurement Data Sheet
Sugarhouse Road, City of Alexandria, Louisiana

Analyst Name	GP
Date	5/12/20
Address	Across 505 Hudson Office
Land Use	RES Veg
Pavement Type	Veg DGAC
Ground Cover	Grass
Meteorological Conditions	
Temperature(s)	88 °F
Wind Speed & Dir	5 mph, from NE
Calibration	
Analyzer/Filename	1606
(Pre) Cal Time/Level	15:36 114.0
(Post) Cal Time/Level	15:59 114.0

Site Sketch



Period #	Start Time	Event Description(s)
1	15:37	62 dB car NB
2	40	60 dB PC SB 73 dB pickup/trailer NB acid
3	41	59 dB pickup SB 58 dB car NB
4	42	Dump truck 71 dB SB
5	43	SUV 63 dB SB bird 52 dB 61 dB car NB
6	44	62 dB SUV NB;
7	45	57 dB car NB, 53 dB car NB slower
8	46	56 dB SUV; 50 dB SUV 69 dB MT/trailer SB
9	47	59 dB car NB; car SB;
10	48	59 dB SUV SB;
11	49	65 dB car SB;
12	50	50 dB stereo, car drives by; 59 dB horn 60dB 2 cars
13	51	51 dB Dog 56 dB car SB, 53 dB car SB
14	52	61 dB car NB; dog 49 dB
15	53	55 dB pickup SB; 51 dB SUV NB, train horn
16	54	55 dB car SB;
17	55	60 dB pickup NB; 58 dB car NB
18	56	
19	57	MT 58 dB 56 dB SUV
20	58	MT 59 dB, 56 dB car 57 dB MT SB;
21	~~59~~	
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L+T- Data. 045

City of Alexandria	
Project Name	**Sugarhouse Road Extension**
Site:	**507 Hudson Blvd**
Description:	**Residence**
SLM Filename:	**LxT_0001606-20240602 150000-LxT_Data.048.xlsx**
Date:	**6/12/2024**

Period #	Time Start	Leq	Lmax	Delete?	Notes
1	5:36:00 PM	44.2	48.9		
2	5:37:00 PM	51.0	60.6		
3	5:38:00 PM	46.7	51.2		
4	5:39:00 PM	46.8	56.4		
5	5:40:00 PM	52.6	62.2		
6	5:41:00 PM	52.9	59.6		
7	5:42:00 PM	51.1	60.1		
8	5:43:00 PM	52.9	59.0		
9	5:44:00 PM	53.8	62.2		
10	5:45:00 PM	52.6	61.9		
11	5:46:00 PM	59.5	69.6	x	Car acceleration NB, anomalous
12	5:47:00 PM	58.4	67.9		?
13	5:48:00 PM	55.2	65.9		Car
14	5:49:00 PM	48.1	49.8		
15	5:50:00 PM	53.6	60.0		
16	5:51:00 PM	53.2	62.1		
17	5:52:00 PM	49.3	51.4		
18	5:53:00 PM	47.9	50.7		
19	5:54:00 PM	52.8	61.6		
20	5:55:00 PM	49.5	53.9		
Leq		**52.4**			

Noise Measurement Data Sheet
Sugarhouse Road, City of Alexandria, Louisiana

Analyst Name	GB
Date	6/12/24
Address	506 Hudson DR
Land Use	RES
Pavement Type	DGAC
Ground Cover	Grass
Meteorological Conditions	
Temperature(s)	84 °F
Wind Speed & Dir	5 mph, from NE
Calibration	
Analyzer/Filename	606
(Pre) Cal Time/Level	17:34 114.0
(Post) Cal Time/Level	17:56 114.0

Site Sketch

Indicate North

See Previous

Period #	Start Time	Event Description(s)
1	17:36	LAI 43 dB,
2	37	62 dB car horn, 60 dB car SB,
3	38	51 dB car NB slow,
4	39	55 dB car horn
5	40	insect 56 dB, car 62 dB, SB,
6	41	insects 54 dB, SUV 60 dB SB 53 dB SUV SB 55 dB car
7	42	60 dB car NB,
8	43	Insects 55 dB, 53 dB insects, 54 dB car distant
9	44	car horn 54 dB, 58 dB pickup NB, 54 dB car SB
10	45	57 dB car SB, 62 dB SUV NB,
11	46	car 62 dB SB, car alley NB 64 dB,
12	47	64 dB car SB
13	48	66 dB car SB,
14	49	—
15	50	56 dB LAI Motorcycle 57 dB, car SB 60 dB,
16	51	62 dB car SB,
17	52	Something, 50 dB toward LAI
18	53	machinery? to N 50 dB,
19	54	61 dB car NB,
20	55	54 dB SUV SB 62 dB dump truck empty
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Lyt Dutt .053

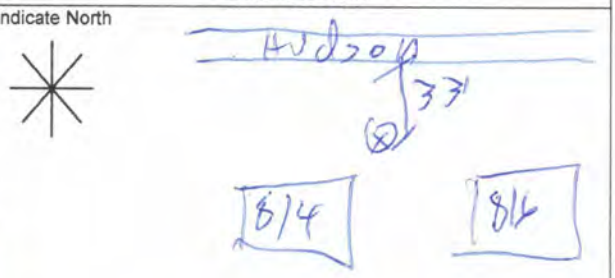
816 Hudson Boulevard (NSA 1, looking southeast)

816 Hudson Boulevard (NSA 1, looking northeast)

Noise Measurement Data Sheet
Sugarhouse Road, City of Alexandria, Louisiana

Analyst Name	GP
Date	6/12/24
Address	614 Hudson Blvd
Land Use	Res
Pavement Type	DGAC
Ground Cover	Grass
Meteorological Conditions	
Temperature(s)	85 °F
Wind Speed & Dir	6 mph, from NE
Calibration	
Analyzer/Filename	1606
(Pre) Cal Time/Level	11:37 114.0
(Post) Cal Time/Level	12:00 114.0

Site Sketch



Period #	Start Time	Event Description(s)
1	11:40	bird 51 dBA, bird 51 dBA;
2	41	65 dB pickup ~~SB~~ NB;
3	42	
4	43	bird 48 dB; 71 dB pickup SB;
5	44	70 dB car SB;
6	45	bird 46 dB;
7	46	bird 43 dB;
8	47	
9	48	64 dB van SB; 70 dB car SB
10	49	insects 47 dB; pickup 65 dB SUV 65 dB
11	50	65 dB SUV NB; 2 veh 66 dB; 65 dB car NB
12	51	insects 44 dB;
13	52	insects 44 dB; 70 dB car SB; 64 dB pickup SB
14	x3 53	55 dB washboard in dist. 52 dB HF; LA?
15	54	HT WB 70 pickup SB 74 dB
16	55	64 dB car SB; airplane audible;
17	56	airplane 47-48 dB;
18	57	51 dB birds; jet audible;
19	58	
20	59	64 dB car SB; 66 dB car NB; 66 dB car NB
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LFT DGAP. 045

City of Alexandria	
Project Name	**Sugarhouse Road Extension**
Site:	**816 Hudson Blvd**
Description:	**Residence**
SLM Filename:	**LxT_0001606-20240602 113959-LxT_Data.045.xlsx**
Date:	**6/12/2024**

Period #	Time Start	Leq	Lmax	Delete?	Notes
1	11:39:59 AM	45.3	54.1		
2	11:40:59 AM	56.6	68.7		
3	11:41:59 AM	43.9	47.5		
4	11:42:59 AM	58.2	71.4		Pickup SB
5	11:43:59 AM	57.8	70.5		
6	11:44:59 AM	43.7	48.1		
7	11:45:59 AM	42.9	48.6		
8	11:46:59 AM	43.2	47.8		
9	11:47:59 AM	59.4	71.3		Not noted on sheet
10	11:48:59 AM	56.8	68.2		
11	11:49:59 AM	60.6	68.7		SUV
12	11:50:59 AM	43.4	46.0		
13	11:51:59 AM	59.4	70.7		Car
14	11:52:59 AM	48.9	56.8		
~~15~~	~~11:53:59 AM~~	~~62.8~~	~~74.7~~	x	HT, Pickup 74 dB, anomalous
16	11:54:59 AM	53.7	64.5		
17	11:55:59 AM	45.7	49.4		
18	11:56:59 AM	45.8	50.8		
19	11:57:59 AM	45.4	48.1		
20	11:58:59 AM	59.1	68.1		Car
Leq		**55.3**			

City of Alexandria	
Project Name	**Sugarhouse Road Extension**
Site:	**816 Hudson Blvd**
Description:	**Residence**
SLM Filename:	**LxT_0001606-20240602 170500-LxT_Data.052.xlsx**
Date:	**6/12/2024**

Period #	Time Start	Leq	Lmax	Delete?	Notes
1	5:05:00 PM	55.6	67.3		
2	5:06:00 PM	60.1	72.3		Pickup
3	5:07:00 PM	58.0	70.5		SUV
4	5:08:00 PM	57.4	68.4		
5	5:09:00 PM	62.9	71.6		SUV - atypical?
6	5:10:00 PM	62.7	73.3		SUV - atypical?
7	5:11:00 PM	60.5	68.9		
8	5:12:00 PM	60.2	70.7		
9	5:13:00 PM	57.5	69.0		
10	5:14:00 PM	54.5	66.7		
11	5:15:00 PM	59.5	69.2		
12	5:16:00 PM	57.3	69.1		
13	5:17:00 PM	56.4	67.4		
14	5:18:00 PM	61.2	72.5		HT
15	5:19:00 PM	57.2	68.8		
16	5:20:00 PM	61.0	70.4		Pickup
17	5:21:00 PM	46.6	47.4		
18	5:22:00 PM	61.2	69.8		
19	5:23:00 PM	59.5	68.6		MT
20	5:24:00 PM	62.0	68.9		
	Leq	**59.6**			

Noise Measurement Data Sheet
Sugarhouse Road, City of Alexandria, Louisiana

Analyst Name	GP
Date	6/12/24
Address	814 Hudson Blvd Peak
Land Use	Grass RES
Pavement Type	DGAC
Ground Cover	Grass
Meteorological Conditions	
Temperature(s)	86 °F
Wind Speed & Dir	5 mph, from NE
Calibration	
Analyzer/Filename	1606
(Pre) Cal Time/Level	17:04 114.0
(Post) Cal Time/Level	17:25 114.0

Site Sketch

Indicate North

see previous

Period #	Start Time	Event Description(s)
1	17:05	67 dB SUV NB; dog in dist
2	06	Pickup SB 72 dB;
3	07	70 dB SUV SB; van SB
4	08	64 dB car NB
5	09	65 dB pickup NB; 70 dB car SB, 72 dB SUV SB
6	10	65 dB car NB; 65 dB car SB 73 dB SUV SB
7	11	68 dB pickup/trailer SB; 68 dB pickup SB; 67 dB SUV
8	12	66 dB car NB; 71 dB car SB; 64 dB car NB;
9	13	63 dB car NB; 69 dB SUV SB;
10	14	67 dB car SB;
11	15	69 dB car NB; 68 dB car SB
12	16	69 dB pickup NB; 64 dB SU NB
13	17	67 dB car NB;
14	18	66 dB SUV NB; 72 dB HT SB;
15	19	2 cars NB 69 dB;
16	20	71 dB pickup NB 64 dB 2 pickups NB
17	21	—
18	22	69 dB SUV NB; 64 dB jeep NB 66 dB cars
19	23	60 dB pickup NB 67 dB pickup 67 dB HT
20	24	67 dB SUV NB 65 dB pickup NB; 67 dB pickup
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LYT Data.052

3212 Hudson Boulevard (NSA 3, looking southeast)

3212 Hudson Boulevard (NSA 3, looking northeast)

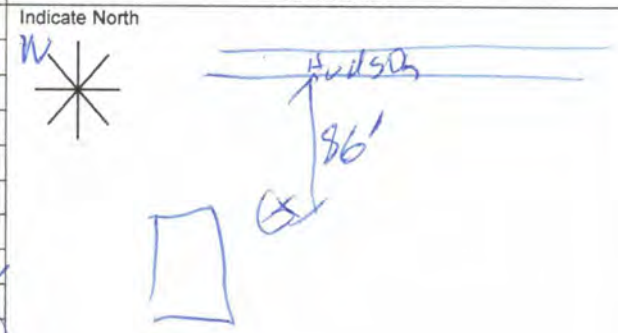
City of Alexandria	
Project Name	**Sugarhouse Road Extension**
Site:	**3212 Hudson Blvd**
Description:	**Residence**
SLM Filename:	**LxT_0001606-20240602 105400-LxT_Data.044.xlsx**
Date:	**6/12/2024**

Period #	Time Start	Leq	Lmax	Delete?	Notes
1	10:54:00 AM	50.5	57.7		
2	10:55:00 AM	64.6	76.0	x	car engine
3	10:56:00 AM	55.0	64.2		
4	10:57:00 AM	47.3	56.8		
5	10:58:00 AM	48.0	56.5		
6	10:59:00 AM	54.2	62.3		
7	11:00:00 AM	51.3	60.6		
8	11:01:00 AM	48.8	58.0		
9	11:02:00 AM	49.5	59.4		
10	11:03:00 AM	49.8	57.0		
11	11:04:00 AM	50.5	61.0		
12	11:05:00 AM	55.6	65.8		MT NB
13	11:06:00 AM	50.2	58.3		
14	11:07:00 AM	48.2	58.2		
15	11:08:00 AM	48.3	59.4		
16	11:09:00 AM	40.0	42.9		
17	11:10:00 AM	50.2	60.5		
18	11:11:00 AM	42.6	46.8		
19	11:12:00 AM	50.8	60.0		
20	11:13:00 AM	52.9	63.3		
	Leq	**50.9**			

Noise Measurement Data Sheet
Sugarhouse Road, City of Alexandria, Louisiana

Analyst Name	CP
Date	6/12/24
Address	3212 Hudson Blvd
Land Use	RES
Pavement Type	Gravel DGAC
Ground Cover	Grass
Meteorological Conditions	
Temperature(s)	80 °F
Wind Speed & Dir	5 mph, from SW
Calibration	
Analyzer/Filename	1606
(Pre) Cal Time/Level	10:53 114.0
(Post) Cal Time/Level	11:14 114.0

Site Sketch



Period #	Start Time	Event Description(s)
1	10:54	57 dB car SB; 57 dB car SB;
2	55	2 veh 66 dB; car engine 74 dB; 58 dB car NB
3	56	62 dB car NB; 64 dB SUV
4	57	lull 41 dB; 56 dB car dB pickup
5	58	57 dB pickup SB;
6	59	63 dB pickup SB 56 dB pickup
7	11:00	60 dB car SB; 54 dB SUV SB;
8	01	58 dB car SB;
9	02	59 dB car SB
10	03	57 dB car SB
11	04	61 dB car SB;
12	05	66 dB MT NB; 55 dB car SB;
13	06	car 56 dB car 54 dB SB;
14	07	58 dB SUV SB;
15	08	59 dB car NB lull 40 dB;
16	09	lull 38 dB;
17	10	birds LD; bird 47 dB; MT 60 dB; SB;
18	11	jet/birds 42-43 dB; bird 46 dB;
19	12	bird 47 dBA; 60 dB car NB; 55dB pickup SB
20	13	59 dB pickup SB; MT 61 dB SB
21	14	
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L+T. Data. 044

City of Alexandria	
Project Name	**Sugarhouse Road Extension**
Site:	**3212 Hudson Blvd**
Description:	**Residence**
SLM Filename:	**LxT_0001606-20240602 164000-LxT_Data.051.xlsx**
Date:	**6/12/2024**

Period #	Time Start	Leq	Lmax	Delete?	Notes
1	4:40:00 PM	50.6	58.8		
2	4:41:00 PM	52.1	62.5		
3	4:42:00 PM	49.7	60.1		
4	4:43:00 PM	55.1	64.1		
5	4:44:00 PM	44.3	51.4		
6	4:45:00 PM	52.4	61.8		
7	4:46:00 PM	48.2	60.3		
8	4:47:00 PM	54.9	64.7		
9	4:48:00 PM	54.2	60.1		
10	4:49:00 PM	51.3	60.1		
11	4:50:00 PM	54.4	61.5		
12	4:51:00 PM	51.2	58.1		
13	4:52:00 PM	53.3	61.4		
14	4:53:00 PM	51.4	53.7		
15	4:54:00 PM	54.2	61.9		
	Leq	**52.5**			

Noise Measurement Data Sheet
Sugarhouse Road, City of Alexandria, Louisiana

Analyst Name	GP
Date	6/12/24
Address	3212 Hudson Peak
Land Use	RES
Pavement Type	DGAC
Ground Cover	Grass
Meteorological Conditions	
Temperature(s)	88 °F
Wind Speed & Dir	5 mph, from NE
Calibration	
Analyzer/Filename	1606
(Pre) Cal Time/Level	16:39 / 114.0
(Post) Cal Time/Level	16:55 / 114.0

Site Sketch

Indicate North

See previous

Period #	Start Time	Event Description(s)
1	16:40	56 dB car NB 59 dB car NB
2	41	lawn work 44-45 dB, 57 dB car NB 62 dB car NB
3	42	pickup SB 60 dB.
4	43	64 dB car NB 63 dB car SB
5	44	
6	45	62 dB car NB, 57 dB car SB
7	46	car approach
8	47	64 dB car SB; (pickup) 2 cars 62 dB
9	48	59 dB SUV SB; 56 dB car NB 58 dB car NB 60 dB car SB
10	49	jet audible 57 dB SUV SB 60 dB pickup SB
11	50	54 dB car NB, 58 dB van SB 62 dB car SB;
12	51	58 dB SUV SB 59 dB SUV SB;
13	52	61 dB cars; mail car 54 dB;
14	53	lawn 52 dB;
15	54	50 dB lawn work; 60 dB SUV NB; 61 dB car NB
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Lat. Data 051

3309 Jacks Drive (NSA 5, looking northwest)

3309 Jacks Drive (NSA 5, looking northeast)

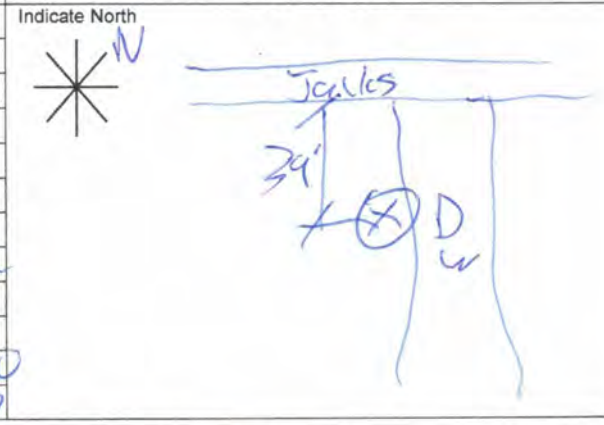
City of Alexandria	
Project Name	**Sugarhouse Road Extension**
Site:	**3309 Jacks Dr**
Description:	**Residence**
SLM Filename:	**LxT_0001606-20240602 100200-LxT_Data.043.xlsx**
Date:	**6/12/2024**

Period #	Time Start	Leq	Lmax	Delete?	Notes
1	10:02:00 AM	44.9	47.9		
2	10:03:00 AM	45.2	48.0		
3	10:04:00 AM	43.8	47.3		
4	10:05:00 AM	44.8	47.6		
5	10:06:00 AM	42.9	47.7		
6	10:07:00 AM	41.1	49.2		
7	10:08:00 AM	43.7	51.6		
8	10:09:00 AM	42.6	49.7		
9	10:10:00 AM	46.2	51.2		
10	10:11:00 AM	46.6	53.2		
11	10:12:00 AM	44.5	50.2		
12	10:13:00 AM	41.6	44.1		
13	10:14:00 AM	42.0	44.2		
14	10:15:00 AM	43.1	46.0		
15	10:16:00 AM	43.5	47.7		
16	10:17:00 AM	41.2	43.8		
17	10:18:00 AM	42.7	44.8		
18	10:19:00 AM	42.8	47.7		
19	10:20:00 AM	44.1	47.2		
20	10:21:00 AM	44.6	49.7		
21	10:22:00 AM	45.0	49.6		
22	10:23:00 AM	46.3	50.6		
23	10:24:00 AM	47.4	51.5		
24	10:25:00 AM	48.3	52.8		
25	10:26:00 AM	47.1	51.0		
26	10:27:00 AM	46.1	51.8		
27	10:28:00 AM	43.3	47.7		
28	10:29:00 AM	43.1	46.4		
29	10:30:00 AM	46.3	49.4		
30	10:31:00 AM	46.7	51.0		
	Leq	**44.8**			

Noise Measurement Data Sheet
Sugarhouse Road, City of Alexandria, Louisiana

Analyst Name	GB
Date	6/12/24
Address	3307 Jacks ST
Land Use	RES
Pavement Type	DGAC
Ground Cover	Grass
Meteorological Conditions	
Temperature(s)	76 °F
Wind Speed & Dir	5 mph, from SW
Calibration	
Analyzer/Filename	1604
(Pre) Cal Time/Level	10:00 / 114.0
(Post) Cal Time/Level	10:32 / 114.0

Site Sketch



Period #	Start Time	Event Description(s)
1	10:02	birds 42-43 dB insects 44 dB
2	03	insects 45-46 dB;
3	04	45-46 birds/insects, 43 dB veh in dist
4	05	airplane audible, airplane 47 dB;
5	06	birds/insects 46-47 dB
6	07	birds 38-39 dB, bird 45 dB, bird 49 dB;
7	08	bird 51 dB, jet audible
8	09	jet, birds, insects jet 43 dB, bird 44 dB;
9	10	46 dB bird; bird 50 dB;
10	11	bird 44 dB; bird 44 dB; bird 52 dB; 44 dB bird
11	12	47 dB bird; 48 dB bird; 44 dB bird;
12	13	bird 43 dB jet audible,
13	14	jet audible 43 dB insect
14	15	44 dB birds 45 dB birds jet audible, 45 dB bird
15	16	46 dB bird; jet audible, 47 dB bird; load car 43dB;
16	17	jet audible; train horn 41 dB;
17	18	birds 43 dB, jet audible, 42-43 dB birds
18	19	44 dB insect; 46 dB bird; 47 dB bird;
19	20	46 dB bird; 46 dB bird; 47 dB bird;
20	21	47 dB bird; 47 dB bird; jet audible, 48 dB bird;
21	22	46 dB bird; 46 dB bird; 50 dB bird;
22	23	44 dB bird 45 dB insect 44 dB bird;
23	24	50 dB bird; 51 dB bird; 50 dB bird; birds 45 dB;
24	25	52 dB bird; 52 dB bird; 51 dB bird; veh audible
25	26	50 dB bird; 44 dB bird; 50 dB bird;
26	27	50 dB bird; 46 dB bird; 46 dB bird; 48 dB bird
27	28	47 dB bird; 45 dB bird;
28	29	45 dB birds; 46 dB birds; jet audible
29	30	47 dB bird; 48 dB birds; 49 dB bird;
30	31	48 dB birds; 51 dB birds; 44 dB bird;

L+T_Data.043

City of Alexandria	
Project Name	**Sugarhouse Road Extension**
Site:	**15 Aymond Rd**
Description:	**Residence**
SLM Filename:	**LxT_0001606-20240602 123500-LxT_Data.046.xlsx**
Date:	**6/12/2024**

Period #	Time Start	Leq	Lmax	Delete?	Notes
1	12:35:00 PM	51.0	57.0		
2	12:36:00 PM	49.7	59.7		
3	12:37:00 PM	45.1	52.2		
4	12:38:00 PM	48.3	54.0		
5	12:39:00 PM	53.0	60.1		HT LA 1
6	12:40:00 PM	47.9	58.3		
7	12:41:00 PM	49.0	55.7		
8	12:42:00 PM	54.3	63.9		
9	12:43:00 PM	52.8	56.7		
10	12:44:00 PM	51.4	57.4		
11	12:45:00 PM	51.6	56.1		
12	12:46:00 PM	49.5	57.4		
13	12:47:00 PM	44.0	50.5		
14	12:48:00 PM	39.4	46.2		
15	12:49:00 PM	47.8	55.8		
16	12:50:00 PM	48.9	55.9		
~~17~~	~~12:51:00 PM~~	~~57.3~~	~~66.3~~	x	Horn
18	12:52:00 PM	60.0	65.8		HT LA 1
19	12:53:00 PM	49.9	56.8		
20	12:54:00 PM	50.7	56.8		
21	12:55:00 PM	52.0	57.9		
22	12:56:00 PM	47.3	55.5		
23	12:57:00 PM	44.3	50.2		
24	12:58:00 PM	41.4	44.1		
25	12:59:00 PM	48.6	56.8		
	Leq	**51.3**			

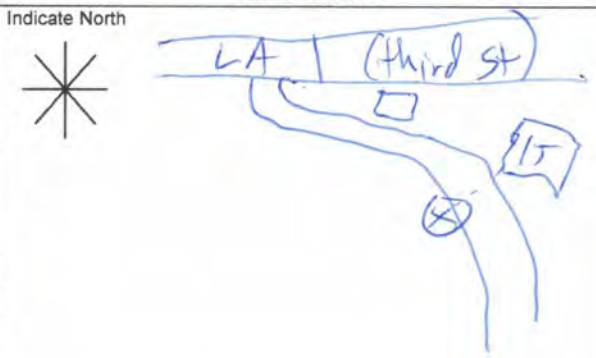
15 Aymond Road (NSA 8, looking southeast)

15 Aymond Road (NSA 8, looking northeast)

Noise Measurement Data Sheet
Sugarhouse Road, City of Alexandria, Louisiana

Analyst Name	GP
Date	6/12/24
Address	15 Aymond Rd
Land Use	Res
Pavement Type	DGAC
Ground Cover	Grass
Meteorological Conditions	
Temperature(s)	82 °F
Wind Speed & Dir	5 mph, from NE
Calibration	
Analyzer/Filename	1606
(Pre) Cal Time/Level	12:37 114.0
(Post) Cal Time/Level	13:00 114.0

Site Sketch



Period #	Start Time	Event Description(s)
1	12:35	51 dB vehs LA1 53 dB veh LA1 56 dB LA1
2	36	47 dB car LA1 54 dB HT LA1; birds 40dB; 49 dB
3	37	LL 37 dB; 51 dB car LA1;
4	38	52 dB cars LA1; 52 dB car LA1 bird 50 dB;
5	39	60 dB HT LA1; 54 dB car LA1;
6	X-? 40	52 dB car LA1; 52 dB car LA1; rooster 56 dB
7	X-? 41	rooster 53 dB cars+ rooster 55 dB;
8	42	53 dB pickup LA1; 55 dB car LA1 60 dB HT LA1
9	43	56 dB car LA1; 55 dB cars LA1;
10	44	55 dB pickup LA1; 57 dB cars LA1
11	45	56 dB cars LA1; 53 dB cars LA1; airplane audible
12	46	51 dB car LA1; 57 dB pickup LA1
13	47	LL 34 dB; birds 43 dB; 50 dB car LA1;
14	48	insects/birds 41 dB; LL 37 dB; LL 35 dB; insects 45 dB
15	49	C-V LA 53 dB; 56 dB pickup LA1
16	50	birds 43 dB 51 dB car LA1; 53 dB birds
17	51	53 dB bird + LA1; 52 dB car LA1; hum 66 dB
18	52	HT 66 dB LA1; 54 dB cars LA1; bird 48 dB
19	53	53 dB car LA1; 54 dB birds; 56 dB birds
20	54	52 dB bird; 54 dB bird; 53 dB bird; 57 dB cars LA1
21	X 55	52 dB bird; 49 dB bird; lawn mower on
22	X 56	53 dB cars LA1; 48 dB bird jet audible
23	57	50 dB cars LA1; birds 42 dB+;
24	58	43 dB birds;
25	59	bird 47 dB 53 dB cars, 56 dB bird
26		
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LT. Data. 046

City of Alexandria	
Project Name	**Sugarhouse Road Extension**
Site:	**15 Aymond Rd**
Description:	**Residence**
SLM Filename:	**LxT_0001606-20240602 161200-LxT_Data.050.xlsx**
Date:	**6/12/2024**

Period #	Time Start	Leq	Lmax	Delete?	Notes
1	4:12:00 PM	52.2	55.2		
2	4:13:00 PM	53.5	60.2		
3	4:14:00 PM	52.3	58.5		
4	4:15:00 PM	51.3	56.4		
5	4:16:00 PM	48.1	52.8		
6	4:17:00 PM	53.8	60.8		
7	4:18:00 PM	51.9	55.9		
8	4:19:00 PM	50.6	55.5		
9	4:20:00 PM	52.6	57.5		
10	4:21:00 PM	51.5	55.3		
11	4:22:00 PM	51.5	55.1		
12	4:23:00 PM	51.7	57.3		
13	4:24:00 PM	53.6	56.5		
14	4:25:00 PM	51.2	54.6		
15	4:26:00 PM	49.7	54.3		
	Leq	**51.9**			

Noise Measurement Data Sheet
Sugarhouse Road, City of Alexandria, Louisiana

Analyst Name	GP
Date	6/14/24
Address	15 Aymond Peak
Land Use	RES
Pavement Type	DGAC
Ground Cover	Grass
Meteorological Conditions	
Temperature(s)	85 °F
Wind Speed & Dir	5 mph, from NE
Calibration	
Analyzer/Filename	1606
(Pre) Cal Time/Level	16:11 114.0
(Post) Cal Time/Level	16:27 114.0

Site Sketch

Indicate North

see previous

Period #	Start Time	Event Description(s)
1	16:12	53-54 dB LA1
2	13	LA1 47 dB (HVAC) 54 dB LA1 59 dB HT LA1
3	14	56 dB traffic LA1; 55 dB traffic LA1
4	15	53 dB traffic LA1, 56 dB traffic LA1
5	16	52 dB car LA1
6	17	61 dB HT (A1), 52 dB cars LA1
7	18	56 dB traffic LA1, 55 dB cars LA1
8	19	~~55 dB~~ 53 dB cars, 54 dB traffic
9	20	56 dB trafic LA1, 54 dB cars LA1
10	21	54 dB insects 54 dB cars LA1
11	22	55 dB cars LA1 53 dB cars LA1; 54 dB car
12	23	51 dB cars LA1 insects 53 dB1
13	24	56 dB cars LA1; 54 dB brakes 55 dB cars
14	25	50 dB birds, 51 dB birds 54 dB cars LA1
15	26	bird 49 dB1, HVAC 47dB; cars 53 dB LA1
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LT Data.050

6/12/2024										
Time	Location: 507 Hudson Boulevard									
	Direction				EB	Direction				WB
	Auto	MT	HT	Bus	MC	Auto	MT	HT	Bus	MC
3:39 PM	5	0	1	0	0	3	0	1	0	0
3:44 PM	5	0	0	0	0	4	0	1	0	0
3:49 PM	3	0	0	0	0	5	0	0	0	0
3:54 PM	3	0	0	0	0	5	1	0	0	0
Total	16	0	1	0	0	17	1	2	0	0
Hourly	**48**	**0**	**3**	**0**	**0**	**51**	**3**	**6**	**0**	**0**
5:36 PM	2	0	0	0	0	5	0	0	0	0
5:41 PM	3	0	0	0	0	3	0	0	0	0
5:46 PM	1	0	0	0	0	4	0	0	0	0
5:51 PM	1	0	1	0	0	2	0	0	0	0
Total	7	0	1	0	0	14	0	0	0	0
Hourly	**21**	**0**	**3**	**0**	**0**	**42**	**0**	**0**	**0**	**0**

6/12/2024										
Time	Location: 816 Hudson Boulevard									
	Direction				WB	Direction				EB
	Auto	MT	HT	Bus	MC	Auto	MT	HT	Bus	MC
11:40 AM	2	0	0	0	0	1	0	0	0	0
11:45 AM	3	0	0	0	0	1	0	0	0	0
11:50 AM	4	0	0	0	0	3	0	1	0	0
11:55 AM	2	0	0	0	0	2	0	0	0	0
Total	11	0	0	0	0	7	0	1	0	0
Hourly	**21**	**0**	**3**	**0**	**0**	**42**	**0**	**0**	**0**	**0**
5:05 PM	5	0	0	0	0	5	0	0	0	0
5:10 PM	6	0	1	0	0	6	0	0	0	0
5:15 PM	2	0	0	0	0	10	0	0	0	0
5:20 PM	3	0	0	0	0	8	0	0	0	0
Total	16	0	1	0	0	29	0	0	0	0
Hourly	**48**	**0**	**3**	**0**	**0**	**87**	**0**	**0**	**0**	**0**

Appendix C
Traffic Data for TNM Modeling

Project:	**Sugarhouse Road Extension**
Year:	**2022**
Case:	**Existing**

Road	From	To	AADT % Trucks	DHV % Trucks			AM Peak				PM Peak			
				Total	MT %	HT %	Total	Autos	MTs	HTs	Total	Autos	MTs	HTs
EB Sugarhouse Road	Eddie Williams Blvd	Lincoln Road	7.0%	4.7%	4.0%	0.6%	170	162	7	1	97	92	4	1
	Lincoln Road	East	7.0%	4.7%	4.0%	0.6%	0	0	0	0	2	2	0	0
WB Sugarhouse Road	East	Lincoln Road	7.0%	4.7%	4.0%	0.6%	0	0	0	0	1	1	0	0
	Lincoln Road	Eddie Williams Blvd	7.0%	4.7%	4.0%	0.6%	77	73	3	0	81	77	3	0
NB Lincoln Road	Sugarhouse Road	Hudson Blvd	6.6%	4.4%	3.4%	1.0%	171	163	6	2	104	99	4	1
	Hudson Blvd	Tulane Avenue	6.6%	4.4%	3.4%	1.0%	167	160	6	2	56	54	2	1
SB Lincoln Road	Tulane Avenue	Hudson Blvd	6.6%	4.4%	3.4%	1.0%	79	76	3	1	55	53	2	1
	Hudson Blvd	Sugarhouse Road	6.6%	4.4%	3.4%	1.0%	77	74	3	1	81	77	3	1
EB Hudson Blvd	Eddie Williams Blvd	Lincoln Road	7.0%	4.7%	4.0%	0.6%	34	32	1	0	24	23	1	0
	Lincoln Road	Futrell Street	7.0%	4.7%	4.0%	0.6%	45	43	2	0	97	92	4	1
	Futrell Street	LA 1	7.0%	4.7%	4.0%	0.6%	54	51	2	0	70	67	3	0
WB Hudson Blvd	LA 1	Futrell Street	7.0%	4.7%	4.0%	0.6%	49	47	2	0	79	75	3	0
	Futrell Street	Lincoln Road	7.0%	4.7%	4.0%	0.6%	88	84	4	1	82	78	3	1
	Lincoln Road	Eddie Williams Blvd	7.0%	4.7%	4.0%	0.6%	74	71	3	0	36	34	1	0
NB LA 1	South	Hudson Blvd	15.5%	10.4%	5.0%	5.4%	197	177	10	11	86	77	4	5
	Hudson Blvd	North	15.5%	10.4%	5.0%	5.4%	233	209	12	12	131	117	7	7
SB LA 1	North	Hudson Blvd	15.5%	10.4%	5.0%	5.4%	99	89	5	5	213	191	11	11
	Hudson Blvd	South	15.5%	10.4%	5.0%	5.4%	68	61	3	4	159	143	8	9

Project:	**Sugarhouse Road Extension**
Year:	**2042**
Case:	**No Build**

Road	From	To	AADT % Trucks	DHV % Trucks			AM Peak				PM Peak			
				Total	MT %	HT %	Total	Autos	MTs	HTs	Total	Autos	MTs	HTs
EB Sugarhouse Road	Eddie Williams Blvd	Lincoln Road	7.0%	4.7%	4.0%	0.6%	199	190	8	1	114	109	5	1
	Lincoln Road	East	7.0%	4.7%	4.0%	0.6%	0	0	0	0	2	2	0	0
WB Sugarhouse Road	East	Lincoln Road	7.0%	4.7%	4.0%	0.6%	0	0	0	0	1	1	0	0
	Lincoln Road	Eddie Williams Blvd	7.0%	4.7%	4.0%	0.6%	90	86	4	1	95	91	4	1
NB Lincoln Road	Sugarhouse Road	Hudson Blvd	6.6%	4.4%	3.4%	1.0%	199	190	7	2	122	117	4	1
	Hudson Blvd	Tulane Avenue	6.6%	4.4%	3.4%	1.0%	196	187	7	2	65	62	2	1
SB Lincoln Road	Tulane Avenue	Hudson Blvd	6.6%	4.4%	3.4%	1.0%	92	88	3	1	65	62	2	1
	Hudson Blvd	Sugarhouse Road	6.6%	4.4%	3.4%	1.0%	90	86	3	1	95	91	3	1
EB Hudson Blvd	Eddie Williams Blvd	Lincoln Road	7.0%	4.7%	4.0%	0.6%	40	38	2	0	28	27	1	0
	Lincoln Road	Futrell Street	7.0%	4.7%	4.0%	0.6%	52	50	2	0	114	109	5	1
	Futrell Street	LA 1	7.0%	4.7%	4.0%	0.6%	63	60	3	0	82	78	3	1
WB Hudson Blvd	LA 1	Futrell Street	7.0%	4.7%	4.0%	0.6%	57	54	2	0	93	89	4	1
	Futrell Street	Lincoln Road	7.0%	4.7%	4.0%	0.6%	103	98	4	1	96	92	4	1
	Lincoln Road	Eddie Williams Blvd	7.0%	4.7%	4.0%	0.6%	86	82	3	1	43	41	2	0
NB LA 1	South	Hudson Blvd	15.5%	10.4%	5.0%	5.4%	231	207	12	12	101	91	5	5
	Hudson Blvd	North	15.5%	10.4%	5.0%	5.4%	273	245	14	15	153	137	8	8
SB LA 1	North	Hudson Blvd	15.5%	10.4%	5.0%	5.4%	116	104	6	6	250	224	13	13
	Hudson Blvd	South	15.5%	10.4%	5.0%	5.4%	80	72	4	4	187	168	9	10

Project:	**Sugarhouse Road Extension**
Year:	**2042**
Case:	**Alternative 1**

Road	From	To	AADT % Trucks	DHV % Trucks			AM Peak				PM Peak			
				Total	MT %	HT %	Total	Autos	MTs	HTs	Total	Autos	MTs	HTs
EB Sugarhouse Road	Eddie Williams Blvd	Lincoln Road	7.0%	4.7%	4.0%	0.6%	243	232	10	1	146	139	6	1
	Lincoln Road	Futrell Street	7.0%	4.7%	4.0%	0.6%	102	97	4	1	71	68	3	0
	Futrell Street	LA 1	7.0%	4.7%	4.0%	0.6%	145	138	6	1	126	120	5	1
WB Sugarhouse Road	LA 1	Futrell Street	7.0%	4.7%	4.0%	0.6%	146	139	6	1	115	110	5	1
	Futrell Street	Lincoln Road	7.0%	4.7%	4.0%	0.6%	108	103	4	1	53	51	2	0
	Lincoln Road	Eddie Williams Blvd	7.0%	4.7%	4.0%	0.6%	137	131	6	1	122	116	5	1
NB Lincoln Road	Sugarhouse Road	Hudson Blvd	6.6%	4.4%	3.4%	1.0%	199	190	7	2	103	98	4	1
	Hudson Blvd	Tulane Avenue	6.6%	4.4%	3.4%	1.0%	196	187	7	2	66	63	2	1
SB Lincoln Road	Tulane Avenue	Hudson Blvd	6.6%	4.4%	3.4%	1.0%	93	89	3	1	66	63	2	1
	Hudson Blvd	Sugarhouse Road	6.6%	4.4%	3.4%	1.0%	87	83	3	1	88	84	3	1
EB Hudson Blvd	Eddie Williams Blvd	Lincoln Road	7.0%	4.7%	4.0%	0.6%	26	25	1	0	19	18	1	0
	Lincoln Road	Sugarhouse Road	7.0%	4.7%	4.0%	0.6%	35	33	1	0	76	72	3	0
WB Hudson Blvd	Sugarhouse Road	Lincoln Road	7.0%	4.7%	4.0%	0.6%	69	66	3	0	64	61	3	0
	Lincoln Road	Eddie Williams Blvd	7.0%	4.7%	4.0%	0.6%	59	56	2	0	28	27	1	0
NB LA 1	South	Hudson Blvd	15.5%	10.4%	5.0%	5.4%	255	229	13	14	111	99	6	6
	Hudson Blvd	North	15.5%	10.4%	5.0%	5.4%	252	226	13	14	142	127	7	8
SB LA 1	North	Hudson Blvd	15.5%	10.4%	5.0%	5.4%	107	96	5	6	231	207	12	12
	Hudson Blvd	South	15.5%	10.4%	5.0%	5.4%	109	98	5	6	211	189	11	11

Project:	**Sugarhouse Road Extension**
Year:	**2042**
Case:	**Alternative 2**

Road	From	To	AADT % Trucks	DHV % Trucks			AM Peak				PM Peak			
				Total	MT %	HT %	Total	Autos	MTs	HTs	Total	Autos	MTs	HTs
EB Sugarhouse Road	Eddie Williams Blvd	Lincoln Road	7.0%	4.7%	4.0%	0.6%	243	232	10	1	146	139	6	1
	Lincoln Road	LA 1	7.0%	4.7%	4.0%	0.6%	102	97	4	1	71	68	3	0
WB Sugarhouse Road	LA 1	Lincoln Road	7.0%	4.7%	4.0%	0.6%	108	103	4	1	53	51	2	0
	Lincoln Road	Eddie Williams Blvd	7.0%	4.7%	4.0%	0.6%	137	131	6	1	122	116	5	1
NB Lincoln Road	Sugarhouse Road	Hudson Blvd	6.6%	4.4%	3.4%	1.0%	199	190	7	2	103	98	4	1
	Hudson Blvd	Tulane Avenue	6.6%	4.4%	3.4%	1.0%	196	187	7	2	66	63	2	1
SB Lincoln Road	Tulane Avenue	Hudson Blvd	6.6%	4.4%	3.4%	1.0%	93	89	3	1	66	63	2	1
	Hudson Blvd	Sugarhouse Road	6.6%	4.4%	3.4%	1.0%	87	83	3	1	88	84	3	1
EB Hudson Blvd	Eddie Williams Blvd	Lincoln Road	7.0%	4.7%	4.0%	0.6%	26	25	1	0	19	18	1	0
	Lincoln Road	Futrell Street	7.0%	4.7%	4.0%	0.6%	35	33	1	0	76	72	3	0
	Futrell Street	LA 1	7.0%	4.7%	4.0%	0.6%	43	41	2	0	55	52	2	0
WB Hudson Blvd	LA 1	Futrell Street	7.0%	4.7%	4.0%	0.6%	38	36	2	0	62	59	3	0
	Futrell Street	Lincoln Road	7.0%	4.7%	4.0%	0.6%	69	66	3	0	64	61	3	0
	Lincoln Road	Eddie Williams Blvd	7.0%	4.7%	4.0%	0.6%	59	56	2	0	28	27	1	0
NB LA 1	South	Sugarhouse Road	15.5%	10.4%	4.7%	5.6%	255	229	12	14	111	99	5	6
	Sugarhouse Road	Hudson Blvd	15.5%	10.4%	4.7%	5.6%	223	200	11	13	107	96	5	6
	Hudson Blvd	North	15.5%	10.4%	5.0%	5.4%	252	226	13	14	142	127	7	8
SB LA 1	North	Hudson Blvd	15.5%	10.4%	5.0%	5.4%	107	96	5	6	231	207	12	12
	Hudson Blvd	Sugarhouse Road	15.5%	10.4%	5.0%	5.4%	83	74	4	4	189	169	9	10
	Sugarhouse Road	South	15.5%	10.4%	5.0%	5.4%	109	98	5	6	211	189	11	11

Classification Count Summary	
Road:	**LA 1**
Parish:	**Rapides**
Station:	**S/O Hundson Blvd**

Classification	Total	%
1. Motorcycles	5	0.2%
2. Cars	1,419	52.8%
3. Two-Axle, Four Tire Light Trucks	844	31.4%
Subtotal Passenger Vehicles	*2,268*	*84%*
4. Buses	19	0.7%
5. 2-Axle, Six Tire, SU Trucks	183	6.8%
6. 3-Axle, SU Trucks	89	3.3%
7. 4-Axle or more, SU Truck	10	0.4%
Subtotal Single-Unit Trucks	*301*	*11%*
8. 2S-1, 3S-1, 2S-2	38	1.4%
9. 3S-2, 2S-3	69	2.6%
10. 3S-3, 3S-4	10	0.4%
Subtotal Combination Trucks	*117*	*4%*
11. 2S-1-2	0	0.0%
12. 2S-2-2, 3S-1-2	0	0.0%
13. Any 7 Axle	0	0.0%
Subtotal Twin Trailers	*0*	*0.0%*
Total Trucks	*418*	*15.5%*
TOTAL ALL VEHICLES	**2,686**	

TNM Vehicle Types	Total	%
Autos	2,263	84.3%
MTs	183	6.8%
HTs	216	8.0%
Buses	19	0.7%
Motorcycles	5	0.2%
Total	**2,686**	**100%**

Percentage of Total Trucks for TNM Modeling	
MTs	**45.8%**
HTs	**54.2%**

Classification Count Summary	
Road:	**Hudson Blvd**
Parish:	**Rapides**
Station:	**W/O SR 1**

Classification	Total	%
1. Motorcycles	4	0.2%
2. Cars	1,161	71.0%
3. Two-Axle, Four Tire Light Trucks	356	21.8%
Subtotal Passenger Vehicles	*1,521*	*93%*
4. Buses	18	1.1%
5. 2-Axle, Six Tire, SU Trucks	81	5.0%
6. 3-Axle, SU Trucks	7	0.4%
7. 4-Axle or more, SU Truck	1	0.0%
Subtotal Single-Unit Trucks	*107*	*7%*
8. 2S-1, 3S-1, 2S-2	4	0.3%
9. 3S-2, 2S-3	2	0.1%
10. 3S-3, 3S-4	0	0.0%
Subtotal Combination Trucks	*7*	*0%*
11. 2S-1-2	0	0.0%
12. 2S-2-2, 3S-1-2	0	0.0%
13. Any 7 Axle	0	0.0%
Subtotal Twin Trailers	*0*	*0.0%*
Total Trucks	*114*	*7.0%*
TOTAL ALL VEHICLES	**1,635**	

TNM Vehicle Types	Total	%
Autos	1,517	92.8%
MTs	81	5.0%
HTs	15	0.9%
Buses	18	1.1%
Motorcycles	4	0.2%
Total	**1,635**	**100%**

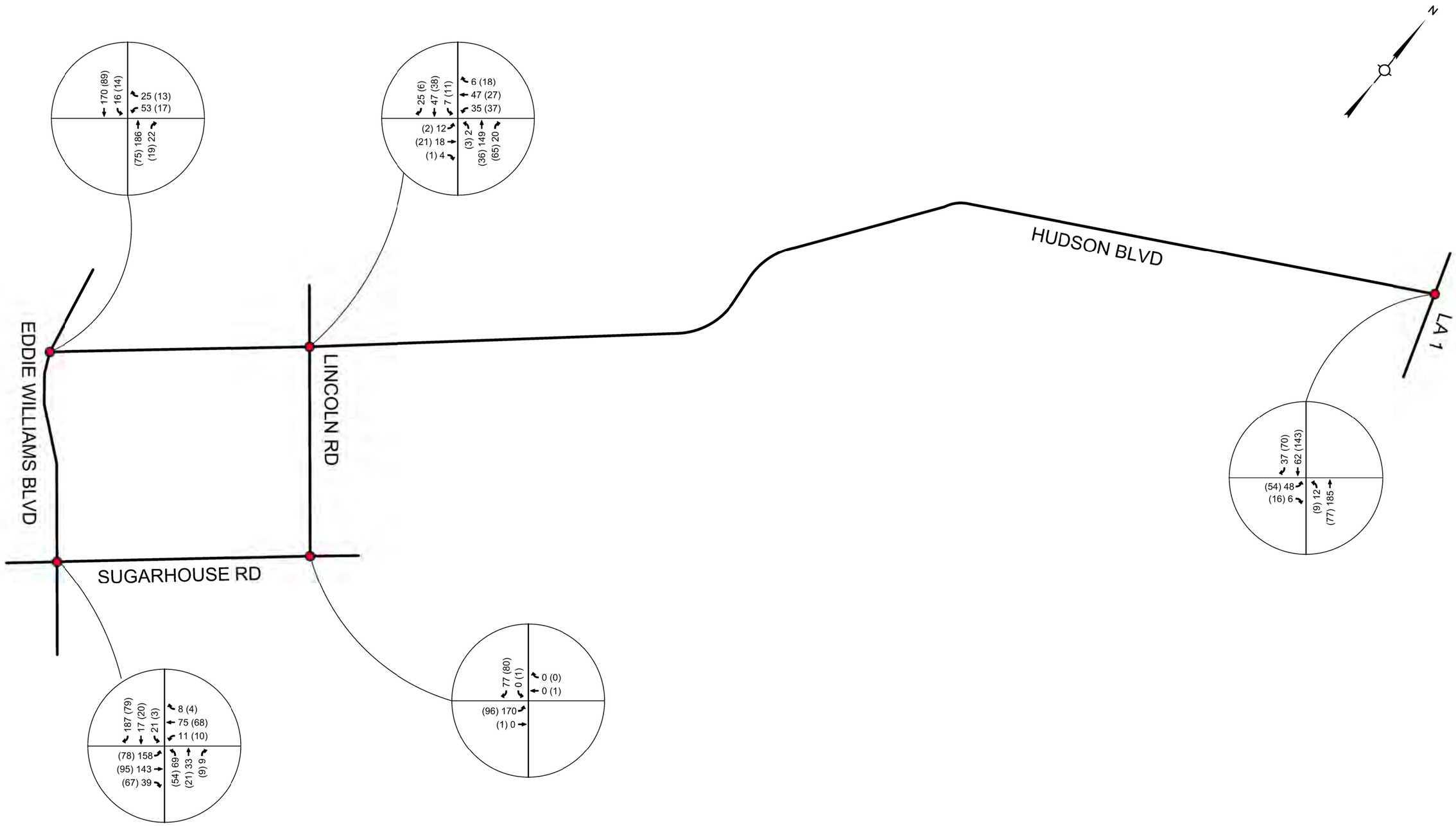
Percentage of Total Trucks for TNM Modeling	
MTs	**84.4%**
HTs	**15.6%**

Classification Count Summary	
Road:	**Lincoln Rd**
Parish:	**Rapides**
Station:	**Bet. Morriss St and Hudson Blvd**

Classification	Total	%
1. Motorcycles	9	0.4%
2. Cars	1,620	70.6%
3. Two-Axle, Four Tire Light Trucks	516	22.4%
Subtotal Passenger Vehicles	*2,145*	*93%*
4. Buses	27	1.2%
5. 2-Axle, Six Tire, SU Trucks	90	3.9%
6. 3-Axle, SU Trucks	16	0.7%
7. 4-Axle or more, SU Truck	2	0.1%
Subtotal Single-Unit Trucks	*136*	*6%*
8. 2S-1, 3S-1, 2S-2	9	0.4%
9. 3S-2, 2S-3	4	0.2%
10. 3S-3, 3S-4	1	0.1%
Subtotal Combination Trucks	*14*	*1%*
11. 2S-1-2	2	0.1%
12. 2S-2-2, 3S-1-2	0	0.0%
13. Any 7 Axle	0	0.0%
Subtotal Twin Trailers	*2*	*0.1%*
Total Trucks	*152*	*6.6%*
TOTAL ALL VEHICLES	**2,297**	

TNM Vehicle Types	Total	%
Autos	2,136	93.0%
MTs	90	3.9%
HTs	34	1.5%
Buses	27	1.2%
Motorcycles	9	0.4%
Total	**2,297**	**100%**

Percentage of Total Trucks for TNM Modeling	
MTs	**72.5%**
HTs	**27.5%**



LEGEND

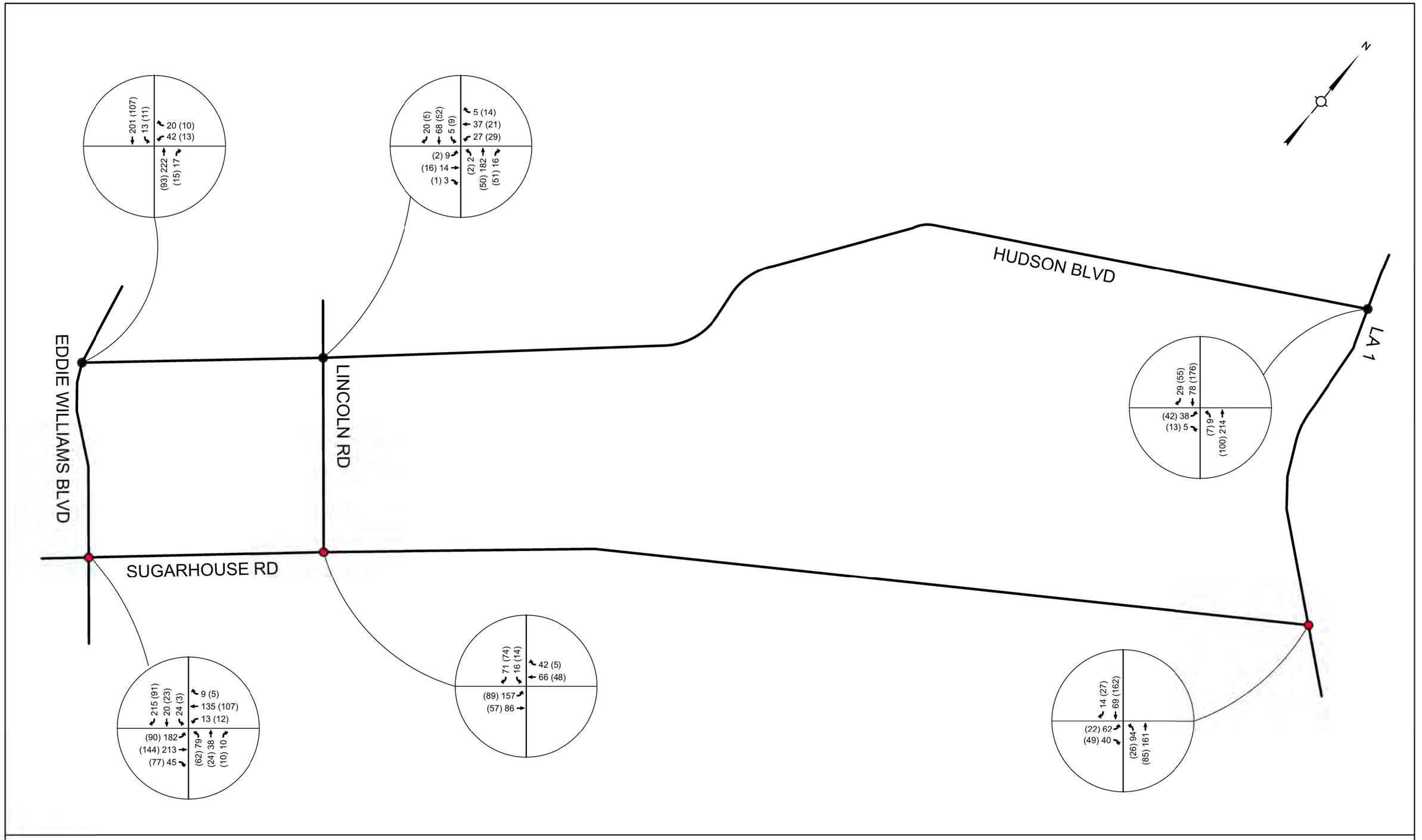
STUDY INTERSECTION

XX (XX) AM (PM)

FIGURE D-1
SUGARHOUSE ROAD EXTENSION
EXISTING PEAK HOUR VOLUMES

ALEXANDRIA, LA

NEEL-SCHAFFER
Solutions you can build upon



LEGEND

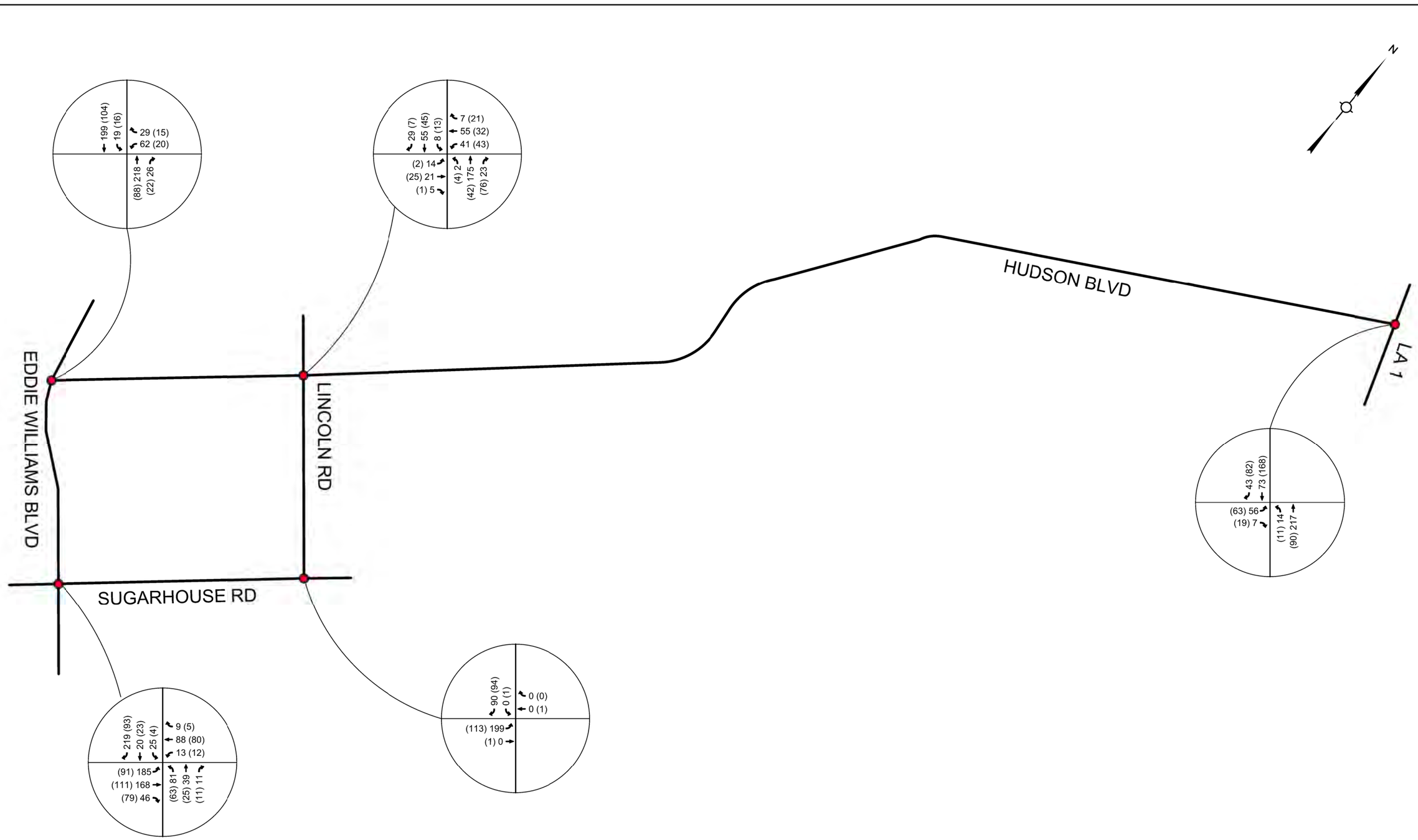
STUDY INTERSECTION

XX (XX) AM (PM)

FIGURE E-1
SUGARHOUSE ROAD EXTENSION
2042 BUILD PEAK HOUR VOLUMES

ALEXANDRIA, LA

NEEL-SCHAFFER
Solutions you can build upon



LEGEND

STUDY INTERSECTION

XX (XX) AM (PM)

FIGURE D-2
SUGARHOUSE ROAD EXTENSION
2042 NO BUILD PEAK HOUR VOLUMES

ALEXANDRIA, LA

NEEL-SCHAFFER
Solutions you can build upon

Appendix D
TNM Checklists and Plan Views

Bowlby & Associates, Inc.

2200 21st Avenue South, Suite 300
Nashville, Tennessee 37212
(615) 236-6784
www.bowlbyassociates.com

TNM Modeling QC/QA Checklist

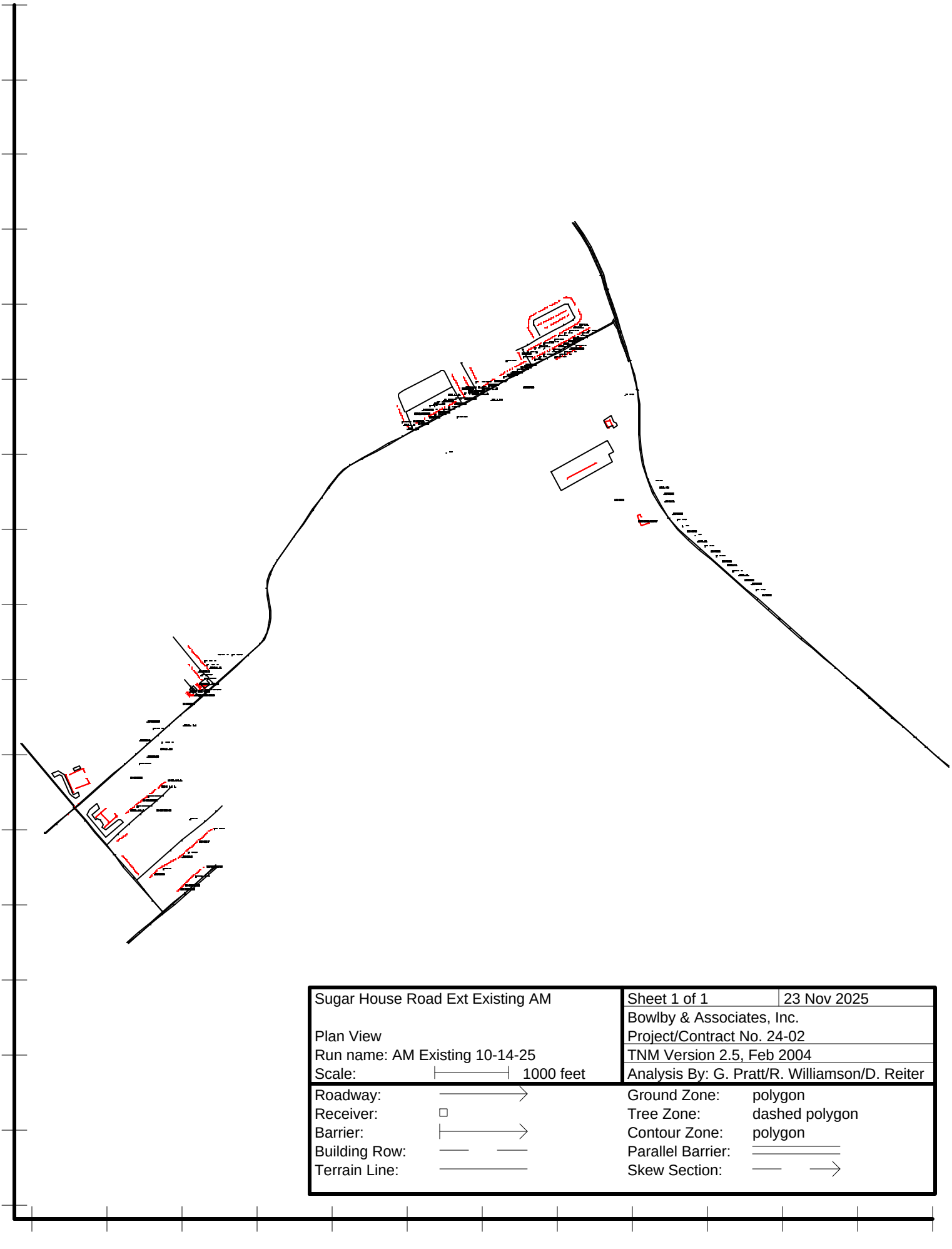
Project	**Sugarhouse Road Extension**
Parish	**Rapides**
Project Plans Description and Date	**Preliminary, October 2024**
Traffic Data Source and Date	**Intersection Control Evaluation Study, Neel-Schaffer, July 2023**
TNM Modeler	Geoff Pratt
Date QA/QC Completed	7/25/2025
TNM Reviewer	Rennie Williamson
Date QA/QC Completed	7/28/2025

TNM Run	**Existing_base_Sugar_House_7-25-25**		
Input	**Task**	**Complete?**	**Notes**
DEMs/ Contours	Check if elevations are outdated before using	☒	**Not much change since 2018 DEM**
Setup	Run Information	☒	
	General	☒	
Roadways	Roadway names assigned	☒	
	Traffic and Speeds on all Roadways	☒	
	Modeled traffic volumes match projections and truck percentages are correct	☒	
	Use fewer points where possible to reduce run times (esp. local roads)	☒	**- can delete some going around corners of "Faith Way - Coeur Circle" {Done} - do we need to model Lincoln Rd north of Hudson? {Yes}**
	Widths of All Roadways per Guidance	☒	**move some endpoints closer to crossing road to avoid gaps in pavement (e.g., Lincoln to Hudson; Natchez to Hudson, Hudson to LA1, etc…) {Done}**
	Points tied to stationing, if available	☐	**N/A, No stationing available when existing model was completed**

TNM Run	Existing_base_Sugar_House_7-25-25		
Input	**Task**	**Complete?**	**Notes**
	Elevations appear to be correct	☒	
	Use current pavement type FHWA validation & HUD studies	☐	**N/A for existing, actual pavement modeled for validation**
	Traffic Flow Control Devices Modeled • Traffic Signals • Stop Signs • On-Ramps	☐	**need to add acceleration:** **- on Hudson away from LA1** **- on Hudson away from Lincoln** **{Done}**
	Roadways modeled on structure as appropriate	☐	**N/A, no bridges**
Receivers	Receivers named by address or stationing	☐	**- "412 Hudson Rd" should be "412 Hudson Blvd"** **- "5220 West Sandy Bayou Dr" should be "5220 W Sandy Bayou Dr" (abbrev "West" like others)** **- there are two receivers named "3320 Lillie Grimble Ave" (2nd one should be 3329)** **{Fixed}**
	Number of dwelling units set for each receiver (if applicable)	☒	**Church should be = 0** **{Fixed}**
	Receivers in order of adjacent traffic flow	☒	
	Place receivers as required by state/HUD policy (i.e., appropriate location and offset from building)	☒	
	Elevations appear to be correct	☒	
	Elevations at second-story locations at appropriate heights (if applicable)	☐	**N/A**
	Enough receivers modeled (for impacts and benefits)	☒	**Not sure what modeling distance is:** **{Between the alts}** **Need more receivers along Oakmont Village Dr and Natchez St? {No}** **Perhaps too many receivers:** **- "Rapides Academy…" is ~2000ft from Alt 1 (if we're keeping it, fix spelling of "Academy"){Done}** **- The Senior Housing south of Rapides Academy has a playground in the courtyard; include (as well as homes just south on Lillie Grimble Ave) if within the modeling buffer** **{Not added}**

TNM Run	Existing_base_Sugar_House_7-25-25		
Input	**Task**	**Complete?**	**Notes**
	Receivers were included for permitted land uses and “takes”	☐	**- need to check permits? - significant clearing in NSA 5 near 3329 Lillie Grimble (b/w 2022 and 2023) {No active permits} - looks like parcel under construction b/w 417 and 425 Hudson {The slab is there; there is no open building permit} - are any of the parcels 417-433 Hudson Takes under Alt 1? {No}**
	Receivers modeled at currently unpermitted locations that could be permitted in the near future (e.g., single-family parcels in a developing subdivision)	☒	**might want to add parcel b/w 417 and 425 Hudson if not permitted {Added}**
	NAC set per State’s Policy for each receiver/ land use	☒	
	Noise Reduction set per State’s Policy	☒	
	Substantial Increase set per State’s Policy	☒	
Barriers	Significant buildings modeled	☐	**simplify modeled buildings at Oakmont Village {Done}**
	Parapets, etc. modeled	☐	**N/A**
	Perturbable barriers modeled as applicable	☐	**N/A**
	Build runs include zero-height barriers to match abatement runs	☐	**N/A**
	Model one continuous abatement barrier (if possible) for more efficient design.	☐	**N/A**
	Barrier names assigned	☒	
	Barrier points named by stationing or length, and segments *on structure* or *retaining wall* are labeled	☐	**N/A, no parapets, etc.**
	Barrier heights assigned	☒	
	Elevations appear to be correct	☒	
	Increment and #up/down assigned	☐	**N/A**
	Barriers modeled on structure as appropriate and shielded lists are correct	☐	**N/A**

TNM Run	Existing_base_Sugar_House_7-25-25		
Input	**Task**	**Complete?**	**Notes**
Building Rows	Building rows modeled per FHWA Guidance	☐	**- add bldg row for 417 to 433 Hudson - should probably add rows b/w Coeur Dr and Faith Way… and Avoyelles Dr, because roadways extend north {Added}**
	Elevations appear to be correct	☒	
	Bldg Rows modeled in the same direction of adjacent roadway	☒	
	Height and percentage assigned	☒	
Terrain Lines	Significant terrain features modeled	☐	**N/A, This part of Louisiana is very flat, except for the levee east of the project**
	Terrain lines modeled in the same direction of adjacent roadway	☐	**N/A**
	Terrain line names assigned	☐	**N/A**
	Elevations appear to be correct	☐	**N/A**
Ground Zones	Ground Zones modeled per FHWA and NCHRP 791 guidance	☐	**- too many points at driveway for "Grimble Park GZ" and "Rapides Acad Park1" - also, see tree zone comment below {Done}**
	Ground zone names assigned	☒	
	Ground zone types assigned	☒	
Tree Zones	Tree zones modeled per FHWA Guidance	☐	**Tree zone not modeled b/c they are deciduous; probably providing some attenuation.**
	Tree zone names assigned	☐	**N/A**
	Elevations appear to be correct	☐	**N/a**
Perspective Views	Perspective views checked for accuracy	☒	
Skew Views	Numerous skew views cut and checked for accuracy	☒	
Input Check	Input Check completed and errors fixed/documented	☒	**no errors**
QA/QC is complete	All issues listed above have been addressed/fixed	☐	**Initials GP Date Completed 8/14/25**



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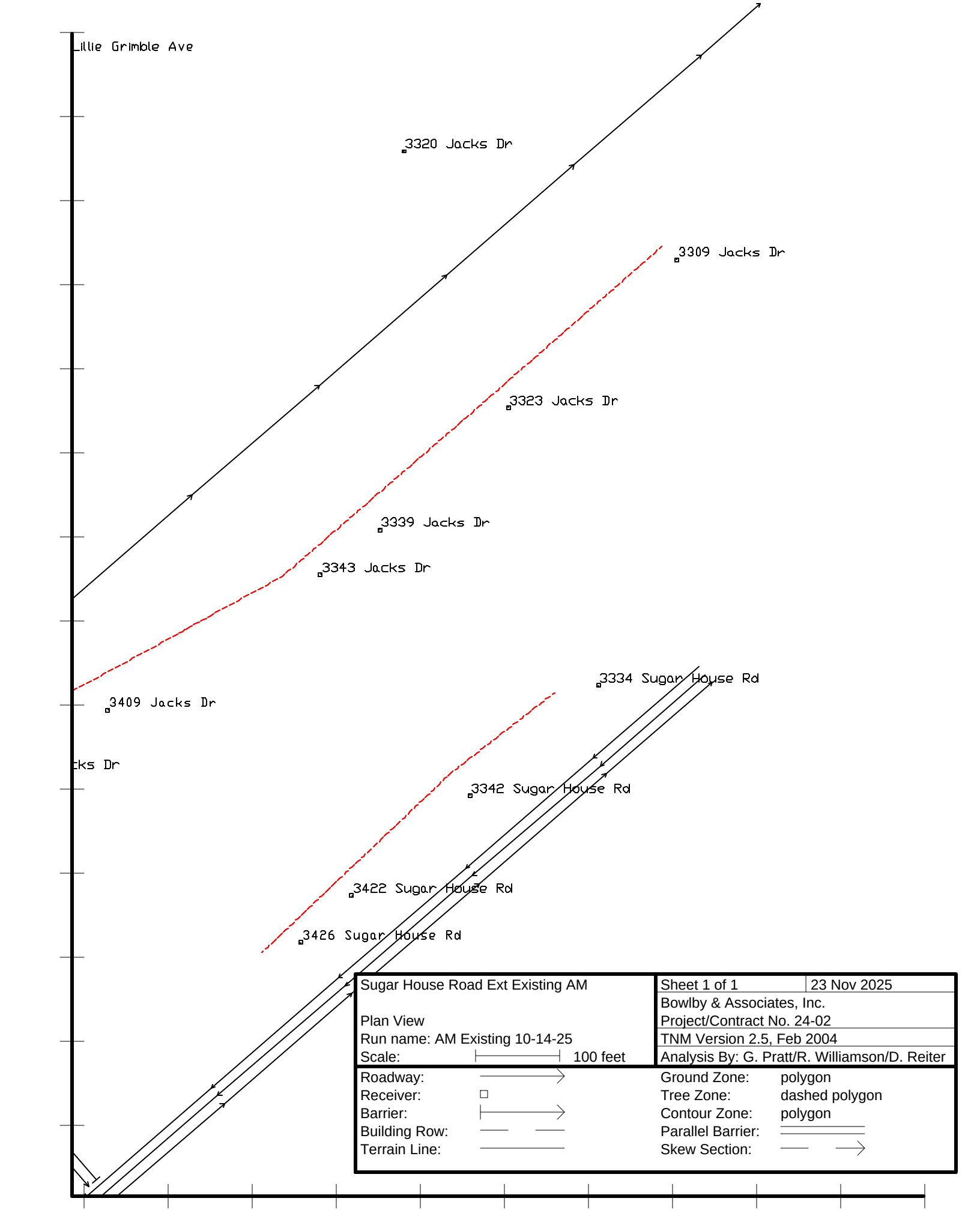
	Bowlby & Associates, Inc.
Plan View	Project/Contract No. 24-02
Run name: AM Existing 10-14-25	TNM Version 2.5, Feb 2004
Scale: 1000 feet	Analysis By: G. Pratt/R. Williamson/D. Reiter

Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	



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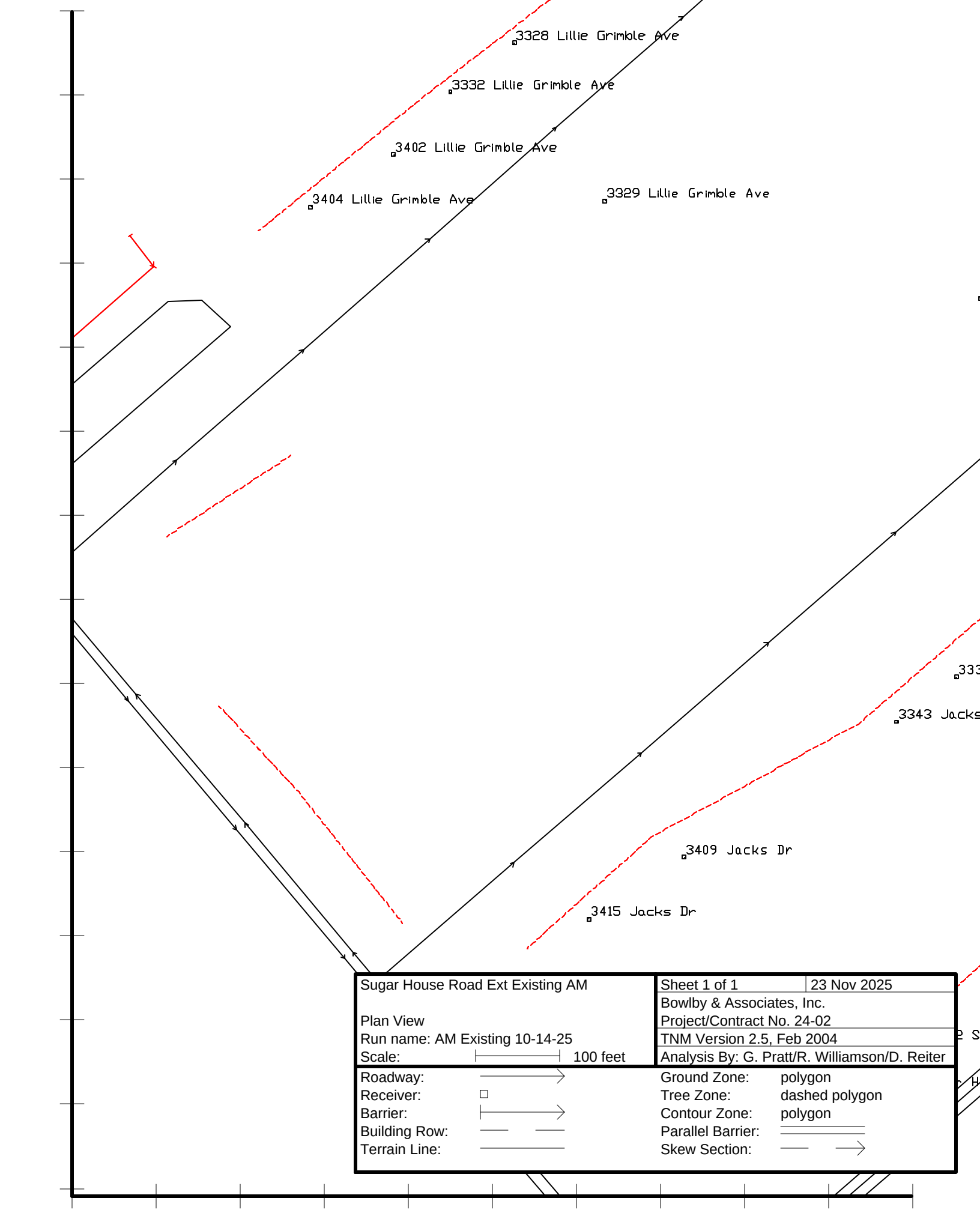
Plan View	Project/Contract No. 24-02
Run name: AM Existing 10-14-25	TNM Version 2.5, Feb 2004
Scale: 100 feet	Analysis By: G. Pratt/R. Williamson/D. Reiter

Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	


3328 Lillie Grimble Ave
3332 Lillie Grimble Ave
3402 Lillie Grimble Ave
3404 Lillie Grimble Ave
3329 Lillie Grimble Ave
3343 Jacks
3409 Jacks Dr
3415 Jacks Dr
Sugar House Road Ext Existing AM
Plan View
Run name: AM Existing 10-14-25
Scale: 100 feet
Sheet 1 of 1
23 Nov 2025
Bowlby & Associates, Inc.
Project/Contract No. 24-02
TNM Version 2.5, Feb 2004
Analysis By: G. Pratt/R. Williamson/D. Reiter
Roadway:
Receiver:
Barrier:
Building Row:
Terrain Line:
Ground Zone: polygon
Tree Zone: dashed polygon
Contour Zone: polygon
Parallel Barrier:
Skew Section:
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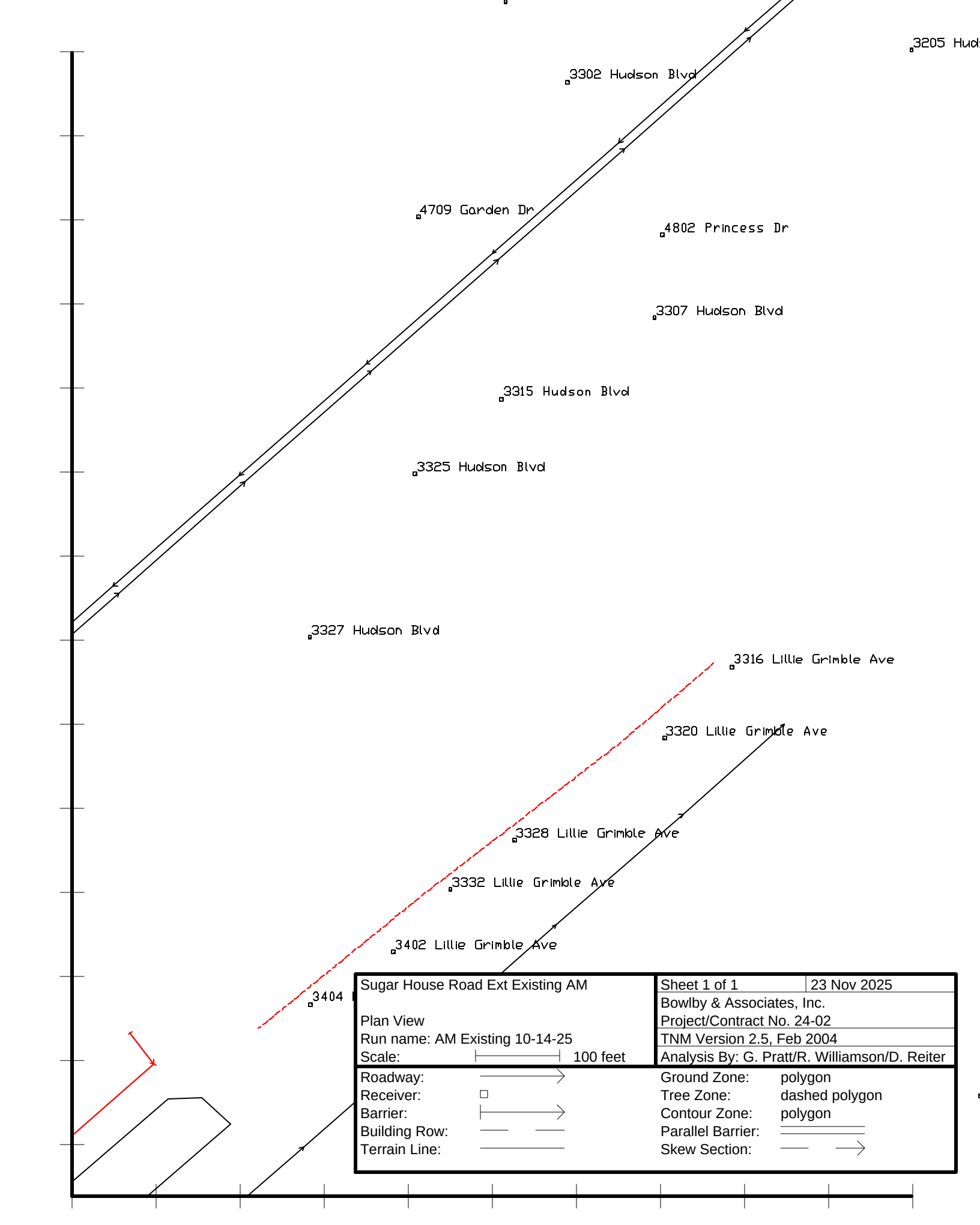
3205 Huds
3302 Hudson Blvd
4709 Garden Dr
4802 Princess Dr
3307 Hudson Blvd
3315 Hudson Blvd
3325 Hudson Blvd
3327 Hudson Blvd
3316 Lillie Grimble Ave
3320 Lillie Grimble Ave
3328 Lillie Grimble Ave
3332 Lillie Grimble Ave
3402 Lillie Grimble Ave
3404
Sugar House Road Ext Existing AM
Plan View
Run name: AM Existing 10-14-25
Scale: 100 feet
Sheet 1 of 1
23 Nov 2025
Bowlby & Associates, Inc.
Project/Contract No. 24-02
TNM Version 2.5, Feb 2004
Analysis By: G. Pratt/R. Williamson/D. Reiter
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Receiver:
Barrier:
Building Row:
Terrain Line:
Ground Zone: polygon
Tree Zone: dashed polygon
Contour Zone: polygon
Parallel Barrier:
Skew Section:
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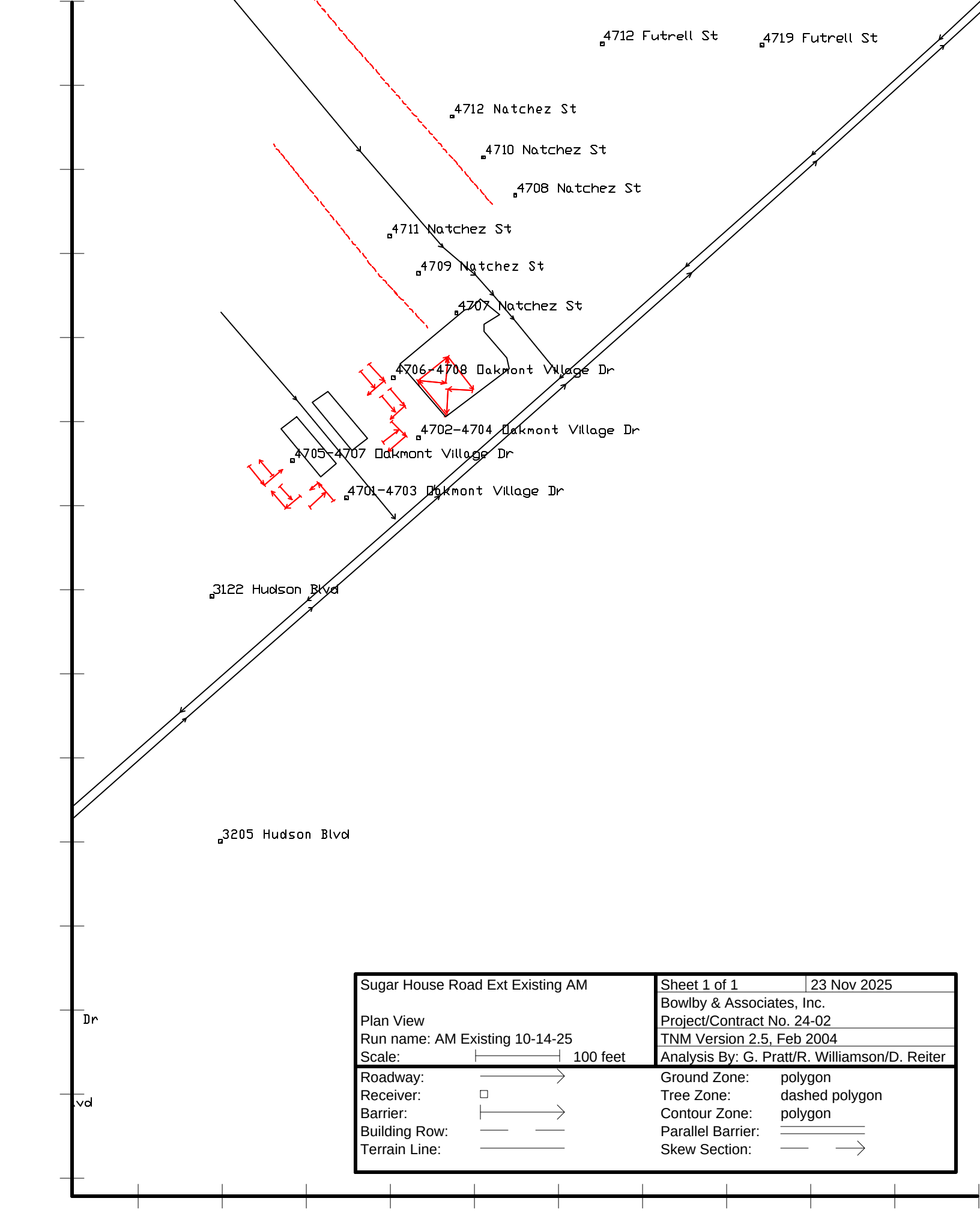
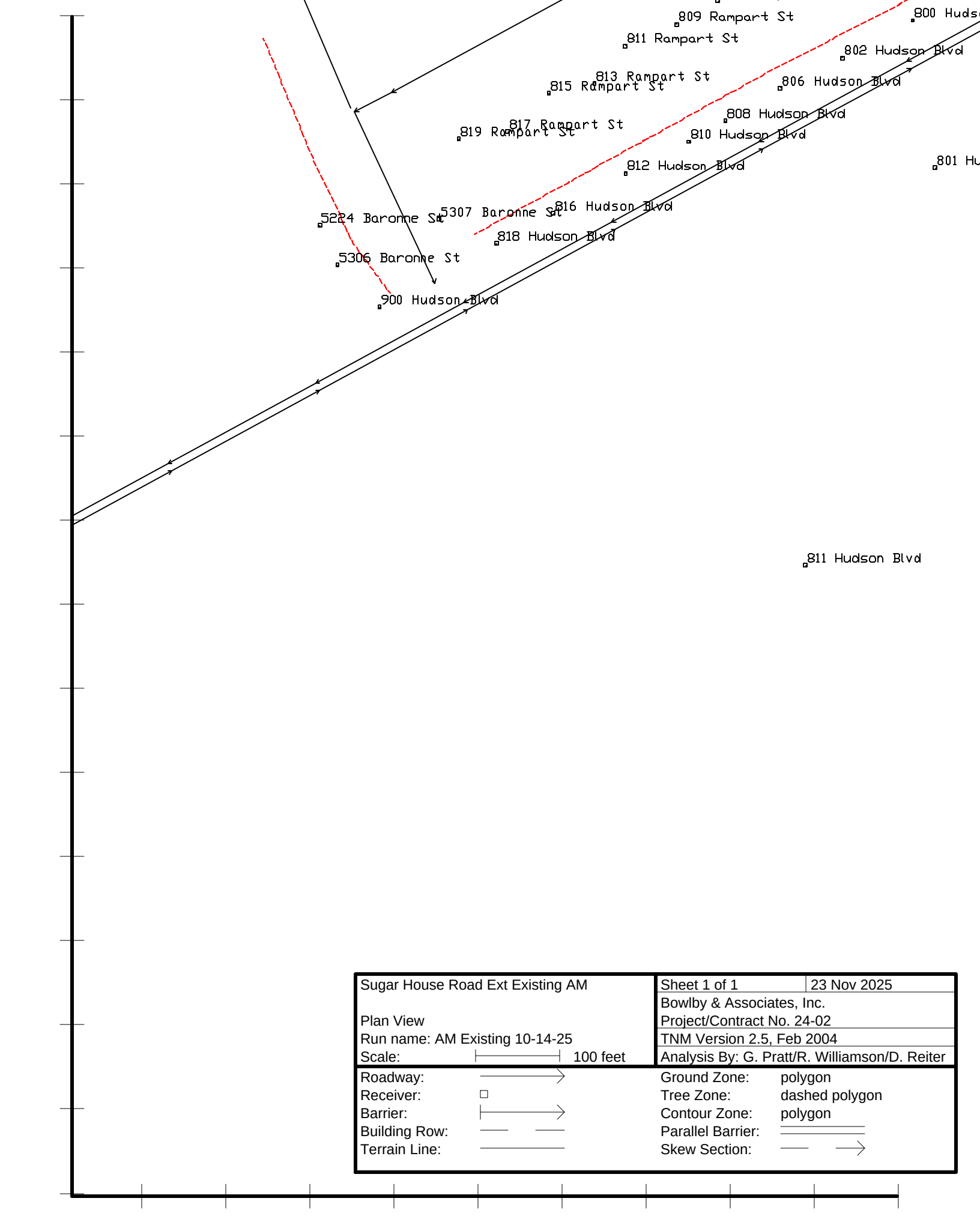


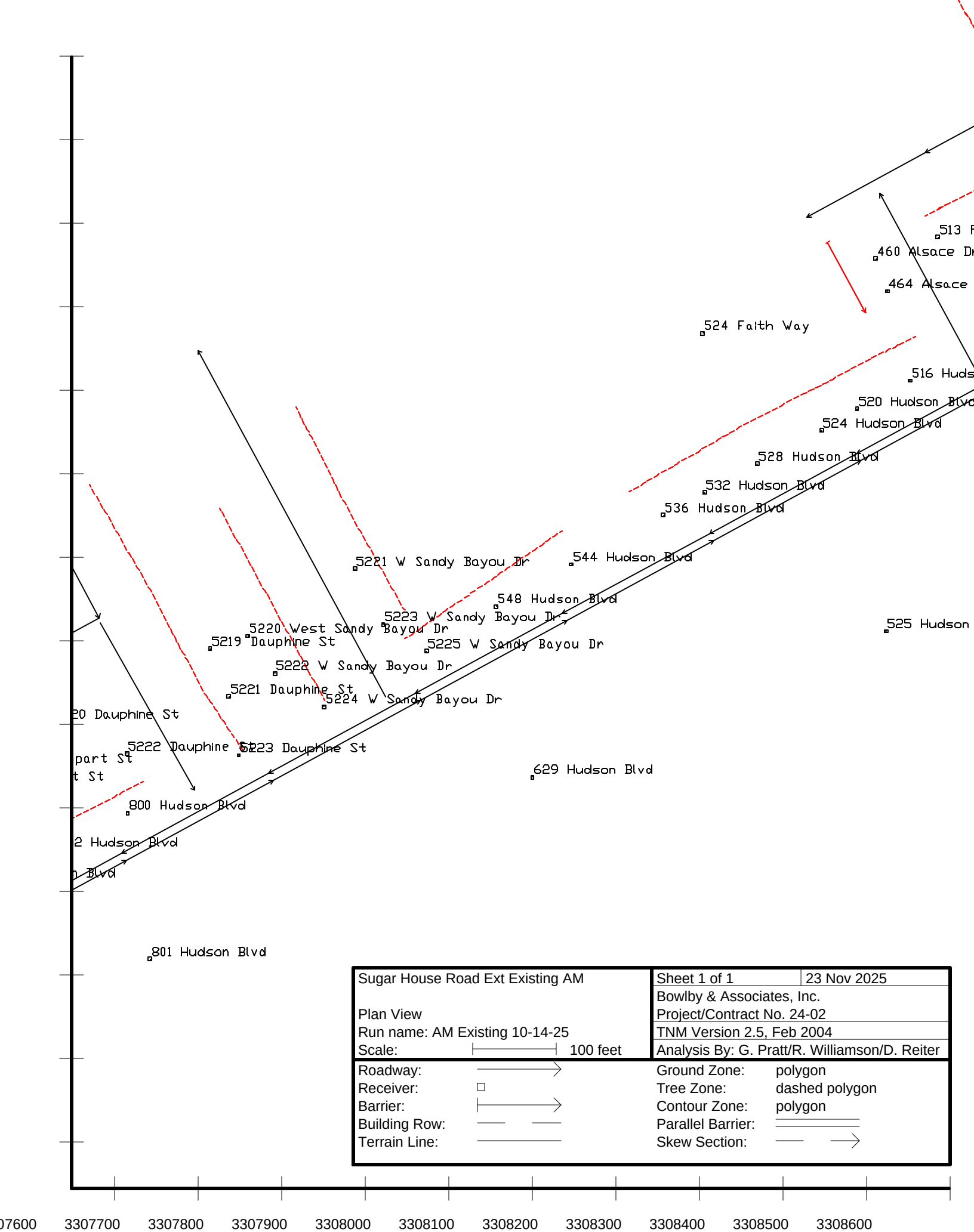
Sugar House Road Ext Existing AM	Sheet 1 of 1 | 23 Nov 2025
	Bowlby & Associates, Inc.
Plan View	Project/Contract No. 24-02
Run name: AM Existing 10-14-25	TNM Version 2.5, Feb 2004
Scale: 100 feet	Analysis By: G. Pratt/R. Williamson/D. Reiter

Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	



Sugar House Road Ext Existing AM	Sheet 1 of 1 | 23 Nov 2025
	Bowlby & Associates, Inc.
Plan View	Project/Contract No. 24-02
Run name: AM Existing 10-14-25	TNM Version 2.5, Feb 2004
Scale: 100 feet	Analysis By: G. Pratt/R. Williamson/D. Reiter

Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	



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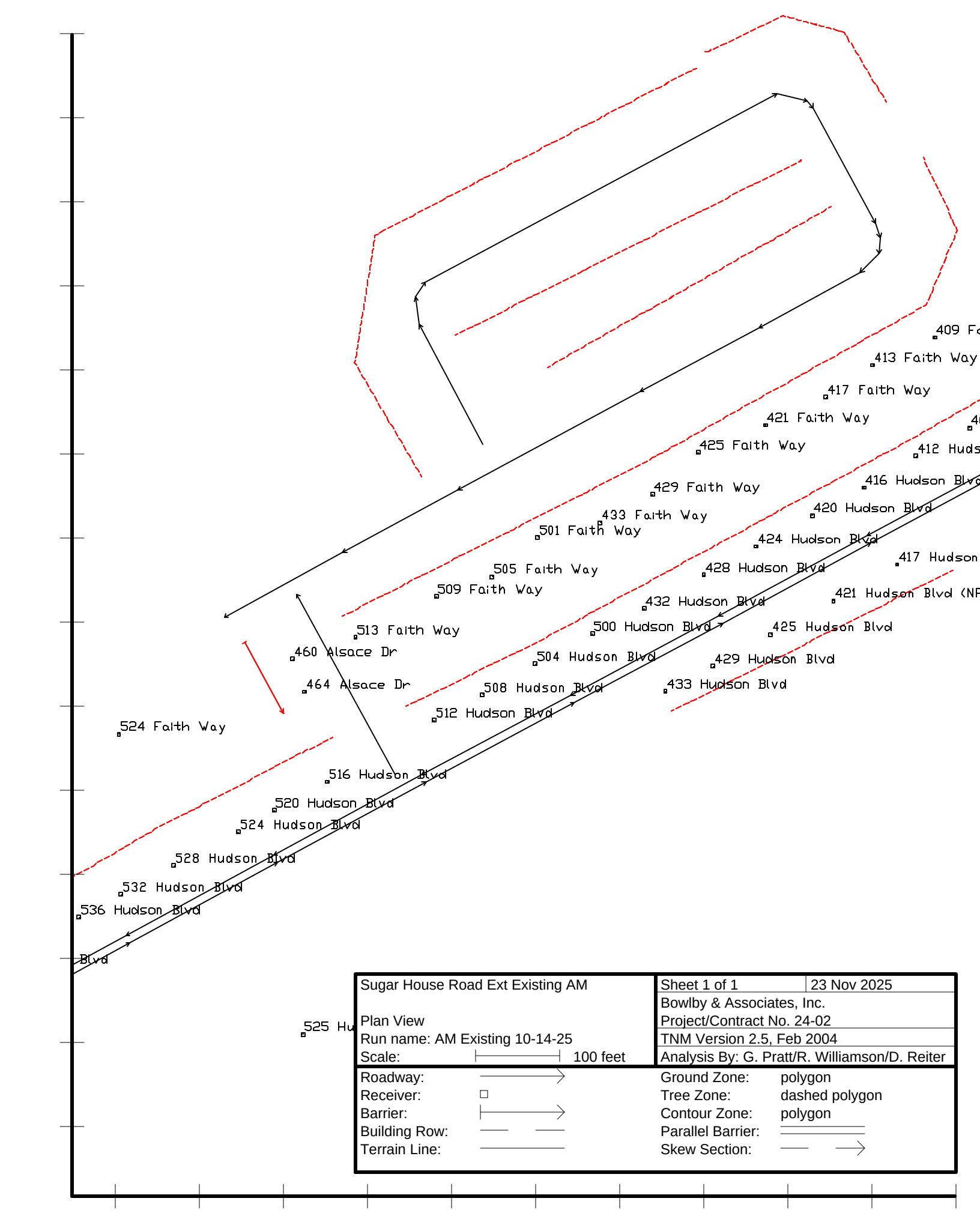
	Bowlby & Associates, Inc.
Plan View	Project/Contract No. 24-02
Run name: AM Existing 10-14-25	TNM Version 2.5, Feb 2004
Scale: 100 feet	Analysis By: G. Pratt/R. Williamson/D. Reiter

Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	


409 Fa
413 Faith Way
417 Faith Way
421 Faith Way
425 Faith Way
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433 Faith Way
501 Faith Way
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513 Faith Way
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416 Hudson Blvd
420 Hudson Blvd
424 Hudson Blvd
428 Hudson Blvd
432 Hudson Blvd
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425 Hudson Blvd
429 Hudson Blvd
433 Hudson Blvd
460 Alsace Dr
464 Alsace Dr
525 Hu
Sugar House Road Ext Existing AM
Plan View
Run name: AM Existing 10-14-25
Scale: 100 feet
Sheet 1 of 1
23 Nov 2025
Bowlby & Associates, Inc.
Project/Contract No. 24-02
TNM Version 2.5, Feb 2004
Analysis By: G. Pratt/R. Williamson/D. Reiter
Roadway:
Receiver:
Barrier:
Building Row:
Terrain Line:
Ground Zone: polygon
Tree Zone: dashed polygon
Contour Zone: polygon
Parallel Barrier:
Skew Section:
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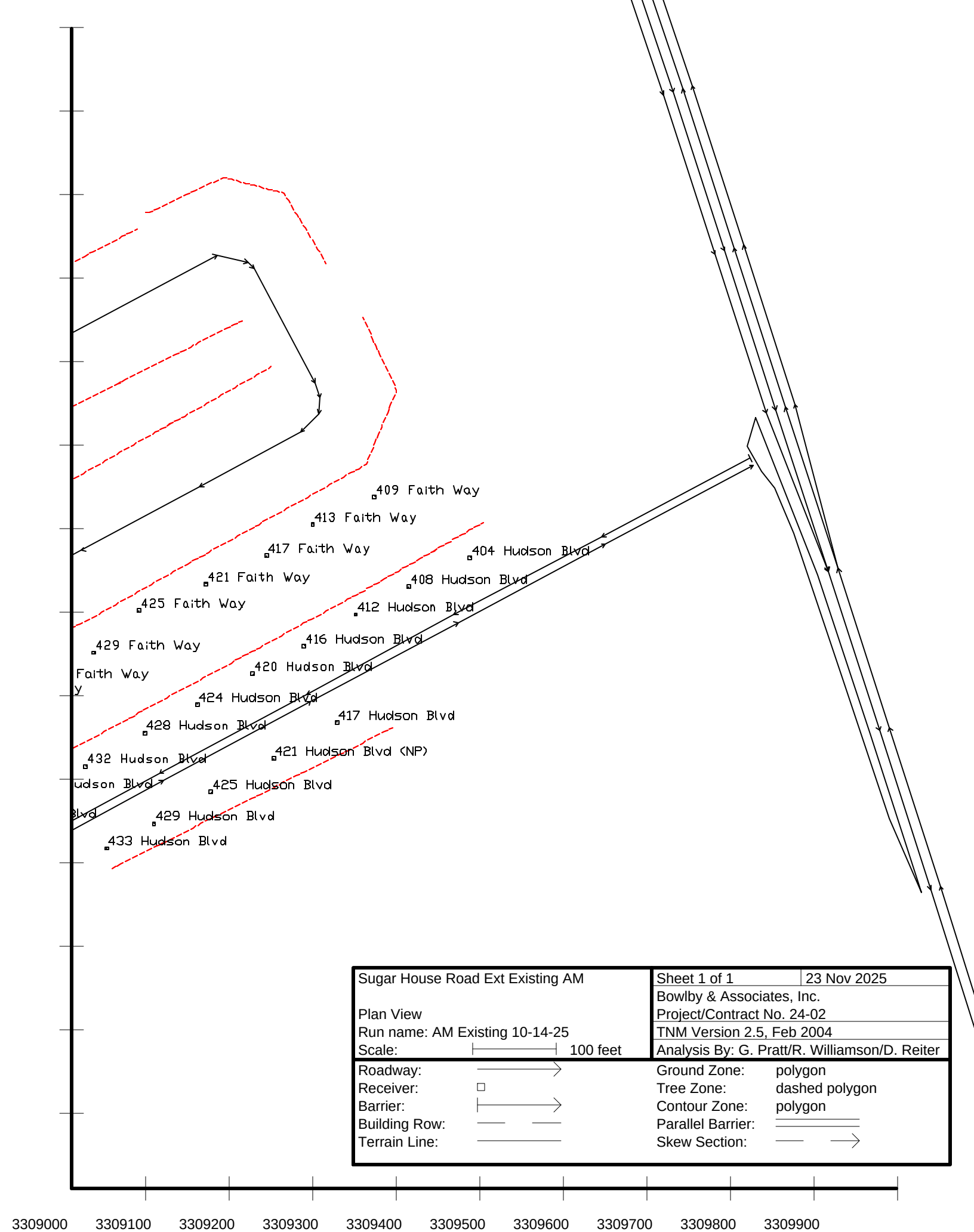
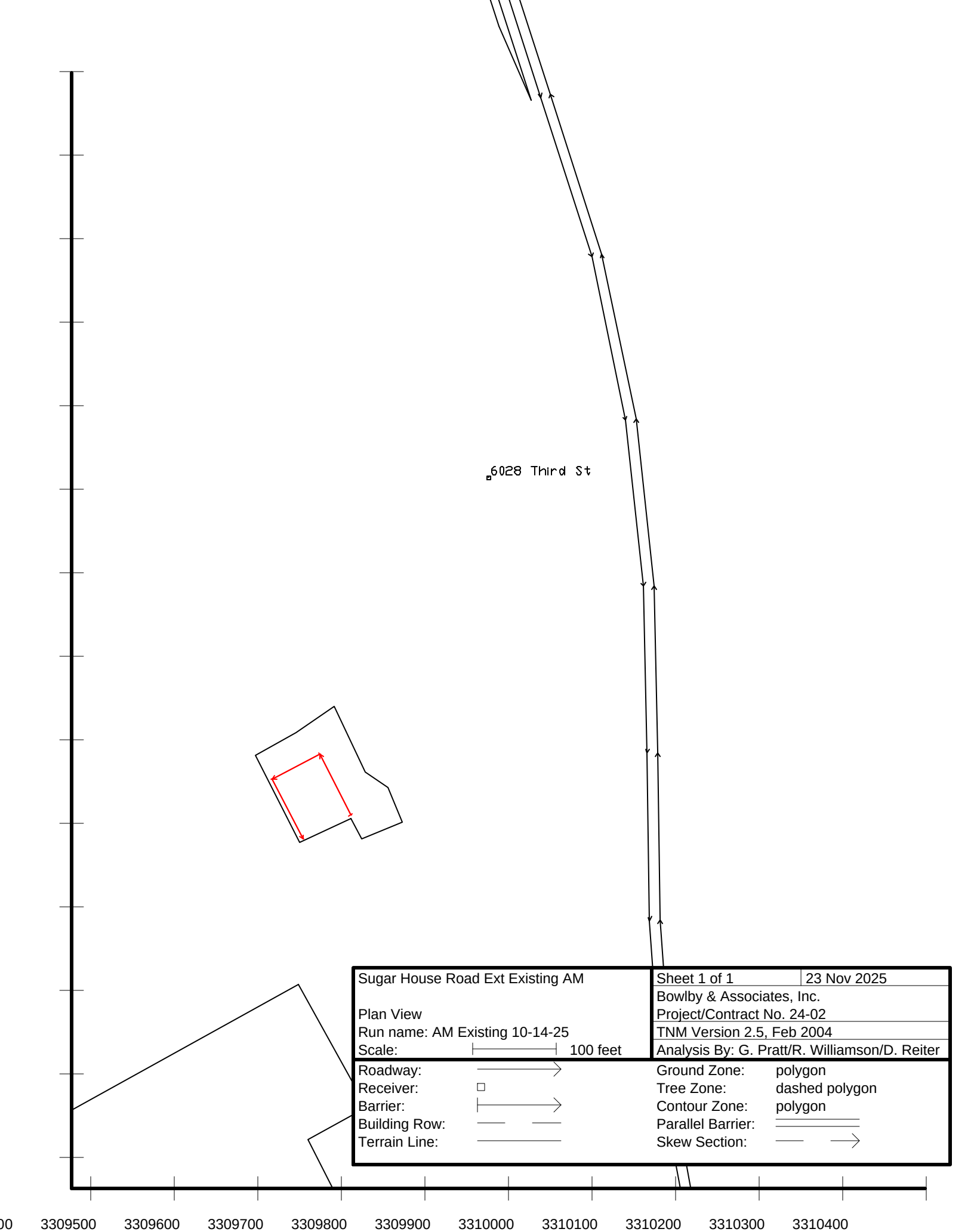


Sugar House Road Ext Existing AM	Sheet 1 of 1 | 23 Nov 2025
	Bowlby & Associates, Inc.
Plan View	Project/Contract No. 24-02
Run name: AM Existing 10-14-25	TNM Version 2.5, Feb 2004
Scale: 100 feet	Analysis By: G. Pratt/R. Williamson/D. Reiter

Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	


6028 Third St
Sugar House Road Ext Existing AM
Plan View
Run name: AM Existing 10-14-25
Scale: 100 feet
Sheet 1 of 1
23 Nov 2025
Bowlby & Associates, Inc.
Project/Contract No. 24-02
TNM Version 2.5, Feb 2004
Analysis By: G. Pratt/R. Williamson/D. Reiter
Roadway:
Receiver:
Barrier:
Building Row:
Terrain Line:
Ground Zone: polygon
Tree Zone: dashed polygon
Contour Zone: polygon
Parallel Barrier:
Skew Section:
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3309600
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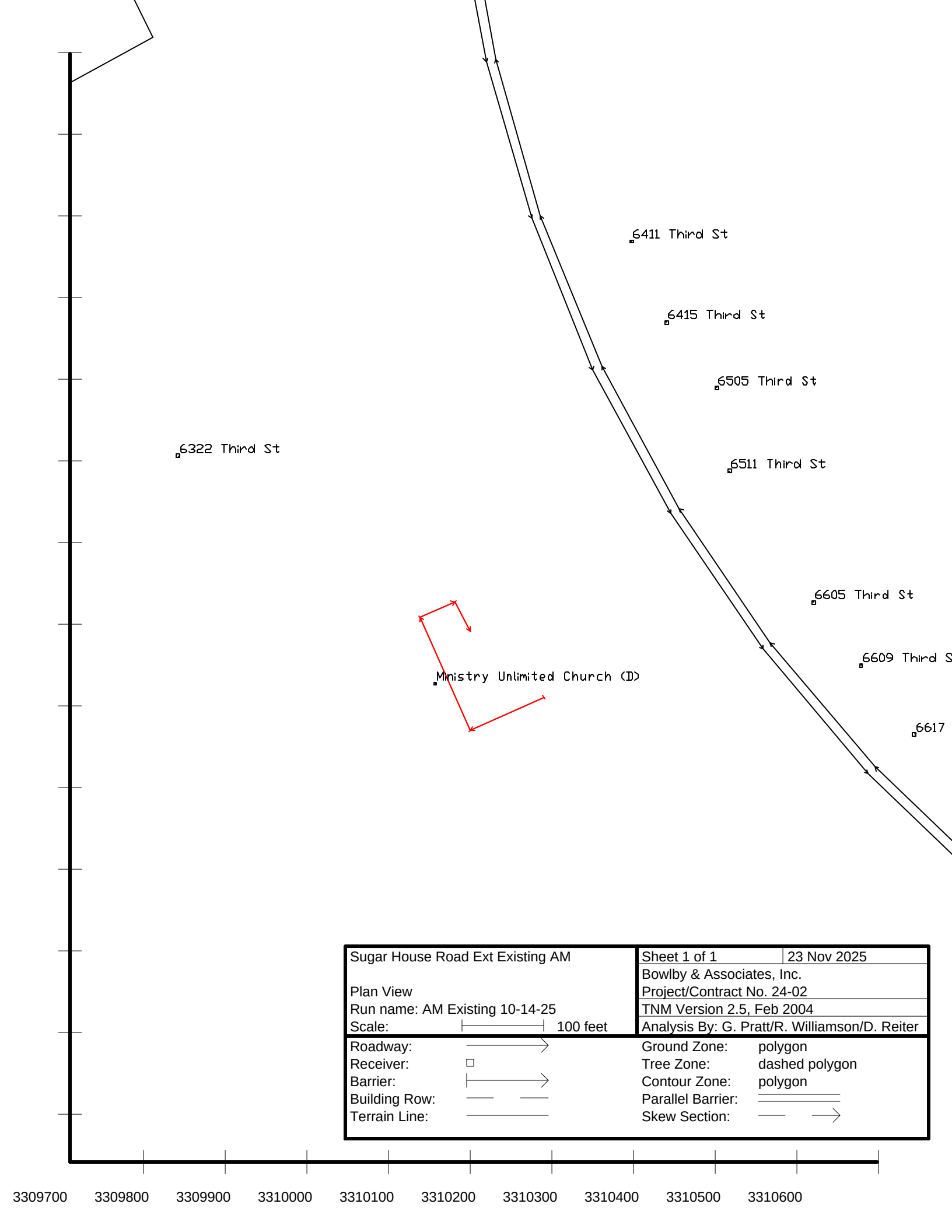

Sugar House Road Ext Existing AM	Sheet 1 of 1 | 23 Nov 2025
	Bowlby & Associates, Inc.
Plan View	Project/Contract No. 24-02
Run name: AM Existing 10-14-25	TNM Version 2.5, Feb 2004
Scale: 100 feet	Analysis By: G. Pratt/R. Williamson/D. Reiter

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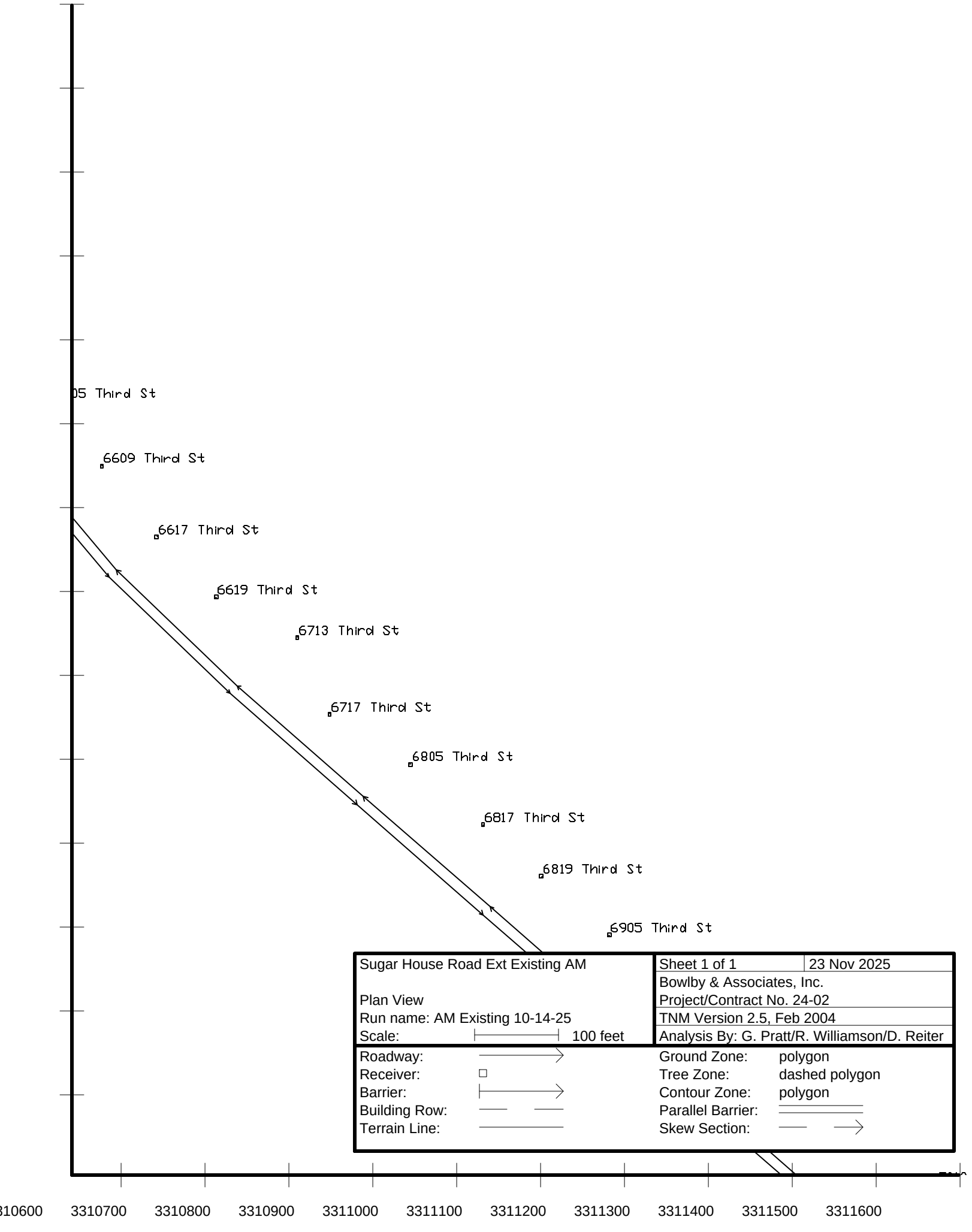
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	



Sugar House Road Ext Existing AM	Sheet 1 of 1 | 23 Nov 2025
	Bowlby & Associates, Inc.
Plan View	Project/Contract No. 24-02
Run name: AM Existing 10-14-25	TNM Version 2.5, Feb 2004
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Receiver:		Tree Zone:	dashed polygon
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Building Row:		Parallel Barrier:	
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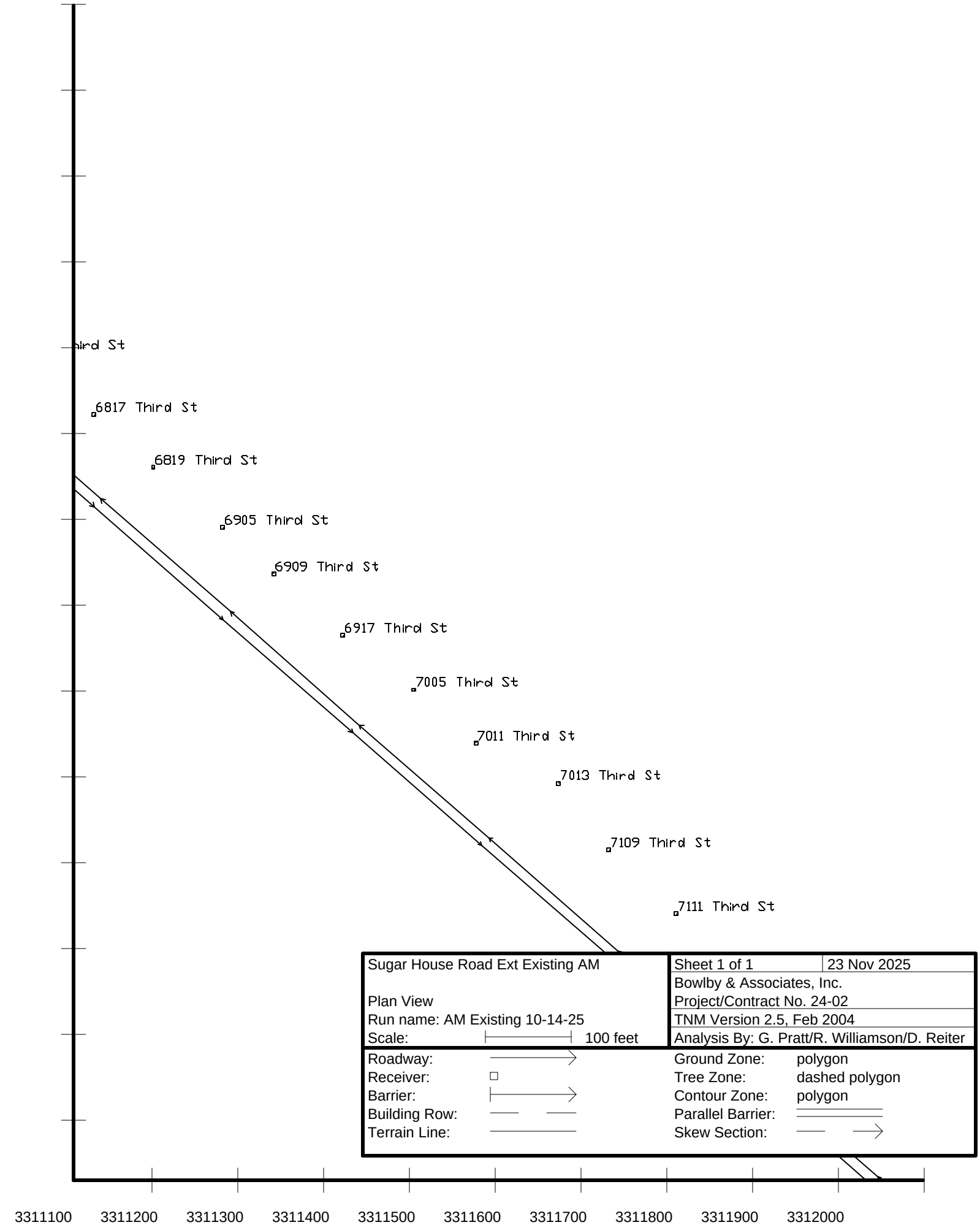

Sugar House Road Ext Existing AM	Sheet 1 of 1 | 23 Nov 2025
	Bowlby & Associates, Inc.
Plan View	Project/Contract No. 24-02
Run name: AM Existing 10-14-25	TNM Version 2.5, Feb 2004
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Building Row:		Parallel Barrier:	
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Bowlby & Associates, Inc.

2200 21st Avenue South, Suite 300
Nashville, Tennessee 37212
(615) 236-6784
www.bowlbyassociates.com

TNM Modeling QC/QA Checklist

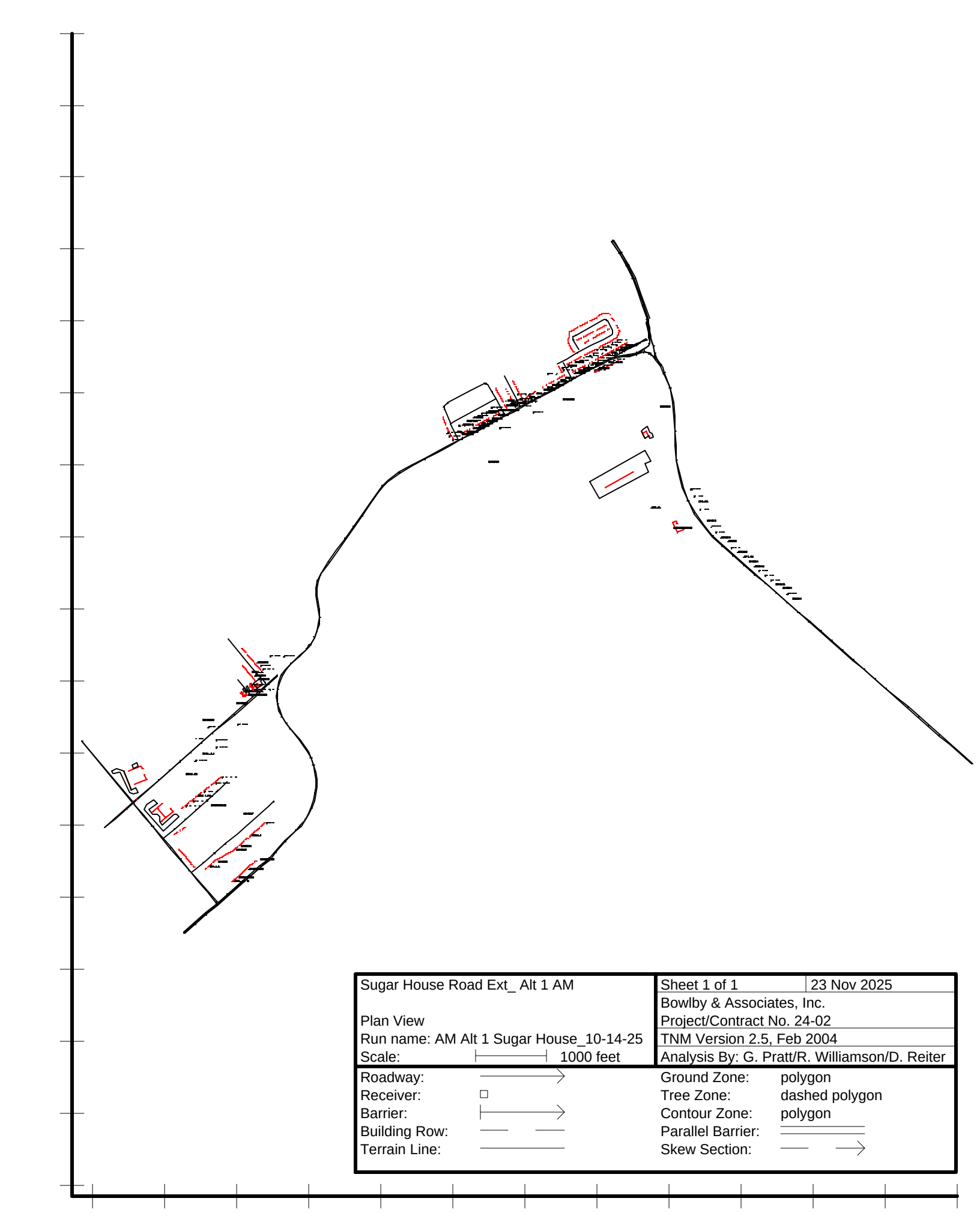
Project	**Sugarhouse Road Extension**
Parish	**Rapides**
Project Plans Description and Date	**Preliminary, October 2024**
Traffic Data Source and Date	**Intersection Control Evaluation Study, Neel-Schaffer, July 2023**
TNM Modeler	Geoff Pratt
Date QA/QC Completed	7/25/2025
TNM Reviewer	Geoff Pratt
Date QA/QC Completed	8/14/2025

TNM Run	**Alt 1 Sugar House_7-25-25**		
Input	**Task**	**Complete?**	**Notes**
DEMs/ Contours	Check if elevations are outdated before using	☒	**Not much change since 2018 DEM**
Setup	Run Information	☒	
	General	☒	
Roadways	Roadway names assigned	☒	
	Traffic and Speeds on all Roadways	☒	
	Modeled traffic volumes match projections and truck percentages are correct	☒	
	Use fewer points where possible to reduce run times (esp. local roads)	☒	
	Widths of All Roadways per Guidance	☒	
	Points tied to stationing, if available	☒	
	Elevations appear to be correct	☒	
	Use current pavement type FHWA validation & HUD studies	☐	**N/A, Build Model**

TNM Run	Alt 1 Sugar House_7-25-25		
Input	**Task**	**Complete?**	**Notes**
	Traffic Flow Control Devices Modeled • Traffic Signals • Stop Signs • On-Ramps	☒	
	Roadways modeled on structure as appropriate	☐	**N/A, no bridges**
Receivers	Receivers named by address or stationing	☒	
	Number of dwelling units set for each receiver (if applicable)	☒	
	Receivers in order of adjacent traffic flow	☒	
	Place receivers as required by state/HUD policy (i.e., appropriate location and offset from building)	☒	
	Elevations appear to be correct	☒	
	Elevations at second-story locations at appropriate heights (if applicable)	☐	**N/A**
	Enough receivers modeled (for impacts and benefits)	☒	
	Receivers were included for permitted land uses and “takes”	☒	
	Receivers modeled at currently unpermitted locations that could be permitted in the near future (e.g., single-family parcels in a developing subdivision)	☒	
	NAC set per State’s Policy for each receiver/ land use	☒	
	Noise Reduction set per State’s Policy	☒	
	Substantial Increase set per State’s Policy	☒	
Barriers	Significant buildings modeled	☒	
	Parapets, etc. modeled	☐	**N/A**
	Perturbable barriers modeled as applicable	☐	**N/A**
	Build runs include zero-height barriers to match abatement runs	☐	**N/A**

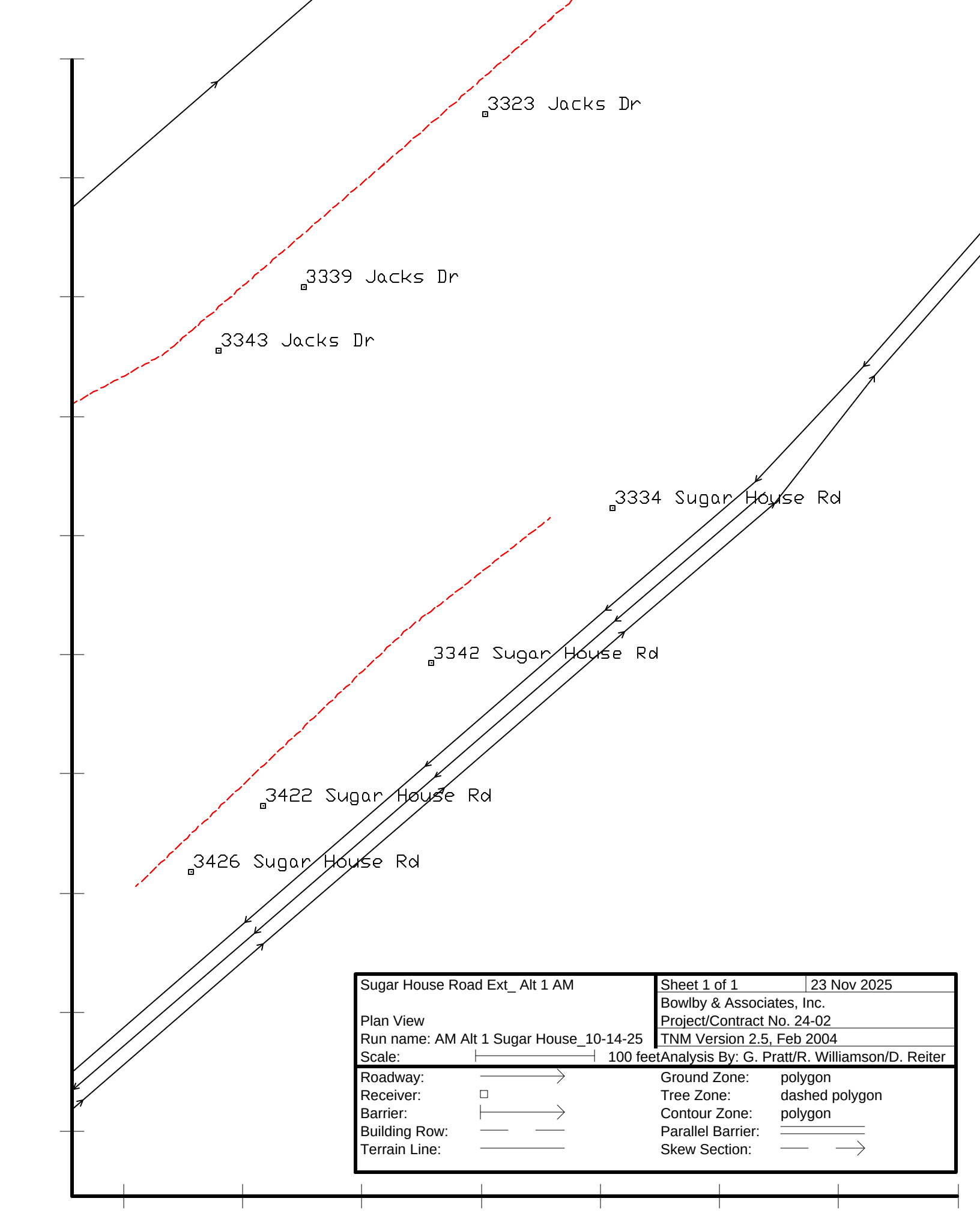
TNM Run	Alt 1 Sugar House_7-25-25		
Input	**Task**	**Complete?**	**Notes**
	Model one continuous abatement barrier (if possible) for more efficient design.	☐	**N/A**
	Barrier names assigned	☒	
	Barrier points named by stationing or length, and segments *on structure* or *retaining wall* are labeled	☐	**N/A, no parapets, etc.**
	Barrier heights assigned	☒	
	Elevations appear to be correct	☒	
	Increment and #up/down assigned	☐	**N/A**
	Barriers modeled on structure as appropriate and shielded lists are correct	☐	**N/A**
Building Rows	Building rows modeled per FHWA Guidance	☒	
	Elevations appear to be correct	☒	
	Bldg Rows modeled in the same direction of adjacent roadway	☒	
	Height and percentage assigned	☒	
Terrain Lines	Significant terrain features modeled	☐	**N/A, This part of Louisiana is very flat, except for the levee east of the project**
	Terrain lines modeled in the same direction of adjacent roadway	☐	**N/A**
	Terrain line names assigned	☐	**N/A**
	Elevations appear to be correct	☐	**N/A**
Ground Zones	Ground Zones modeled per FHWA and NCHRP 791 guidance	☒	
	Ground zone names assigned	☒	
	Ground zone types assigned	☒	
Tree Zones	Tree zones modeled per FHWA Guidance	☐	**Tree zone not modeled b/c they are deciduous; probably providing some attenuation.**
	Tree zone names assigned	☐	**N/A**
	Elevations appear to be correct	☐	**N/A**

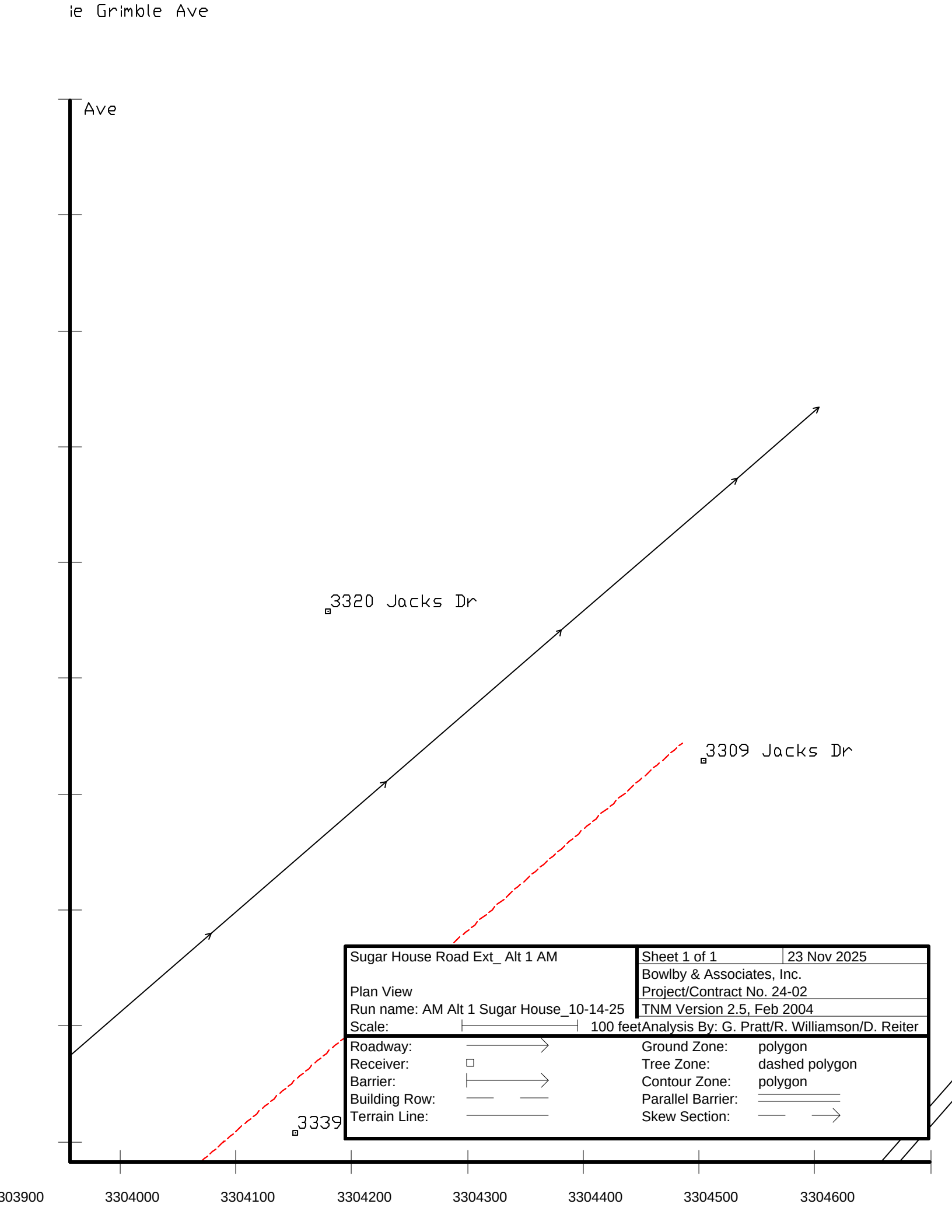
TNM Run	Alt 1 Sugar House_7-25-25		
Input	**Task**	**Complete?**	**Notes**
Perspective Views	Perspective views checked for accuracy	☒	
Skew Views	Numerous skew views cut and checked for accuracy	☒	
Input Check	Input Check completed and errors fixed/documented	☒	**no errors**
QA/QC is complete	All issues listed above have been addressed/fixed	☒	**Initials GP** **Date Completed 8/14/25**



Sugar House Road Ext_ Alt 1 AM	Sheet 1 of 1 | 23 Nov 2025
	Bowlby & Associates, Inc.
Plan View	Project/Contract No. 24-02
Run name: AM Alt 1 Sugar House_10-14-25	TNM Version 2.5, Feb 2004
Scale: 1000 feet	Analysis By: G. Pratt/R. Williamson/D. Reiter

Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	


3323 Jacks Dr
3339 Jacks Dr
3343 Jacks Dr
3334 Sugar House Rd
3342 Sugar House Rd
3422 Sugar House Rd
3426 Sugar House Rd
Sugar House Road Ext_ Alt 1 AM
Plan View
Run name: AM Alt 1 Sugar House_10-14-25
Scale: 100 feet
Sheet 1 of 1
23 Nov 2025
Bowlby & Associates, Inc.
Project/Contract No. 24-02
TNM Version 2.5, Feb 2004
Analysis By: G. Pratt/R. Williamson/D. Reiter
Roadway:
Receiver:
Barrier:
Building Row:
Terrain Line:
Ground Zone: polygon
Tree Zone: dashed polygon
Contour Zone: polygon
Parallel Barrier:
Skew Section:
3303900
3304000
3304100
3304200
3304300
3304400
3304500
3304600


ie Grimble Ave
Ave
3320 Jacks Dr
3309 Jacks Dr
3339
Sugar House Road Ext_ Alt 1 AM
Plan View
Run name: AM Alt 1 Sugar House_10-14-25
Scale: 100 feet
Sheet 1 of 1
23 Nov 2025
Bowlby & Associates, Inc.
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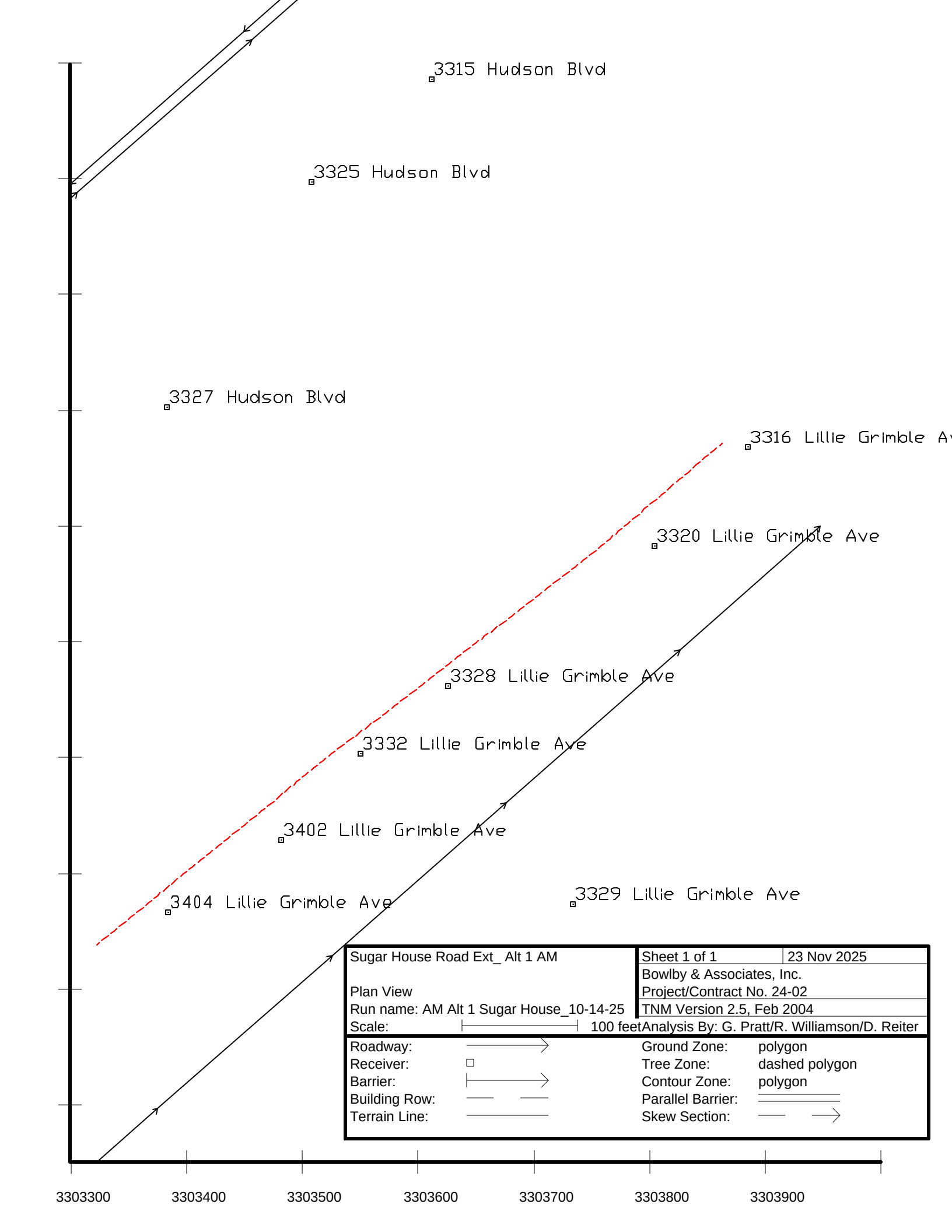
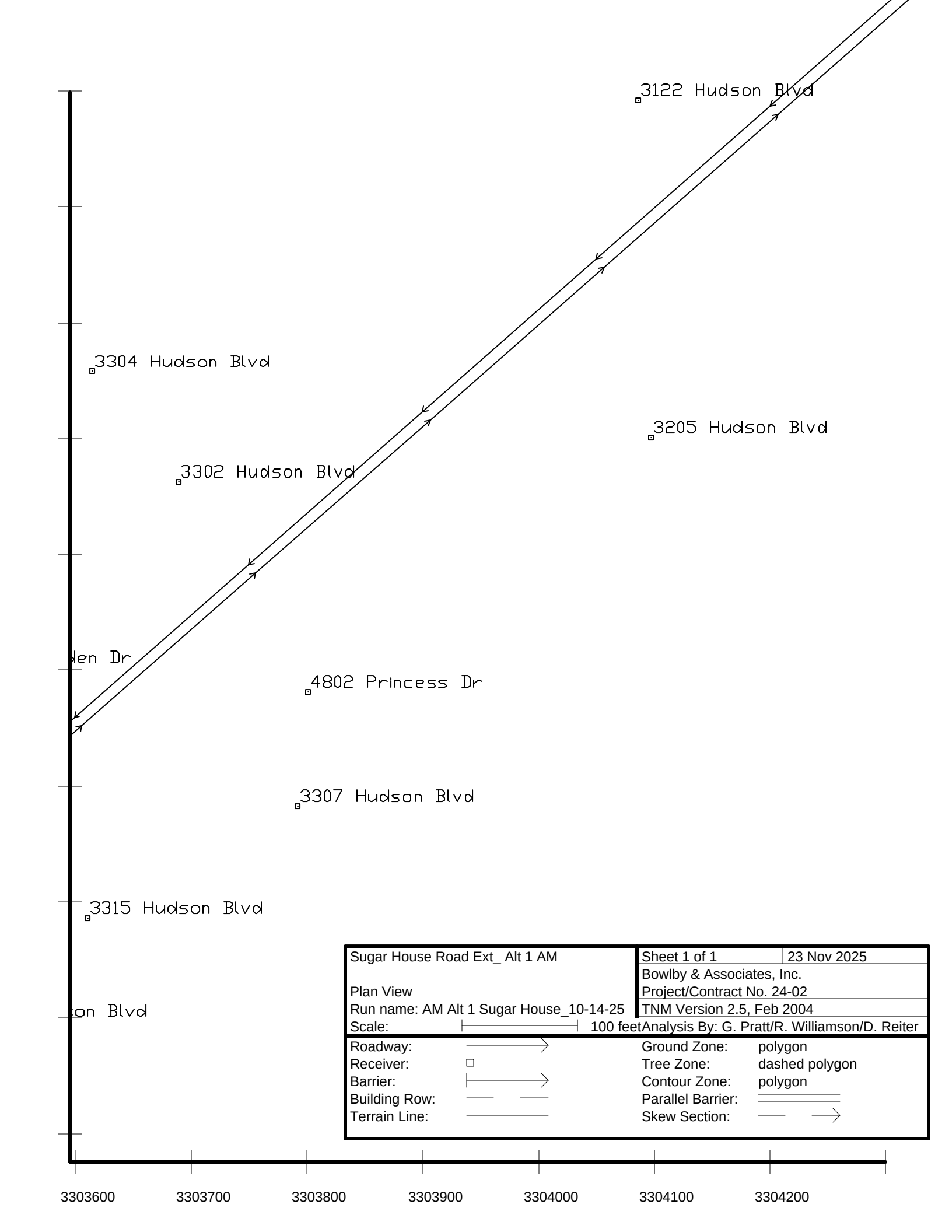
Analysis By: G. Pratt/R. Williamson/D. Reiter
Roadway:
Receiver:
Barrier:
Building Row:
Terrain Line:
Ground Zone: polygon
Tree Zone: dashed polygon
Contour Zone: polygon
Parallel Barrier:
Skew Section:
303900
3304000
3304100
3304200
3304300
3304400
3304500
3304600



Sugar House Road Ext_ Alt 1 AM		Sheet 1 of 1	23 Nov 2025
		Bowlby & Associates, Inc.	
Plan View		Project/Contract No. 24-02	
Run name: AM Alt 1 Sugar House_10-14-25		TNM Version 2.5, Feb 2004	
Scale:	100 feet	Analysis By: G. Pratt/R. Williamson/D. Reiter	

Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	


3122 Hudson Blvd
3304 Hudson Blvd
3205 Hudson Blvd
3302 Hudson Blvd
den Dr
4802 Princess Dr
3307 Hudson Blvd
3315 Hudson Blvd
ton Blvd
Sugar House Road Ext_ Alt 1 AM
Plan View
Run name: AM Alt 1 Sugar House_10-14-25
Scale: 100 feet
Sheet 1 of 1
23 Nov 2025
Bowlby & Associates, Inc.
Project/Contract No. 24-02
TNM Version 2.5, Feb 2004
Analysis By: G. Pratt/R. Williamson/D. Reiter
Roadway:
Receiver:
Barrier:
Building Row:
Terrain Line:
Ground Zone: polygon
Tree Zone: dashed polygon
Contour Zone: polygon
Parallel Barrier:
Skew Section:
3303600
3303700
3303800
3303900
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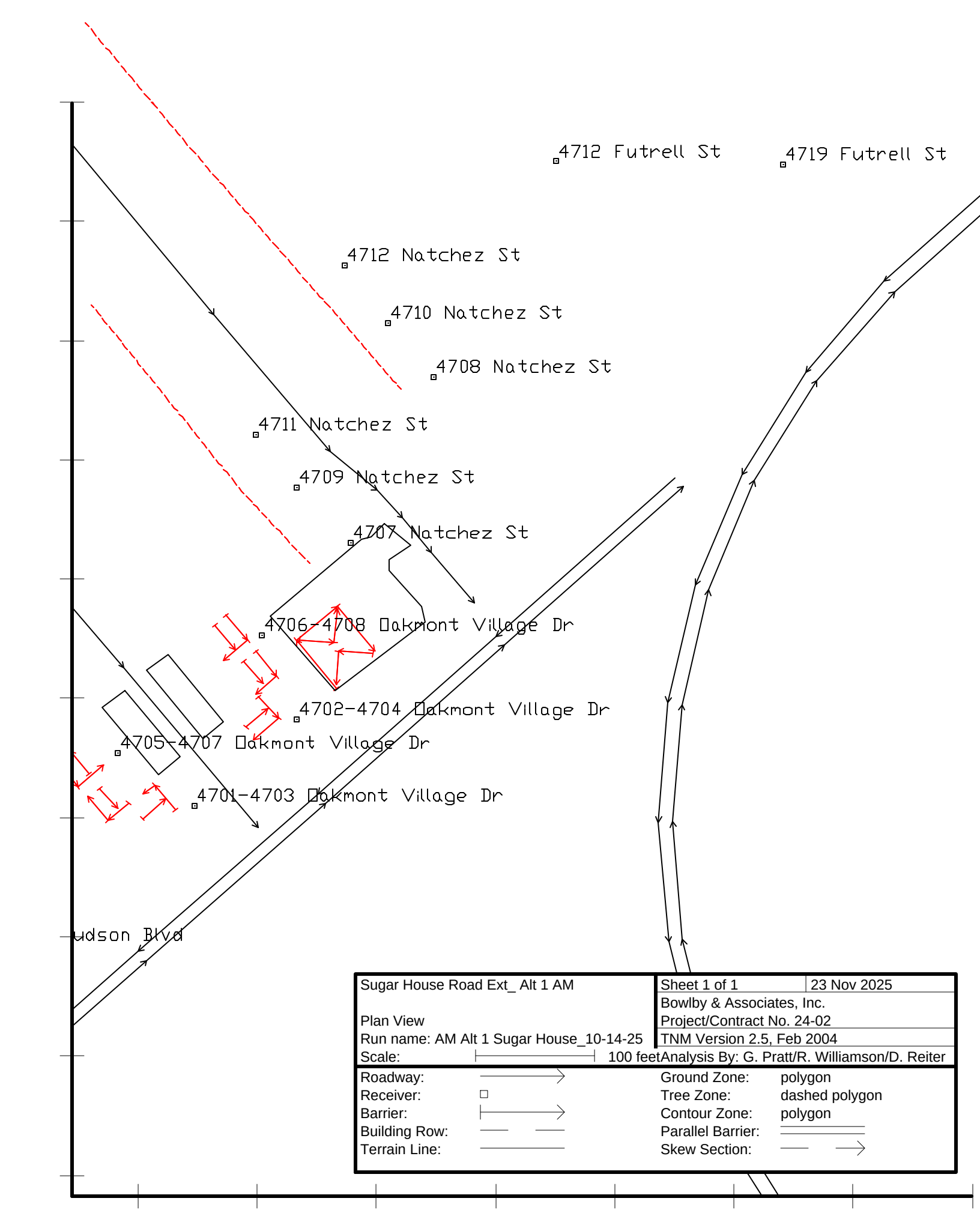

Sugar House Road Ext_ Alt 1 AM		Sheet 1 of 1	23 Nov 2025
		Bowlby & Associates, Inc.	
Plan View		Project/Contract No. 24-02	
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Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
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Building Row:		Parallel Barrier:	
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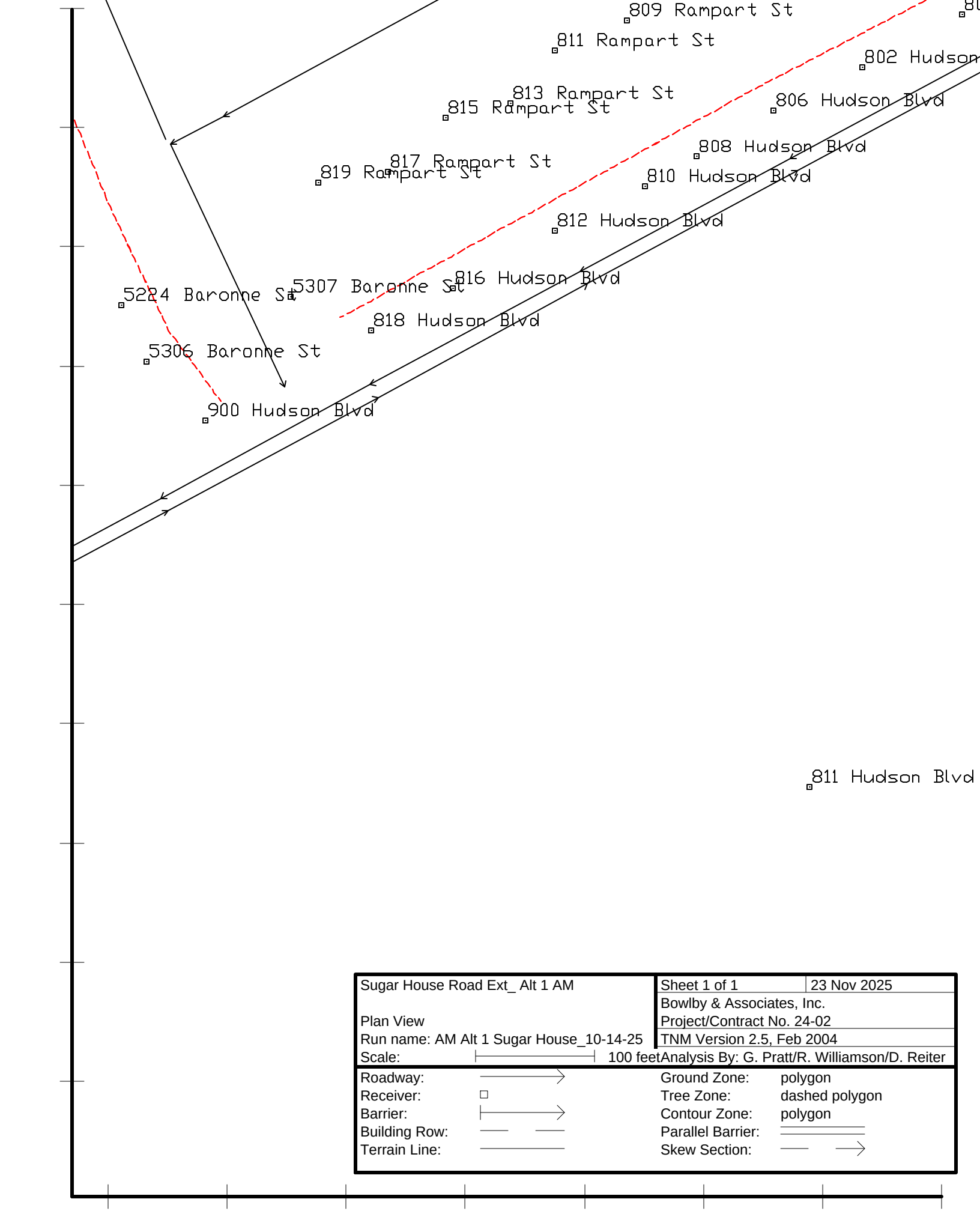

Sugar House Road Ext_ Alt 1 AM		Sheet 1 of 1	23 Nov 2025
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Plan View		Project/Contract No. 24-02	
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Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
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Building Row:		Parallel Barrier:	
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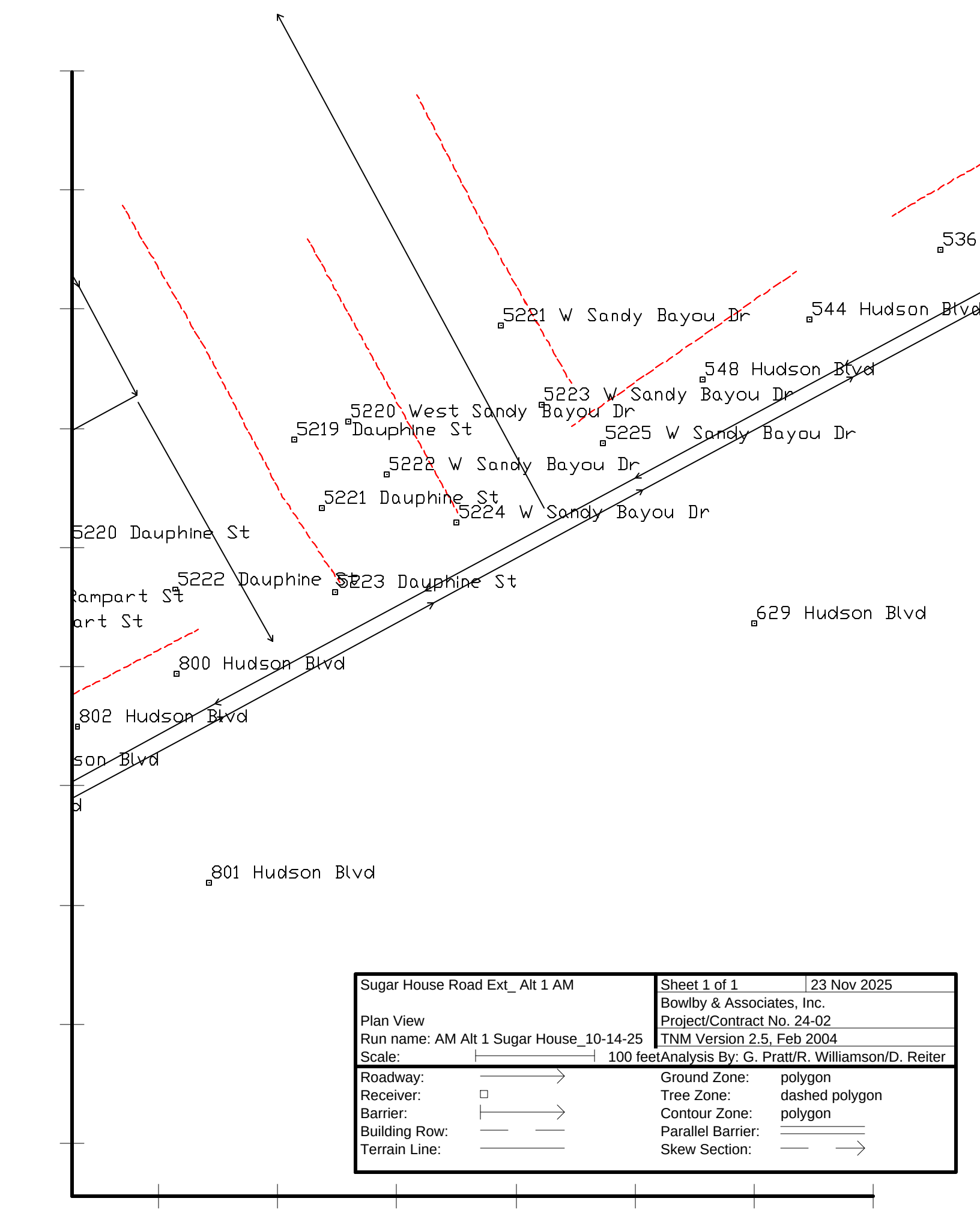

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Building Row:		Parallel Barrier:	
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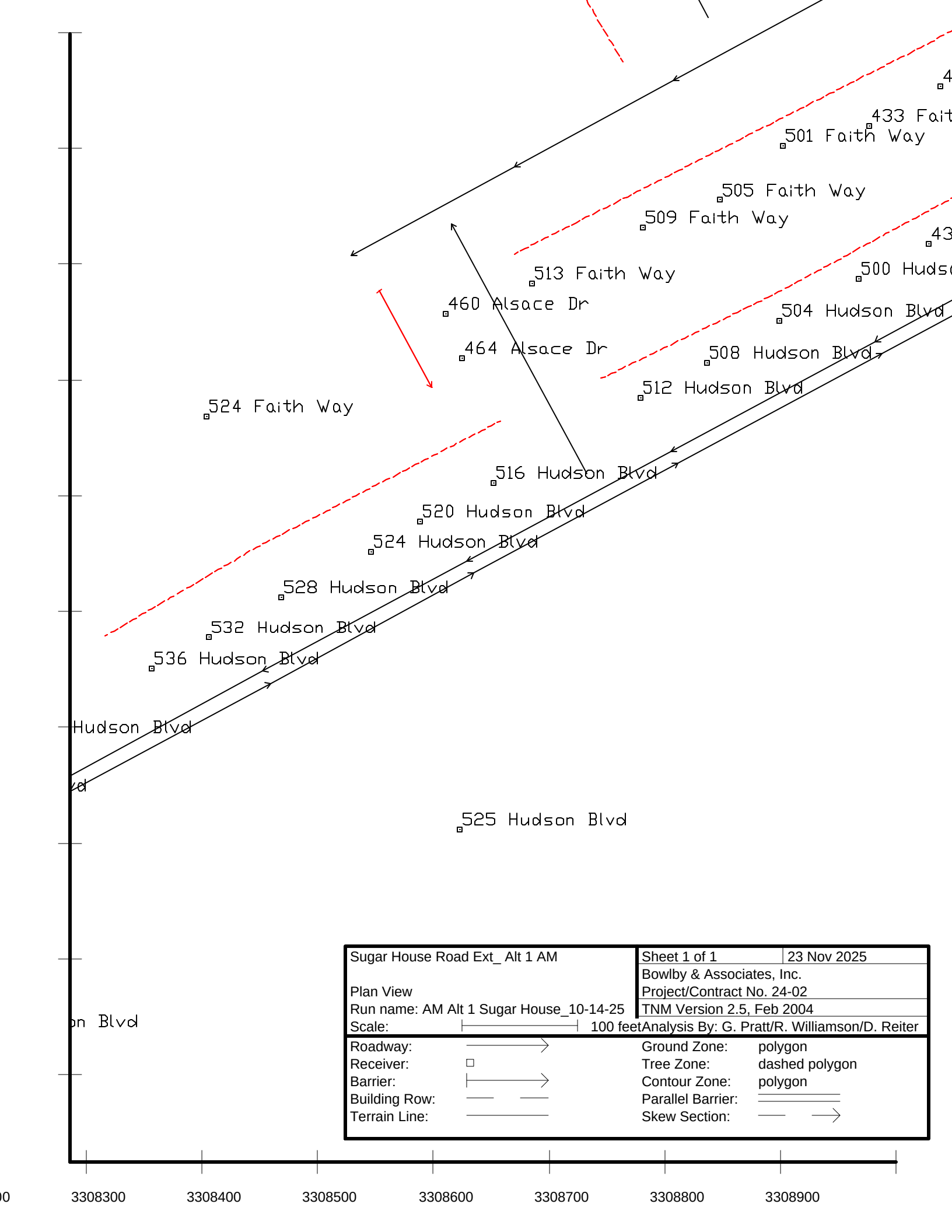

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Building Row:		Parallel Barrier:	
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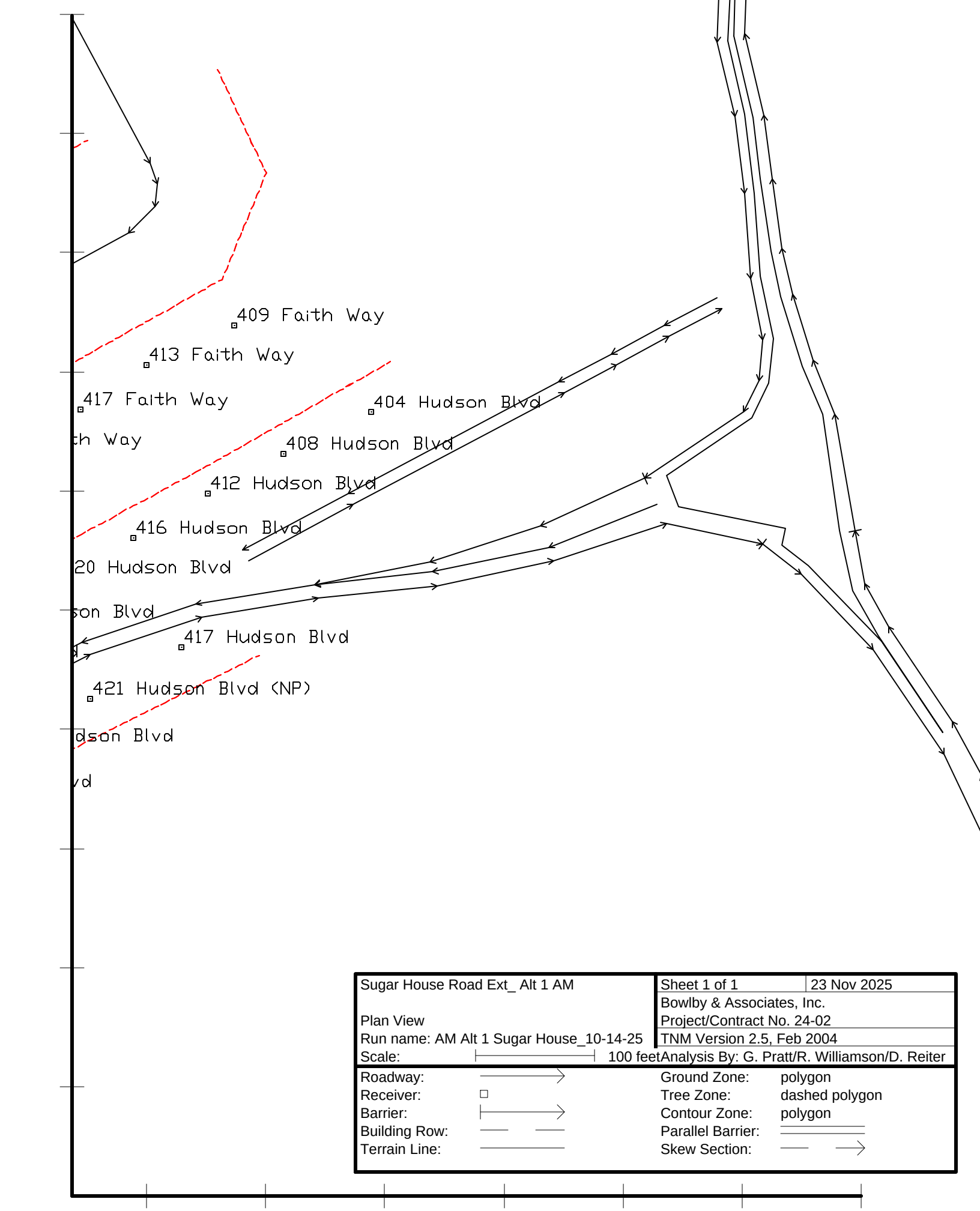

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Building Row:		Parallel Barrier:	
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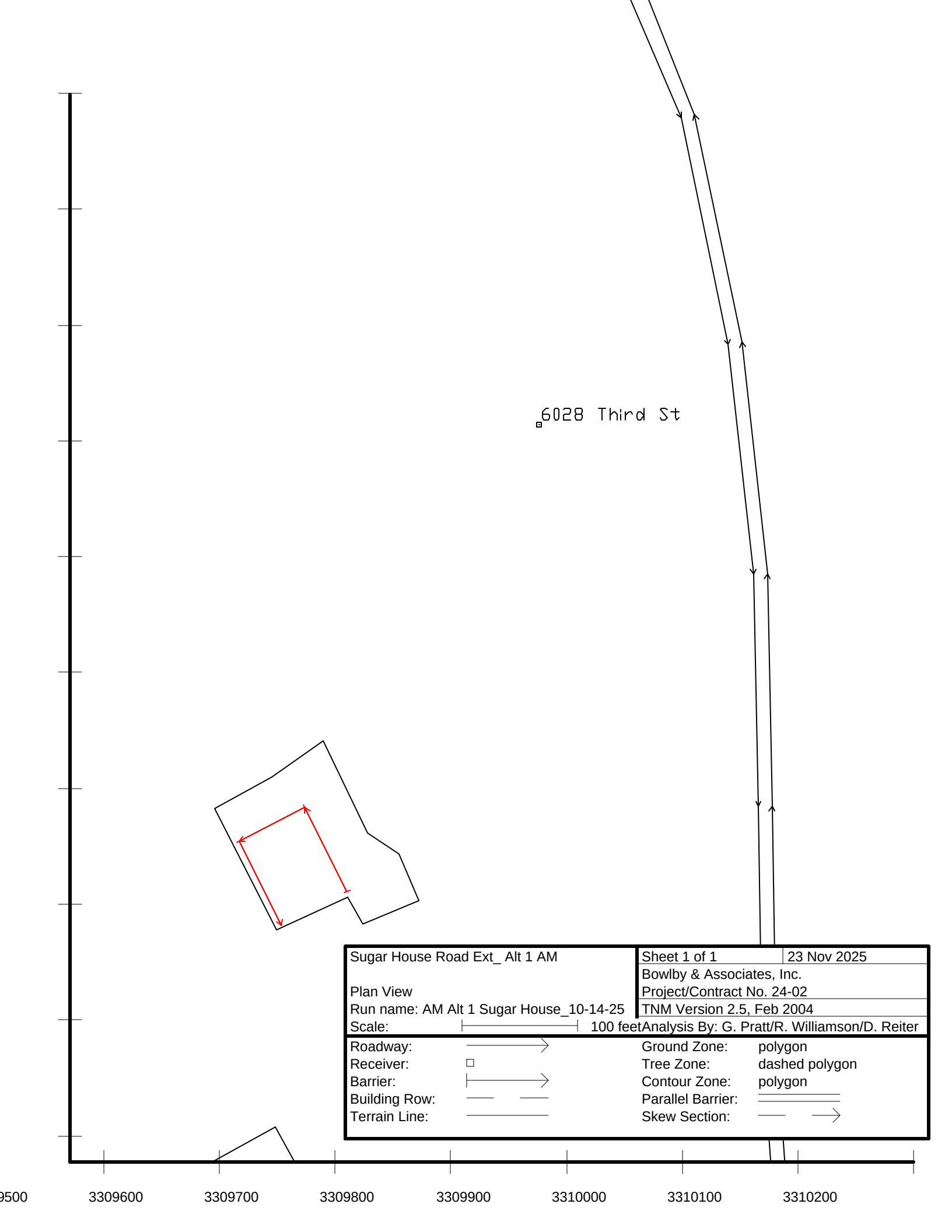

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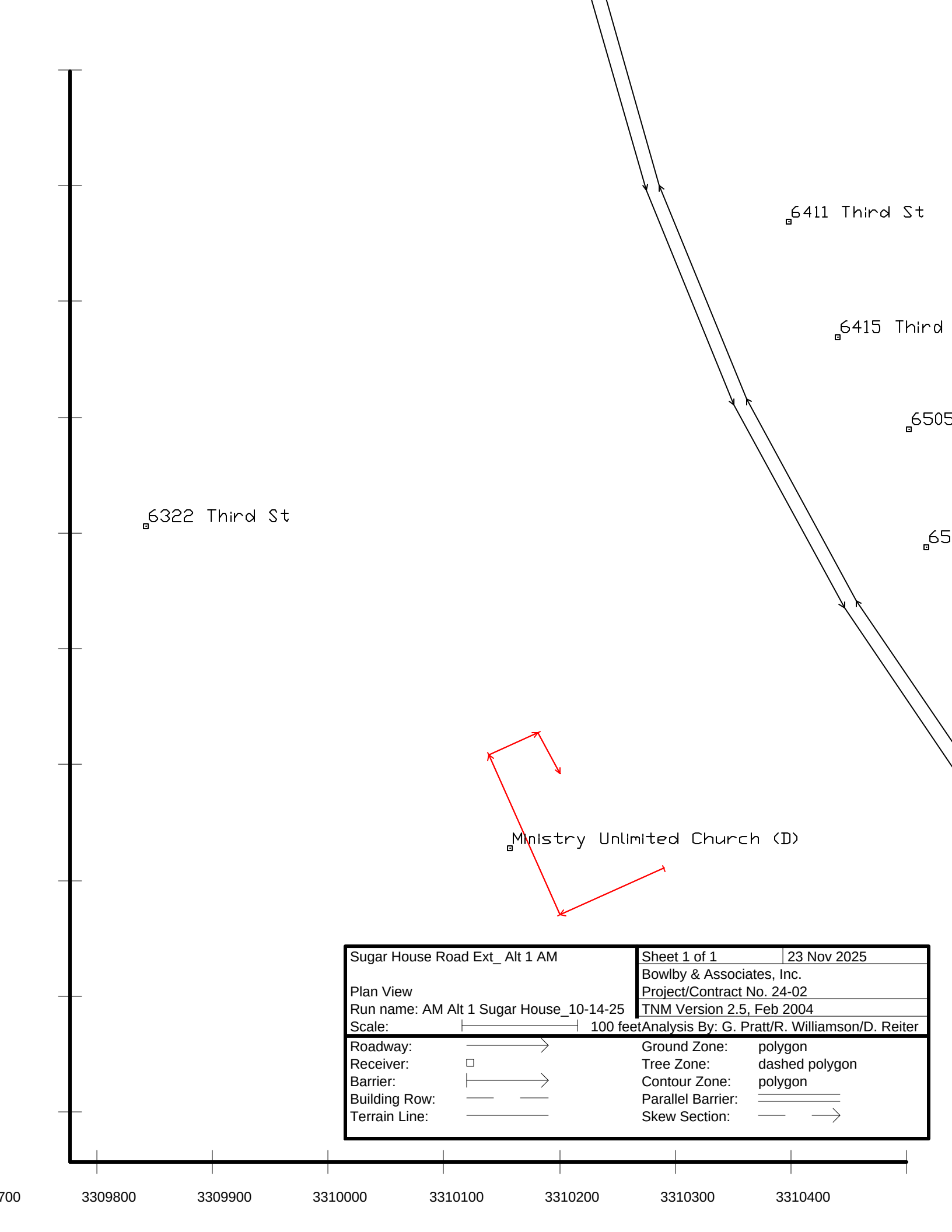

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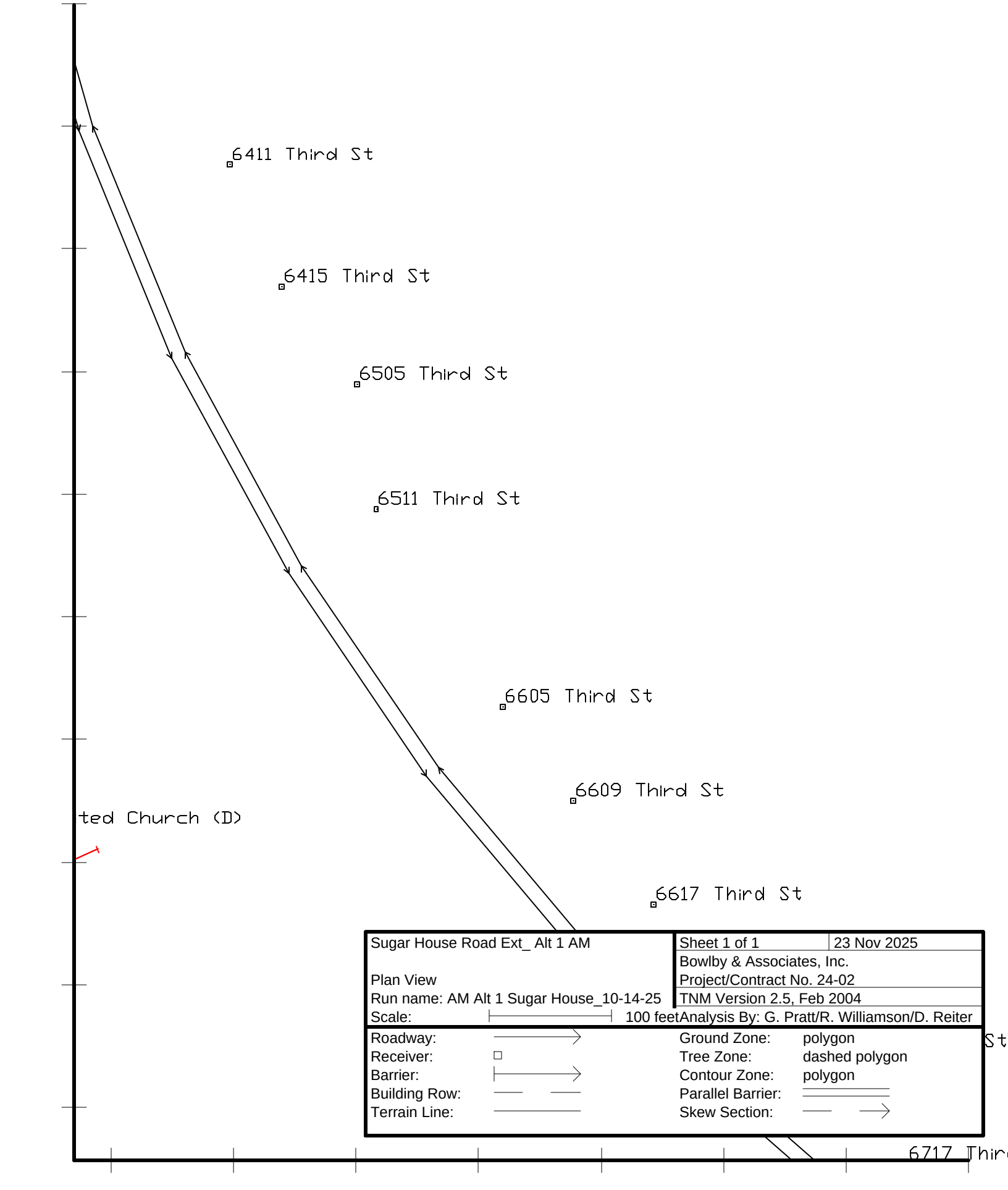

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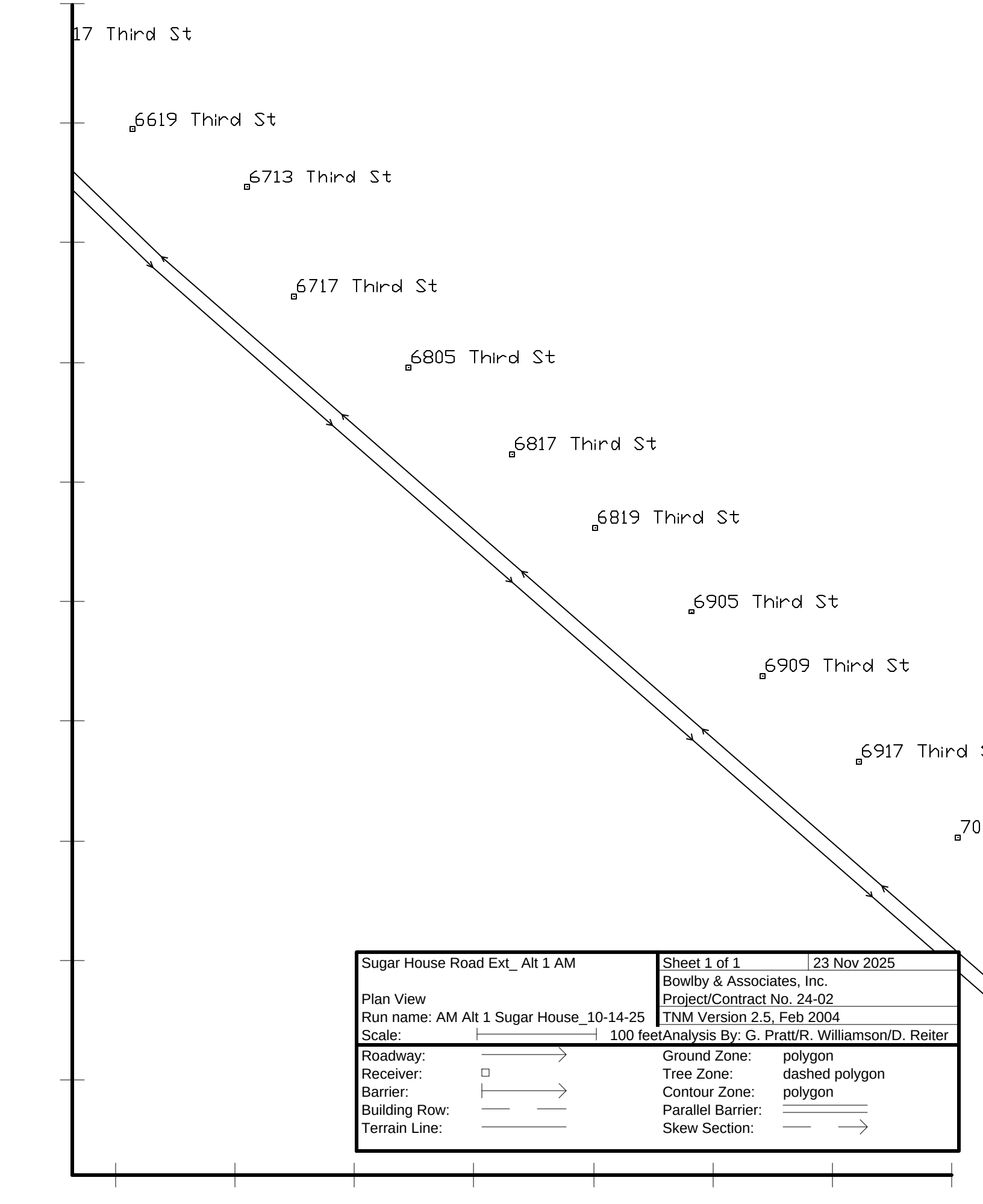
17 Third St
6619 Third St
6713 Third St
6717 Third St
6805 Third St
6817 Third St
6819 Third St
6905 Third St
6909 Third St
6917 Third
70
Sugar House Road Ext_ Alt 1 AM
Plan View
Run name: AM Alt 1 Sugar House_10-14-25
Scale: 100 feet
Sheet 1 of 1
23 Nov 2025
Bowlby & Associates, Inc.
Project/Contract No. 24-02
TNM Version 2.5, Feb 2004
Analysis By: G. Pratt/R. Williamson/D. Reiter
Roadway:
Receiver:
Barrier:
Building Row:
Terrain Line:
Ground Zone: polygon
Tree Zone: dashed polygon
Contour Zone: polygon
Parallel Barrier:
Skew Section:
10700
3310800
3310900
3311000
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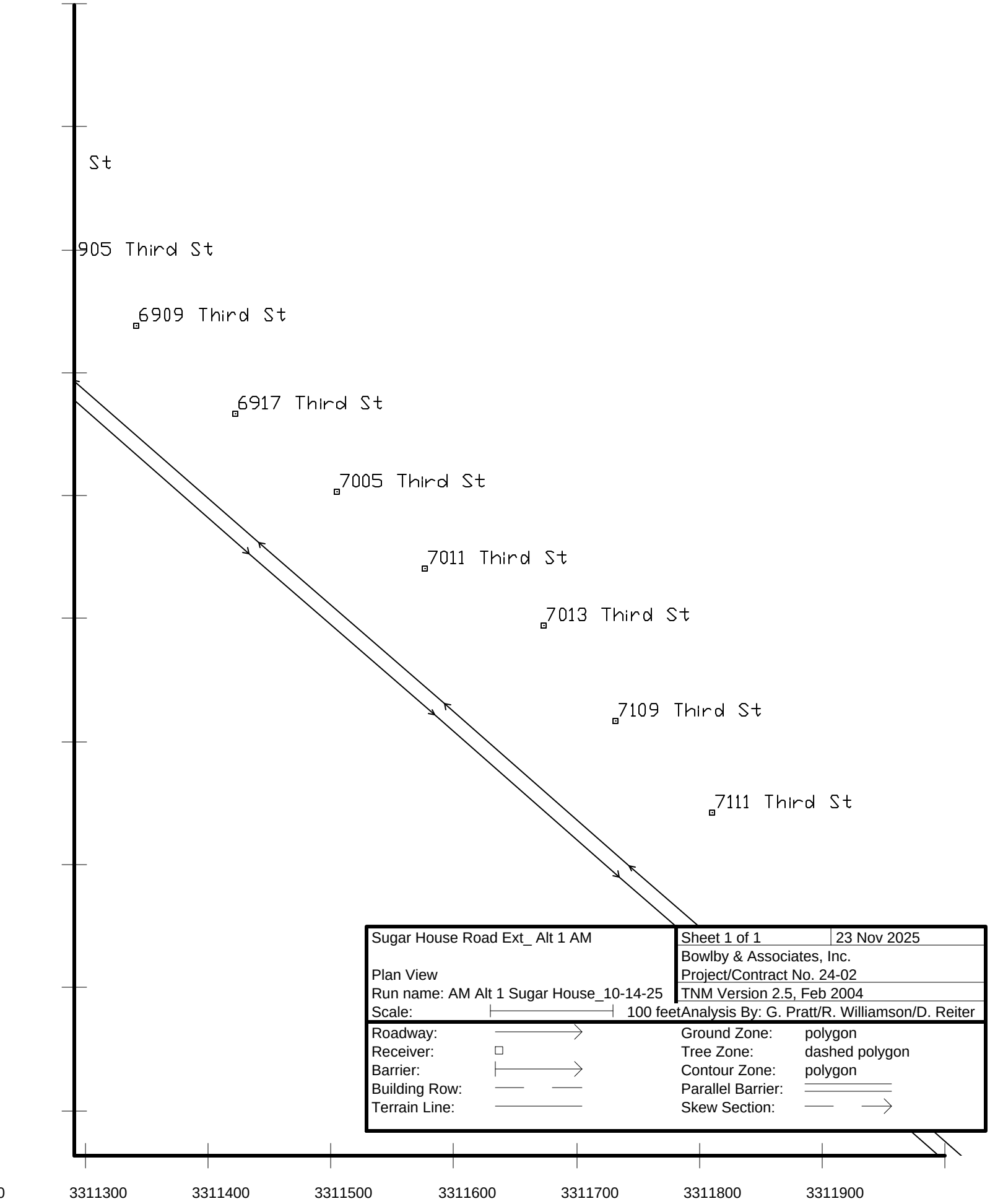
3311400



Sugar House Road Ext_ Alt 1 AM		Sheet 1 of 1	23 Nov 2025
		Bowlby & Associates, Inc.	
Plan View		Project/Contract No. 24-02	
Run name: AM Alt 1 Sugar House_10-14-25		TNM Version 2.5, Feb 2004	
Scale:	100 feet	Analysis By: G. Pratt/R. Williamson/D. Reiter	

Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	

Bowlby & Associates, Inc.

2200 21st Avenue South, Suite 300
Nashville, Tennessee 37212
(615) 236-6784
www.bowlbyassociates.com

TNM Modeling QC/QA Checklist

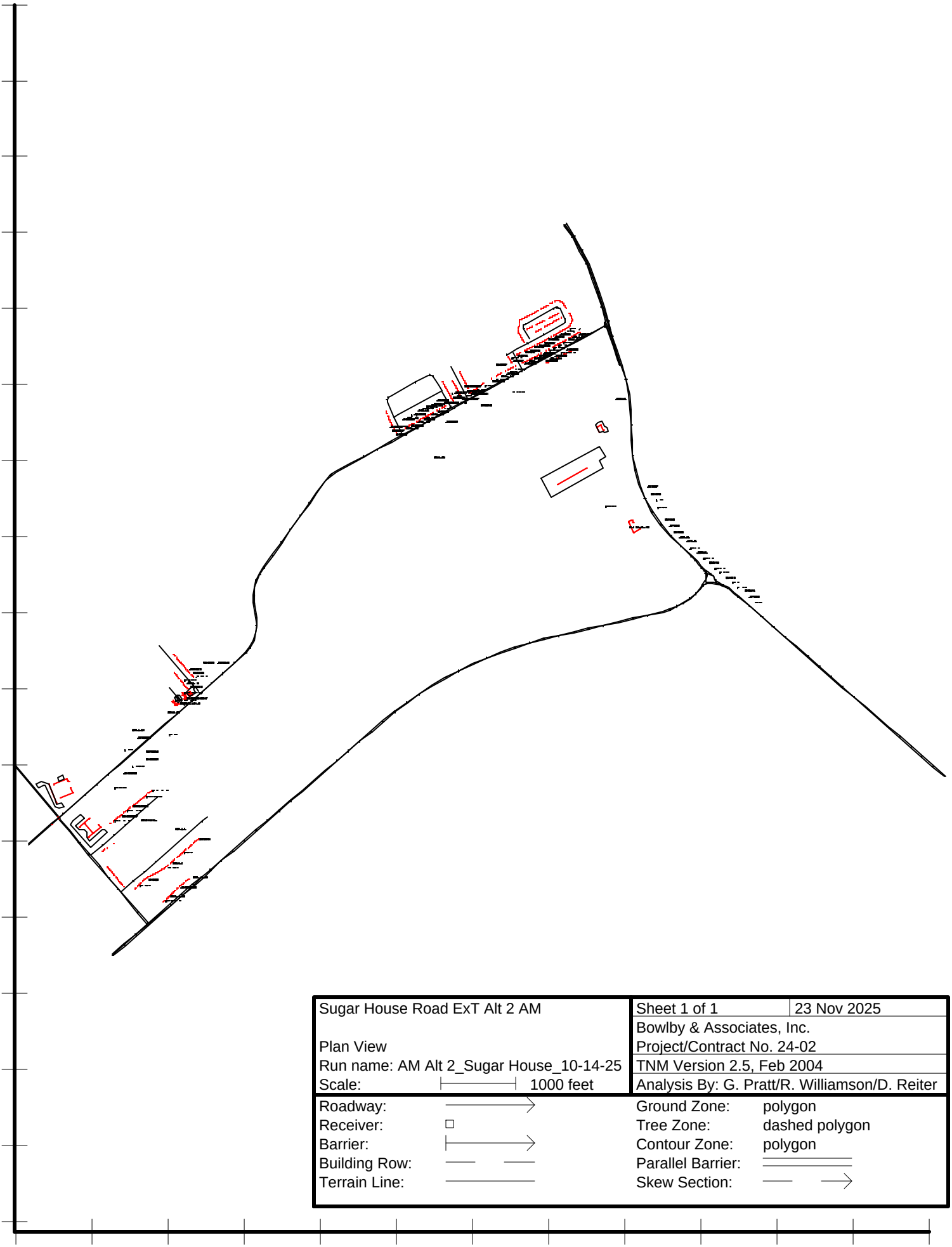
Project	**Sugarhouse Road Extension**
Parish	**Rapides**
Project Plans Description and Date	**Preliminary, October 2024**
Traffic Data Source and Date	**Intersection Control Evaluation Study, Neel-Schaffer, July 2023**
TNM Modeler	Geoff Pratt
Date QA/QC Completed	7/25/2025
TNM Reviewer	Geoff Pratt
Date QA/QC Completed	8/14/2025

TNM Run	**Alt 2 Sugar House_7-25-25**		
Input	**Task**	**Complete?**	**Notes**
DEMs/ Contours	Check if elevations are outdated before using	☒	**Not much change since 2018 DEM**
Setup	Run Information	☒	
	General	☒	
Roadways	Roadway names assigned	☒	
	Traffic and Speeds on all Roadways	☒	
	Modeled traffic volumes match projections and truck percentages are correct	☒	
	Use fewer points where possible to reduce run times (esp. local roads)	☒	
	Widths of All Roadways per Guidance	☒	
	Points tied to stationing, if available	☒	
	Elevations appear to be correct	☒	
	Use current pavement type FHWA validation & HUD studies	☐	**N/A, Build Model**

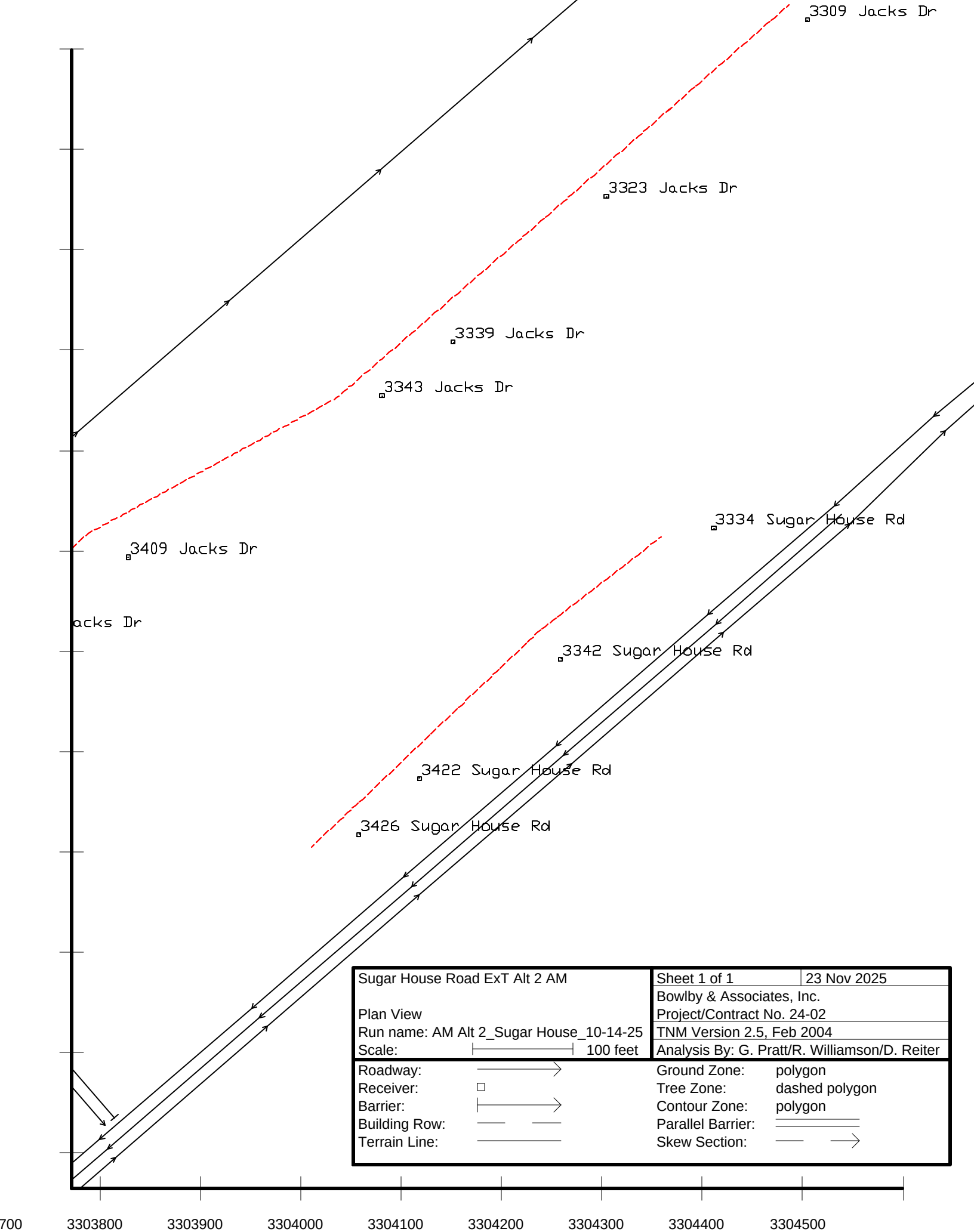
TNM Run	Alt 2 Sugar House_7-25-25		
Input	**Task**	**Complete?**	**Notes**
	Traffic Flow Control Devices Modeled • Traffic Signals • Stop Signs • On-Ramps	☒	
	Roadways modeled on structure as appropriate	☐	**N/A, no bridges**
Receivers	Receivers named by address or stationing	☒	
	Number of dwelling units set for each receiver (if applicable)	☒	
	Receivers in order of adjacent traffic flow	☒	
	Place receivers as required by state/HUD policy (i.e., appropriate location and offset from building)	☒	
	Elevations appear to be correct	☒	
	Elevations at second-story locations at appropriate heights (if applicable)	☐	**N/A**
	Enough receivers modeled (for impacts and benefits)	☒	
	Receivers were included for permitted land uses and “takes”	☒	
	Receivers modeled at currently unpermitted locations that could be permitted in the near future (e.g., single-family parcels in a developing subdivision)	☒	
	NAC set per State’s Policy for each receiver/ land use	☒	
	Noise Reduction set per State’s Policy	☒	
	Substantial Increase set per State’s Policy	☒	
Barriers	Significant buildings modeled	☒	
	Parapets, etc. modeled	☐	**N/A**
	Perturbable barriers modeled as applicable	☐	**N/A**
	Build runs include zero-height barriers to match abatement runs	☐	**N/A**

TNM Run	Alt 2 Sugar House_7-25-25		
Input	**Task**	**Complete?**	**Notes**
	Model one continuous abatement barrier (if possible) for more efficient design.	☐	**N/A**
	Barrier names assigned	☒	
	Barrier points named by stationing or length, and segments *on structure* or *retaining wall* are labeled	☐	**N/A, no parapets, etc.**
	Barrier heights assigned	☒	
	Elevations appear to be correct	☒	
	Increment and #up/down assigned	☐	**N/A**
	Barriers modeled on structure as appropriate and shielded lists are correct	☐	**N/A**
Building Rows	Building rows modeled per FHWA Guidance	☒	
	Elevations appear to be correct	☒	
	Bldg Rows modeled in the same direction of adjacent roadway	☒	
	Height and percentage assigned	☒	
Terrain Lines	Significant terrain features modeled	☐	**N/A, This part of Louisiana is very flat, except for the levee east of the project**
	Terrain lines modeled in the same direction of adjacent roadway	☐	**N/A**
	Terrain line names assigned	☐	**N/A**
	Elevations appear to be correct	☐	**N/A**
Ground Zones	Ground Zones modeled per FHWA and NCHRP 791 guidance	☒	
	Ground zone names assigned	☒	
	Ground zone types assigned	☒	
Tree Zones	Tree zones modeled per FHWA Guidance	☐	**Tree zone not modeled b/c they are deciduous; probably providing some attenuation.**
	Tree zone names assigned	☐	**N/A**
	Elevations appear to be correct	☐	**N/A**

TNM Run	Alt 2 Sugar House_7-25-25		
Input	**Task**	**Complete?**	**Notes**
Perspective Views	Perspective views checked for accuracy	☒	
Skew Views	Numerous skew views cut and checked for accuracy	☒	
Input Check	Input Check completed and errors fixed/documented	☒	**no errors**
QA/QC is complete	All issues listed above have been addressed/fixed	☒	**Initials GP** **Date Completed 8/14/25**



Sugar House Road ExT Alt 2 AM		Sheet 1 of 1	23 Nov 2025
		Bowlby & Associates, Inc.	
Plan View		Project/Contract No. 24-02	
Run name: AM Alt 2_Sugar House_10-14-25		TNM Version 2.5, Feb 2004	
Scale:	1000 feet	Analysis By: G. Pratt/R. Williamson/D. Reiter	
Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	


3309 Jacks Dr
3323 Jacks Dr
3339 Jacks Dr
3343 Jacks Dr
3334 Sugar House Rd
3409 Jacks Dr
acks Dr
3342 Sugar House Rd
3422 Sugar House Rd
3426 Sugar House Rd
Sugar House Road ExT Alt 2 AM
Plan View
Run name: AM Alt 2_Sugar House_10-14-25
Scale: 100 feet
Sheet 1 of 1
23 Nov 2025
Bowlby & Associates, Inc.
Project/Contract No. 24-02
TNM Version 2.5, Feb 2004
Analysis By: G. Pratt/R. Williamson/D. Reiter
Roadway:
Receiver:
Barrier:
Building Row:
Terrain Line:
Ground Zone: polygon
Tree Zone: dashed polygon
Contour Zone: polygon
Parallel Barrier:
Skew Section:
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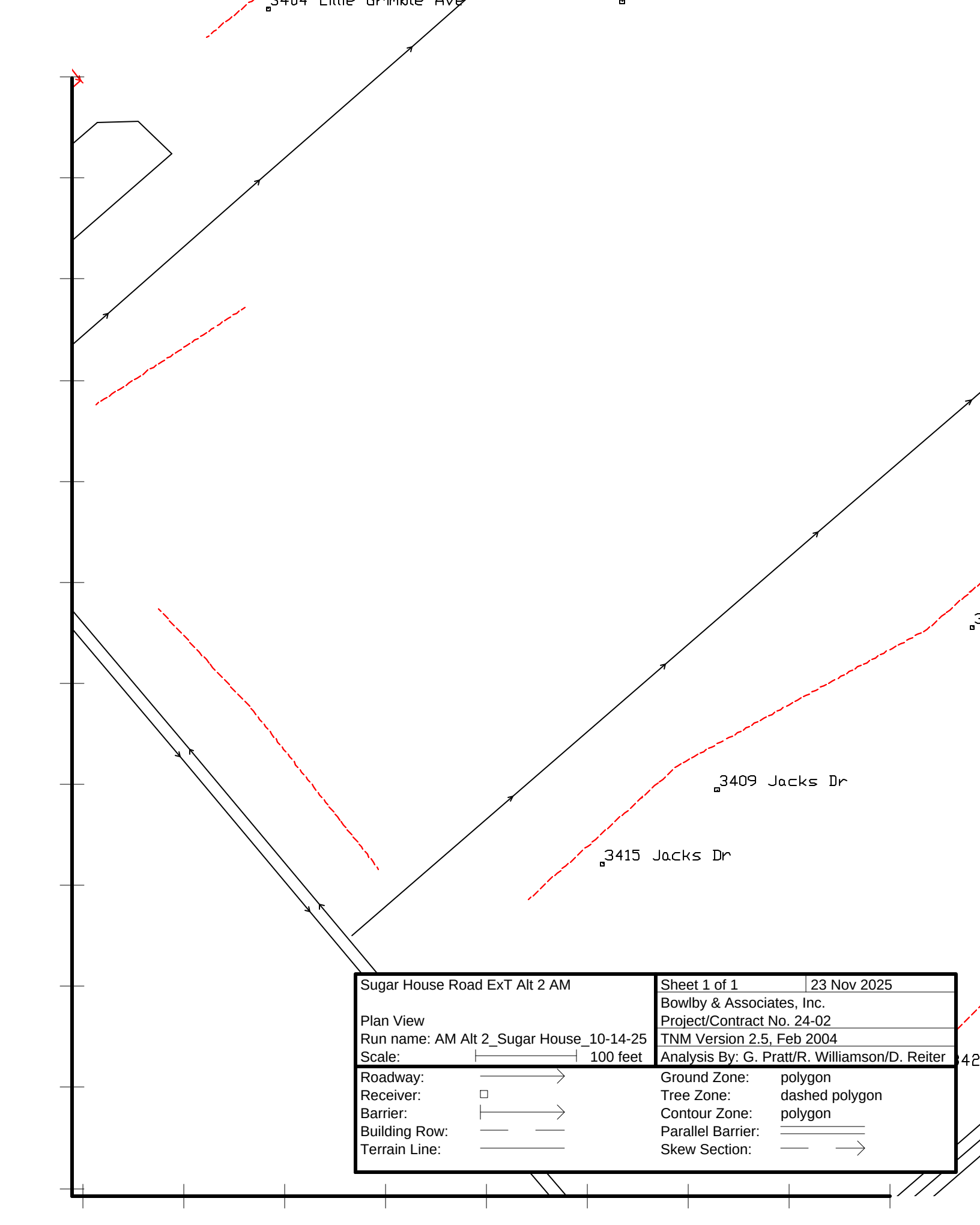
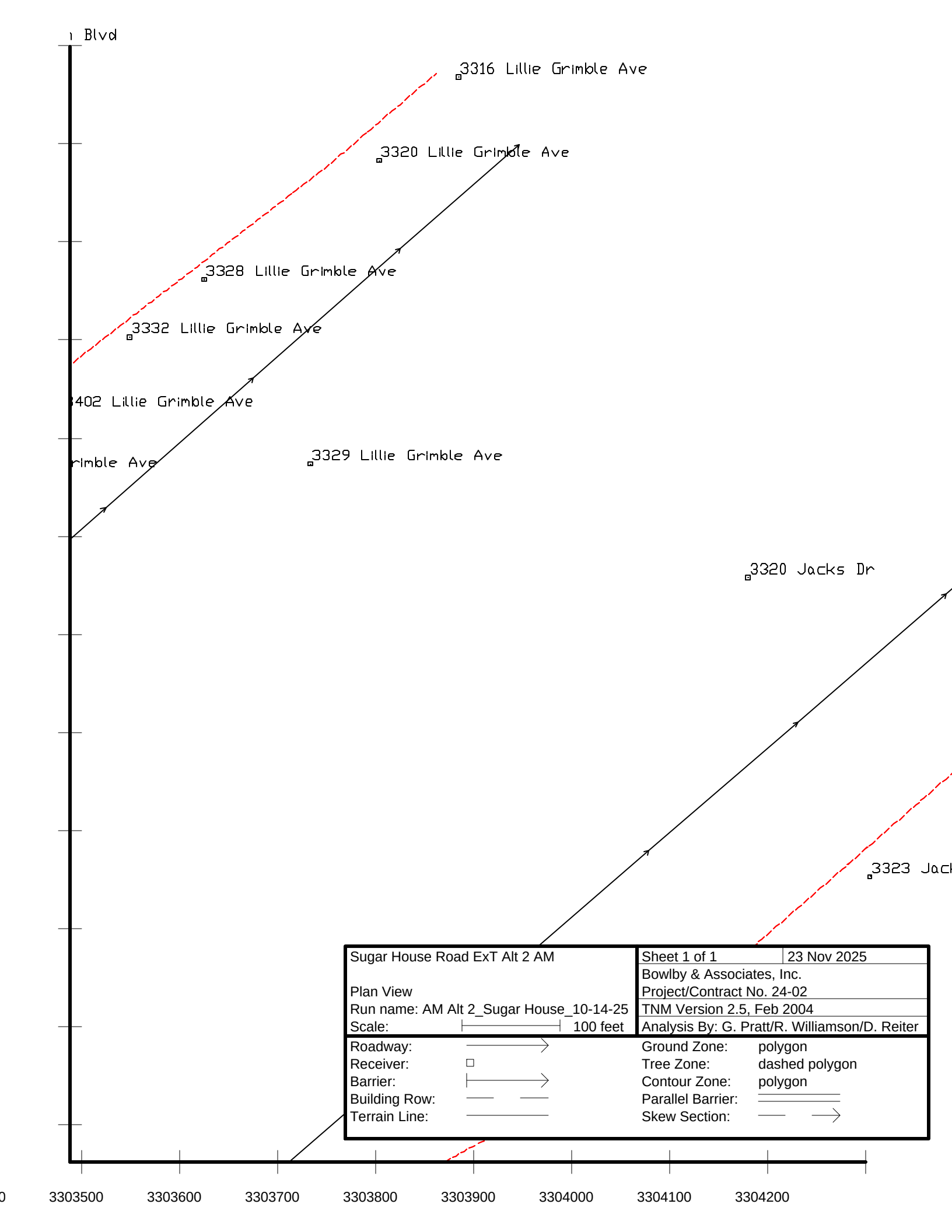
3303900
3304000
3304100
3304200
3304300
3304400
3304500



Sugar House Road ExT Alt 2 AM	Sheet 1 of 1 | 23 Nov 2025
	Bowlby & Associates, Inc.
Plan View	Project/Contract No. 24-02
Run name: AM Alt 2_Sugar House_10-14-25	TNM Version 2.5, Feb 2004
Scale: 100 feet	Analysis By: G. Pratt/R. Williamson/D. Reiter

Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	


Blvd
3316 Lillie Grimble Ave
3320 Lillie Grimble Ave
3328 Lillie Grimble Ave
3332 Lillie Grimble Ave
3402 Lillie Grimble Ave
rimble Ave
3329 Lillie Grimble Ave
3320 Jacks Dr
3323 Jack
Sugar House Road ExT Alt 2 AM
Plan View
Run name: AM Alt 2_Sugar House_10-14-25
Scale: 100 feet
Sheet 1 of 1
23 Nov 2025
Bowlby & Associates, Inc.
Project/Contract No. 24-02
TNM Version 2.5, Feb 2004
Analysis By: G. Pratt/R. Williamson/D. Reiter
Roadway:
Receiver:
Barrier:
Building Row:
Terrain Line:
Ground Zone: polygon
Tree Zone: dashed polygon
Contour Zone: polygon
Parallel Barrier:
Skew Section:
0
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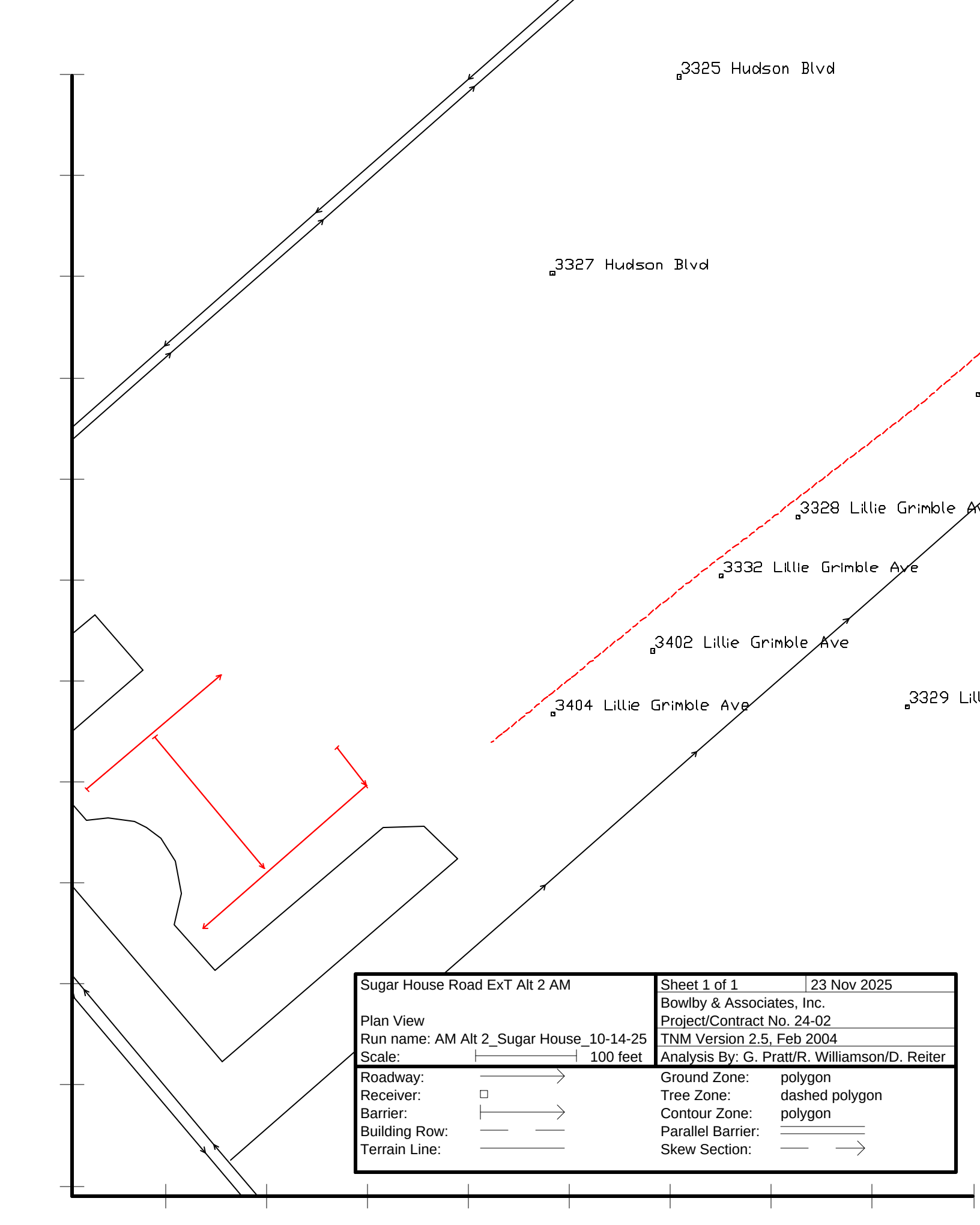
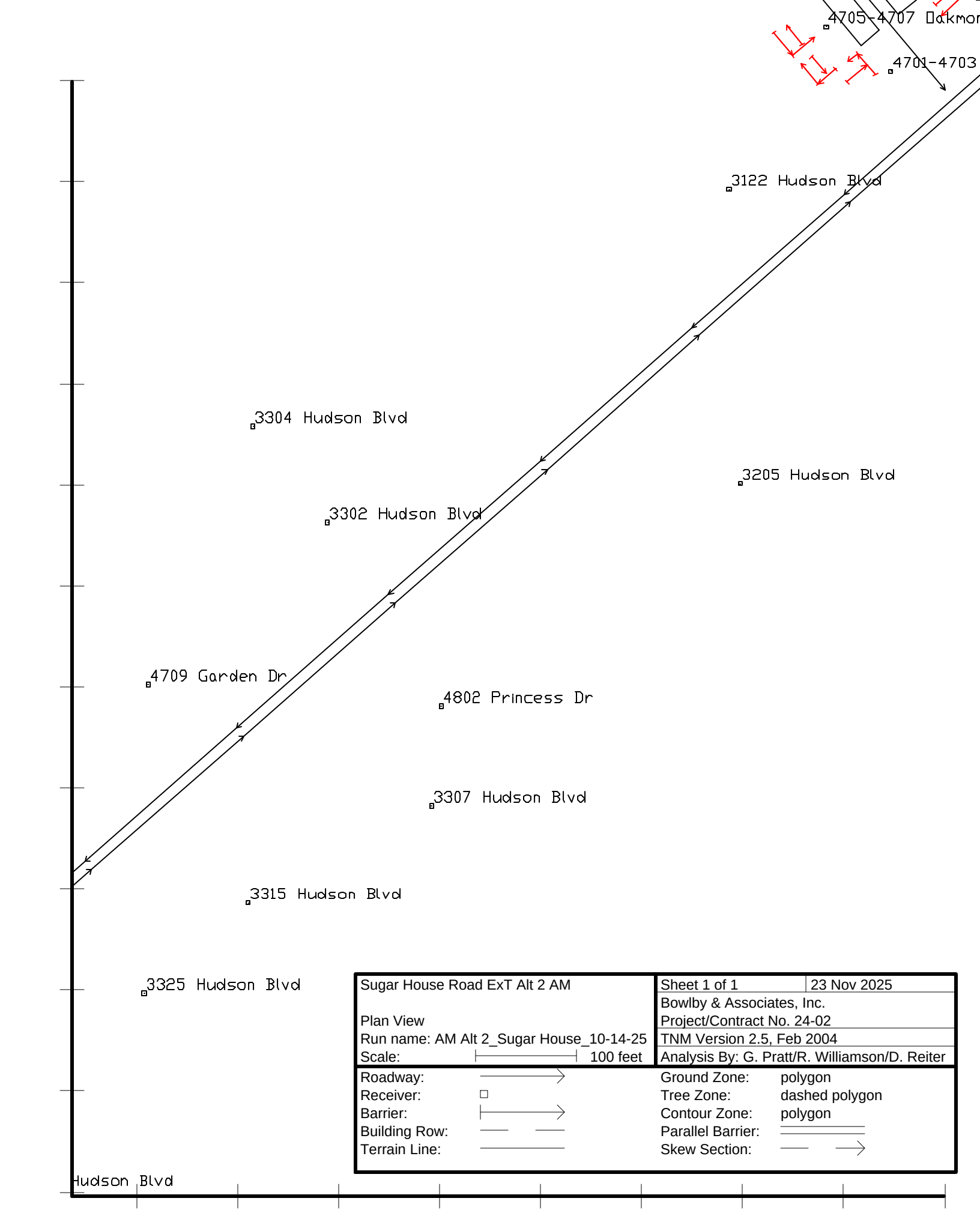
3303600
3303700
3303800
3303900
3304000
3304100
3304200



Sugar House Road ExT Alt 2 AM	Sheet 1 of 1 | 23 Nov 2025
	Bowlby & Associates, Inc.
Plan View	Project/Contract No. 24-02
Run name: AM Alt 2_Sugar House_10-14-25	TNM Version 2.5, Feb 2004
Scale: 100 feet	Analysis By: G. Pratt/R. Williamson/D. Reiter

Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	



Sugar House Road ExT Alt 2 AM	Sheet 1 of 1 | 23 Nov 2025
	Bowlby & Associates, Inc.
Plan View	Project/Contract No. 24-02
Run name: AM Alt 2_Sugar House_10-14-25	TNM Version 2.5, Feb 2004
Scale: 100 feet	Analysis By: G. Pratt/R. Williamson/D. Reiter

Roadway:		Ground Zone:	polygon
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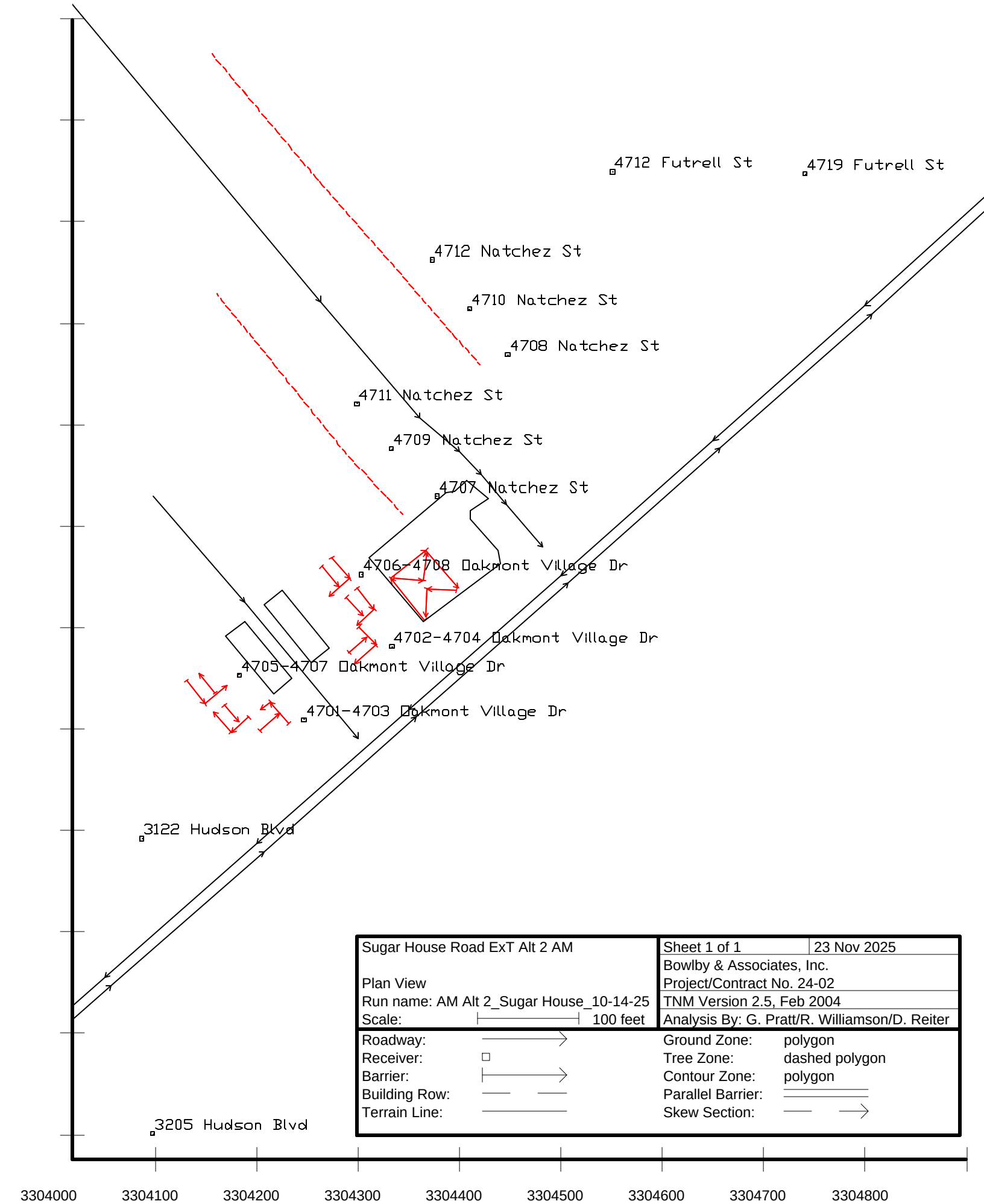
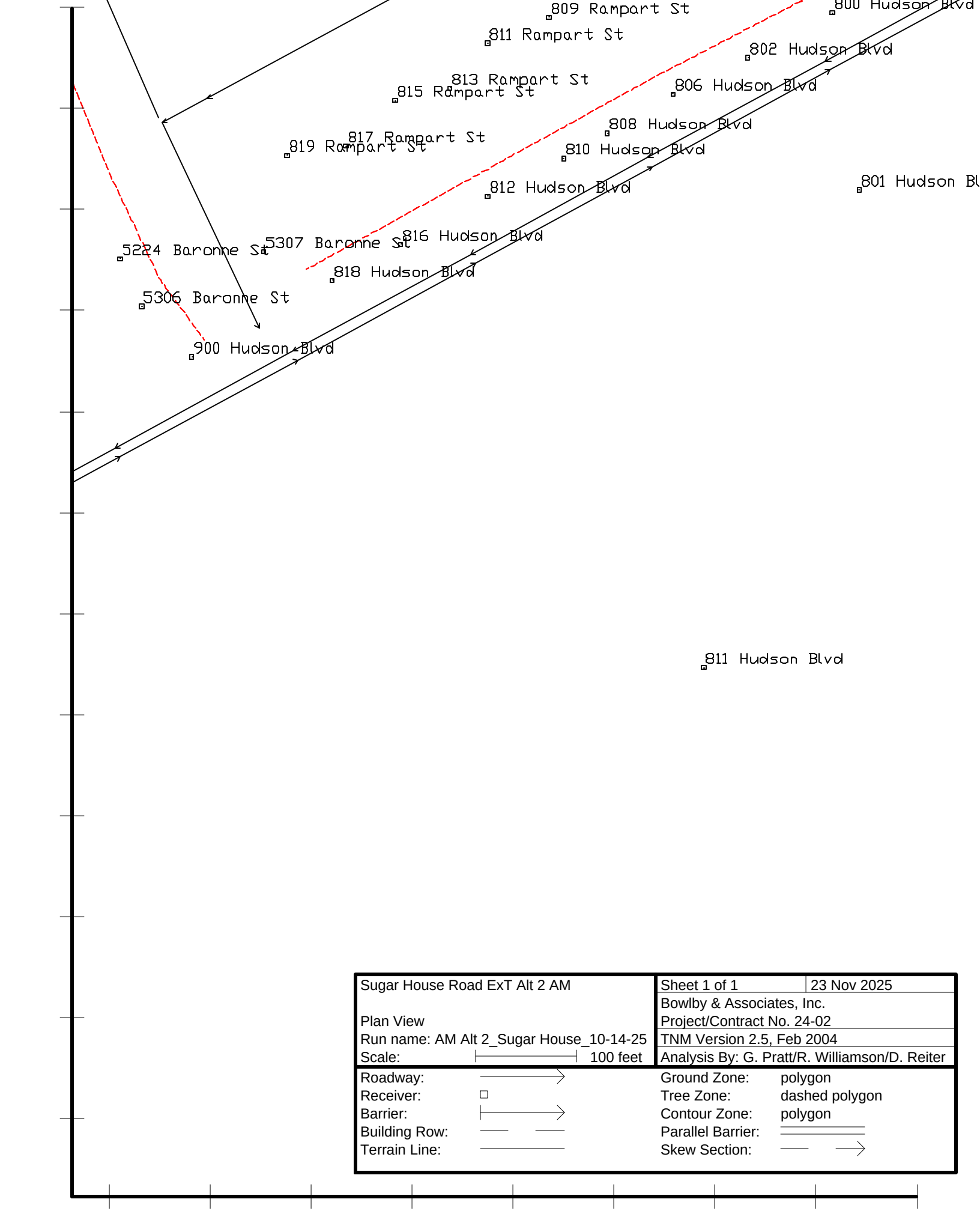
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	



Sugar House Road ExT Alt 2 AM	Sheet 1 of 1 | 23 Nov 2025
	Bowlby & Associates, Inc.
Plan View	Project/Contract No. 24-02
Run name: AM Alt 2_Sugar House_10-14-25	TNM Version 2.5, Feb 2004
Scale: 100 feet	Analysis By: G. Pratt/R. Williamson/D. Reiter

Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	



Sugar House Road ExT Alt 2 AM	Sheet 1 of 1 | 23 Nov 2025
	Bowlby & Associates, Inc.
Plan View	Project/Contract No. 24-02
Run name: AM Alt 2_Sugar House_10-14-25	TNM Version 2.5, Feb 2004
Scale: 100 feet	Analysis By: G. Pratt/R. Williamson/D. Reiter

Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	

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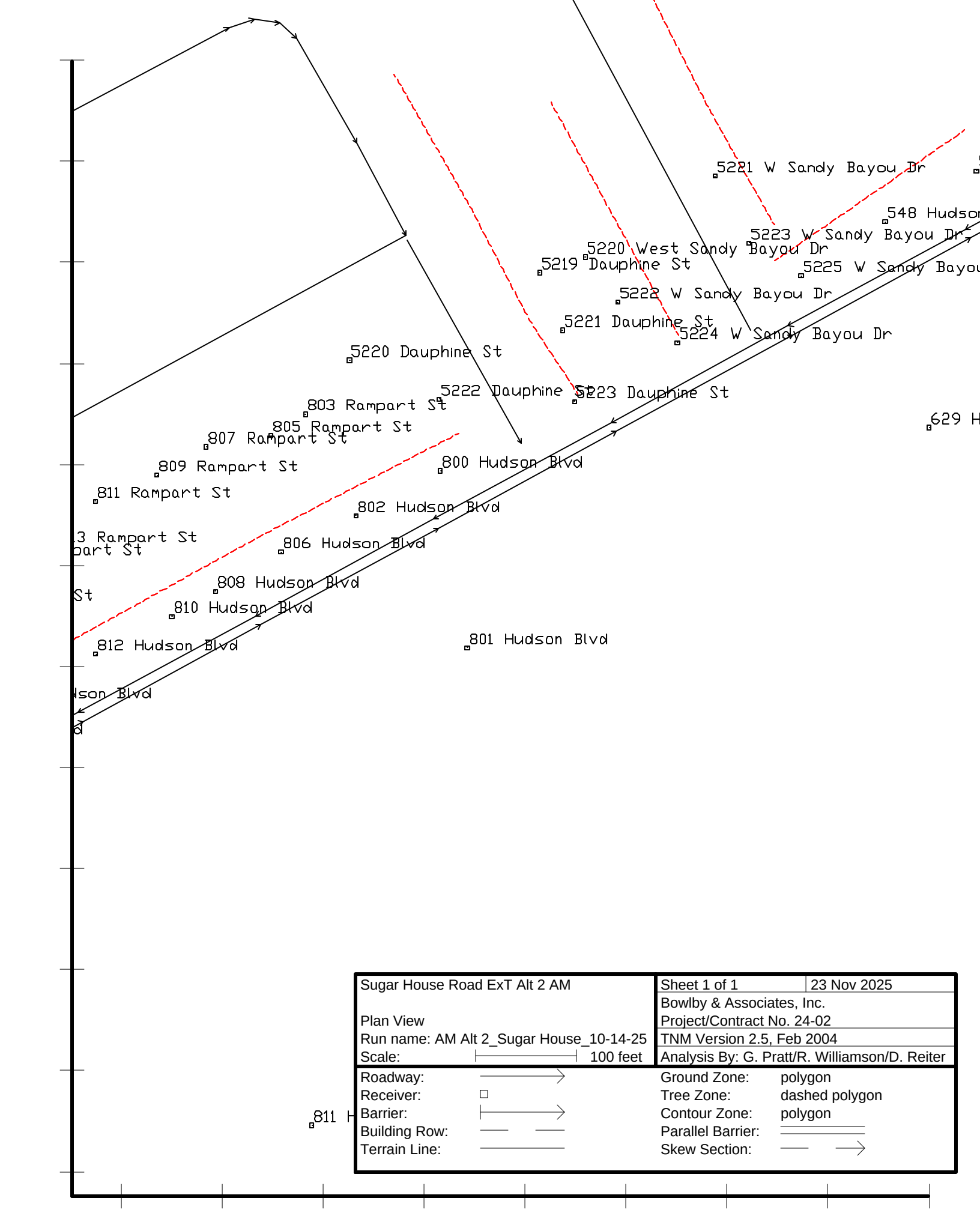
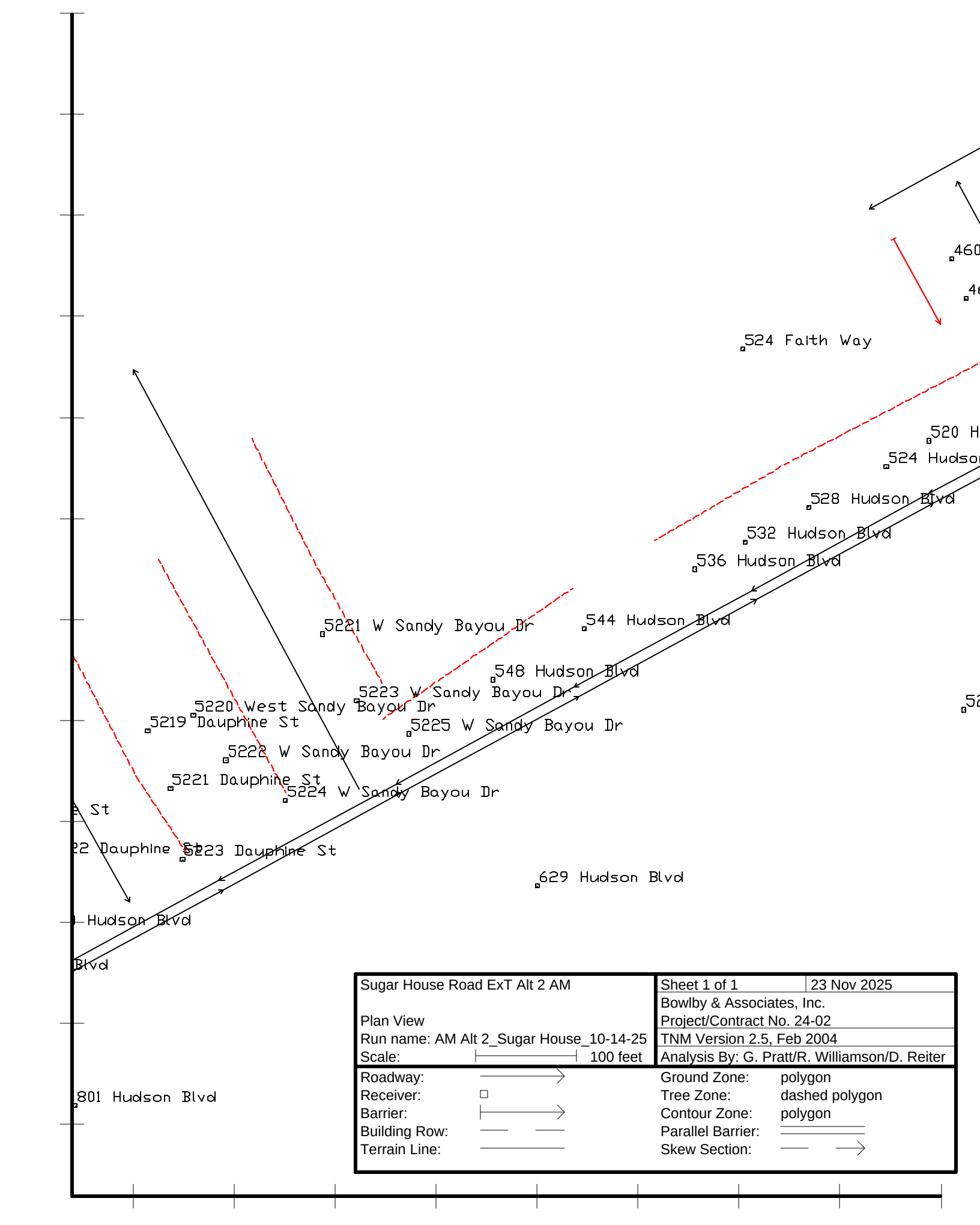


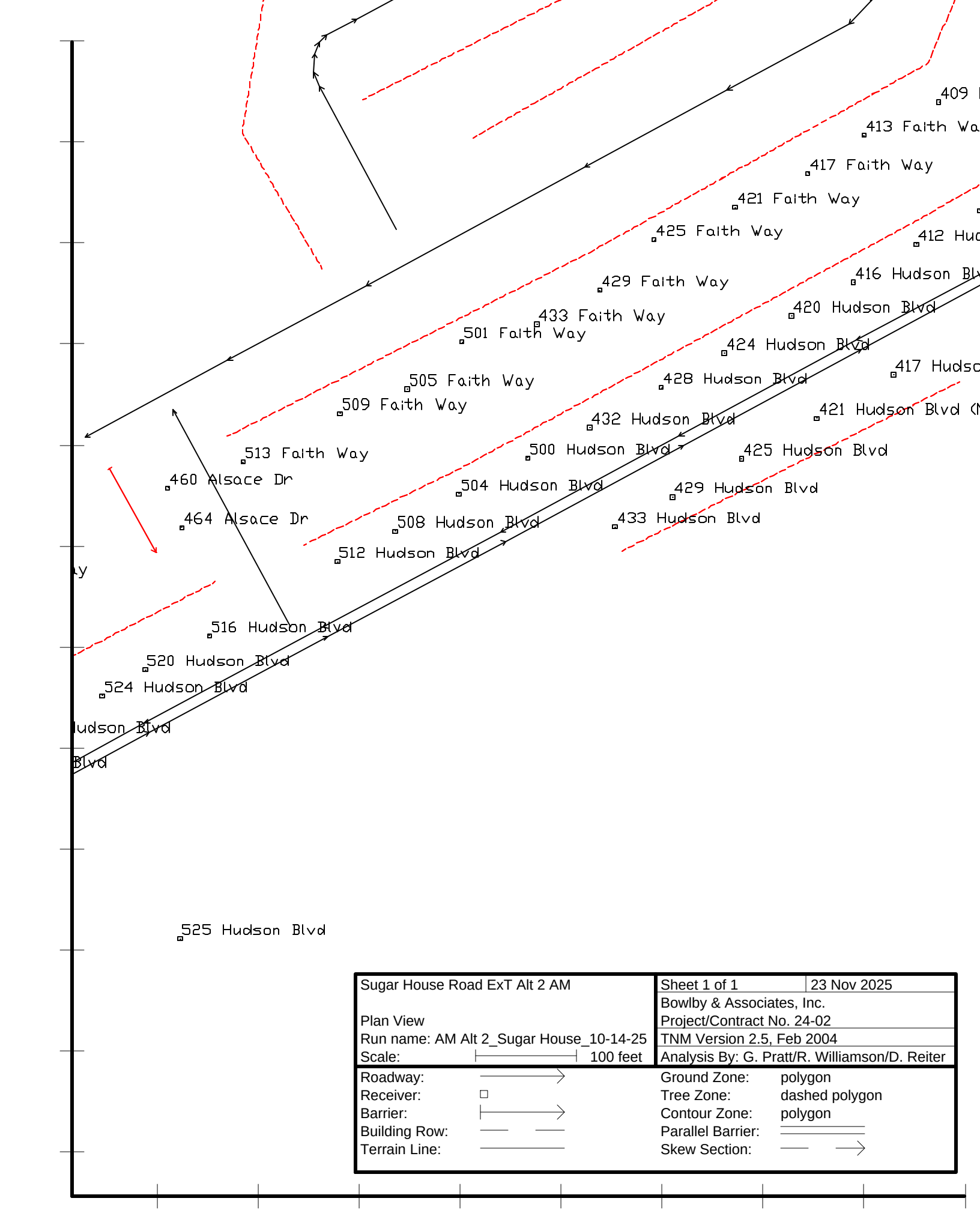
Sugar House Road ExT Alt 2 AM	Sheet 1 of 1 | 23 Nov 2025
	Bowlby & Associates, Inc.
Plan View	Project/Contract No. 24-02
Run name: AM Alt 2_Sugar House_10-14-25	TNM Version 2.5, Feb 2004
Scale: 100 feet	Analysis By: G. Pratt/R. Williamson/D. Reiter

Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	



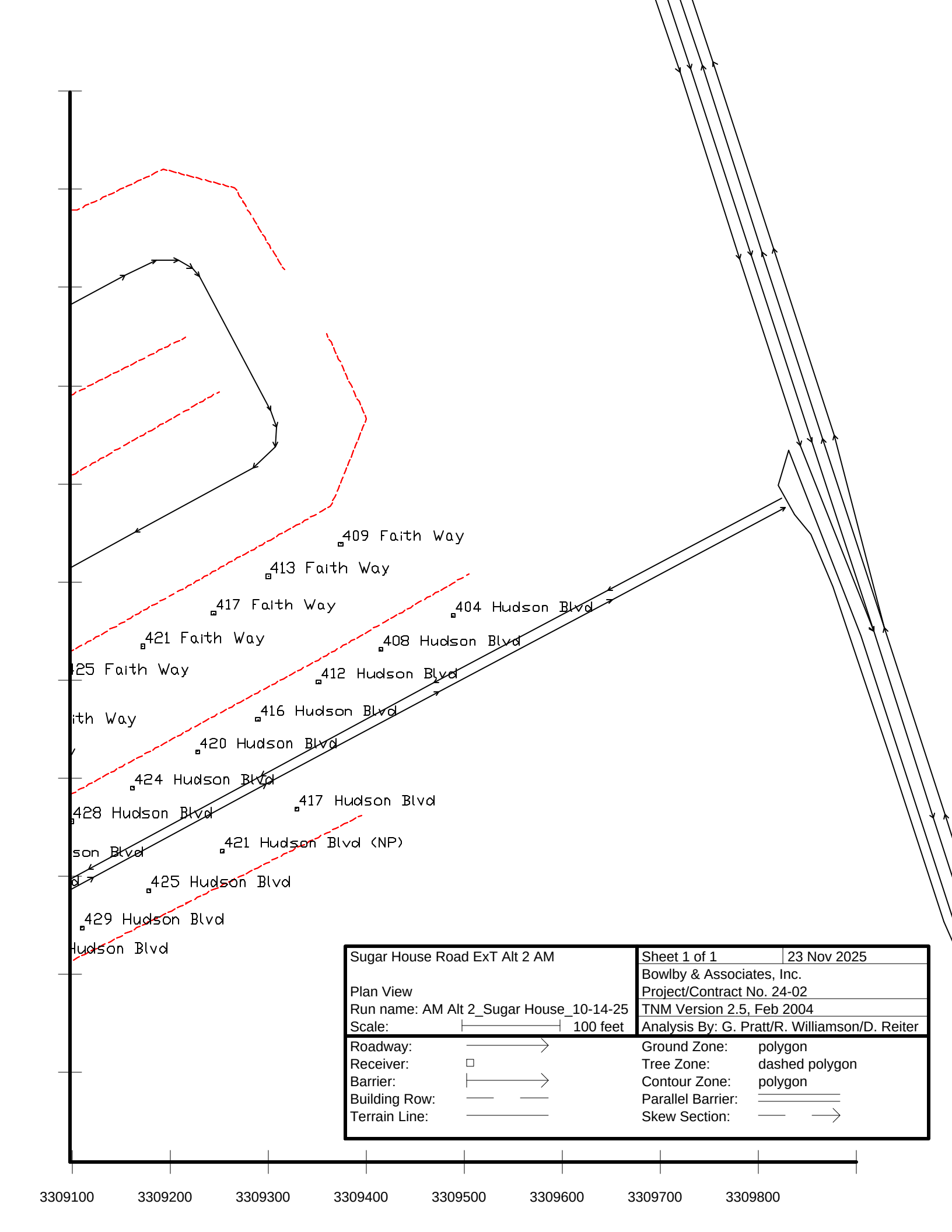
Sugar House Road ExT Alt 2 AM	Sheet 1 of 1 | 23 Nov 2025
	Bowlby & Associates, Inc.
Plan View	Project/Contract No. 24-02
Run name: AM Alt 2_Sugar House_10-14-25	TNM Version 2.5, Feb 2004
Scale: 100 feet	Analysis By: G. Pratt/R. Williamson/D. Reiter

Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	



Sugar House Road ExT Alt 2 AM	Sheet 1 of 1 | 23 Nov 2025
	Bowlby & Associates, Inc.
Plan View	Project/Contract No. 24-02
Run name: AM Alt 2_Sugar House_10-14-25	TNM Version 2.5, Feb 2004
Scale: 100 feet	Analysis By: G. Pratt/R. Williamson/D. Reiter

Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	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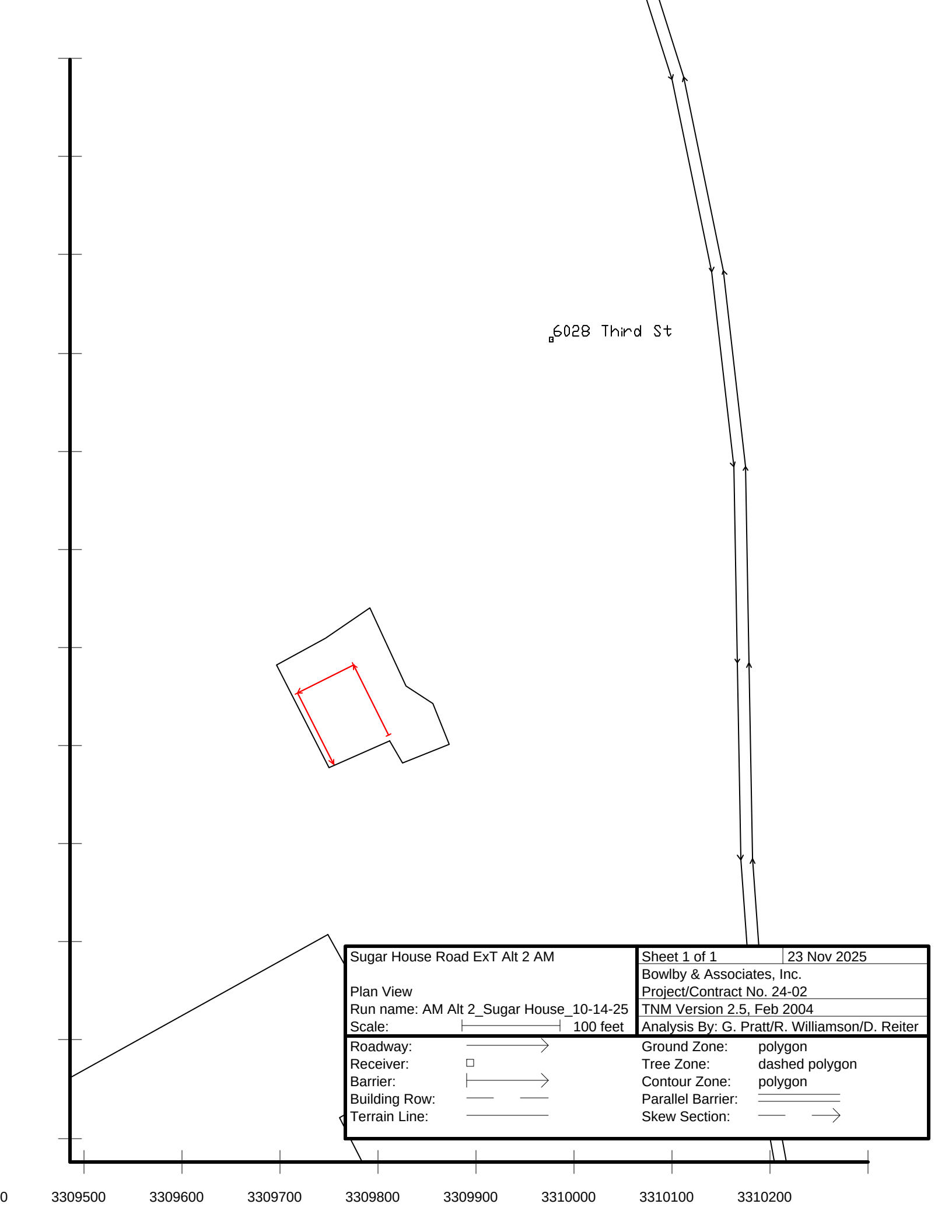
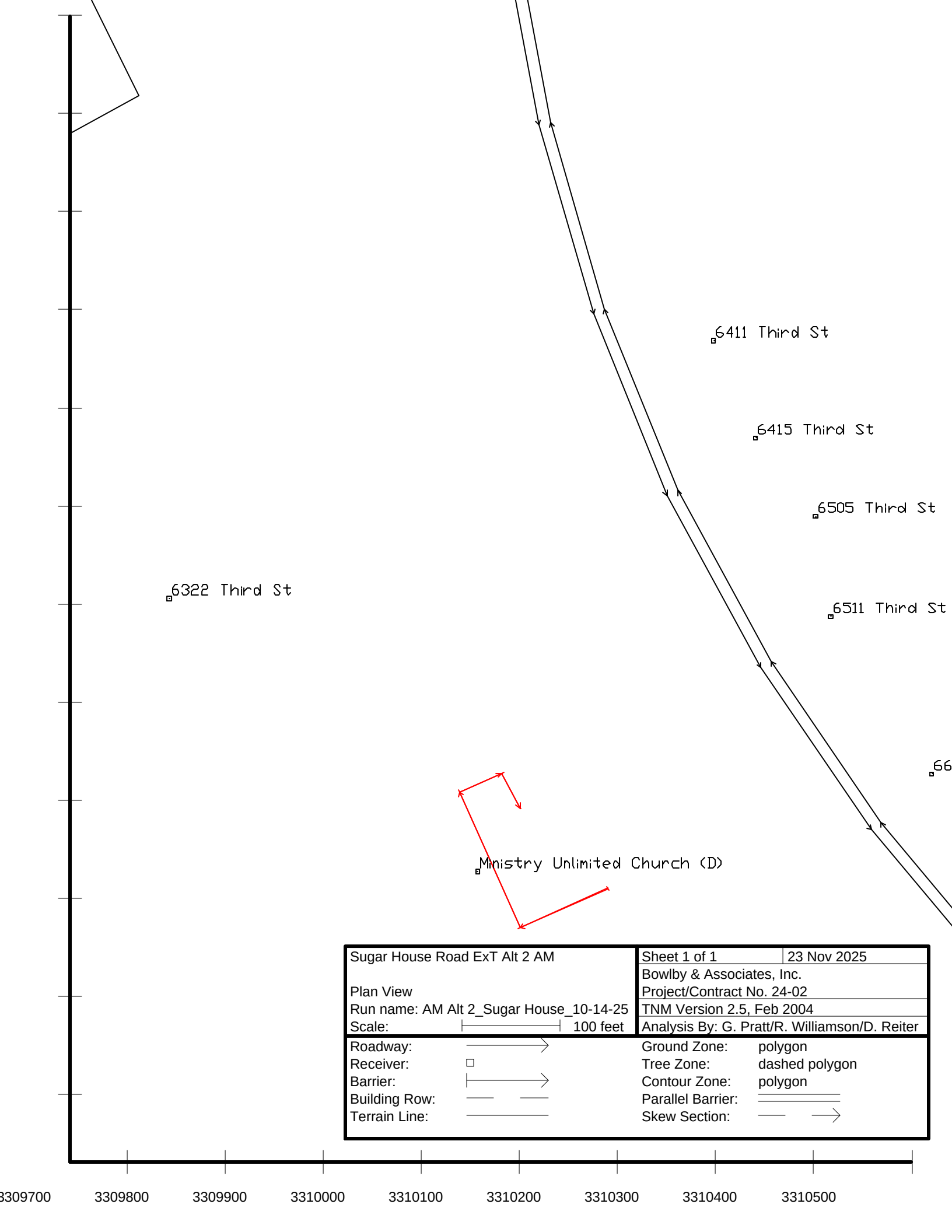
413 Faith Way
417 Faith Way
421 Faith Way
425 Faith Way
ith Way
404 Hudson Blvd
408 Hudson Blvd
412 Hudson Blvd
416 Hudson Blvd
420 Hudson Blvd
424 Hudson Blvd
428 Hudson Blvd
son Blvd
417 Hudson Blvd
421 Hudson Blvd (NP)
425 Hudson Blvd
429 Hudson Blvd
Hudson Blvd
Sugar House Road ExT Alt 2 AM
Plan View
Run name: AM Alt 2_Sugar House_10-14-25
Scale: 100 feet
Sheet 1 of 1
23 Nov 2025
Bowlby & Associates, Inc.
Project/Contract No. 24-02
TNM Version 2.5, Feb 2004
Analysis By: G. Pratt/R. Williamson/D. Reiter
Roadway:
Receiver:
Barrier:
Building Row:
Terrain Line:
Ground Zone: polygon
Tree Zone: dashed polygon
Contour Zone: polygon
Parallel Barrier:
Skew Section:
3309100
3309200
3309300
3309400
3309500
3309600
3309700
3309800



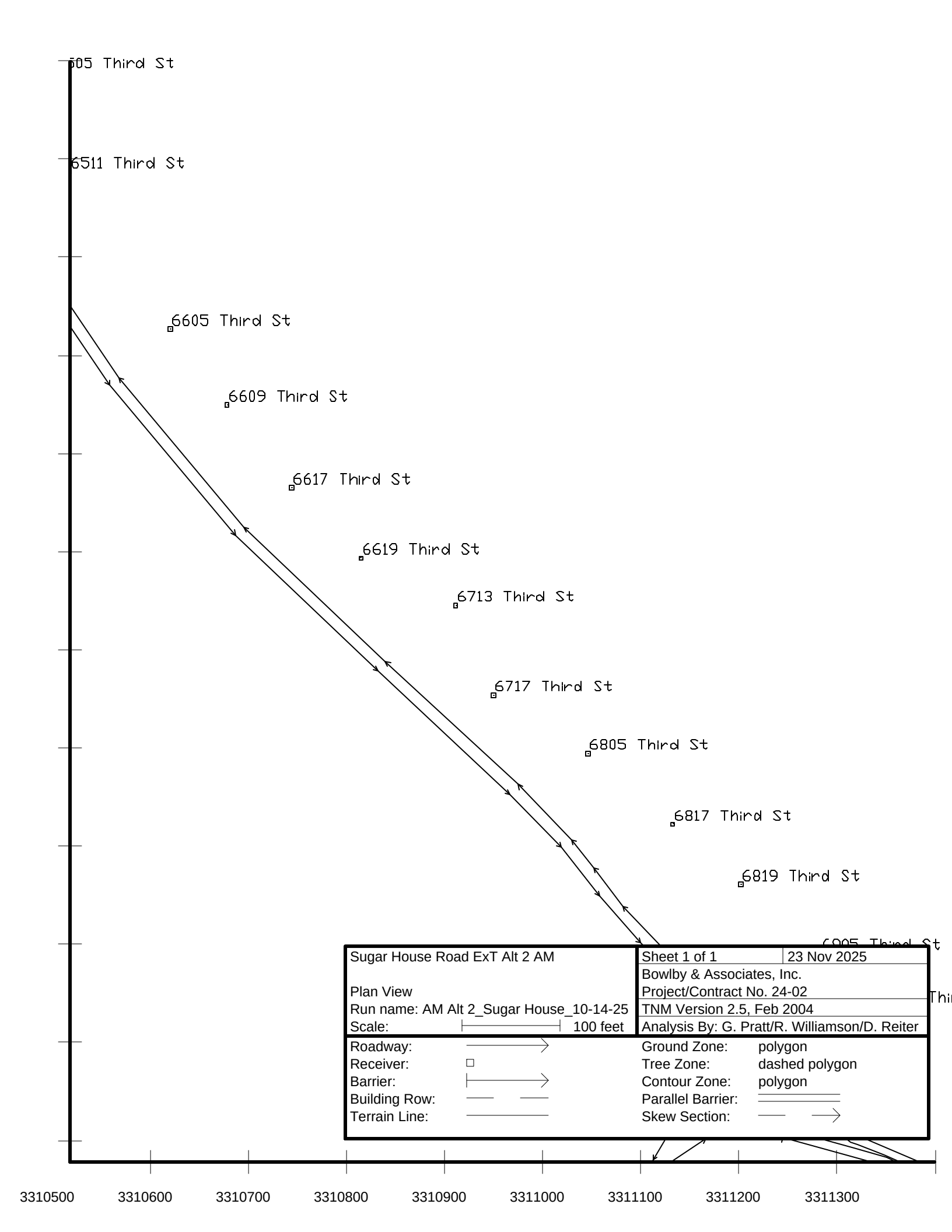
Sugar House Road ExT Alt 2 AM	Sheet 1 of 1 | 23 Nov 2025
	Bowlby & Associates, Inc.
Plan View	Project/Contract No. 24-02
Run name: AM Alt 2_Sugar House_10-14-25	TNM Version 2.5, Feb 2004
Scale: 100 feet	Analysis By: G. Pratt/R. Williamson/D. Reiter

Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	



Sugar House Road ExT Alt 2 AM	Sheet 1 of 1 | 23 Nov 2025
	Bowlby & Associates, Inc.
Plan View	Project/Contract No. 24-02
Run name: AM Alt 2_Sugar House_10-14-25	TNM Version 2.5, Feb 2004
Scale: 100 feet	Analysis By: G. Pratt/R. Williamson/D. Reiter

Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	


605 Third St
6511 Third St
6605 Third St
6609 Third St
6617 Third St
6619 Third St
6713 Third St
6717 Third St
6805 Third St
6817 Third St
6819 Third St
Sugar House Road ExT Alt 2 AM
Plan View
Run name: AM Alt 2_Sugar House_10-14-25
Scale: 100 feet
Sheet 1 of 1
23 Nov 2025
Bowlby & Associates, Inc.
Project/Contract No. 24-02
TNM Version 2.5, Feb 2004
Analysis By: G. Pratt/R. Williamson/D. Reiter
Roadway:
Receiver:
Barrier:
Building Row:
Terrain Line:
Ground Zone: polygon
Tree Zone: dashed polygon
Contour Zone: polygon
Parallel Barrier:
Skew Section:
3310500
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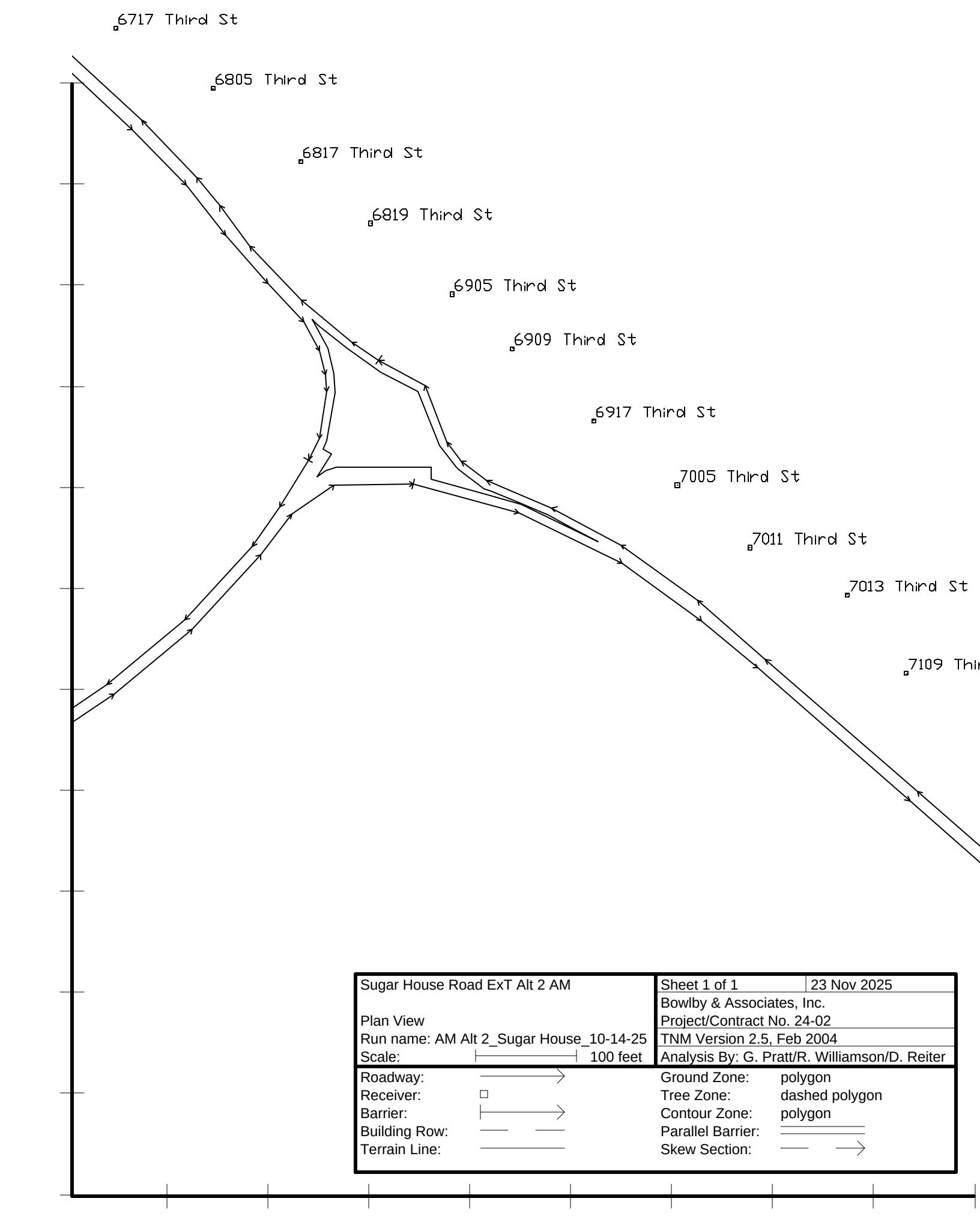
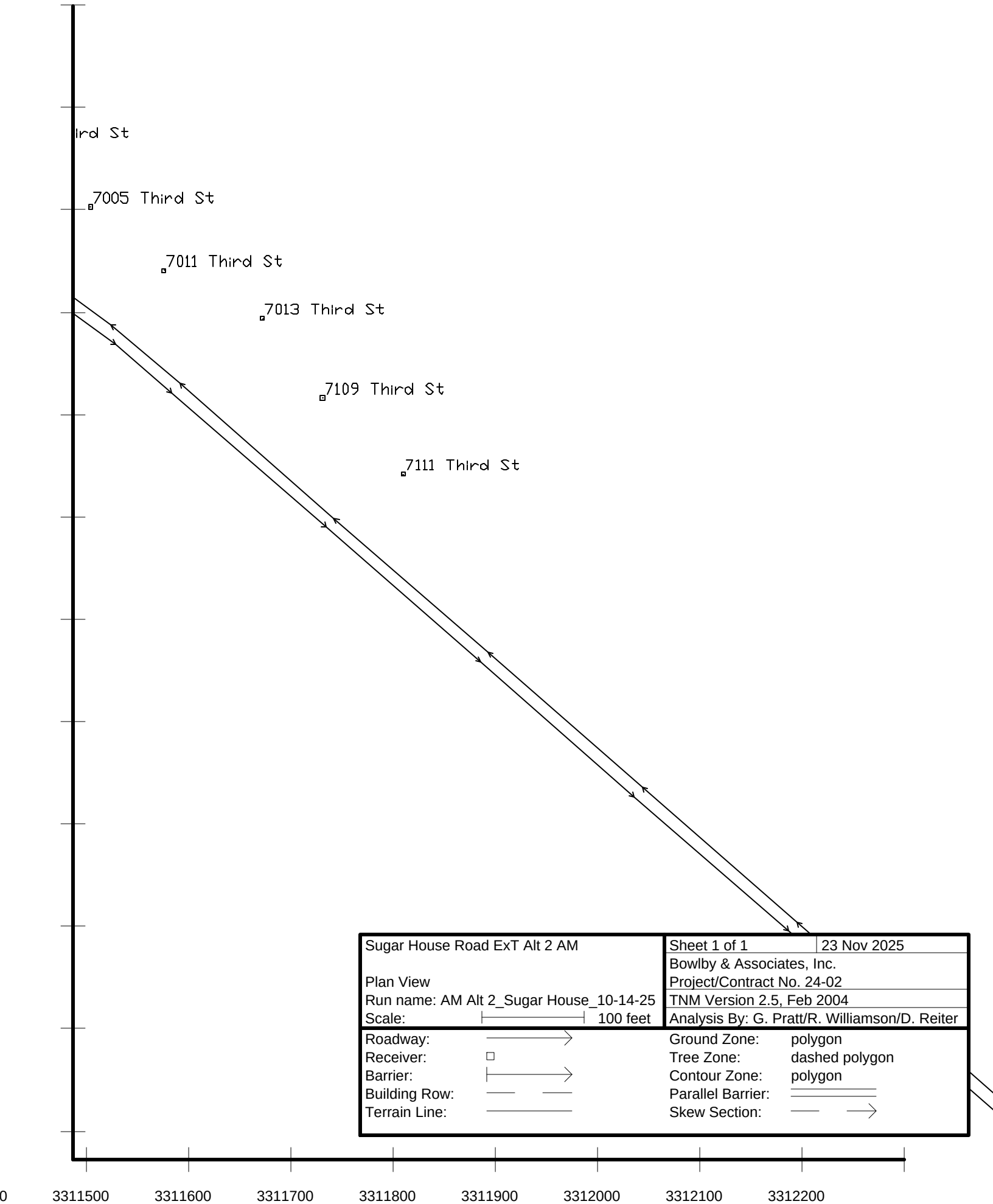
3311300



Sugar House Road ExT Alt 2 AM	Sheet 1 of 1 | 23 Nov 2025
	Bowlby & Associates, Inc.
Plan View	Project/Contract No. 24-02
Run name: AM Alt 2_Sugar House_10-14-25	TNM Version 2.5, Feb 2004
Scale: 100 feet	Analysis By: G. Pratt/R. Williamson/D. Reiter

Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	


ird St
7005 Third St
7011 Third St
7013 Third St
7109 Third St
7111 Third St
Sugar House Road ExT Alt 2 AM
Plan View
Run name: AM Alt 2_Sugar House_10-14-25
Scale: 100 feet
Sheet 1 of 1
23 Nov 2025
Bowlby & Associates, Inc.
Project/Contract No. 24-02
TNM Version 2.5, Feb 2004
Analysis By: G. Pratt/R. Williamson/D. Reiter
Roadway:
Receiver:
Barrier:
Building Row:
Terrain Line:
Ground Zone: polygon
Tree Zone: dashed polygon
Contour Zone: polygon
Parallel Barrier:
Skew Section:
0
3311500
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3311700
3311800
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3312000
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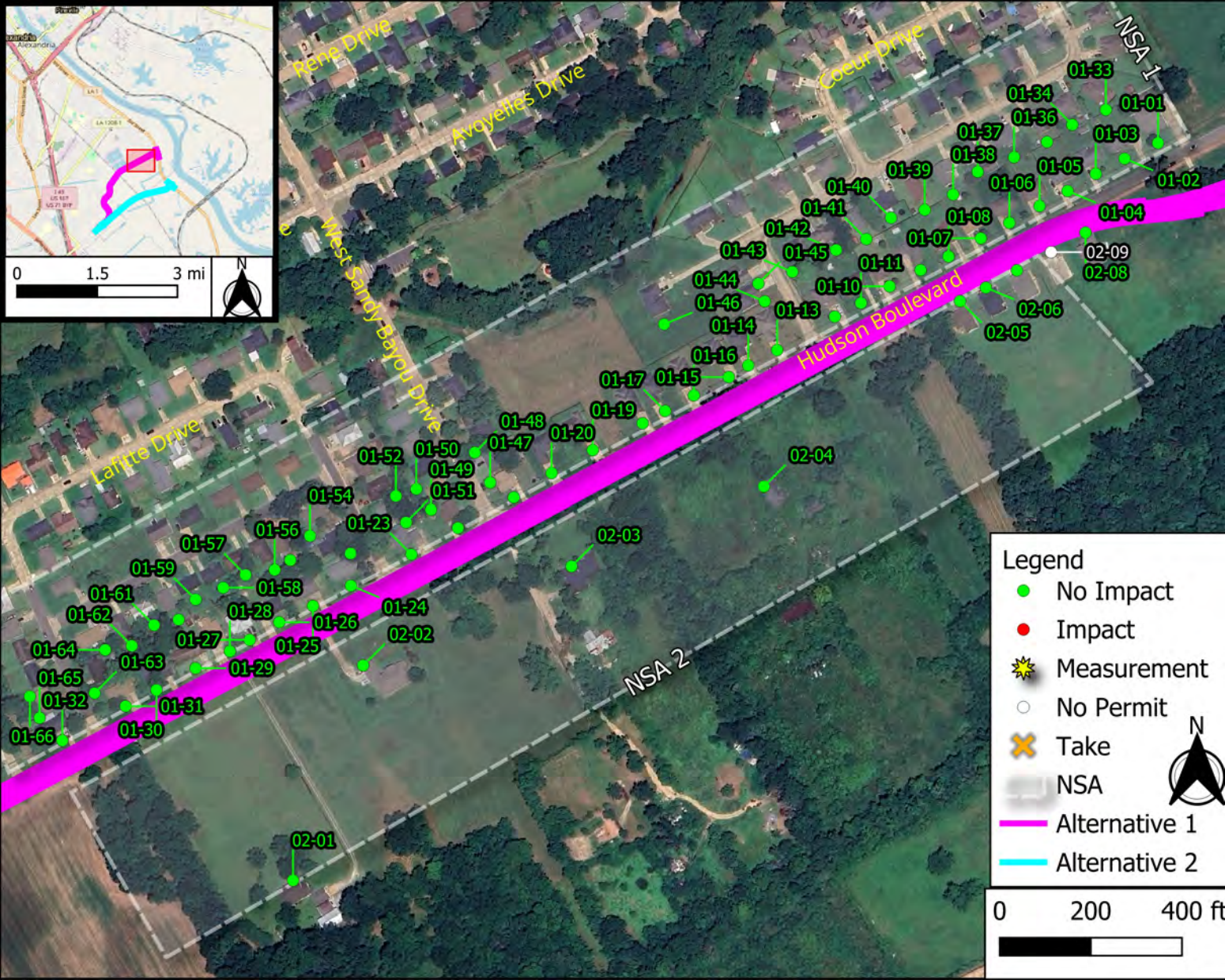
3312200

Appendix E
Predicted Noise Levels and Impacts

Alternative 1


Rene Drive
Avoyelles Drive
Coeur Drive
West Sandy Bayou Drive
Lafitte Drive
Hudson Boulevard
NSA 1
NSA 2
01-01
01-02
01-03
01-04
01-05
01-06
01-07
01-08
01-10
01-11
01-13
01-14
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01-62
01-63
01-64
01-65
01-66
02-01
02-02
02-03
02-04
02-05
02-06
02-08
02-09
0
1.5
3 mi
N
Legend
No Impact
Impact
Measurement
No Permit
Take
NSA
Alternative 1
Alternative 2
0
200
400 ft

Project:	Sugar House Road Extension
Project #:	H.008271
City	Alexandria
Noise Study Area:	NSA 1
Description:	Residences
Design Year:	2042
Alternative:	Alternative 1

NSA 1 - BUILD IMPACTS	
Category B Impacts	***0***
Category C Impacted Land Uses	***0***
Category D Impacted Land Uses	***0***
Category E Impacted Land Uses	***0***
Total Impacts	***0***
Total 1st row Impacts	***0***

						EXISTING	**NO BUILD**	**BUILD**					
Receiver Number	**TNM Receiver Name**	**FHWA Activity Category**	**# of Residences**	**1st row? (Yes/No)**	**Background level, dBA**	**Predicted Existing, dBA (with background)**	**Predicted No Build, dBA (with background)**	**Predicted Build, dBA (with Background)**	**Approach/ Exceed NAC?**	**Increase (dBA)**	**Substantial Increase?**	**Build Noise Impact?**	**Impacted Residences**
01-01	404 Hudson Blvd	B	1	---	40.0	54.8	56.5	56.8	No	2.0	No	No	0
01-02	408 Hudson Blvd	B	1	---	40.0	53.9	55.5	57.2	No	3.3	No	No	0
01-03	412 Hudson Blvd	B	1	---	40.0	53.5	55.2	58.0	No	4.5	No	No	0
01-04	416 Hudson Blvd	B	1	---	40.0	53.8	55.4	59.1	No	5.3	No	No	0
01-05	420 Hudson Blvd	B	1	---	40.0	53.4	54.9	59.7	No	6.3	No	No	0
01-06	424 Hudson Blvd	B	1	---	40.0	53.4	54.8	60.1	No	6.7	No	No	0
01-07	428 Hudson Blvd	B	1	---	40.0	53.3	54.7	60.1	No	6.8	No	No	0
01-08	432 Hudson Blvd	B	1	---	40.0	53.5	54.9	60.3	No	6.8	No	No	0
01-09	500 Hudson Blvd	B	1	---	40.0	53.0	54.5	60.0	No	7.0	No	No	0
01-10	504 Hudson Blvd	B	1	---	40.0	52.8	54.4	59.9	No	7.1	No	No	0
01-11	508 Hudson Blvd	B	1	---	40.0	53.2	54.7	60.1	No	6.9	No	No	0
01-12	512 Hudson Blvd	B	1	---	40.0	53.2	54.7	60.1	No	6.9	No	No	0
01-13	516 Hudson Blvd	B	1	---	40.0	54.0	55.4	60.4	No	6.4	No	No	0
01-14	520 Hudson Blvd	B	1	---	40.0	53.9	55.3	60.4	No	6.5	No	No	0
01-15	524 Hudson Blvd	B	1	---	40.0	54.3	55.7	60.6	No	6.3	No	No	0
01-16	528 Hudson Blvd	B	1	---	40.0	54.0	55.4	60.5	No	6.5	No	No	0
01-17	532 Hudson Blvd	B	1	---	40.0	54.0	55.4	60.5	No	6.5	No	No	0
01-18	536 Hudson Blvd	B	1	---	40.0	54.1	55.5	60.5	No	6.4	No	No	0
01-19	544 Hudson Blvd	B	1	---	40.0	54.0	55.4	60.5	No	6.5	No	No	0
01-20	548 Hudson Blvd	B	1	---	40.0	54.1	55.5	60.7	No	6.6	No	No	0
01-21	5225 W Sandy Bayou Dr	B	1	---	40.0	55.1	56.6	61.5	No	6.4	No	No	0
01-22	5224 W Sandy Bayou Dr	B	1	---	40.0	55.0	56.5	61.5	No	6.5	No	No	0
01-23	5223 Dauphine St	B	1	---	40.0	55.4	56.9	61.8	No	6.4	No	No	0
01-24	800 Hudson Blvd	B	1	---	40.0	54.9	56.4	61.5	No	6.6	No	No	0
01-25	802 Hudson Blvd	B	1	---	40.0	54.8	56.3	61.4	No	6.6	No	No	0
01-26	806 Hudson Blvd	B	1	---	40.0	54.3	55.7	61.1	No	6.8	No	No	0
01-27	808 Hudson Blvd	B	1	---	40.0	54.7	56.2	61.4	No	6.7	No	No	0
01-28	810 Hudson Blvd	B	1	---	40.0	54.8	56.3	61.6	No	6.8	No	No	0
01-29	812 Hudson Blvd	B	1	---	40.0	54.5	55.9	61.3	No	6.8	No	No	0
01-30	816 Hudson Blvd	B	1	---	40.0	54.6	56.0	61.4	No	6.8	No	No	0
01-31	818 Hudson Blvd	B	1	---	40.0	54.4	55.9	61.3	No	6.9	No	No	0
01-32	900 Hudson Blvd	B	1	---	40.0	54.4	55.9	61.4	No	7.0	No	No	0
01-33	409 Faith Way	B	1	---	40.0	48.3	49.4	52.2	No	3.9	No	No	0
01-34	413 Faith Way	B	1	---	40.0	47.1	48.2	51.4	No	4.3	No	No	0
01-35	417 Faith Way	B	1	---	40.0	46.6	47.8	51.3	No	4.7	No	No	0
01-36	421 Faith Way	B	1	---	40.0	45.8	47.1	51.1	No	5.3	No	No	0
01-37	425 Faith Way	B	1	---	40.0	45.2	46.5	50.9	No	5.7	No	No	0
01-38	429 Faith Way	B	1	---	40.0	45.3	46.6	51.5	No	6.2	No	No	0
01-39	433 Faith Way	B	1	---	40.0	45.0	46.3	51.4	No	6.4	No	No	0
01-40	501 Faith Way	B	1	---	40.0	44.6	45.8	50.6	No	6.0	No	No	0
01-41	505 Faith Way	B	1	---	40.0	44.8	46.1	51.2	No	6.4	No	No	0
01-42	509 Faith Way	B	1	---	40.0	44.5	45.8	51.1	No	6.6	No	No	0
01-43	513 Faith Way	B	1	---	40.0	44.5	45.7	51.2	No	6.7	No	No	0
01-44	464 Alsace Dr	B	1	---	40.0	45.0	46.3	52.3	No	7.3	No	No	0
01-45	460 Alsace Dr	B	1	---	40.0	43.9	45.0	49.9	No	6.0	No	No	0
01-46	524 Faith Way	B	1	---	40.0	43.6	44.8	48.9	No	5.3	No	No	0
01-47	5223 W Sandy Bayou Dr	B	1	---	40.0	48.0	49.6	56.9	No	8.9	No	No	0
01-48	5221 W Sandy Bayou Dr	B	1	---	40.0	44.1	45.4	51.5	No	7.4	No	No	0

Project:	Sugar House Road Extension
Project #:	H.008271
City	Alexandria
Noise Study Area:	NSA 1
Description:	Residences
Design Year:	2042
Alternative:	Alternative 1

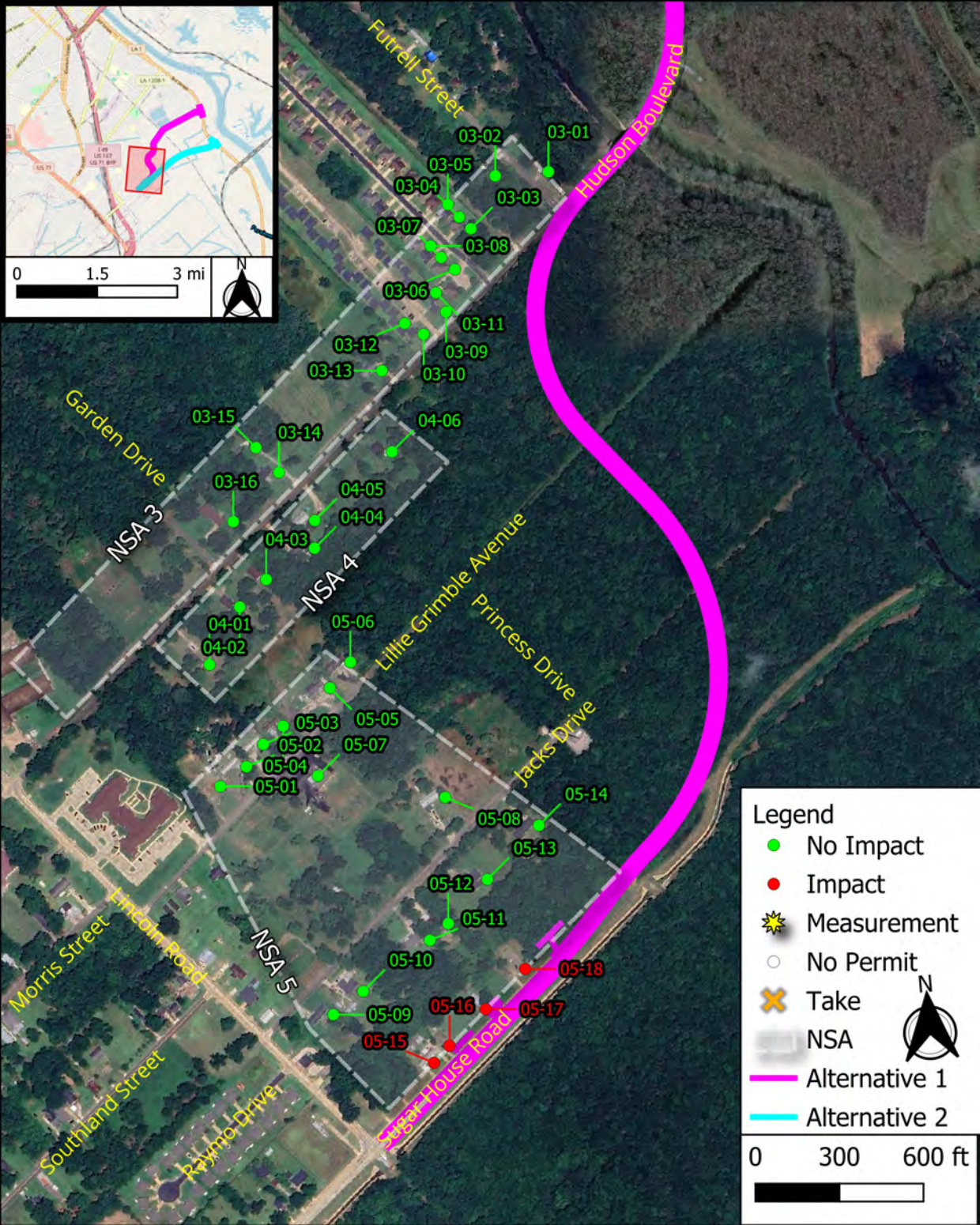
NSA 1 - BUILD IMPACTS	
Category B Impacts	***0***
Category C Impacted Land Uses	***0***
Category D Impacted Land Uses	***0***
Category E Impacted Land Uses	***0***
Total Impacts	***0***
Total 1st row Impacts	***0***

						EXISTING	**NO BUILD**	**BUILD**					
Receiver Number	**TNM Receiver Name**	**FHWA Activity Category**	**# of Residences**	**1st row? (Yes/No)**	**Background level, dBA**	**Predicted Existing, dBA (with background)**	**Predicted No Build, dBA (with background)**	**Predicted Build, dBA (with Background)**	**Approach/ Exceed NAC?**	**Increase (dBA)**	**Substantial Increase?**	**Build Noise Impact?**	**Impacted Residences**
01-49	5222 W Sandy Bayou Dr	B	1	---	40.0	47.1	48.6	56.0	No	8.9	No	No	0
01-50	5220 West Sandy Bayou Dr	B	1	---	40.0	44.6	45.9	52.4	No	7.8	No	No	0
01-51	5221 Dauphine St	B	1	---	40.0	46.7	48.2	55.6	No	8.9	No	No	0
01-52	5219 Dauphine St	B	1	---	40.0	44.2	45.6	51.6	No	7.4	No	No	0
01-53	5222 Dauphine St	B	1	---	40.0	47.2	48.6	55.8	No	8.6	No	No	0
01-54	5220 Dauphine St	B	1	---	40.0	44.1	45.4	50.8	No	6.7	No	No	0
01-55	803 Rampart St	B	1	---	40.0	44.2	45.7	51.9	No	7.7	No	No	0
01-56	805 Rampart St	B	1	---	40.0	44.2	45.7	51.9	No	7.7	No	No	0
01-57	807 Rampart St	B	1	---	40.0	43.8	45.2	50.8	No	7.0	No	No	0
01-58	809 Rampart St	B	1	---	40.0	43.9	45.2	51.0	No	7.1	No	No	0
01-59	811 Rampart St	B	1	---	40.0	43.7	45.1	50.6	No	6.9	No	No	0
01-60	813 Rampart St	B	1	---	40.0	44.1	45.6	51.7	No	7.6	No	No	0
01-61	815 Rampart St	B	1	---	40.0	43.8	45.2	50.9	No	7.1	No	No	0
01-62	817 Rampart St	B	1	---	40.0	44.1	45.6	51.9	No	7.8	No	No	0
01-63	5307 Baronne St	B	1	---	40.0	47.5	49.0	56.7	No	9.2	No	No	0
01-64	819 Rampart St	B	1	---	40.0	43.9	45.2	51.3	No	7.4	No	No	0
01-65	5306 Baronne St	B	1	---	40.0	46.7	48.1	56.1	No	9.4	No	No	0
01-66	5224 Baronne St	B	1	---	40.0	44.3	45.7	52.5	No	8.2	No	No	0

Project:	Sugar House Road Extension
Project #:	H.008271
City	Alexandria
Noise Study Area:	NSA 2
Description:	Residences
Design Year:	2042
Alternative:	Alternative 1

NSA 2 - BUILD IMPACTS	
Category B Impacts	***0***
Category C Impacted Land Uses	***0***
Category D Impacted Land Uses	***0***
Category E Impacted Land Uses	***0***
Total Impacts	***0***
Total 1st row Impacts	***0***

						EXISTING	**NO BUILD**	**BUILD**					
Receiver Number	**TNM Receiver Name**	**FHWA Activity Category**	**# of Residences**	**1st row? (Yes/No)**	**Background level, dBA**	**Predicted Existing, dBA (with background)**	**Predicted No Build, dBA (with background)**	**Predicted Build, dBA (with Background)**	**Approach/ Exceed NAC?**	**Increase (dBA)**	**Substantial Increase?**	**Build Noise Impact?**	**Impacted Residences**
02-01	811 Hudson Blvd	B	1	---	40.0	41.6	42.3	44.4	No	2.8	No	No	0
02-02	801 Hudson Blvd	B	1	---	40.0	46.7	48.2	56.4	No	9.7	No	No	0
02-03	629 Hudson Blvd	B	1	---	40.0	45.5	47.0	54.7	No	9.2	No	No	0
02-04	525 Hudson Blvd	B	1	---	40.0	44.4	45.7	51.7	No	7.3	No	No	0
02-05	433 Hudson Blvd	B	1	---	40.0	55.0	56.4	61.9	No	6.9	No	No	0
02-06	429 Hudson Blvd	B	1	---	40.0	54.9	56.3	61.8	No	6.9	No	No	0
02-07	425 Hudson Blvd	B	1	---	40.0	55.1	56.5	62.0	No	6.9	No	No	0
02-08	417 Hudson Blvd	B	1	---	40.0	55.8	57.4	64.7	No	8.9	No	No	0
02-09	421 Hudson Blvd (NP)	G	0	---	40.0	55.1	56.6	62.3	No	7.2	No	No Permit	0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Hudson Boulevard
Garden Drive
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NSA 4
NSA 5
Lillie Grimble Avenue
Princess Drive
Jacks Drive
Lincoln Road
Morris Street
Southland Street
Raymo Drive
Sugar House Road
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Alternative 1
Alternative 2
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Project #:	H.008271
City	Alexandria
Noise Study Area:	NSA 3
Description:	Residences
Design Year:	2042
Alternative:	Alternative 1

Category B Impacts	***0***
Category C Impacted Land Uses	***0***
Category D Impacted Land Uses	***0***
Category E Impacted Land Uses	***0***
Total Impacts	***0***
Total 1st row Impacts	***0***

						EXISTING	**NO BUILD**	**BUILD**					
Receiver Number	**TNM Receiver Name**	**FHWA Activity Category**	**# of Residences**	**1st row? (Yes/No)**	**Background level, dBA**	**Predicted Existing, dBA (with background)**	**Predicted No Build, dBA (with background)**	**Predicted Build, dBA (with Background)**	**Approach/ Exceed NAC?**	**Increase (dBA)**	**Substantial Increase?**	**Build Noise Impact?**	**Impacted Residences**
03-01	4719 Futrell St	B	1	---	40.0	46.9	47.6	54.9	No	8.0	No	No	0
03-02	4712 Futrell St	B	1	---	40.0	43.4	43.9	48.0	No	4.6	No	No	0
03-03	4708 Natchez St	B	1	---	40.0	44.8	45.2	48.6	No	3.8	No	No	0
03-04	4710 Natchez St	B	1	---	40.0	43.4	43.8	47.1	No	3.7	No	No	0
03-05	4712 Natchez St	B	1	---	40.0	42.6	43.0	46.0	No	3.4	No	No	0
03-06	4707 Natchez St	B	1	---	40.0	46.7	47.2	49.3	No	2.6	No	No	0
03-07	4709 Natchez St	B	1	---	40.0	44.2	44.6	47.3	No	3.1	No	No	0
03-08	4711 Natchez St	B	1	---	40.0	43.2	43.5	46.3	No	3.1	No	No	0
03-09	4702-4704 Oakmont Village Dr	B	1	---	40.0	53.3	54.0	52.3	No	-1.0	No	No	0
03-10	4701-4703 Oakmont Village Dr	B	1	---	40.0	52.9	53.6	51.7	No	-1.2	No	No	0
03-11	4706-4708 Oakmont Village Dr	B	1	---	40.0	44.3	44.8	46.3	No	2.0	No	No	0
03-12	4705-4707 Oakmont Village Dr	B	1	---	40.0	45.2	45.6	45.0	No	-0.2	No	No	0
03-13	3122 Hudson Blvd	B	1	---	40.0	51.0	51.6	49.5	No	-1.5	No	No	0
03-14	3302 Hudson Blvd	B	1	---	40.0	49.7	50.3	48.1	No	-1.6	No	No	0
03-15	3304 Hudson Blvd	B	1	---	40.0	44.7	45.1	43.5	No	-1.2	No	No	0
03-16	4709 Garden Dr	B	1	---	40.0	50.1	50.6	48.4	No	-1.7	No	No	0

Project:	Sugar House Road Extension
Project #:	H.008271
City:	Alexandria
Noise Study Area:	NSA 4
Description:	Residences
Design Year:	2042
Alternative:	Alternative 1

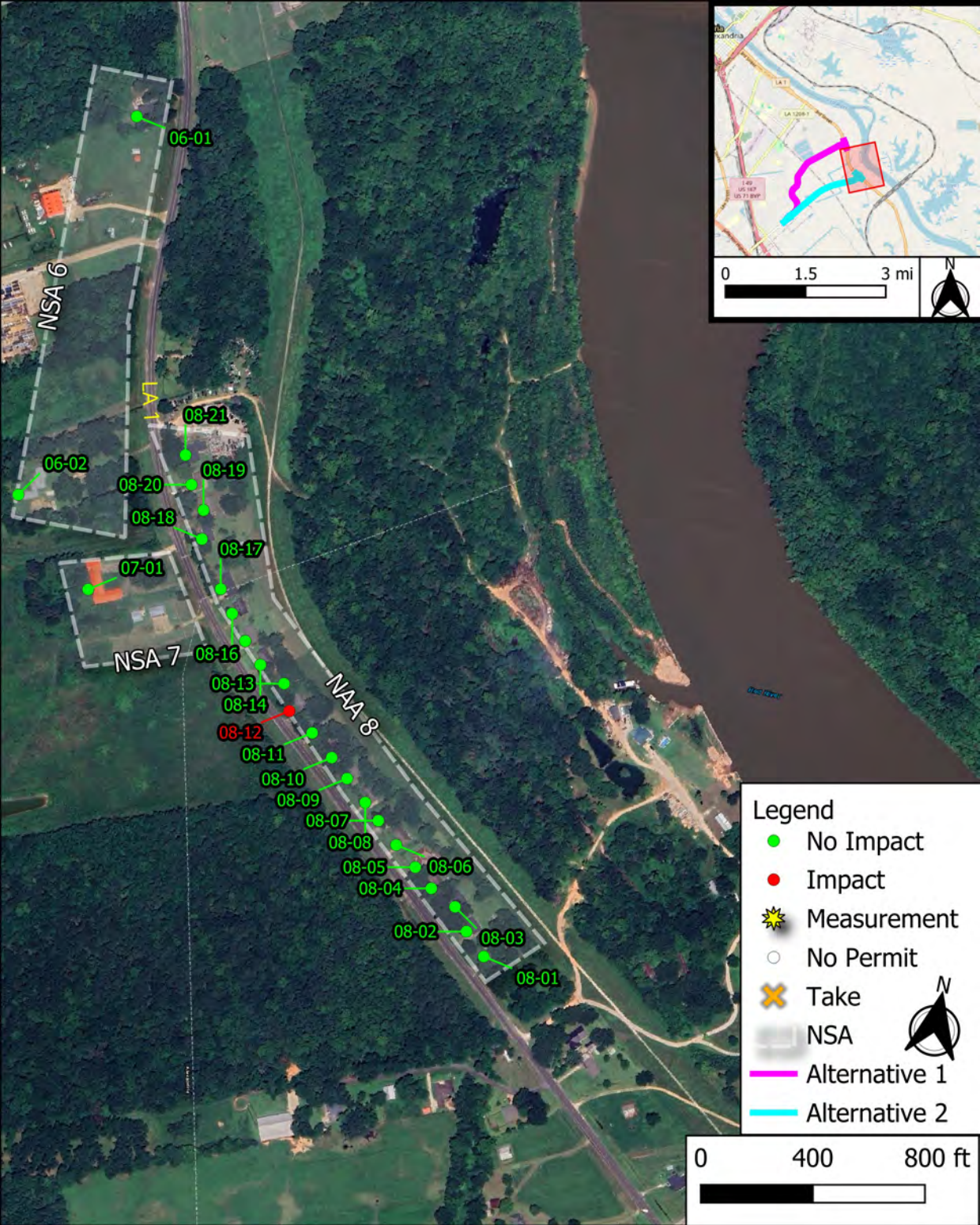
NSA 4 - BUILD IMPACTS	
Category B Impacts	***0***
Category C Impacted Land Uses	***0***
Category D Impacted Land Uses	***0***
Category E Impacted Land Uses	***0***
Total Impacts	***0***
Total 1st row Impacts	***0***

						EXISTING	**NO BUILD**	**BUILD**					
Receiver Number	**TNM Receiver Name**	**FHWA Activity Category**	**# of Residences**	**1st row? (Yes/No)**	**Background level, dBA**	**Predicted Existing, dBA (with background)**	**Predicted No Build, dBA (with background)**	**Predicted Build, dBA (with Background)**	**Approach/ Exceed NAC?**	**Increase (dBA)**	**Substantial Increase?**	**Build Noise Impact?**	**Impacted Residences**
04-01	3327 Hudson Blvd	B	1	---	40.0	45.7	46.2	44.4	No	-1.3	No	No	0
04-02	3325 Hudson Blvd	B	1	---	40.0	47.9	48.4	46.3	No	-1.6	No	No	0
04-03	3315 Hudson Blvd	B	1	---	40.0	47.7	48.3	46.3	No	-1.4	No	No	0
04-04	3307 Hudson Blvd	B	1	---	40.0	45.8	46.3	44.6	No	-1.2	No	No	0
04-05	4802 Princess Dr	B	1	---	40.0	48.9	49.4	47.4	No	-1.5	No	No	0
04-06	3205 Hudson Blvd	B	1	---	40.0	47.2	47.7	46.3	No	-0.9	No	No	0

Project:	Sugar House Road Extension
Project #:	H.008271
City	Alexandria
Noise Study Area:	NSA 5
Description:	Residences
Design Year:	2042
Alternative:	Alternative 1

NSA 5 - BUILD IMPACTS	
Category B Impacts	***4***
Category C Impacted Land Uses	***0***
Category D Impacted Land Uses	***0***
Category E Impacted Land Uses	***0***
Total Impacts	***4***
Total 1st row Impacts	***0***

						EXISTING	**NO BUILD**	**BUILD**					
Receiver Number	**TNM Receiver Name**	**FHWA Activity Category**	**# of Residences**	**1st row? (Yes/No)**	**Background level, dBA**	**Predicted Existing, dBA (with background)**	**Predicted No Build, dBA (with background)**	**Predicted Build, dBA (with Background)**	**Approach/ Exceed NAC?**	**Increase (dBA)**	**Substantial Increase?**	**Build Noise Impact?**	**Impacted Residences**
05-01	3404 Lillie Grimble Ave	B	1	---	40.0	42.7	43.0	43.0	No	0.3	No	No	0
05-02	3402 Lillie Grimble Ave	B	1	---	40.0	42.5	42.9	43.0	No	0.5	No	No	0
05-03	3332 Lillie Grimble Ave	B	1	---	40.0	42.4	42.6	42.7	No	0.3	No	No	0
05-04	3328 Lillie Grimble Ave	B	1	---	40.0	42.4	42.6	42.7	No	0.3	No	No	0
05-05	3320 Lillie Grimble Ave	B	1	---	40.0	41.9	42.2	42.4	No	0.5	No	No	0
05-06	3316 Lillie Grimble Ave	B	1	---	40.0	42.0	42.2	42.5	No	0.5	No	No	0
05-07	3320 Lillie Grimble Ave	B	1	---	40.0	41.8	42.0	42.5	No	0.7	No	No	0
05-08	3320 Jacks Dr	B	1	---	40.0	41.1	41.3	42.7	No	1.6	No	No	0
05-09	3415 Jacks Dr	B	1	---	40.0	46.3	46.7	47.5	No	1.2	No	No	0
05-10	3409 Jacks Dr	B	1	---	40.0	44.1	44.4	45.9	No	1.8	No	No	0
05-11	3343 Jacks Dr	B	1	---	40.0	42.0	42.2	44.9	No	2.9	No	No	0
05-12	3339 Jacks Dr	B	1	---	40.0	41.7	41.8	44.8	No	3.1	No	No	0
05-13	3323 Jacks Dr	B	1	---	40.0	41.2	41.4	44.7	No	3.5	No	No	0
05-14	3309 Jacks Dr	B	1	---	40.0	40.9	41.0	45.0	No	4.1	No	No	0
05-15	3426 Sugar House Rd	B	1	---	40.0	46.5	47.1	58.0	No	11.5	Yes	Yes	1
05-16	3422 Sugar House Rd	B	1	---	40.0	45.2	45.7	57.7	No	12.5	Yes	Yes	1
05-17	3342 Sugar House Rd	B	1	---	40.0	43.5	43.9	57.5	No	14.0	Yes	Yes	1
05-18	3334 Sugar House Rd	B	1	---	40.0	42.5	42.8	57.3	No	14.8	Yes	Yes	1


06-01
NSA 6
LA 1
08-21
06-02
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08-17
07-01
NSA 7
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Take
NSA
Alternative 1
Alternative 2
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Project:	Sugar House Road Extension
Project #:	H.008271
City	Alexandria
Noise Study Area:	NSA 6
Description:	Residences
Design Year:	2042
Alternative:	Alternative 1

NSA 6 - BUILD IMPACTS	
Category B Impacts	***0***
Category C Impacted Land Uses	***0***
Category D Impacted Land Uses	***0***
Category E Impacted Land Uses	***0***
Total Impacts	***0***
Total 1st row Impacts	***0***

						EXISTING	**NO BUILD**	**BUILD**					
Receiver Number	**TNM Receiver Name**	**FHWA Activity Category**	**# of Residences**	**1st row? (Yes/No)**	**Background level, dBA**	**Predicted Existing, dBA (with background)**	**Predicted No Build, dBA (with background)**	**Predicted Build, dBA (with Background)**	**Approach/ Exceed NAC?**	**Increase (dBA)**	**Substantial Increase?**	**Build Noise Impact?**	**Impacted Residences**
06-01	6028 Third St	B	1	---	40.0	55.7	56.3	56.7	No	1.0	No	No	0
06-02	6322 Third St	B	1	---	40.0	46.0	46.4	47.1	No	1.1	No	No	0

Project:	Sugar House Road Extension
Project #:	H.008271
City	Alexandria
Noise Study Area:	NSA 7
Description:	Church
Design Year:	2042
Alternative:	Alternative 1

NSA 7 - BUILD IMPACTS	
Category B Impacts	***0***
Category C Impacted Land Uses	***0***
Category D Impacted Land Uses	***0***
Category E Impacted Land Uses	***0***
Total Impacts	***0***
Total 1st row Impacts	***0***

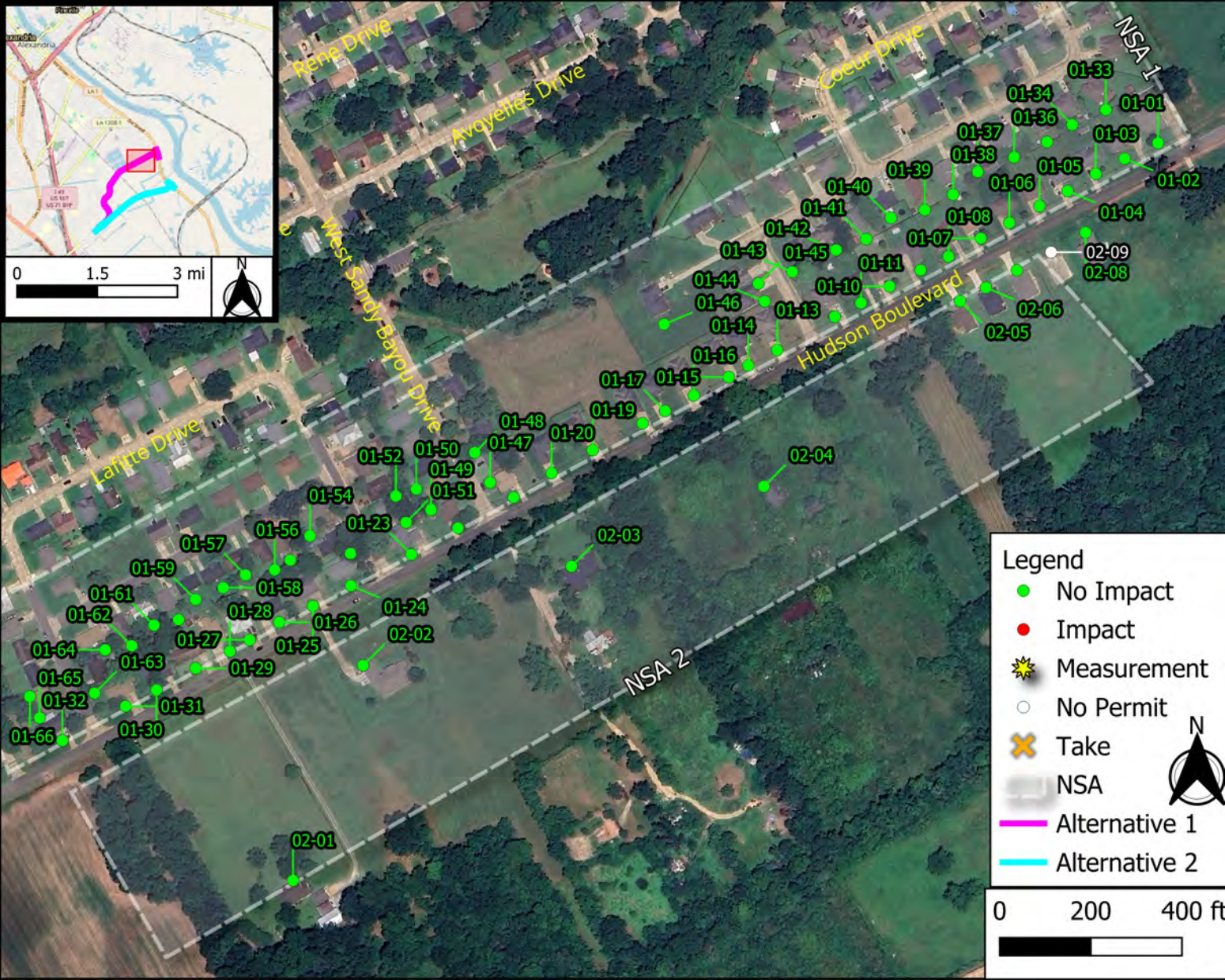
						EXISTING	**NO BUILD**	**BUILD**					
Receiver Number	**TNM Receiver Name**	**FHWA Activity Category**	**# of Residences**	**1st row? (Yes/No)**	**Background level, dBA**	**Predicted Existing, dBA (with background)**	**Predicted No Build, dBA (with background)**	**Predicted Build, dBA (with Background)**	**Approach/ Exceed NAC?**	**Increase (dBA)**	**Substantial Increase?**	**Build Noise Impact?**	**Impacted Residences**
07-01	Ministry Unlimited Church (D)	D	0	---	30.0	30.1	30.1	30.2	No	0.1	No	No	0

Project:	Sugar House Road Extension
Project #:	H.008271
City	Alexandria
Noise Study Area:	NSA 8
Description:	Residences
Design Year:	2042
Alternative:	Alternative 1

NSA 8 - BUILD IMPACTS	
Category B Impacts	***1***
Category C Impacted Land Uses	***0***
Category D Impacted Land Uses	***0***
Category E Impacted Land Uses	***0***
Total Impacts	***1***
Total 1st row Impacts	***0***

						EXISTING	**NO BUILD**	**BUILD**					
Receiver Number	**TNM Receiver Name**	**FHWA Activity Category**	**# of Residences**	**1st row? (Yes/No)**	**Background level, dBA**	**Predicted Existing, dBA (with background)**	**Predicted No Build, dBA (with background)**	**Predicted Build, dBA (with Background)**	**Approach/ Exceed NAC?**	**Increase (dBA)**	**Substantial Increase?**	**Build Noise Impact?**	**Impacted Residences**
08-01	7111 Third St	B	1	---	40.0	62.2	62.8	63.5	No	1.3	No	No	0
08-02	7109 Third St	B	1	---	40.0	61.9	62.4	63.0	No	1.1	No	No	0
08-03	7013 Third St	B	1	---	40.0	60.0	60.6	61.1	No	1.1	No	No	0
08-04	7011 Third St	B	1	---	40.0	62.5	63.1	63.8	No	1.3	No	No	0
08-05	7005 Third St	B	1	---	40.0	62.5	63.1	63.9	No	1.4	No	No	0
08-06	6917 Third St	B	1	---	40.0	63.3	63.9	64.6	No	1.3	No	No	0
08-07	6909 Third St	B	1	---	40.0	63.2	63.8	64.5	No	1.3	No	No	0
08-08	6905 Third St	B	1	---	40.0	63.0	63.6	64.3	No	1.3	No	No	0
08-09	6819 Third St	B	1	---	40.0	63.0	63.6	64.4	No	1.4	No	No	0
08-10	6817 Third St	B	1	---	40.0	62.9	63.5	64.3	No	1.4	No	No	0
08-11	6805 Third St	B	1	---	40.0	63.1	63.6	64.4	No	1.3	No	No	0
08-12	6717 Third St	B	1	---	40.0	65.6	66.2	66.9	Yes	1.3	No	Yes	1
08-13	6713 Third St	B	1	---	40.0	60.8	61.4	62.0	No	1.2	No	No	0
08-14	6619 Third St	B	1	---	40.0	64.0	64.6	65.3	No	1.3	No	No	0
08-15	6617 Third St	B	1	---	40.0	63.8	64.4	65.2	No	1.4	No	No	0
08-16	6609 Third St	B	1	---	40.0	63.0	63.6	64.4	No	1.4	No	No	0
08-17	6605 Third St	B	1	---	40.0	62.6	63.2	64.0	No	1.4	No	No	0
08-18	6511 Third St	B	1	---	40.0	62.2	62.8	63.5	No	1.3	No	No	0
08-19	6505 Third St	B	1	---	40.0	58.9	59.4	60.0	No	1.1	No	No	0
08-20	6415 Third St	B	1	---	40.0	60.5	61.1	61.7	No	1.2	No	No	0
08-21	6411 Third St	B	1	---	40.0	60.6	61.2	61.8	No	1.2	No	No	0

Alternative 2


Rene Drive
Avoyelles Drive
Coeur Drive
NSA 1
West Sandy Bayou Drive
Hudson Boulevard
Lafitte Drive
NSA 2
01-01
01-02
01-03
01-04
01-05
01-06
01-07
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01-10
01-11
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02-08
02-09
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Legend
No Impact
Impact
Measurement
No Permit
Take
NSA
Alternative 1
Alternative 2
0
200
400 ft

Project:	Sugar House Road Extension
Project #:	H.008271
City	Alexandria
Noise Study Area:	NSA 1
Description:	Residences
Design Year:	2042
Alternative:	Alternative 2

NSA 1 - BUILD IMPACTS	
Category B Impacts	***0***
Category C Impacted Land Uses	***0***
Category D Impacted Land Uses	***0***
Category E Impacted Land Uses	***0***
Total Impacts	***0***
Total 1st row Impacts	***0***

						EXISTING	**NO BUILD**	**BUILD**					
Receiver Number	**TNM Receiver Name**	**FHWA Activity Category**	**# of Residences**	**1st row? (Yes/No)**	**Background level, dBA**	**Predicted Existing, dBA (with background)**	**Predicted No Build, dBA (with background)**	**Predicted Build, dBA (with Background)**	**Approach/ Exceed NAC?**	**Increase (dBA)**	**Substantial Increase?**	**Build Noise Impact?**	**Impacted Residences**
01-01	404 Hudson Blvd	B	1	---	40.0	54.8	56.5	56.8	No	2.0	No	No	0
01-02	408 Hudson Blvd	B	1	---	40.0	53.9	55.5	57.2	No	3.3	No	No	0
01-03	412 Hudson Blvd	B	1	---	40.0	53.5	55.2	58.0	No	4.5	No	No	0
01-04	416 Hudson Blvd	B	1	---	40.0	53.8	55.4	59.1	No	5.3	No	No	0
01-05	420 Hudson Blvd	B	1	---	40.0	53.4	54.9	59.7	No	6.3	No	No	0
01-06	424 Hudson Blvd	B	1	---	40.0	53.4	54.8	60.1	No	6.7	No	No	0
01-07	428 Hudson Blvd	B	1	---	40.0	53.3	54.7	60.1	No	6.8	No	No	0
01-08	432 Hudson Blvd	B	1	---	40.0	53.5	54.9	60.3	No	6.8	No	No	0
01-09	500 Hudson Blvd	B	1	---	40.0	53.0	54.5	60.0	No	7.0	No	No	0
01-10	504 Hudson Blvd	B	1	---	40.0	52.8	54.4	59.9	No	7.1	No	No	0
01-11	508 Hudson Blvd	B	1	---	40.0	53.2	54.7	60.1	No	6.9	No	No	0
01-12	512 Hudson Blvd	B	1	---	40.0	53.2	54.7	60.1	No	6.9	No	No	0
01-13	516 Hudson Blvd	B	1	---	40.0	54.0	55.4	60.4	No	6.4	No	No	0
01-14	520 Hudson Blvd	B	1	---	40.0	53.9	55.3	60.4	No	6.5	No	No	0
01-15	524 Hudson Blvd	B	1	---	40.0	54.3	55.7	60.6	No	6.3	No	No	0
01-16	528 Hudson Blvd	B	1	---	40.0	54.0	55.4	60.5	No	6.5	No	No	0
01-17	532 Hudson Blvd	B	1	---	40.0	54.0	55.4	60.5	No	6.5	No	No	0
01-18	536 Hudson Blvd	B	1	---	40.0	54.1	55.5	60.5	No	6.4	No	No	0
01-19	544 Hudson Blvd	B	1	---	40.0	54.0	55.4	60.5	No	6.5	No	No	0
01-20	548 Hudson Blvd	B	1	---	40.0	54.1	55.5	60.7	No	6.6	No	No	0
01-21	5225 W Sandy Bayou Dr	B	1	---	40.0	55.1	56.6	61.5	No	6.4	No	No	0
01-22	5224 W Sandy Bayou Dr	B	1	---	40.0	55.0	56.5	61.5	No	6.5	No	No	0
01-23	5223 Dauphine St	B	1	---	40.0	55.4	56.9	61.8	No	6.4	No	No	0
01-24	800 Hudson Blvd	B	1	---	40.0	54.9	56.4	61.5	No	6.6	No	No	0
01-25	802 Hudson Blvd	B	1	---	40.0	54.8	56.3	61.4	No	6.6	No	No	0
01-26	806 Hudson Blvd	B	1	---	40.0	54.3	55.7	61.1	No	6.8	No	No	0
01-27	808 Hudson Blvd	B	1	---	40.0	54.7	56.2	61.4	No	6.7	No	No	0
01-28	810 Hudson Blvd	B	1	---	40.0	54.8	56.3	61.6	No	6.8	No	No	0
01-29	812 Hudson Blvd	B	1	---	40.0	54.5	55.9	61.3	No	6.8	No	No	0
01-30	816 Hudson Blvd	B	1	---	40.0	54.6	56.0	61.4	No	6.8	No	No	0
01-31	818 Hudson Blvd	B	1	---	40.0	54.4	55.9	61.3	No	6.9	No	No	0
01-32	900 Hudson Blvd	B	1	---	40.0	54.4	55.9	61.4	No	7.0	No	No	0
01-33	409 Faith Way	B	1	---	40.0	48.3	49.4	52.2	No	3.9	No	No	0
01-34	413 Faith Way	B	1	---	40.0	47.1	48.2	51.4	No	4.3	No	No	0
01-35	417 Faith Way	B	1	---	40.0	46.6	47.8	51.3	No	4.7	No	No	0
01-36	421 Faith Way	B	1	---	40.0	45.8	47.1	51.1	No	5.3	No	No	0
01-37	425 Faith Way	B	1	---	40.0	45.2	46.5	50.9	No	5.7	No	No	0
01-38	429 Faith Way	B	1	---	40.0	45.3	46.6	51.5	No	6.2	No	No	0
01-39	433 Faith Way	B	1	---	40.0	45.0	46.3	51.4	No	6.4	No	No	0
01-40	501 Faith Way	B	1	---	40.0	44.6	45.8	50.6	No	6.0	No	No	0
01-41	505 Faith Way	B	1	---	40.0	44.8	46.1	51.2	No	6.4	No	No	0
01-42	509 Faith Way	B	1	---	40.0	44.5	45.8	51.1	No	6.6	No	No	0
01-43	513 Faith Way	B	1	---	40.0	44.5	45.7	51.2	No	6.7	No	No	0
01-44	464 Alsace Dr	B	1	---	40.0	45.0	46.3	52.3	No	7.3	No	No	0
01-45	460 Alsace Dr	B	1	---	40.0	43.9	45.0	49.9	No	6.0	No	No	0
01-46	524 Faith Way	B	1	---	40.0	43.6	44.8	48.9	No	5.3	No	No	0
01-47	5223 W Sandy Bayou Dr	B	1	---	40.0	48.0	49.6	56.9	No	8.9	No	No	0
01-48	5221 W Sandy Bayou Dr	B	1	---	40.0	44.1	45.4	51.5	No	7.4	No	No	0

Project:	Sugar House Road Extension
Project #:	H.008271
City	Alexandria
Noise Study Area:	NSA 1
Description:	Residences
Design Year:	2042
Alternative:	Alternative 2

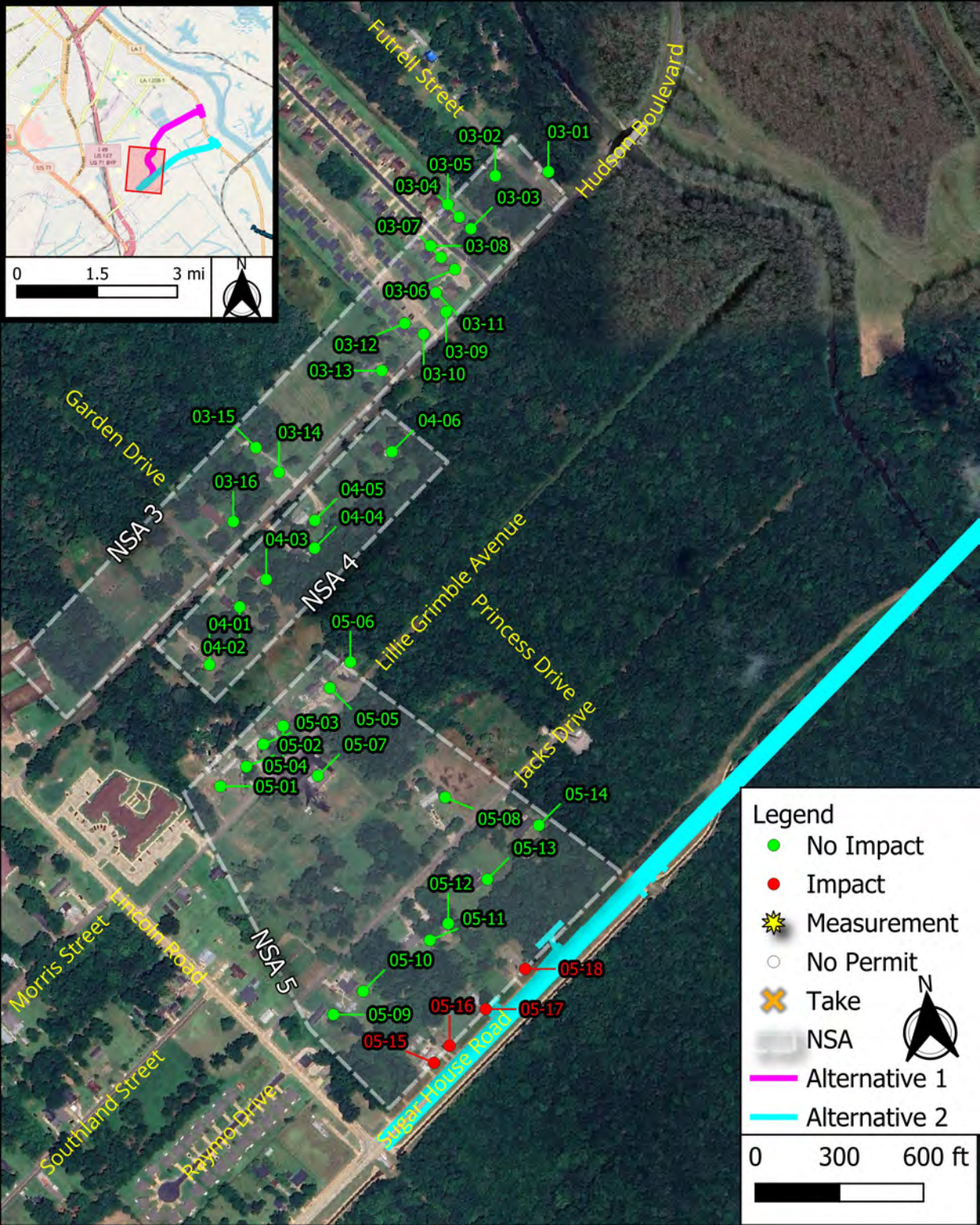
NSA 1 - BUILD IMPACTS	
Category B Impacts	***0***
Category C Impacted Land Uses	***0***
Category D Impacted Land Uses	***0***
Category E Impacted Land Uses	***0***
Total Impacts	***0***
Total 1st row Impacts	***0***

						EXISTING	**NO BUILD**	**BUILD**					
Receiver Number	**TNM Receiver Name**	**FHWA Activity Category**	**# of Residences**	**1st row? (Yes/No)**	**Background level, dBA**	**Predicted Existing, dBA (with background)**	**Predicted No Build, dBA (with background)**	**Predicted Build, dBA (with Background)**	**Approach/ Exceed NAC?**	**Increase (dBA)**	**Substantial Increase?**	**Build Noise Impact?**	**Impacted Residences**
01-49	5222 W Sandy Bayou Dr	B	1	---	40.0	47.1	48.6	56.0	No	8.9	No	No	0
01-50	5220 West Sandy Bayou Dr	B	1	---	40.0	44.6	45.9	52.4	No	7.8	No	No	0
01-51	5221 Dauphine St	B	1	---	40.0	46.7	48.2	55.6	No	8.9	No	No	0
01-52	5219 Dauphine St	B	1	---	40.0	44.2	45.6	51.6	No	7.4	No	No	0
01-53	5222 Dauphine St	B	1	---	40.0	47.2	48.6	55.8	No	8.6	No	No	0
01-54	5220 Dauphine St	B	1	---	40.0	44.1	45.4	50.8	No	6.7	No	No	0
01-55	803 Rampart St	B	1	---	40.0	44.2	45.7	51.9	No	7.7	No	No	0
01-56	805 Rampart St	B	1	---	40.0	44.2	45.7	51.9	No	7.7	No	No	0
01-57	807 Rampart St	B	1	---	40.0	43.8	45.2	50.8	No	7.0	No	No	0
01-58	809 Rampart St	B	1	---	40.0	43.9	45.2	51.0	No	7.1	No	No	0
01-59	811 Rampart St	B	1	---	40.0	43.7	45.1	50.6	No	6.9	No	No	0
01-60	813 Rampart St	B	1	---	40.0	44.1	45.6	51.7	No	7.6	No	No	0
01-61	815 Rampart St	B	1	---	40.0	43.8	45.2	50.9	No	7.1	No	No	0
01-62	817 Rampart St	B	1	---	40.0	44.1	45.6	51.9	No	7.8	No	No	0
01-63	5307 Baronne St	B	1	---	40.0	47.5	49.0	56.7	No	9.2	No	No	0
01-64	819 Rampart St	B	1	---	40.0	43.9	45.2	51.3	No	7.4	No	No	0
01-65	5306 Baronne St	B	1	---	40.0	46.7	48.1	56.1	No	9.4	No	No	0
01-66	5224 Baronne St	B	1	---	40.0	44.3	45.7	52.5	No	8.2	No	No	0

Project:	Sugar House Road Extension
Project #:	H.008271
City	Alexandria
Noise Study Area:	NSA 2
Description:	Residences
Design Year:	2042
Alternative:	Alternative 2

NSA 2 - BUILD IMPACTS	
Category B Impacts	***0***
Category C Impacted Land Uses	***0***
Category D Impacted Land Uses	***0***
Category E Impacted Land Uses	***0***
Total Impacts	***0***
Total 1st row Impacts	***0***

						EXISTING	**NO BUILD**	**BUILD**					
Receiver Number	**TNM Receiver Name**	**FHWA Activity Category**	**# of Residences**	**1st row? (Yes/No)**	**Background level, dBA**	**Predicted Existing, dBA (with background)**	**Predicted No Build, dBA (with background)**	**Predicted Build, dBA (with Background)**	**Approach/ Exceed NAC?**	**Increase (dBA)**	**Substantial Increase?**	**Build Noise Impact?**	**Impacted Residences**
02-01	811 Hudson Blvd	B	1	---	40.0	41.6	42.3	44.4	No	2.8	No	No	0
02-02	801 Hudson Blvd	B	1	---	40.0	46.7	48.2	56.4	No	9.7	No	No	0
02-03	629 Hudson Blvd	B	1	---	40.0	45.5	47.0	54.7	No	9.2	No	No	0
02-04	525 Hudson Blvd	B	1	---	40.0	44.4	45.7	51.7	No	7.3	No	No	0
02-05	433 Hudson Blvd	B	1	---	40.0	55.0	56.4	61.9	No	6.9	No	No	0
02-06	429 Hudson Blvd	B	1	---	40.0	54.9	56.3	61.8	No	6.9	No	No	0
02-07	425 Hudson Blvd	B	1	---	40.0	55.1	56.5	62.0	No	6.9	No	No	0
02-08	417 Hudson Blvd	B	1	---	40.0	55.8	57.4	64.7	No	8.9	No	No	0
02-09	421 Hudson Blvd (NP)	G	0	---	40.0	55.1	56.6	62.3	No	7.2	No	No Permit	0


Futrell Street
Hudson Boulevard
Garden Drive
NSA 3
NSA 4
NSA 5
Lillie Grimble Avenue
Princess Drive
Jacks Drive
Lincoln Road
Morris Street
Southland Street
Raymo Drive
Sugar House Road
03-01
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Measurement
No Permit
Take
NSA
Alternative 1
Alternative 2
0
300
600 ft

Project:	Sugar House Road Extension
Project #:	H.008271
City	Alexandria
Noise Study Area:	NSA 3
Description:	Residences
Design Year:	2042
Alternative:	Alternative 2

NSA 3 - BUILD IMPACTS	
Category B Impacts	***0***
Category C Impacted Land Uses	***0***
Category D Impacted Land Uses	***0***
Category E Impacted Land Uses	***0***
Total Impacts	***0***
Total 1st row Impacts	***0***

						EXISTING	**NO BUILD**	**BUILD**					
Receiver Number	**TNM Receiver Name**	**FHWA Activity Category**	**# of Residences**	**1st row? (Yes/No)**	**Background level, dBA**	**Predicted Existing, dBA (with background)**	**Predicted No Build, dBA (with background)**	**Predicted Build, dBA (with Background)**	**Approach/ Exceed NAC?**	**Increase (dBA)**	**Substantial Increase?**	**Build Noise Impact?**	**Impacted Residences**
03-01	4719 Futrell St	B	1	---	40.0	46.9	47.6	54.9	No	8.0	No	No	0
03-02	4712 Futrell St	B	1	---	40.0	43.4	43.9	48.0	No	4.6	No	No	0
03-03	4708 Natchez St	B	1	---	40.0	44.8	45.2	48.6	No	3.8	No	No	0
03-04	4710 Natchez St	B	1	---	40.0	43.4	43.8	47.1	No	3.7	No	No	0
03-05	4712 Natchez St	B	1	---	40.0	42.6	43.0	46.0	No	3.4	No	No	0
03-06	4707 Natchez St	B	1	---	40.0	46.7	47.2	49.3	No	2.6	No	No	0
03-07	4709 Natchez St	B	1	---	40.0	44.2	44.6	47.3	No	3.1	No	No	0
03-08	4711 Natchez St	B	1	---	40.0	43.2	43.5	46.3	No	3.1	No	No	0
03-09	4702-4704 Oakmont Village Dr	B	1	---	40.0	53.3	54.0	51.9	No	-1.4	No	No	0
03-10	4701-4703 Oakmont Village Dr	B	1	---	40.0	52.9	53.6	51.3	No	-1.6	No	No	0
03-11	4706-4708 Oakmont Village Dr	B	1	---	40.0	44.3	44.8	46.3	No	2.0	No	No	0
03-12	4705-4707 Oakmont Village Dr	B	1	---	40.0	45.2	45.6	45.0	No	-0.2	No	No	0
03-13	3122 Hudson Blvd	B	1	---	40.0	51.0	51.6	49.2	No	-1.8	No	No	0
03-14	3302 Hudson Blvd	B	1	---	40.0	49.7	50.3	48.0	No	-1.7	No	No	0
03-15	3304 Hudson Blvd	B	1	---	40.0	44.7	45.1	43.3	No	-1.4	No	No	0
03-16	4709 Garden Dr	B	1	---	40.0	50.1	50.6	48.3	No	-1.8	No	No	0

Project:	Sugar House Road Extension
Project #:	H.008271
City:	Alexandria
Noise Study Area:	NSA 4
Description:	Residences
Design Year:	2042
Alternative:	Alternative 2

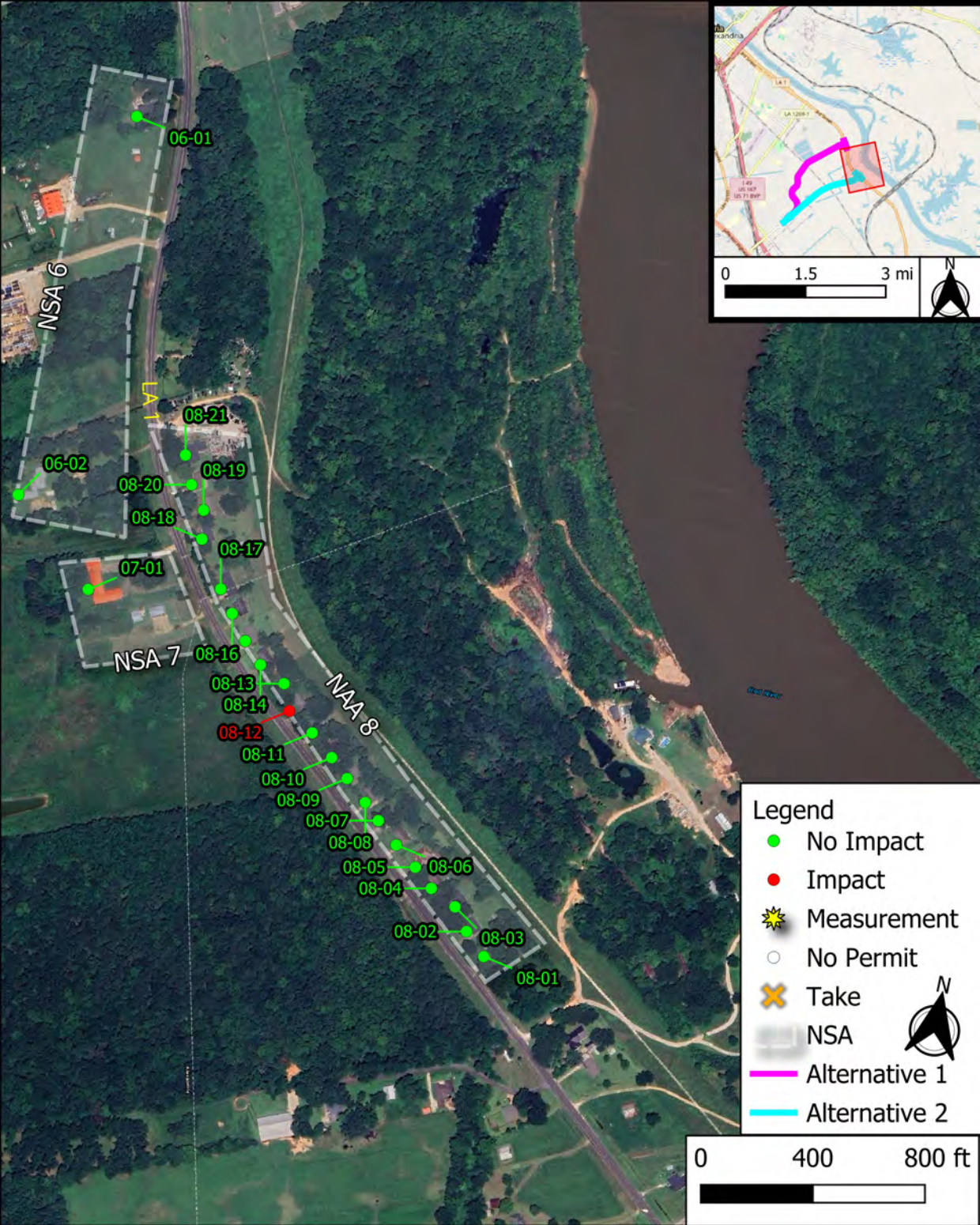
NSA 4 - BUILD IMPACTS	
Category B Impacts	***0***
Category C Impacted Land Uses	***0***
Category D Impacted Land Uses	***0***
Category E Impacted Land Uses	***0***
Total Impacts	***0***
Total 1st row Impacts	***0***

						EXISTING	**NO BUILD**	**BUILD**					
Receiver Number	**TNM Receiver Name**	**FHWA Activity Category**	**# of Residences**	**1st row? (Yes/No)**	**Background level, dBA**	**Predicted Existing, dBA (with background)**	**Predicted No Build, dBA (with background)**	**Predicted Build, dBA (with Background)**	**Approach/ Exceed NAC?**	**Increase (dBA)**	**Substantial Increase?**	**Build Noise Impact?**	**Impacted Residences**
04-01	3327 Hudson Blvd	B	1	---	40.0	45.7	46.2	44.2	No	-1.5	No	No	0
04-02	3325 Hudson Blvd	B	1	---	40.0	47.9	48.4	46.2	No	-1.7	No	No	0
04-03	3315 Hudson Blvd	B	1	---	40.0	47.7	48.3	46.1	No	-1.6	No	No	0
04-04	3307 Hudson Blvd	B	1	---	40.0	45.8	46.3	44.3	No	-1.5	No	No	0
04-05	4802 Princess Dr	B	1	---	40.0	48.9	49.4	47.2	No	-1.7	No	No	0
04-06	3205 Hudson Blvd	B	1	---	40.0	47.2	47.7	45.8	No	-1.4	No	No	0

Project:	Sugar House Road Extension
Project #:	H.008271
City	Alexandria
Noise Study Area:	NSA 5
Description:	Residences
Design Year:	2042
Alternative:	Alternative 2

NSA 5 - BUILD IMPACTS	
Category B Impacts	***4***
Category C Impacted Land Uses	***0***
Category D Impacted Land Uses	***0***
Category E Impacted Land Uses	***0***
Total Impacts	***4***
Total 1st row Impacts	***0***

						EXISTING	**NO BUILD**	**BUILD**					
Receiver Number	**TNM Receiver Name**	**FHWA Activity Category**	**# of Residences**	**1st row? (Yes/No)**	**Background level, dBA**	**Predicted Existing, dBA (with background)**	**Predicted No Build, dBA (with background)**	**Predicted Build, dBA (with Background)**	**Approach/ Exceed NAC?**	**Increase (dBA)**	**Substantial Increase?**	**Build Noise Impact?**	**Impacted Residences**
05-01	3404 Lillie Grimble Ave	B	1	---	40.0	42.7	43.0	43.0	No	0.3	No	No	0
05-02	3402 Lillie Grimble Ave	B	1	---	40.0	42.5	42.9	43.0	No	0.5	No	No	0
05-03	3332 Lillie Grimble Ave	B	1	---	40.0	42.4	42.6	42.7	No	0.3	No	No	0
05-04	3328 Lillie Grimble Ave	B	1	---	40.0	42.4	42.6	42.7	No	0.3	No	No	0
05-05	3320 Lillie Grimble Ave	B	1	---	40.0	41.9	42.2	42.4	No	0.5	No	No	0
05-06	3316 Lillie Grimble Ave	B	1	---	40.0	42.0	42.2	42.5	No	0.5	No	No	0
05-07	3320 Lillie Grimble Ave	B	1	---	40.0	41.8	42.0	42.5	No	0.7	No	No	0
05-08	3320 Jacks Dr	B	1	---	40.0	41.1	41.3	42.7	No	1.6	No	No	0
05-09	3415 Jacks Dr	B	1	---	40.0	46.3	46.7	47.5	No	1.2	No	No	0
05-10	3409 Jacks Dr	B	1	---	40.0	44.1	44.4	45.9	No	1.8	No	No	0
05-11	3343 Jacks Dr	B	1	---	40.0	42.0	42.2	44.9	No	2.9	No	No	0
05-12	3339 Jacks Dr	B	1	---	40.0	41.7	41.8	44.8	No	3.1	No	No	0
05-13	3323 Jacks Dr	B	1	---	40.0	41.2	41.4	44.7	No	3.5	No	No	0
05-14	3309 Jacks Dr	B	1	---	40.0	40.9	41.0	45.0	No	4.1	No	No	0
05-15	3426 Sugar House Rd	B	1	---	40.0	46.5	47.1	58.0	No	11.5	Yes	Yes	1
05-16	3422 Sugar House Rd	B	1	---	40.0	45.2	45.7	57.7	No	12.5	Yes	Yes	1
05-17	3342 Sugar House Rd	B	1	---	40.0	43.5	43.9	57.5	No	14.0	Yes	Yes	1
05-18	3334 Sugar House Rd	B	1	---	40.0	42.5	42.8	57.3	No	14.8	Yes	Yes	1


06-01
NSA 6
LA 1
08-21
06-02
08-20
08-19
08-18
08-17
07-01
NSA 7
08-16
08-13
08-14
08-12
08-11
08-10
08-09
08-07
08-08
08-05
08-06
08-04
08-02
08-03
08-01
NAA 8
0
1.5
3 mi
N
Legend
No Impact
Impact
Measurement
No Permit
Take
NSA
Alternative 1
Alternative 2
0
400
800 ft

Project:	Sugar House Road Extension
Project #:	H.008271
City	Alexandria
Noise Study Area:	NSA 6
Description:	Residences
Design Year:	2042
Alternative:	Alternative 2

NSA 6 - BUILD IMPACTS	
Category B Impacts	***0***
Category C Impacted Land Uses	***0***
Category D Impacted Land Uses	***0***
Category E Impacted Land Uses	***0***
Total Impacts	***0***
Total 1st row Impacts	***0***

						EXISTING	**NO BUILD**	**BUILD**					
Receiver Number	**TNM Receiver Name**	**FHWA Activity Category**	**# of Residences**	**1st row? (Yes/No)**	**Background level, dBA**	**Predicted Existing, dBA (with background)**	**Predicted No Build, dBA (with background)**	**Predicted Build, dBA (with Background)**	**Approach/ Exceed NAC?**	**Increase (dBA)**	**Substantial Increase?**	**Build Noise Impact?**	**Impacted Residences**
06-01	6028 Third St	B	1	---	40.0	55.7	56.3	57.4	No	1.7	No	No	0
06-02	6322 Third St	B	1	---	40.0	46.0	46.4	47.5	No	1.5	No	No	0

Project:	Sugar House Road Extension
Project #:	H.008271
City	Alexandria
Noise Study Area:	NSA 7
Description:	Church
Design Year:	2042
Alternative:	Alternative 2

NSA 7 - BUILD IMPACTS	
Category B Impacts	***0***
Category C Impacted Land Uses	***0***
Category D Impacted Land Uses	***0***
Category E Impacted Land Uses	***0***
Total Impacts	***0***
Total 1st row Impacts	***0***

						EXISTING	**NO BUILD**	**BUILD**					
Receiver Number	**TNM Receiver Name**	**FHWA Activity Category**	**# of Residences**	**1st row? (Yes/No)**	**Background level, dBA**	**Predicted Existing, dBA (with background)**	**Predicted No Build, dBA (with background)**	**Predicted Build, dBA (with Background)**	**Approach/ Exceed NAC?**	**Increase (dBA)**	**Substantial Increase?**	**Build Noise Impact?**	**Impacted Residences**
07-01	Ministry Unlimited Church (D)	D	0	---	30.0	30.1	30.1	30.2	No	0.1	No	No	0

Project:	Sugar House Road Extension
Project #:	H.008271
City	Alexandria
Noise Study Area:	NSA 8
Description:	Residences
Design Year:	2042
Alternative:	Alternative 2

NSA 8 - BUILD IMPACTS	
Category B Impacts	***1***
Category C Impacted Land Uses	***0***
Category D Impacted Land Uses	***0***
Category E Impacted Land Uses	***0***
Total Impacts	***1***
Total 1st row Impacts	***0***

						EXISTING	**NO BUILD**	**BUILD**					
Receiver Number	**TNM Receiver Name**	**FHWA Activity Category**	**# of Residences**	**1st row? (Yes/No)**	**Background level, dBA**	**Predicted Existing, dBA (with background)**	**Predicted No Build, dBA (with background)**	**Predicted Build, dBA (with Background)**	**Approach/ Exceed NAC?**	**Increase (dBA)**	**Substantial Increase?**	**Build Noise Impact?**	**Impacted Residences**
08-01	7111 Third St	B	1	---	40.0	62.2	62.8	63.5	No	1.3	No	No	0
08-02	7109 Third St	B	1	---	40.0	61.9	62.4	63.0	No	1.1	No	No	0
08-03	7013 Third St	B	1	---	40.0	60.0	60.6	61.1	No	1.1	No	No	0
08-04	7011 Third St	B	1	---	40.0	62.5	63.1	63.8	No	1.3	No	No	0
08-05	7005 Third St	B	1	---	40.0	62.5	63.1	63.9	No	1.4	No	No	0
08-06	6917 Third St	B	1	---	40.0	63.3	63.9	64.6	No	1.3	No	No	0
08-07	6909 Third St	B	1	---	40.0	63.2	63.8	64.5	No	1.3	No	No	0
08-08	6905 Third St	B	1	---	40.0	63.0	63.6	64.3	No	1.3	No	No	0
08-09	6819 Third St	B	1	---	40.0	63.0	63.6	64.4	No	1.4	No	No	0
08-10	6817 Third St	B	1	---	40.0	62.9	63.5	64.3	No	1.4	No	No	0
08-11	6805 Third St	B	1	---	40.0	63.1	63.6	64.4	No	1.3	No	No	0
08-12	6717 Third St	B	1	---	40.0	65.6	66.2	66.9	Yes	1.3	No	Yes	1
08-13	6713 Third St	B	1	---	40.0	60.8	61.4	62.0	No	1.2	No	No	0
08-14	6619 Third St	B	1	---	40.0	64.0	64.6	65.6	No	1.6	No	No	0
08-15	6617 Third St	B	1	---	40.0	63.8	64.4	65.6	No	1.8	No	No	0
08-16	6609 Third St	B	1	---	40.0	63.0	63.6	64.9	No	1.9	No	No	0
08-17	6605 Third St	B	1	---	40.0	62.6	63.2	64.6	No	2.0	No	No	0
08-18	6511 Third St	B	1	---	40.0	62.2	62.8	64.2	No	2.0	No	No	0
08-19	6505 Third St	B	1	---	40.0	58.9	59.4	60.8	No	1.9	No	No	0
08-20	6415 Third St	B	1	---	40.0	60.5	61.1	62.5	No	2.0	No	No	0
08-21	6411 Third St	B	1	---	40.0	60.6	61.2	62.6	No	2.0	No	No	0

APPENDIX F

WETLANDS FINDING

March 10, 2026

VIA ELECTRONIC MAIL
Mike.Wilkinson@cityofalex.com

Mr. Michael J. Wilkinson, P.E.
City Engineer
City of Alexandria

Re: Wetland Findings Report
Sugar House Road Extension
City of Alexandria
Rapides Parish, Louisiana
Providence Project No. 471-021

Dear Mr. Wilkinson:

As requested, Providence Engineering and Environmental Group LLC (Providence) conducted a wetland assessment for the Sugar House Road Extension project (hereinafter referred to as Site) in Rapides Parish, Louisiana. The following is a discussion detailing the findings of the wetlands assessment.

PROJECT LOCATION & DESCRIPTION

The 24.80-acre Site is centered at Latitude: 31.270107°; Longitude: -92.414742° (Figure 1). The northern section of the Site can be accessed via LA 1 3rd Street. The southern side of the Site can be accessed through Highway 167 South by pulling off into Sugar House Road. The Site is characterized by maintained rights-of-way (ROW), palustrine forested (PFO) wetlands, palustrine scrub-shrub (PSS) wetlands, forested and herbaceous uplands, and non-wetland waters.

WETLAND DELINEATION

On February 11 and 12, 2026, Providence biologists visited the Site and collected field data on the three diagnostic wetland parameters – soils, vegetation, and hydrology. Prior to field reconnaissance, Providence reviewed the Natural Resources Conservation Service (NRCS) Web Soil Survey (2025), the *Soil Survey of Rapides Parish* (United States Department of Agriculture, Soil Conservation Service 1986), United States Geological Survey (USGS) 7.5-minute topographic maps, and relevant aerial photography. Included for your review are: Attachment A: Figure 1 – Vicinity Map, Figure 2 – Site Location Map, Figure 3 – Overall Site Plan, Figures 4a – 4d – Site Plan, Figures 5a – 5d – Wetland Habitat Map, Figure 6 – Soils Map, Figure 7 – LIDAR Contour Map, Figure 8 – 2023 Color Infrared Aerial Imagery; Exhibit 1 – Copies of Site Photographs; and Exhibit 2 – Routine Wetland Determination Data Forms – Atlantic and Gulf Coastal Plain Region.

SOILS

The NRCS Web Soil Survey was used to determine mapped soil series. The revised official series descriptions were used to confirm profile matrix, redox features, and texture of soils underlying the Site. The Web Soil Survey shows that the Site may be underlain by six soil map units. Table 1 shows the soil map units' individual soil components, component percentage, and hydric status in Rapides Parish (NRCS Survey Area Data, Version 19, September 3, 2025).

Table 1: NRCS Web Soil Survey Data

Map Unit Name	Soil Series/ Component	Component Percentage	Hydric Status
MdA – Moreland silty clay loam, 0 to 1 percent slopes, rarely flooded	Moreland	91	No
	Coushatta	7	No
	Latanier	2	No
MnA – Moreland clay, 0 to 1 percent slopes, rarely flooded	Moreland	86	No
	Latanier	10	No
	Coushatta	4	No
Nd – Coushatta silt loam, 0 to 1 percent slopes	Coushatta	85	No
	Latanier	8	No
	Moreland	7	No
Nw – Coushatta silty clay loam, 0 to 1 percent slopes	Coushatta	95	No
	Moreland	5	No
RnB – Roxana very fine sandy loam, 0 to 3 percent slopes, gently undulating	Roxana	92	No
	Coushatta	8	No
W – Water	Water	100	No

Providence collected soil samples between the surface and approximately 16 to 20 inches. The depth of each sample was sufficient to determine changes in upper horizons and to observe field indicators of hydric soils. Based on field observations, the wetland criterion for hydric soils was met at 15 of the 23 sample locations established by Providence to characterize the Site.

VEGETATION[1]

Indicator statuses for the dominant vegetation on the Site consist of upland (UPL), facultative upland (FACU), facultative (FAC), facultative wetland (FACW), and obligate wetland (OBL). A complete list of dominant species is in the attached Routine Wetland Determination Data Forms. The wetland criterion for hydrophytic vegetation was met at 19 of the 23 sample locations established by Providence to characterize the Site.

[1] U.S. Army Corps of Engineers 2020. National Wetland Plant List, version 3.5. <http://wetland-plants.usace.army.mil/> U.S. Army Corps of Engineers. Engineer Research and Development Center. Cold Regions Research and Engineering Laboratory, Hanover, NH.

HYDROLOGY

The Site is in the USGS Hydrologic Unit Code (HUC) 08080102 – Bayou Teche, within the Bayou Rapides-Chatlin Lake Canal watershed basin. Hydrology on the Site is influenced primarily by low-gradient coastal plain drainage, backwater effects from Bayou Teche and connected canals, seasonal precipitation, and regional water-management activities such as agricultural drainage and flood control structures. Primary and secondary indicators of wetland hydrology were observed on the Site, including surface water, high water table, saturation, water marks, drift deposits, water-stained leaves, oxidized rhizospheres on living roots, surface soil cracks, crayfish burrows, and FAC-Neutral Test. The wetland criterion for hydrology was met at 15 of the 23 sample locations established by Providence to characterize the Site.

CONCLUSIONS

Positive evidence of all three diagnostic wetland parameters for jurisdictional wetlands was found at 15 of the 23 sample locations established by Providence to characterize the Site. Evidence of poor drainage found in association with hydric soils and predominantly hydrophytic vegetation was considered sufficient to confirm the presence of potential jurisdictional wetlands. It appears that approximately 9.91 acres of PFO wetlands, 6.83 acres of PSS wetlands, and 1.03 acres/3,191.96 linear feet of non-wetland waters may be present on the Site.

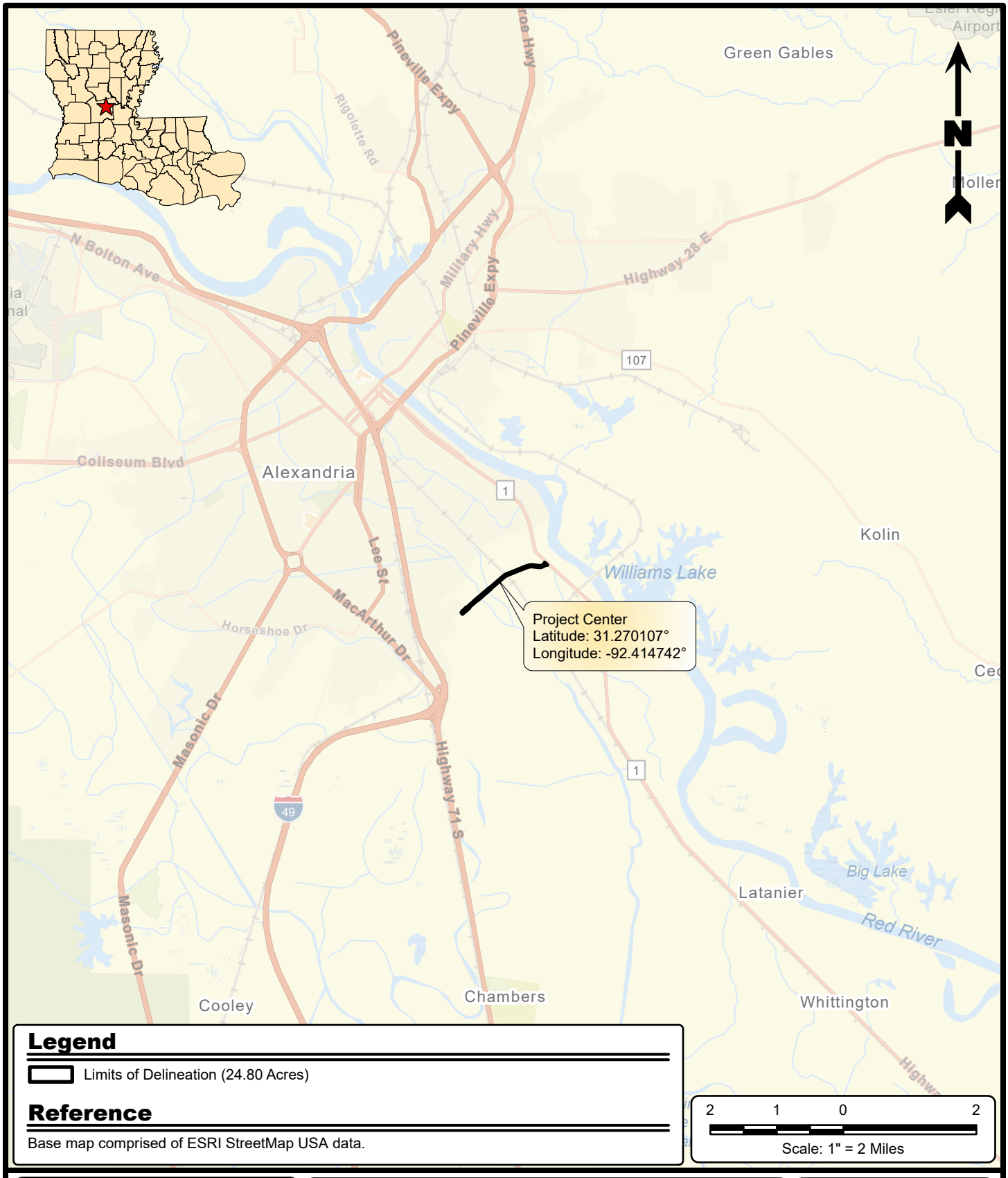
Please be advised however, that only the New Orleans District of the U.S Army Corps of Engineers can make an official determination of wetlands and non-wetland waters on the Site. If you have questions, please contact me at (225)-766-7400 or RyanKlutts@providenceeng.com.

Sincerely,

Ryan Klutts
Environmental Specialist II
Providence Engineering and Environmental Group LLC

ATTACHMENT A

FIGURES



Legend

Limits of Delineation (24.80 Acres)

Reference

Base map comprised of ESRI StreetMap USA data.

PROVIDENCE

Providence Engineering and Environmental Group LLC
1201 Main Street · Baton Rouge, LA 70802
(225) 766-7400

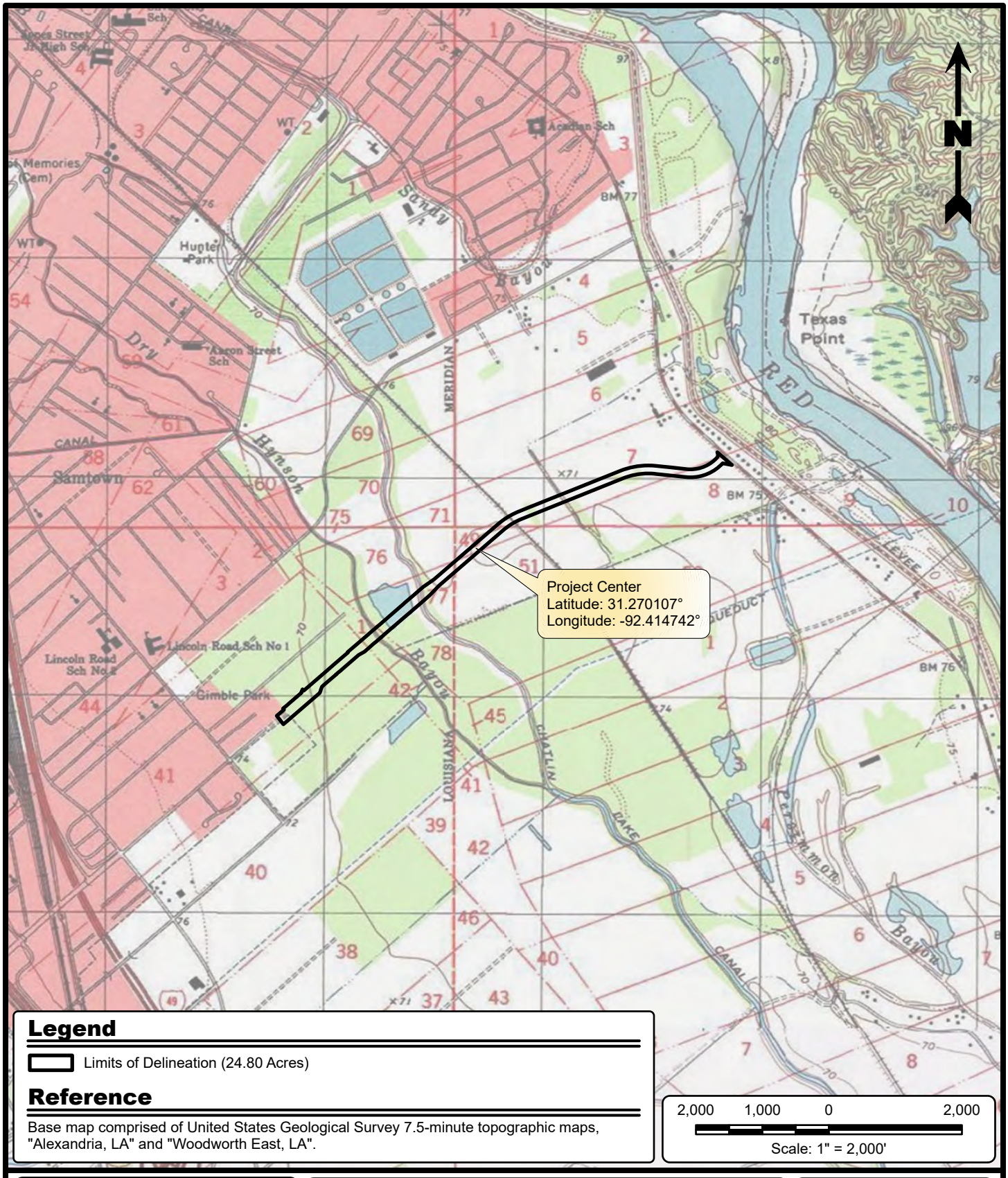
Vicinity Map

Wetland Findings Report
Rapides Parish, Louisiana

City of Alexandria
Sugar House Road Extension

Drawn By	LMM	03/10/26
Checked By	JTL	03/10/26
Approved By	RTK	03/10/26

Project Number	471-021
Drawing Number	471-021-A036
Figure Number	1



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(225) 766-7400

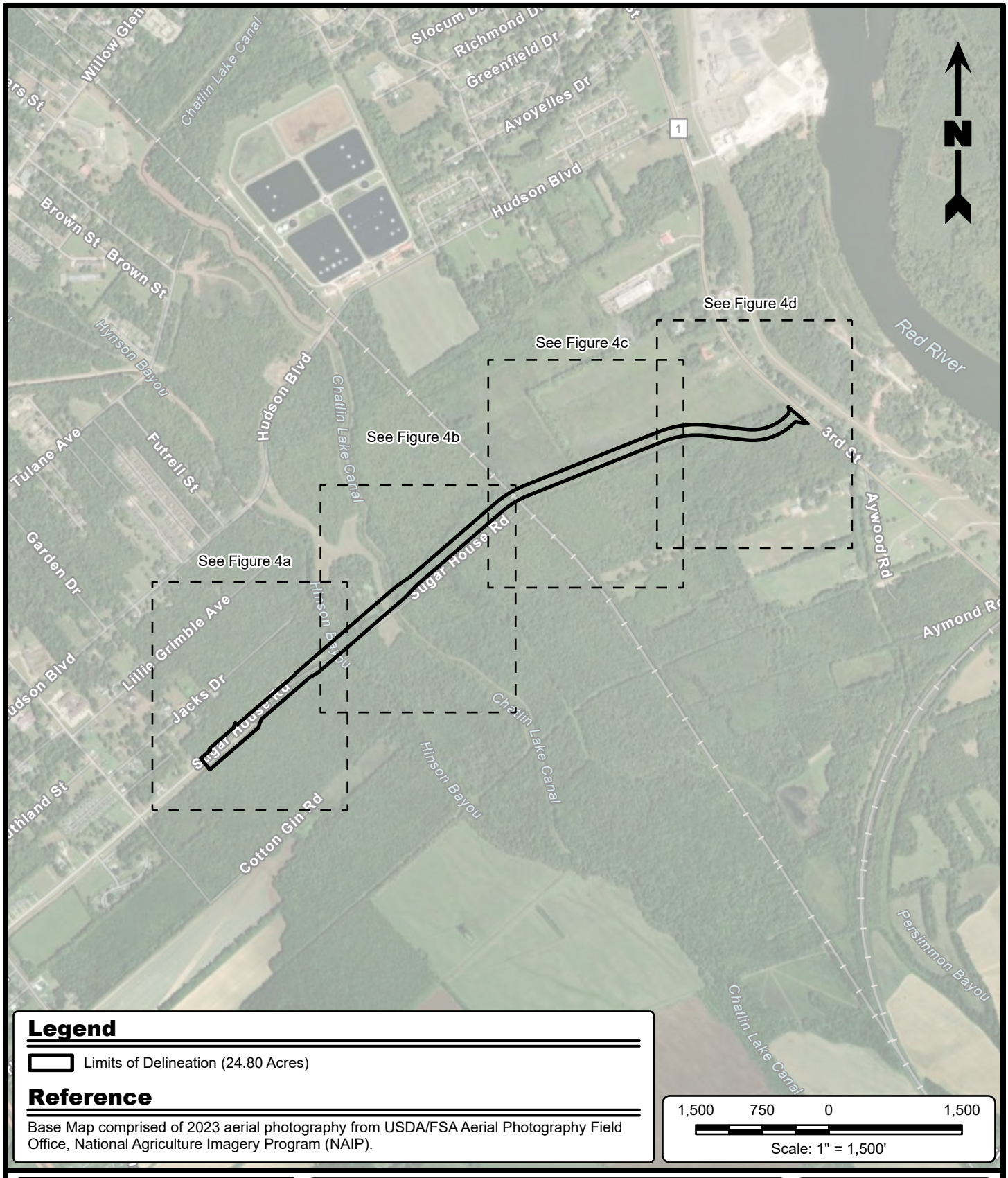
Site Location Map

Wetland Findings Report
Rapides Parish, Louisiana

City of Alexandria
Sugar House Road Extension

Drawn By	LMM	03/10/26
Checked By	JTL	03/10/26
Approved By	RTK	03/10/26

Project Number	471-021
Drawing Number	471-021-A037
Figure Number	2



Legend

Limits of Delineation (24.80 Acres)

Reference

Base Map comprised of 2023 aerial photography from USDA/FSA Aerial Photography Field Office, National Agriculture Imagery Program (NAIP).

1,500 750 0 1,500

Scale: 1" = 1,500'

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Providence Engineering and Environmental Group LLC
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(225) 766-7400

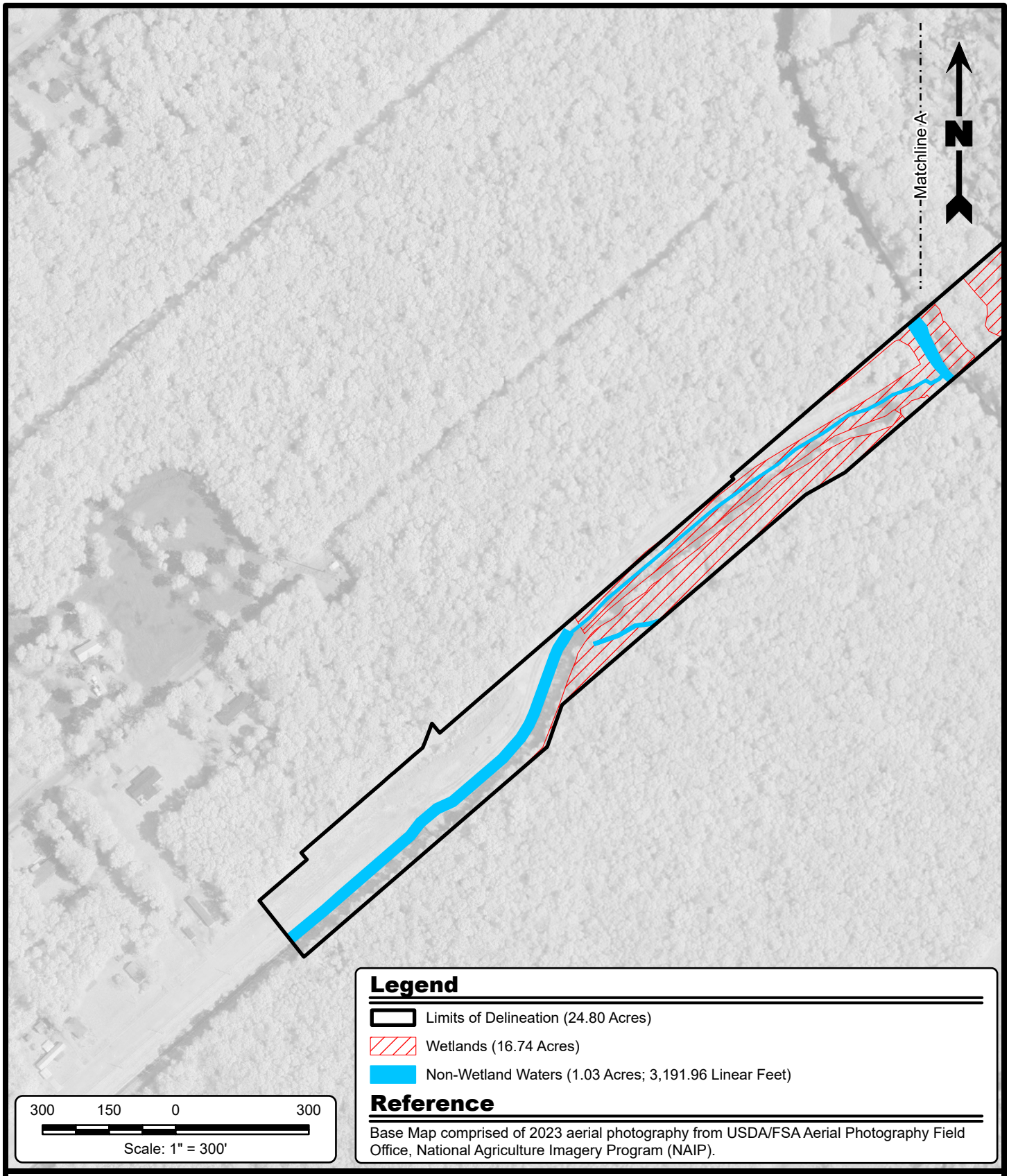
Overall Site Plan

Wetland Findings Report
Rapides Parish, Louisiana

City of Alexandria
Sugar House Road Extension

Drawn By	LMM	03/10/26
Checked By	JTL	03/10/26
Approved By	RTK	03/10/26

Project Number	471-021
Drawing Number	471-021-A038
Figure Number	3



Legend

- Limits of Delineation (24.80 Acres)
- Wetlands (16.74 Acres)
- Non-Wetland Waters (1.03 Acres; 3,191.96 Linear Feet)

Reference

Base Map comprised of 2023 aerial photography from USDA/FSA Aerial Photography Field Office, National Agriculture Imagery Program (NAIP).

300 150 0 300

Scale: 1" = 300'

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Providence Engineering and Environmental Group LLC
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(225) 766-7400

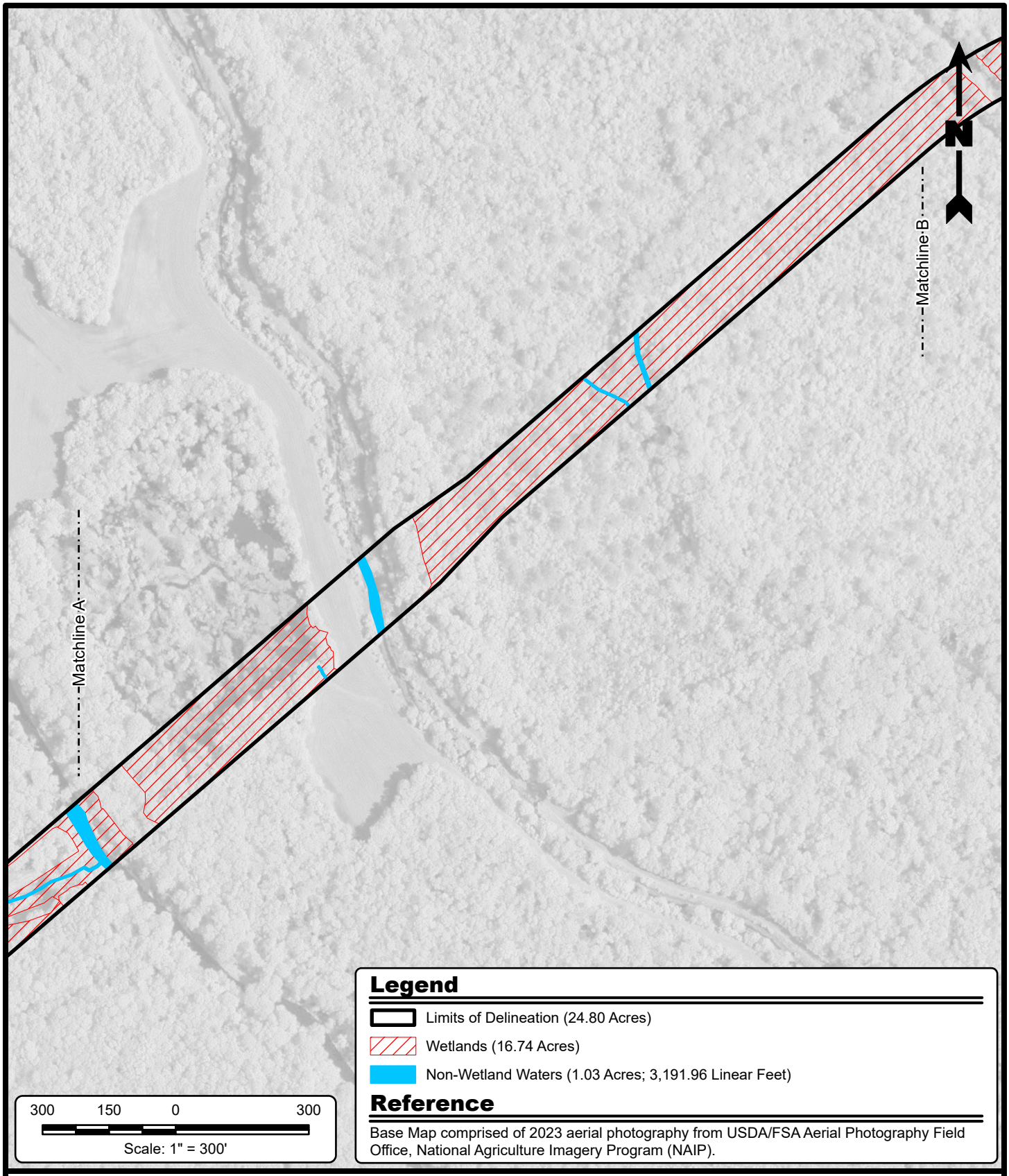
Site Plan

Wetland Findings Report
Rapides Parish, Louisiana

City of Alexandria
Sugar House Road Extension

Drawn By	LMM	03/10/26
Checked By	JTL	03/10/26
Approved By	RTK	03/10/26

Project Number	471-021
Drawing Number	471-021-A039
Figure Number	4a



Legend

- Limits of Delineation (24.80 Acres)
- Wetlands (16.74 Acres)
- Non-Wetland Waters (1.03 Acres; 3,191.96 Linear Feet)

Reference

Base Map comprised of 2023 aerial photography from USDA/FSA Aerial Photography Field Office, National Agriculture Imagery Program (NAIP).

300 150 0 300

Scale: 1" = 300'

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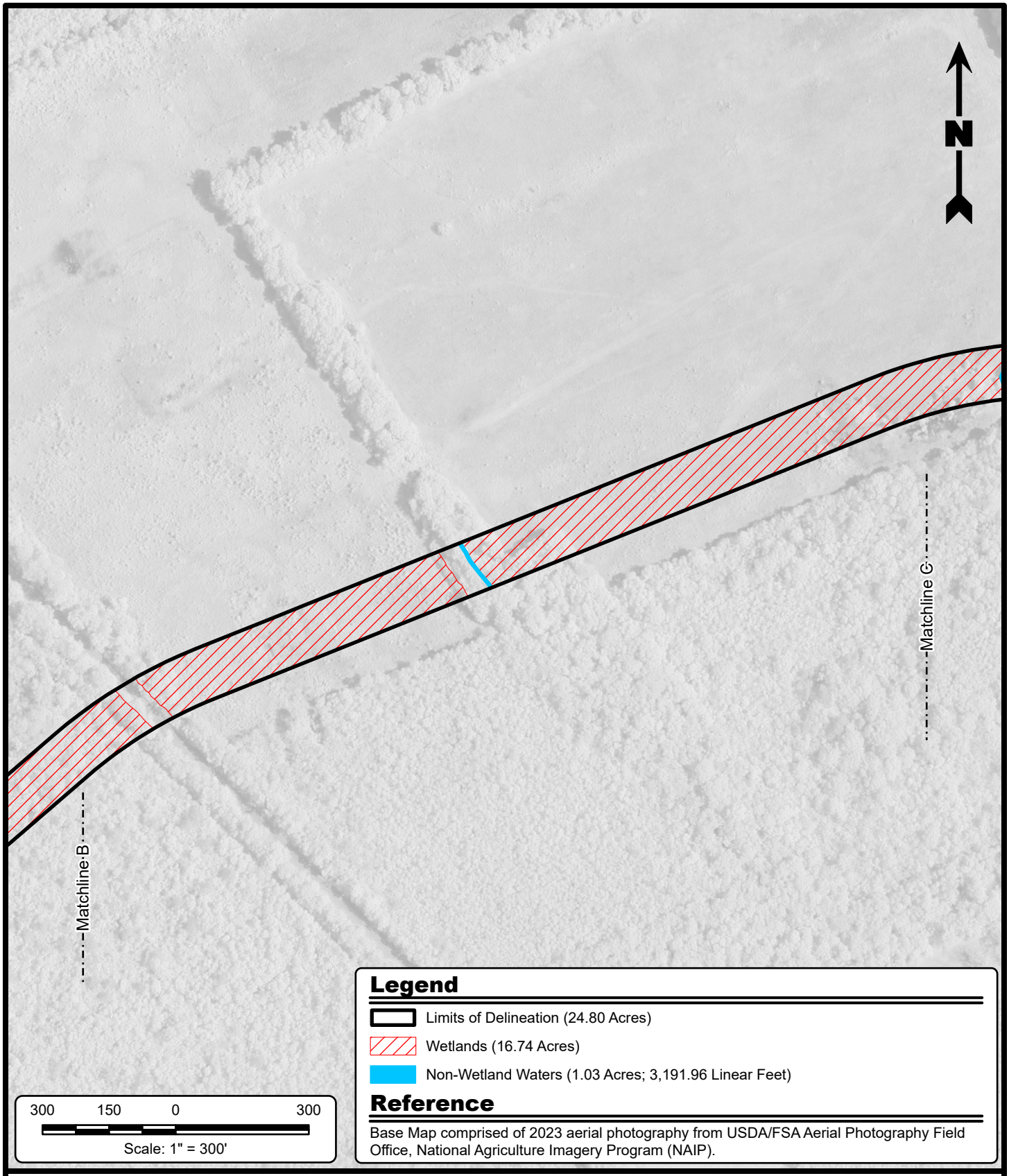
Site Plan

Wetland Findings Report
Rapides Parish, Louisiana

City of Alexandria
Sugar House Road Extension

Drawn By	LMM	03/10/26
Checked By	JTL	03/10/26
Approved By	RTK	03/10/26

Project Number	471-021
Drawing Number	471-021-A039
Figure Number	**4b**



Legend

- Limits of Delineation (24.80 Acres)
- Wetlands (16.74 Acres)
- Non-Wetland Waters (1.03 Acres; 3,191.96 Linear Feet)

Reference

Base Map comprised of 2023 aerial photography from USDA/FSA Aerial Photography Field Office, National Agriculture Imagery Program (NAIP).

300 150 0 300

Scale: 1" = 300'

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(225) 766-7400

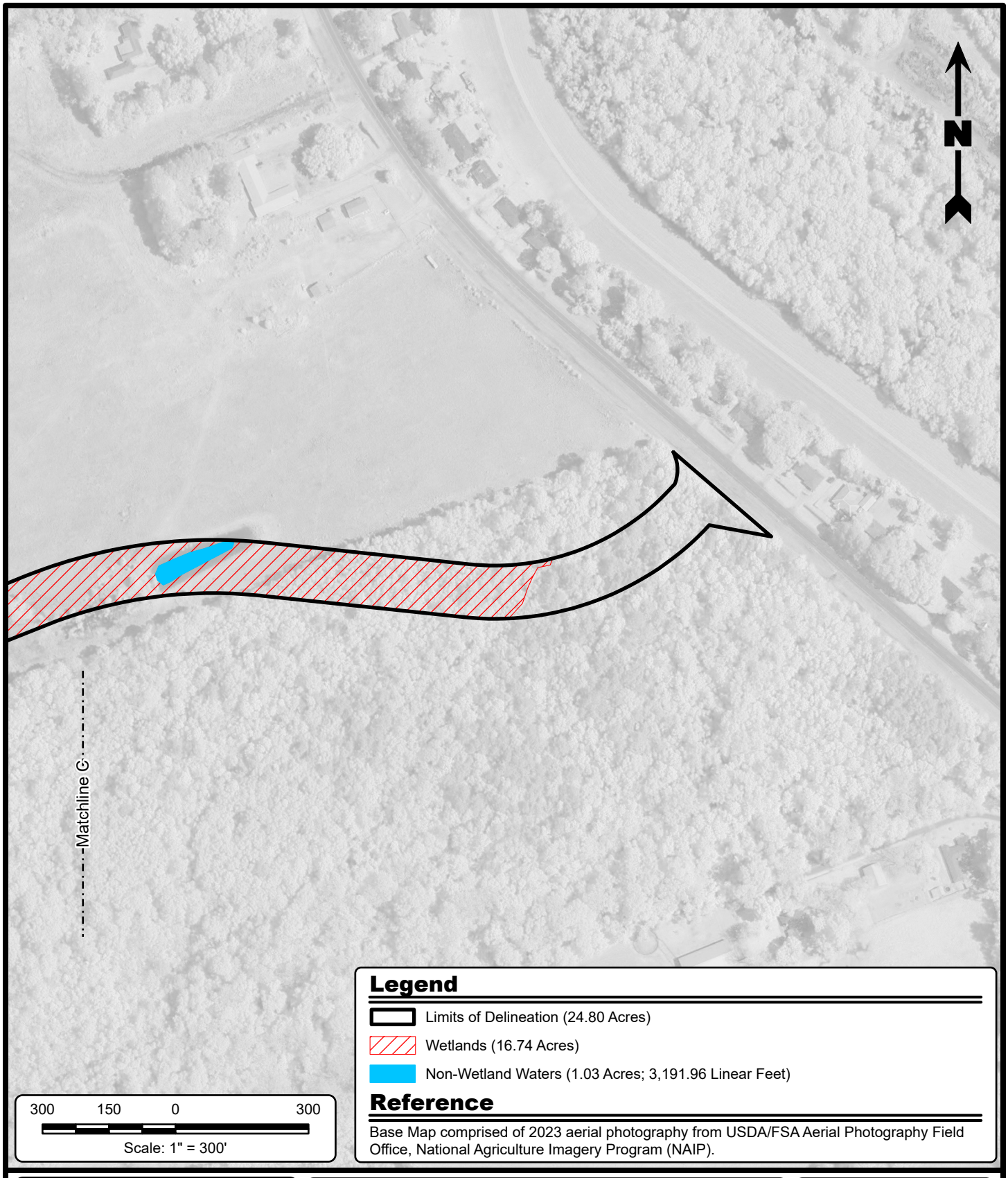
Site Plan

Wetland Findings Report
Rapides Parish, Louisiana

City of Alexandria
Sugar House Road Extension

Drawn By	LMM	03/10/26
Checked By	JTL	03/10/26
Approved By	RTK	03/10/26

Project Number	471-021
Drawing Number	471-021-A039
Figure Number	4c



Legend

- Limits of Delineation (24.80 Acres)
- Wetlands (16.74 Acres)
- Non-Wetland Waters (1.03 Acres; 3,191.96 Linear Feet)

Reference

Base Map comprised of 2023 aerial photography from USDA/FSA Aerial Photography Field Office, National Agriculture Imagery Program (NAIP).

300 150 0 300

Scale: 1" = 300'

PROVIDENCE

Providence Engineering and Environmental Group LLC
1201 Main Street · Baton Rouge, LA 70802
(225) 766-7400

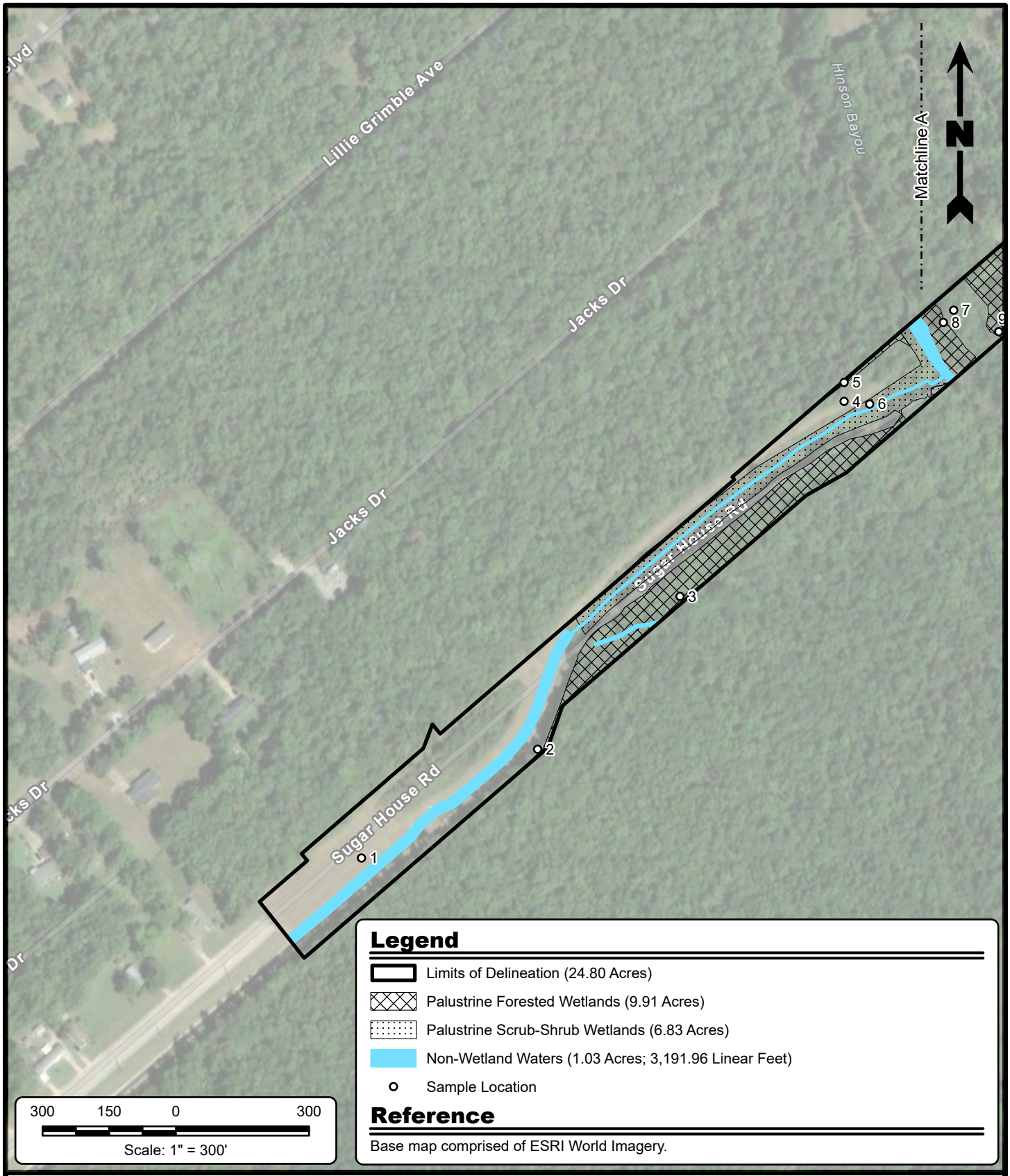
Site Plan

Wetland Findings Report
Rapides Parish, Louisiana

City of Alexandria
Sugar House Road Extension

Drawn By	LMM	03/10/26
Checked By	JTL	03/10/26
Approved By	RTK	03/10/26

Project Number	471-021
Drawing Number	471-021-A039
Figure Number	4d



Legend

- Limits of Delineation (24.80 Acres)
- Palustrine Forested Wetlands (9.91 Acres)
- Palustrine Scrub-Shrub Wetlands (6.83 Acres)
- Non-Wetland Waters (1.03 Acres; 3,191.96 Linear Feet)
- Sample Location

Reference

Base map comprised of ESRI World Imagery.

PROVIDENCE

Providence Engineering and Environmental Group LLC
1201 Main Street · Baton Rouge, LA 70802
(225) 766-7400

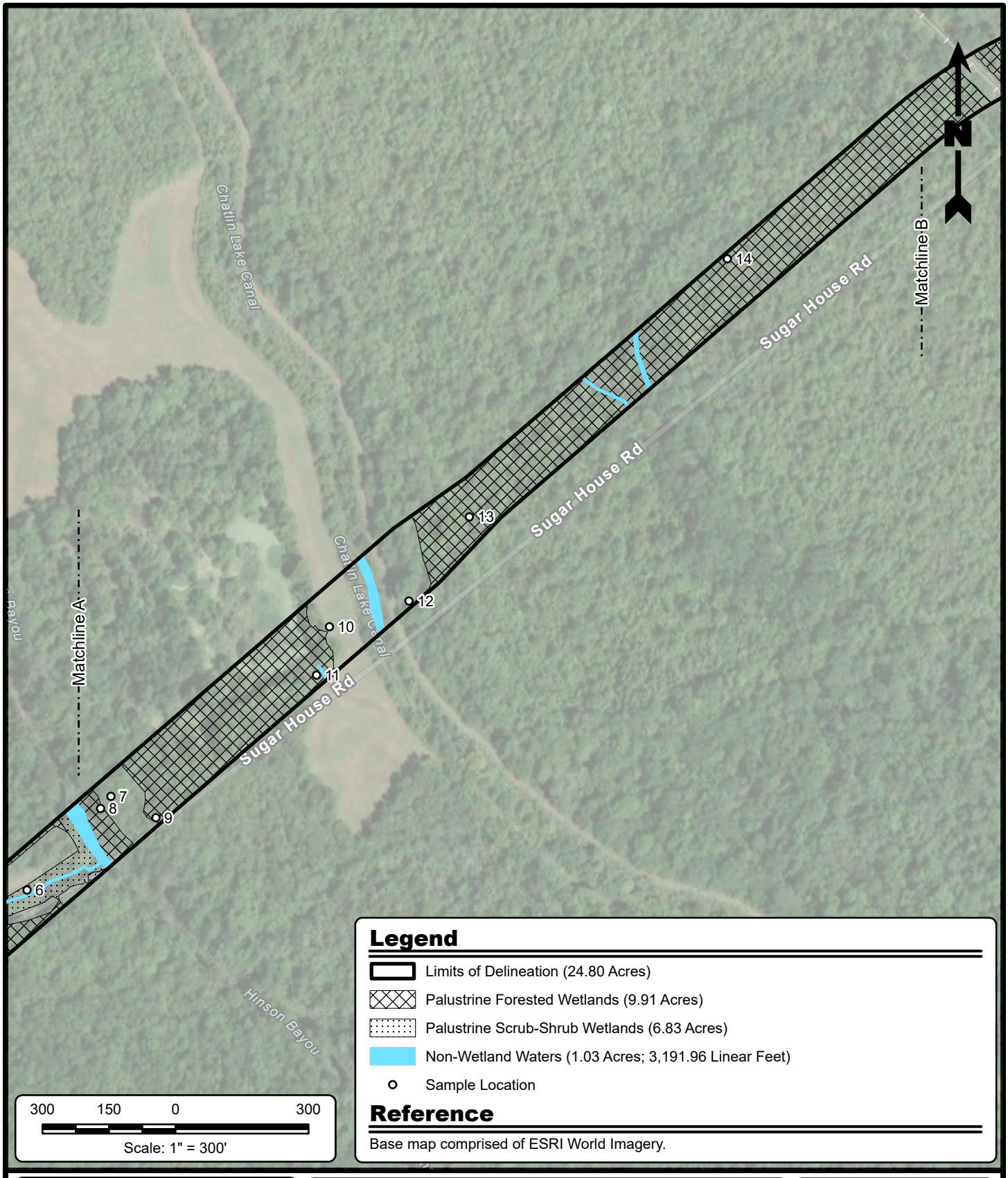
Wetland Habitat Map

Wetland Findings Report
Rapides Parish, Louisiana

City of Alexandria
Sugar House Road Extension

Drawn By	LMM	03/10/26
Checked By	JTL	03/10/26
Approved By	RTK	03/10/26

Project Number	471-021
Drawing Number	471-021-A040
Figure Number	**5a**



Legend

- Limits of Delineation (24.80 Acres)
- Palustrine Forested Wetlands (9.91 Acres)
- Palustrine Scrub-Shrub Wetlands (6.83 Acres)
- Non-Wetland Waters (1.03 Acres; 3,191.96 Linear Feet)
- Sample Location

Reference

Base map comprised of ESRI World Imagery.

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(225) 766-7400

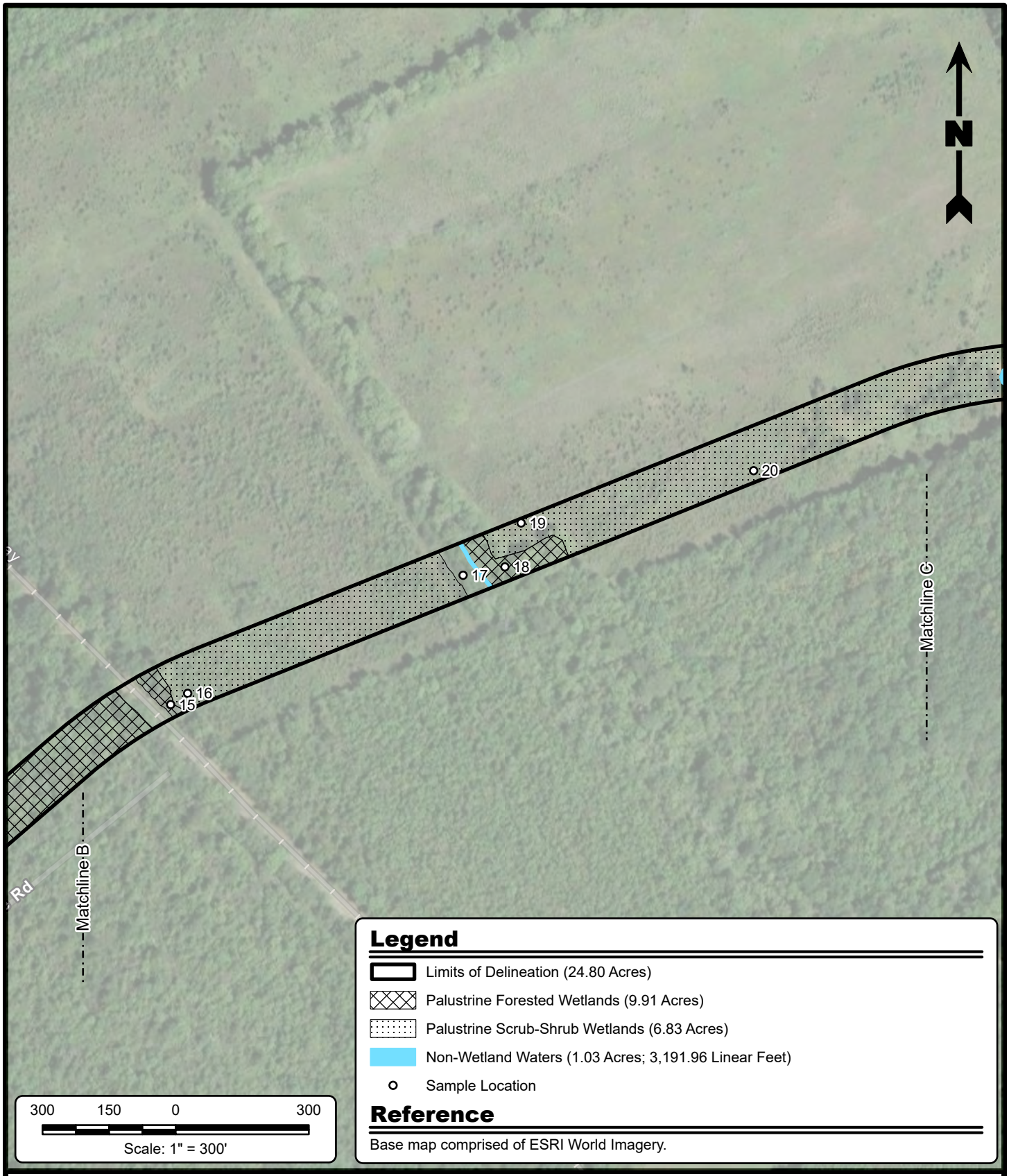
Wetland Habitat Map

Wetland Findings Report
Rapides Parish, Louisiana

City of Alexandria
Sugar House Road Extension

Drawn By	LMM	03/10/26
Checked By	JTL	03/10/26
Approved By	RTK	03/10/26

Project Number	471-021
Drawing Number	471-021-A040
Figure Number	**5b**



Legend

- Limits of Delineation (24.80 Acres)
- Palustrine Forested Wetlands (9.91 Acres)
- Palustrine Scrub-Shrub Wetlands (6.83 Acres)
- Non-Wetland Waters (1.03 Acres; 3,191.96 Linear Feet)
- Sample Location

Reference

Base map comprised of ESRI World Imagery.

300 150 0 300

Scale: 1" = 300'

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(225) 766-7400

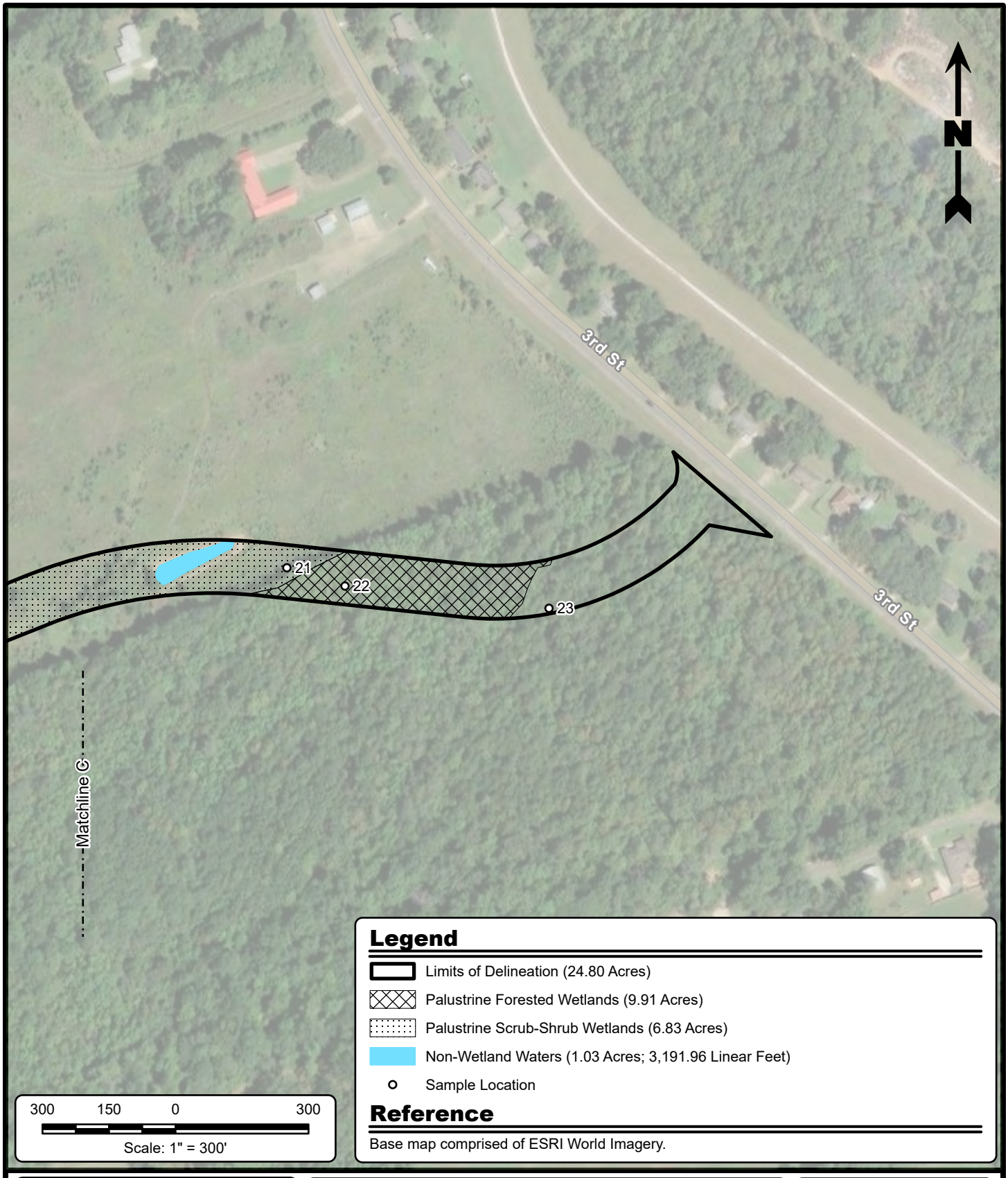
Wetland Habitat Map

Wetland Findings Report
Rapides Parish, Louisiana

City of Alexandria
Sugar House Road Extension

Drawn By	LMM	03/10/26
Checked By	JTL	03/10/26
Approved By	RTK	03/10/26

Project Number	471-021
Drawing Number	471-021-A040
Figure Number	5c



300 150 0 300

Scale: 1" = 300'

Legend

- Limits of Delineation (24.80 Acres)
- Palustrine Forested Wetlands (9.91 Acres)
- Palustrine Scrub-Shrub Wetlands (6.83 Acres)
- Non-Wetland Waters (1.03 Acres; 3,191.96 Linear Feet)
- Sample Location

Reference

Base map comprised of ESRI World Imagery.

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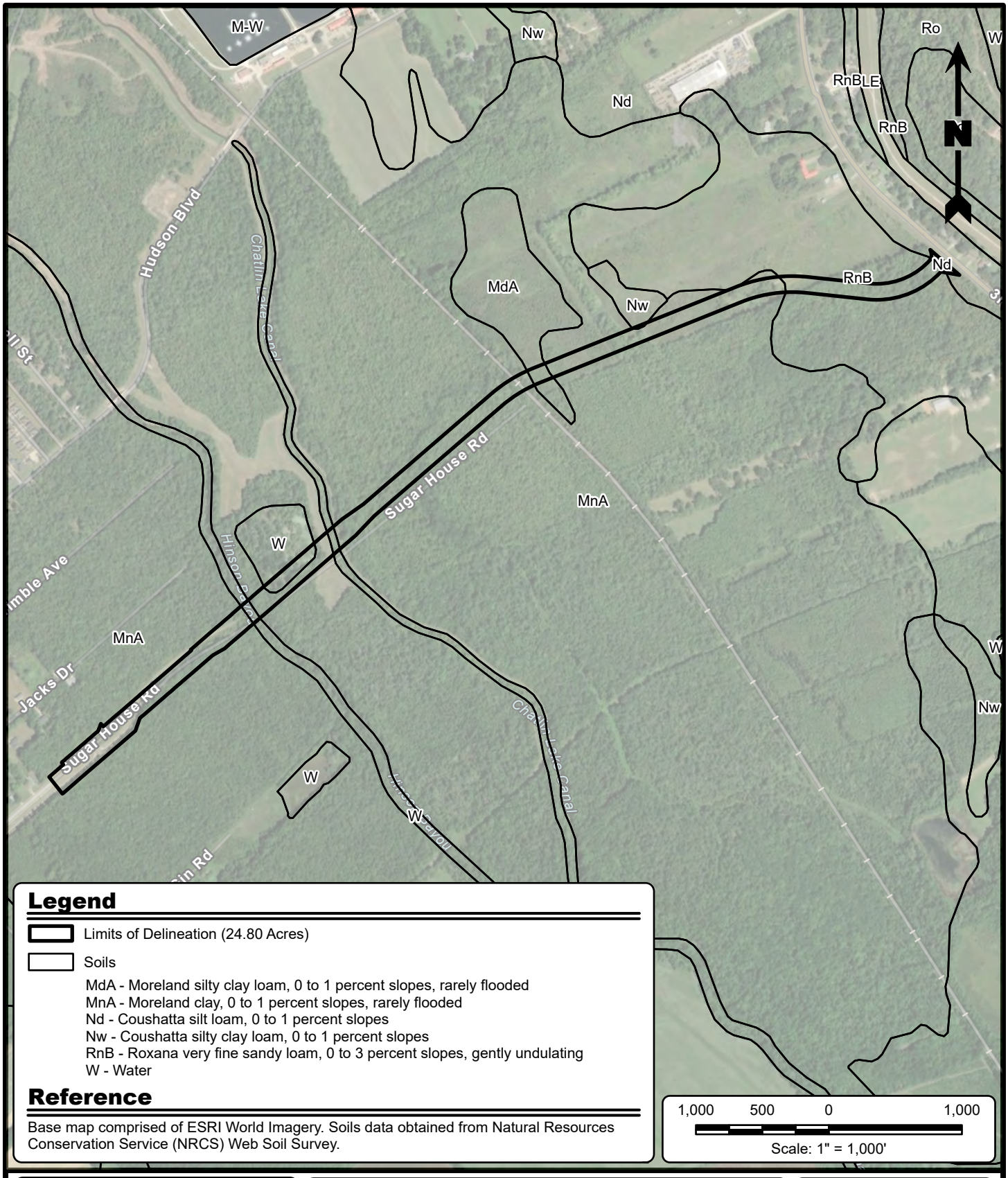
Wetland Habitat Map

Wetland Findings Report
Rapides Parish, Louisiana

City of Alexandria
Sugar House Road Extension

Drawn By	LMM	03/10/26
Checked By	JTL	03/10/26
Approved By	RTK	03/10/26

Project Number	471-021
Drawing Number	471-021-A040
Figure Number	5d



Legend

Limits of Delineation (24.80 Acres)

Soils

MdA - Moreland silty clay loam, 0 to 1 percent slopes, rarely flooded
MnA - Moreland clay, 0 to 1 percent slopes, rarely flooded
Nd - Coushatta silt loam, 0 to 1 percent slopes
Nw - Coushatta silty clay loam, 0 to 1 percent slopes
RnB - Roxana very fine sandy loam, 0 to 3 percent slopes, gently undulating
W - Water

Reference

Base map comprised of ESRI World Imagery. Soils data obtained from Natural Resources Conservation Service (NRCS) Web Soil Survey.

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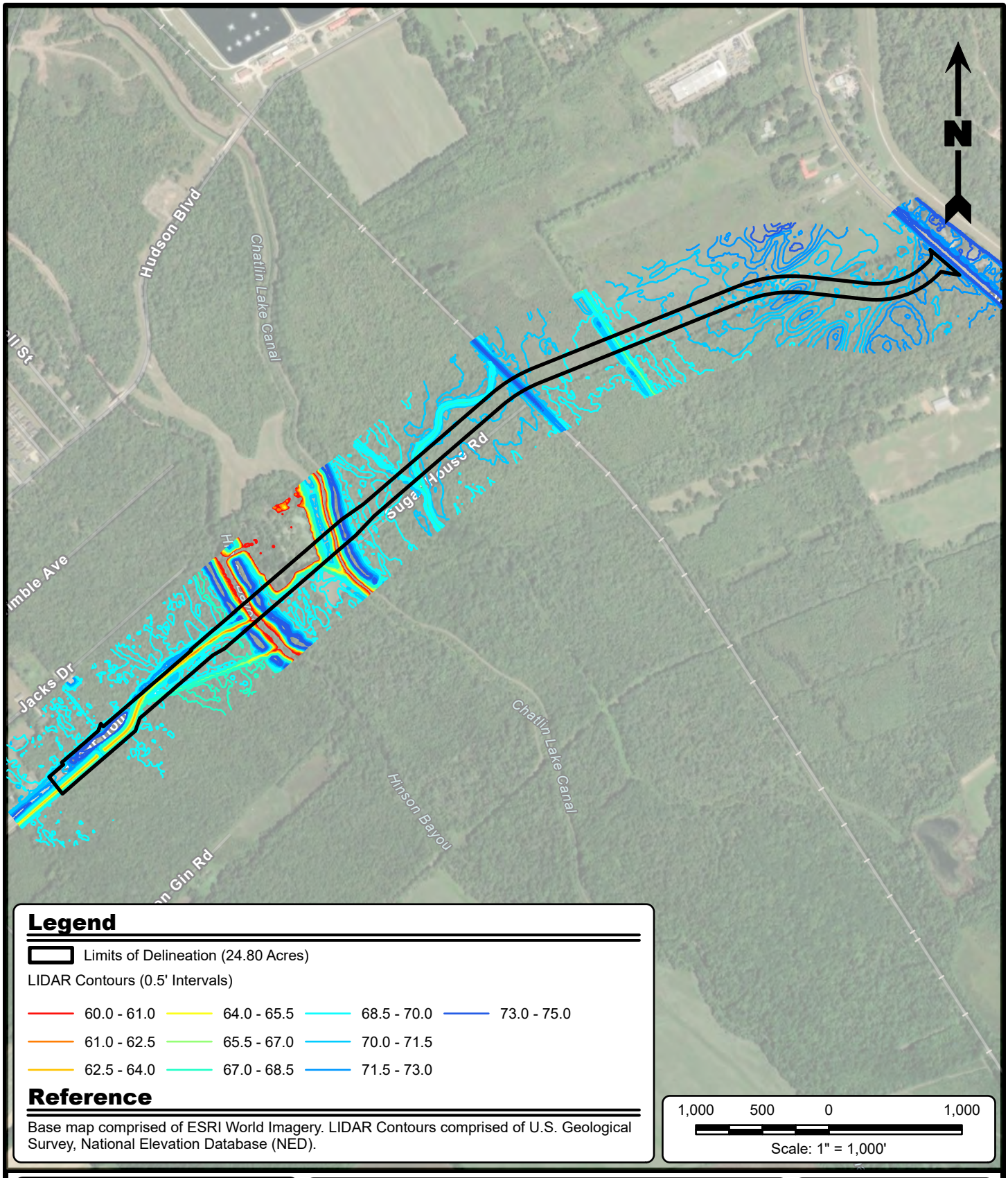
Soils Map

Wetland Findings Report
Rapides Parish, Louisiana

City of Alexandria
Sugar House Road Extension

Drawn By	LMM	03/10/26
Checked By	JTL	03/10/26
Approved By	RTK	03/10/26

Project Number	471-021
Drawing Number	471-021-A041
Figure Number	6



Legend

Limits of Delineation (24.80 Acres)

LIDAR Contours (0.5' Intervals)

60.0 - 61.0	64.0 - 65.5	68.5 - 70.0	73.0 - 75.0
61.0 - 62.5	65.5 - 67.0	70.0 - 71.5	
62.5 - 64.0	67.0 - 68.5	71.5 - 73.0	

Reference

Base map comprised of ESRI World Imagery. LIDAR Contours comprised of U.S. Geological Survey, National Elevation Database (NED).

1,000 500 0 1,000

Scale: 1" = 1,000'

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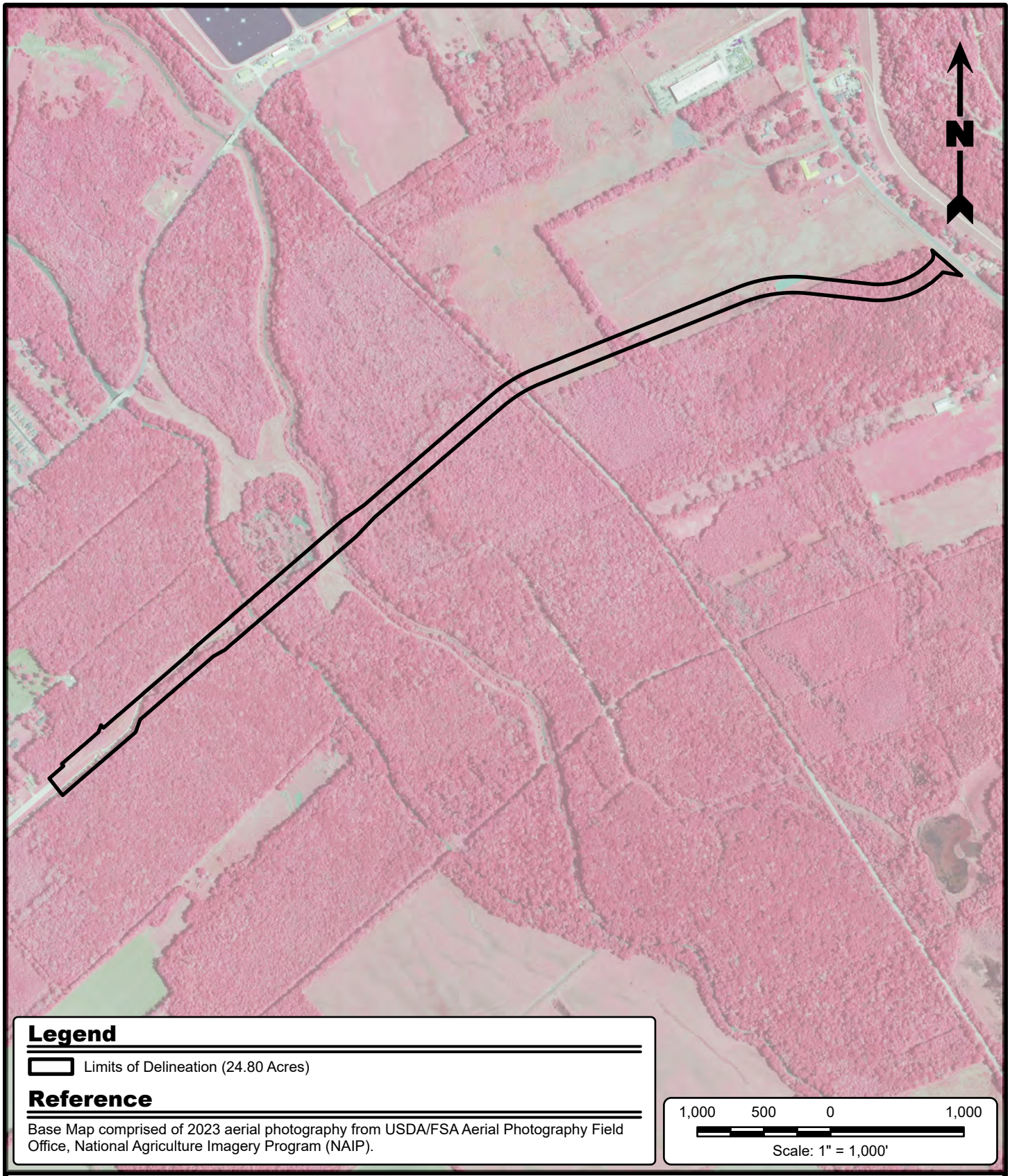
LIDAR Contour Map

Wetland Findings Report
Rapides Parish, Louisiana

City of Alexandria
Sugar House Road Extension

Drawn By	LMM	03/10/26
Checked By	JTL	03/10/26
Approved By	RTK	03/10/26

Project Number	471-021
Drawing Number	471-021-A042
Figure Number	7



Legend

Limits of Delineation (24.80 Acres)

Reference

Base Map comprised of 2023 aerial photography from USDA/FSA Aerial Photography Field Office, National Agriculture Imagery Program (NAIP).

1,000 500 0 1,000

Scale: 1" = 1,000'

PROVIDENCE

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(225) 766-7400

2023 Color Infrared Aerial Imagery

Wetland Findings Report
Rapides Parish, Louisiana

City of Alexandria
Sugar House Road Extension

Drawn By	LMM	03/10/26
Checked By	JTL	03/10/26
Approved By	RTK	03/10/26

Project Number	471-021
Drawing Number	471-021-A043
Figure Number	8

EXHIBIT 1

COPIES OF SITE PHOTOGRAPHS

CITY OF ALEXANDRIA

Site Name:	Sugarhouse Road Extension
Site Location:	Rapides Parish, Louisiana
Date:	February 11, 2026

Photograph #1A

Direction:

N/A

Comments:

View of soil profile at Sample Location 1.

Photograph #1B

Direction:

North

Comments:

View of habitat and typical landscape features at Sample Location 1.

Site Name:	Sugarhouse Road Extension
Site Location:	Rapides Parish, Louisiana
Date:	February 11, 2026

Photograph #2A

Direction:
N/A

Comments:
View of soil profile at Sample Location 2.

Photograph #2B

Direction:
Southwest

Comments:
View of habitat and typical landscape features at Sample Location 2.

Site Name:	Sugarhouse Road Extension
Site Location:	Rapides Parish, Louisiana
Date:	February 11, 2026

Photograph #3A

Direction:

N/A

Comments:

View of soil profile at Sample Location 3.

Photograph #3B

Direction:
North

Comments:
View of habitat and typical landscape features at Sample Location 3.

Site Name:	Sugarhouse Road Extension
Site Location:	Rapides Parish, Louisiana
Date:	February 11, 2026

Photograph #4A

Direction:
N/A

Comments:
View of soil profile at Sample Location 4.

Photograph #4B

Direction:
West

Comments:
View of habitat and typical landscape features at Sample Location 4.

Site Name:	Sugarhouse Road Extension
Site Location:	Rapides Parish, Louisiana
Date:	February 11, 2026

Photograph #5A

Direction:
N/A

Comments:
View of soil profile at Sample Location 5.

Photograph #5B

Direction:
North

Comments:
View of habitat and typical landscape features at Sample Location 5.

Site Name:	Sugarhouse Road Extension
Site Location:	Rapides Parish, Louisiana
Date:	February 11, 2026

Photograph #6A

Direction:
N/A

Comments:
View of soil profile at Sample Location 6.

Photograph #6B

Direction:
West

Comments:
View of habitat and typical landscape features at Sample Location 6.

Site Name:	Sugarhouse Road Extension
Site Location:	Rapides Parish, Louisiana
Date:	February 11, 2026

Photograph #7A

Direction:

N/A

Comments:

View of soil profile at Sample Location 7.

Photograph #7B

Direction:

East

Comments:

View of habitat and typical landscape features at Sample Location 7.

Site Name:	Sugarhouse Road Extension
Site Location:	Rapides Parish, Louisiana
Date:	February 11, 2026

Photograph #8A

Direction:
N/A

Comments:
View of soil profile at Sample Location 8.

Photograph #8B

Direction:
East

Comments:
View of habitat and typical landscape features at Sample Location 8.

Site Name:	Sugarhouse Road Extension
Site Location:	Rapides Parish, Louisiana
Date:	February 11, 2026

Photograph #9A

Direction:
N/A

Comments:
View of soil profile at Sample Location 9.

Photograph #9B

Direction:
South

Comments:
View of habitat and typical landscape features at Sample Location 9.

Site Name:	Sugarhouse Road Extension
Site Location:	Rapides Parish, Louisiana
Date:	February 11, 2026

Photograph #10A

Direction:
N/A

Comments:
View of soil profile at Sample Location 10.

Photograph #10B

Direction:
South

Comments:
View of habitat and typical landscape features at Sample Location 10.

Site Name:	Sugarhouse Road Extension
Site Location:	Rapides Parish, Louisiana
Date:	February 11, 2026

Photograph #11A

Direction:
N/A

Comments:
View of soil profile at Sample Location 11.

Photograph #11B

Direction:
West

Comments:
View of habitat and typical landscape features at Sample Location 11.

Site Name:	Sugarhouse Road Extension
Site Location:	Rapides Parish, Louisiana
Date:	February 12, 2026

Photograph #12A

Direction:
N/A

Comments:
View of soil profile at Sample Location 12.

Photograph #12B

Direction:
North

Comments:
View of habitat and typical landscape features at Sample Location 12.

Site Name:	Sugarhouse Road Extension
Site Location:	Rapides Parish, Louisiana
Date:	February 12, 2026

Photograph #13A

Direction:
N/A

Comments:
View of soil profile at Sample Location 13.

Photograph #13B

Direction:
West

Comments:
View of habitat and typical landscape features at Sample Location 13.

Site Name:	Sugarhouse Road Extension
Site Location:	Rapides Parish, Louisiana
Date:	February 12, 2026

Photograph #14A

Direction:
N/A

Comments:
View of soil profile at Sample Location 14.

Photograph #14B

Direction:
West

Comments:
View of habitat and typical landscape features at Sample Location 14.

Site Name:	Sugarhouse Road Extension
Site Location:	Rapides Parish, Louisiana
Date:	February 12, 2026

Photograph #15A

Direction:
N/A

Comments:
View of soil profile at Sample Location 15.

Photograph #15B

Direction:
North

Comments:
View of habitat and typical landscape features at Sample Location 15.

Site Name:	Sugarhouse Road Extension
Site Location:	Rapides Parish, Louisiana
Date:	February 12, 2026

Photograph #16A

Direction:
N/A

Comments:
View of soil profile at Sample Location 16.

Photograph #16B

Direction:
East

Comments:
View of habitat and typical landscape features at Sample Location 16.

Site Name:	Sugarhouse Road Extension
Site Location:	Rapides Parish, Louisiana
Date:	February 12, 2026

Photograph #17A

Direction:
N/A

Comments:
View of soil profile at Sample Location 17.

Photograph #17B

Direction:
West

Comments:
View of habitat and typical landscape features at Sample Location 17.

Site Name:	Sugarhouse Road Extension
Site Location:	Rapides Parish, Louisiana
Date:	February 12, 2026

Photograph #18A

Direction:
N/A

Comments:
View of soil profile at Sample Location 18.

Photograph #18B

Direction:
South

Comments:
View of habitat and typical landscape features at Sample Location 18.

Site Name:	Sugarhouse Road Extension
Site Location:	Rapides Parish, Louisiana
Date:	February 12, 2026

Photograph #19A

Direction:
N/A

Comments:
View of soil profile at Sample Location 19.

Photograph #19B

Direction:
West

Comments:
View of habitat and typical landscape features at Sample Location 19.

Site Name:	Sugarhouse Road Extension
Site Location:	Rapides Parish, Louisiana
Date:	February 12, 2026

Photograph #20A

Direction:
N/A

Comments:
View of soil profile at Sample Location 20.

Photograph #20B

Direction:
East

Comments:
View of habitat and typical landscape features at Sample Location 20.

Site Name:	Sugarhouse Road Extension
Site Location:	Rapides Parish, Louisiana
Date:	February 12, 2026

Photograph #21A

Direction:
N/A

Comments:
View of soil profile at Sample Location 21.

Photograph #21B

Direction:
South

Comments:
View of habitat and typical landscape features at Sample Location 21.

Site Name:	Sugarhouse Road Extension
Site Location:	Rapides Parish, Louisiana
Date:	February 12, 2026

Photograph #22A

Direction:
N/A

Comments:
View of soil profile at Sample Location 22.

Photograph #22B

Direction:
East

Comments:
View of habitat and typical landscape features at Sample Location 22.

Site Name:	Sugarhouse Road Extension
Site Location:	Rapides Parish, Louisiana
Date:	February 12, 2026

Photograph #23A

Direction:
N/A

Comments:
View of soil profile at Sample Location 23.

Photograph #23B

Direction:
South

Comments:
View of habitat and typical landscape features at Sample Location 23.

EXHIBIT 2

ROUTINE WETLAND DETERMINATION DATA FORMS – ATLANTIC AND GULF COASTAL PLAIN REGION

WETLAND DETERMINATION DATA FORM - Atlantic and Gulf Coastal Plain Region

Project/Site: Sugarhouse Road Extension Parish: Rapides Sampling Date: February 11, 2026

Applicant/Owner: City of Alexandria State: Louisiana Sample Point: SL1

Investigator(s): Ryan Klutts and Aaron Gondran Section, Township, Range: Section: 41, Township: 03 North, Range: 01 West

Landform (hillslope, terrace, etc.): Hilltop Local relief (concave, convex, none): Convex Slope (%): 0-5

Subregion (LRR or MLRA): LRR:O, MLRA:131C Lat: 31.263324 Long: -92.423813 Datum: NAD83

Soil Map Unit Name: MnA – Moreland clay, 0 to 1 percent slopes, rarely flooded NWI Classification: PFO1A – Freshwater Forested/Shrub Wetland

Are climatic / hydrologic conditions on the site typical for this time of year? (Yes / No) Yes (if no, explain in Remarks.)

Are Vegetation **No** ,Soil **No** ,or Hydrology **No** significantly disturbed? Are "Normal Circumstances" present? Yes **X** No

Are Vegetation **No** ,Soil **Yes** ,or Hydrology **No** naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS - Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes	No **X**	
Hydric Soil Present?	Yes	No **X**	**Is the Sampled Area**
Wetland Hydrology Present?	Yes	No **X**	**within a Wetland?** **Yes** **No X**

Remarks:

This point was determined not to be within a wetland due to the lack of all three wetland criteria.

HYDROLOGY

Wetland hydrology Indicators:

Primary Indicators (minimum of one is required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Water-Stained Leaves (B9)
- ___ Aquatic Fauna (B13)
- ___ Marl Deposits (B15) **(LRR U)**
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres on Living Roots(C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ___ Surface Soil Cracks (B6)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Drainage Patterns (B10)
- ___ Moss Trim Lines (B16)
- ___ Dry-Season Water Table (C2)
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- ___ Shallow Aquitard (D3)
- ___ FAC-Neutral Test (D5)
- ___ Sphagnum moss (D8) **(LRR T, U)**

Field Observations:

Surface Water Present?	Yes	No **X**	Depth (inches): **N/A**
Water Table Present?	Yes	No **X**	Depth (inches): **N/A**
Saturation Present?	Yes	No **X**	Depth (inches): **N/A**

Wetland Hydrology Present? **Yes** **No X**

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

No positive indication of wetland hydrology was observed.

SOIL

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth	Matrix		Redox Features					
(inches)	Color (moist)	%	Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-16	7.5YR 3/3	95	10YR 4/6	5	C	M	Silty Clay	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soils Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5)
- ___ Organic Bodies (A6) **(LRR P, T, U)**
- ___ 5 cm Mucky Mineral (A7) **(LRR P, T, U)**
- ___ Muck Presence (A8) **(LRR U)**
- ___ 1 cm Muck (A9) **(LRR P, T)**
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Coast Prairie Redox (A16) **(MLRA 150A)**
- ___ Sandy Mucky Mineral (S1) **(LRR O, S)**
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Dark Surface (S7) **(LRR P, S, T, U)**
- ___ Polyvalue Below Surface (S8) **(LRR S, T, U)**
- ___ Thin Dark Surface (S9) **(LRR S, T, U)**
- ___ Loamy Mucky Mineral (F1) **(LRR O)**
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ Marl (F10) **(LRR U)**
- ___ Depleted Ochric (F11) **(MLRA 151)**
- ___ Iron-Manganese Masses (F12) **(LRR O, P, T)**
- ___ Umbric Surface (F13) **(LRR P, T, U)**
- ___ Delta Ochric (F17) **(MLRA 151)**
- ___ Reduced Vertic (F18) **(MLRA 150A, 150B)**
- ___ Piedmont Floodplain Soils (F19) **(MLRA 149A)**
- ___ Anomalous Bright Loamy Soils (F20) **(MLRA 149A, 153C, 153D)**

Indicators for Problematic Hydric Soils[3]:

- ___ 1 cm Muck (A9) **(LRR O)**
- ___ 2 cm Muck (A10) **(LRR S)**
- ___ Reduced Vertic (F18) **(outside MLRA 150A,B)**
- ___ Piedmont Floodplain Soils (F19) **(LRR P, S, T)**
- ___ Anomalous Bright Loamy Soils (F20) **(MLRA 153B)**
- ___ Red Parent Material (TF2)
- ___ Very Shallow Dark Surface (TF12)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type: Gravel layer

Depth (inches): 16

Hydric Soil Present? **Yes** **No X**

Remarks:

No positive indication of hydric soils was observed.

WETLAND DETERMINATION DATA FORM - Atlantic and Gulf Coastal Plain Region

VEGETATION (Five Strata) - Use scientific names of plants.

Sampling Point: **SL1**

	Absolute % cover	Dominant Species	Indicator Status
Tree Stratum (Plot size: 30 ft.)			
1. *None Observed*			
2.			
3.			
4.			
5.			
6.			
	= Total Cover		
50% of total cover:	20% of total cover:		
Sapling Stratum (Plot size: 30 ft.)			
1. *None Observed*			
2.			
3.			
4.			
5.			
6.			
	= Total Cover		
50% of total cover:	20% of total cover:		
Shrub Stratum (Plot size: 30 ft.)			
1. *None Observed*			
2.			
3.			
4.			
5.			
6.			
	= Total Cover		
50% of total cover:	20% of total cover:		
Herb Stratum (Plot size: 30 ft.)			
1. *Trifolium pratense*	35	Yes	FACU
2. *Geranium carolinianum*	15	Yes	FACU
3. *Veronica peregrina*	15	Yes	FAC
4. *Cynodon dactylon*	15	Yes	FACU
5. *Plantago lanceolata*	10	No	FACU
6.			
7.			
8.			
9.			
10.			
11.			
	90 = Total Cover		
50% of total cover: 45	20% of total cover: 18		
Woody Vine Stratum (Plot size: 30 ft.)			
1. *None Observed*			
2.			
3.			
4.			
5.			
	= Total Cover		
50% of total cover:	20% of total cover:		

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: **1** (A)

Total Number of Dominant Species Across All Strata: **4** (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: **25%** (A/B)

Prevalence Index Worksheet:

Total % Cover of:		Multiply by:	
OBL species	**0**	x 1 =	**0**
FACW species	**0**	x 2 =	**0**
FAC species	**15**	x 3 =	**45**
FACU species	**75**	x 4 =	**300**
UPL species	**0**	x 5 =	**0**
Column Totals:	**90** (A)		**345** (B)

Prevalence Index = B/A = **3.83**

Hydrophytic Vegetation Indicators:

____ 1 - Rapid Test for Hydrophytic Vegetation

____ 2 - Dominance Test is >50%

____ 3 - Prevalence Index is ≤ 3.0[1]

____ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Definitions of Five Vegetation Strata:

Tree - Woody plants, excluding woody vines, approximately 20 ft (6m) or more in height and 3 in. (7.6 cm) or larger in diameter at breast height (DBH).

Sapling - Woody plants, excluding woody vines, approximately 20 ft (6 m) or more in height and less than 3 in. (7.6 cm) DBH.

Shrub - Woody plants, excluding woody vines, approximately 3 to 20 ft (1 to 6 m) in height.

Herb - All herbaceous (non-woody) plants, including herbaceous vines, regardless of size, and woody plants, except woody vines, less than approximately 2 ft (1 m) in height.

Woody vine - All woody vines, regardless of height.

Hydrophytic Vegetation Present? **Yes** ____ **No** **X**

Remarks: (if observed, list morphological adaptations below).

No positive indication of hydrophytic vegetation was observed (≥50% of dominant species indexed as FAC or drier).

WETLAND DETERMINATION DATA FORM - Atlantic and Gulf Coastal Plain Region

Project/Site: Sugarhouse Road Extension Parish: Rapides Sampling Date: February 11, 2026
Applicant/Owner: City of Alexandria State: Louisiana Sample Point: SL2
Investigator(s): Ryan Klutts and Aaron Gondran Section, Township, Range: Section: 41, Township: 03 North, Range: 01 West
Landform (hillslope, terrace, etc.): Floodplain Local relief (concave, convex, none): Linear Slope Slope (%): 0-5
Subregion (LRR or MLRA): LRR:O, MLRA:131C Lat: 31.263996 Long: -92.422544 Datum: NAD83
Soil Map Unit Name: MnA – Moreland clay, 0 to 1 percent slopes, rarely flooded NWI Classification: PFO1A – Freshwater Forested/Shrub Wetland
Are climatic / hydrologic conditions on the site typical for this time of year? (Yes / No) Yes (if no, explain in Remarks.)
Are Vegetation **No** ,Soil **No** ,or Hydrology **No** significantly disturbed? Are "Normal Circumstances" present? Yes **X** No
Are Vegetation **No** ,Soil **Yes** ,or Hydrology **No** naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS - Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes	No **X**	
Hydric Soil Present?	Yes	No **X**	**Is the Sampled Area**
Wetland Hydrology Present?	Yes	No **X**	**within a Wetland?** **Yes** **No X**

Remarks:
This point was determined not to be within a wetland due to the lack of all three wetland criteria.

HYDROLOGY

Wetland hydrology Indicators:

Primary Indicators (minimum of one is required; check all that apply)

- Surface Water (A1)
- High Water Table (A2)
- Saturation (A3)
- Water Marks (B1)
- Sediment Deposits (B2)
- Drift Deposits (B3)
- Algal Mat or Crust (B4)
- Iron Deposits (B5)
- Inundation Visible on Aerial Imagery (B7)
- Water-Stained Leaves (B9)
- Aquatic Fauna (B13)
- Marl Deposits (B15) **(LRR U)**
- Hydrogen Sulfide Odor (C1)
- Oxidized Rhizospheres on Living Roots(C3)
- Presence of Reduced Iron (C4)
- Recent Iron Reduction in Tilled Soils (C6)
- Thin Muck Surface (C7)
- Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- Surface Soil Cracks (B6)
- Sparsely Vegetated Concave Surface (B8)
- Drainage Patterns (B10)
- Moss Trim Lines (B16)
- Dry-Season Water Table (C2)
- Crayfish Burrows (C8)
- Saturation Visible on Aerial Imagery (C9)
- Geomorphic Position (D2)
- Shallow Aquitard (D3)
- FAC-Neutral Test (D5)
- Sphagnum moss (D8) **(LRR T, U)**

Field Observations:

Surface Water Present?	Yes	No **X**	Depth (inches): **N/A**
Water Table Present?	Yes	No **X**	Depth (inches): **N/A**
Saturation Present?	Yes	No **X**	Depth (inches): **N/A**

Wetland Hydrology Present? **Yes** **No X**

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:
No positive indication of wetland hydrology was observed.

SOIL

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth	Matrix		Redox Features					
(inches)	Color (moist)	%	Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-20	7.5YR 3/4	90	7.5YR 3/1	10	C	M	Sandy Clay	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soils Indicators: (Applicable to all LRRs, unless otherwise noted.)

- Histosol (A1)
- Histic Epipedon (A2)
- Black Histic (A3)
- Hydrogen Sulfide (A4)
- Stratified Layers (A5)
- Organic Bodies (A6) **(LRR P, T, U)**
- 5 cm Mucky Mineral (A7) **(LRR P, T, U)**
- Muck Presence (A8) **(LRR U)**
- 1 cm Muck (A9) **(LRR P, T)**
- Depleted Below Dark Surface (A11)
- Thick Dark Surface (A12)
- Coast Prairie Redox (A16) **(MLRA 150A)**
- Sandy Mucky Mineral (S1) **(LRR O, S)**
- Sandy Gleyed Matrix (S4)
- Sandy Redox (S5)
- Stripped Matrix (S6)
- Dark Surface (S7) **(LRR P, S, T, U)**
- Polyvalue Below Surface (S8) **(LRR S, T, U)**
- Thin Dark Surface (S9) **(LRR S, T, U)**
- Loamy Mucky Mineral (F1) **(LRR O)**
- Loamy Gleyed Matrix (F2)
- Depleted Matrix (F3)
- Redox Dark Surface (F6)
- Depleted Dark Surface (F7)
- Redox Depressions (F8)
- Marl (F10) **(LRR U)**
- Depleted Ochric (F11) **(MLRA 151)**
- Iron-Manganese Masses (F12) **(LRR O, P, T)**
- Umbric Surface (F13) **(LRR P, T, U)**
- Delta Ochric (F17) **(MLRA 151)**
- Reduced Vertic (F18) **(MLRA 150A, 150B)**
- Piedmont Floodplain Soils (F19) **(MLRA 149A)**
- Anomalous Bright Loamy Soils (F20) **(MLRA 149A, 153C, 153D)**

Indicators for Problematic Hydric Soils[3]:

- 1 cm Muck (A9) **(LRR O)**
- 2 cm Muck (A10) **(LRR S)**
- Reduced Vertic (F18) **(outside MLRA 150A,B)**
- Piedmont Floodplain Soils (F19) **(LRR P, S, T)**
- Anomalous Bright Loamy Soils (F20) **(MLRA 153B)**
- Red Parent Material (TF2)
- Very Shallow Dark Surface (TF12)
- Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type:
Depth (inches):

Hydric Soil Present? **Yes** **No X**

Remarks:
No positive indication of hydric soils was observed.

WETLAND DETERMINATION DATA FORM - Atlantic and Gulf Coastal Plain Region

VEGETATION (Five Strata) - Use scientific names of plants.

Sampling Point: **SL2**

	Absolute % cover	Dominant Species	Indicator Status
Tree Stratum (Plot size: 30 ft.)			
1. *None Observed*			
2.			
3.			
4.			
5.			
6.			
	= Total Cover		
50% of total cover:		20% of total cover:	
Sapling Stratum (Plot size: 30 ft.)			
1. *None Observed*			
2.			
3.			
4.			
5.			
6.			
	= Total Cover		
50% of total cover:		20% of total cover:	
Shrub Stratum (Plot size: 30 ft.)			
1. *None Observed*			
2.			
3.			
4.			
5.			
6.			
	= Total Cover		
50% of total cover:		20% of total cover:	
Herb Stratum (Plot size: 30 ft.)			
1. *Trifolium pratense*	60	Yes	FACU
2. *Geranium carolinianum*	15	No	FACU
3. *Cynodon dactylon*	10	No	FACU
4. *Carex cherokeensis*	10	No	FACW
5.			
6.			
7.			
8.			
9.			
10.			
11.			
	95 = Total Cover		
50% of total cover:	47.5	20% of total cover:	19
Woody Vine Stratum (Plot size: 30 ft.)			
1. *None Observed*			
2.			
3.			
4.			
5.			
	= Total Cover		
50% of total cover:		20% of total cover:	

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: **0** (A)

Total Number of Dominant Species Across All Strata: **1** (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: **0** (A/B)

Prevalence Index Worksheet:

Total % Cover of:		Multiply by:	
OBL species	**0**	x 1 =	**0**
FACW species	**10**	x 2 =	**20**
FAC species	**0**	x 3 =	**0**
FACU species	**85**	x 4 =	**340**
UPL species	**0**	x 5 =	**0**
Column Totals:	**95** (A)		**360** (B)

Prevalence Index = B/A = **3.79**

Hydrophytic Vegetation Indicators:

____ 1 - Rapid Test for Hydrophytic Vegetation

____ 2 - Dominance Test is >50%

____ 3 - Prevalence Index is ≤ 3.0[1]

____ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Definitions of Five Vegetation Strata:

Tree - Woody plants, excluding woody vines, approximately 20 ft (6m) or more in height and 3 in. (7.6 cm) or larger in diameter at breast height (DBH).

Sapling - Woody plants, excluding woody vines, approximately 20 ft (6 m) or more in height and less than 3 in. (7.6 cm) DBH.

Shrub - Woody plants, excluding woody vines, approximately 3 to 20 ft (1 to 6 m) in height.

Herb - All herbaceous (non-woody) plants, including herbaceous vines, regardless of size, and woody plants, except woody vines, less than approximately 2 ft (1 m) in height.

Woody vine - All woody vines, regardless of height.

Hydrophytic Vegetation Present? **Yes** ____ **No** **X**

Remarks: (if observed, list morphological adaptations below).

No positive indication of hydrophytic vegetation was observed (≥50% of dominant species indexed as FAC or drier).

WETLAND DETERMINATION DATA FORM - Atlantic and Gulf Coastal Plain Region

Project/Site: Sugarhouse Road Extension Parish: Rapides Sampling Date: February 11, 2026
Applicant/Owner: City of Alexandria State: Louisiana Sample Point: SL3
Investigator(s): Ryan Klutts and Aaron Gondran Section, Township, Range: Section: 41, Township: 03 North, Range: 01 West
Landform (hillslope, terrace, etc.): Depression Local relief (concave, convex, none): Concave Slope (%): 0-5
Subregion (LRR or MLRA): LRR:O, MLRA:131C Lat: 31.264941 Long: -92.421517 Datum: NAD83
Soil Map Unit Name: MnA – Moreland clay, 0 to 1 percent slopes, rarely flooded NWI Classification: PFO1A – Freshwater Forested/Shrub Wetland
Are climatic / hydrologic conditions on the site typical for this time of year? (Yes / No) Yes (if no, explain in Remarks.)
Are Vegetation **No** ,Soil **No** ,or Hydrology **No** significantly disturbed? Are "Normal Circumstances" present? Yes **X** No
Are Vegetation **No** ,Soil **No** ,or Hydrology **No** naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS - Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes **X**	No	**Is the Sampled Area**	
Hydric Soil Present?	Yes **X**	No	**within a Wetland?**	**Yes X** **No**
Wetland Hydrology Present?	Yes **X**	No		

Remarks:
This point was determined to be within a wetland due to the presence of all three wetland criteria.

HYDROLOGY

Wetland hydrology Indicators:

Primary Indicators (minimum of one is required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- **X** Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- **X** Water-Stained Leaves (B9)
- ___ Aquatic Fauna (B13)
- ___ Marl Deposits (B15) **(LRR U)**
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres on Living Roots(C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ___ Surface Soil Cracks (B6)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Drainage Patterns (B10)
- ___ Moss Trim Lines (B16)
- ___ Dry-Season Water Table (C2)
- **X** Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- ___ Shallow Aquitard (D3)
- **X** FAC-Neutral Test (D5)
- ___ Sphagnum moss (D8) **(LRR T, U)**

Field Observations:

Surface Water Present?	Yes	No **X**	Depth (inches):	**N/A**
Water Table Present?	Yes	No **X**	Depth (inches):	**N/A**
Saturation Present?	Yes	No **X**	Depth (inches):	**N/A**

Wetland Hydrology Present? **Yes X** **No**

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:
A positive indication of wetland hydrology was observed (at least one primary indicator).

SOIL

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth	Matrix		Redox Features					
(inches)	Color (moist)	%	Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-4	7.5YR 3/2	90	10YR 4/6	10	C	M	Sandy Clay	
5-20	7.5YR 3/4	60	10YR 4/6	10	C	M	Sandy Clay	
			7.5YR 3/1	30	D	M		

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soils Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5)
- ___ Organic Bodies (A6) **(LRR P, T, U)**
- ___ 5 cm Mucky Mineral (A7) **(LRR P, T, U)**
- ___ Muck Presence (A8) **(LRR U)**
- ___ 1 cm Muck (A9) **(LRR P, T)**
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Coast Prairie Redox (A16) **(MLRA 150A)**
- ___ Sandy Mucky Mineral (S1) **(LRR O, S)**
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Dark Surface (S7) **(LRR P, S, T, U)**
- ___ Polyvalue Below Surface (S8) **(LRR S, T, U)**
- ___ Thin Dark Surface (S9) **(LRR S, T, U)**
- ___ Loamy Mucky Mineral (F1) **(LRR O)**
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- **X** Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ Marl (F10) **(LRR U)**
- ___ Depleted Ochric (F11) **(MLRA 151)**
- ___ Iron-Manganese Masses (F12) **(LRR O, P, T)**
- ___ Umbric Surface (F13) **(LRR P, T, U)**
- ___ Delta Ochric (F17) **(MLRA 151)**
- ___ Reduced Vertic (F18) **(MLRA 150A, 150B)**
- ___ Piedmont Floodplain Soils (F19) **(MLRA 149A)**
- ___ Anomalous Bright Loamy Soils (F20) **(MLRA 149A, 153C, 153D)**

Indicators for Problematic Hydric Soils[3]:

- ___ 1 cm Muck (A9) **(LRR O)**
- ___ 2 cm Muck (A10) **(LRR S)**
- ___ Reduced Vertic (F18) **(outside MLRA 150A,B)**
- ___ Piedmont Floodplain Soils (F19) **(LRR P, S, T)**
- ___ Anomalous Bright Loamy Soils (F20) **(MLRA 153B)**
- ___ Red Parent Material (TF2)
- ___ Very Shallow Dark Surface (TF12)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type:
Depth (inches):

Hydric Soil Present? **Yes X** **No**

Remarks:
A positive indication of hydric soil was observed.

WETLAND DETERMINATION DATA FORM - Atlantic and Gulf Coastal Plain Region

VEGETATION (Five Strata) - Use scientific names of plants.

Sampling Point: **SL3**

	Absolute % cover	Dominant Species	Indicator Status
Tree Stratum (Plot size: 30 ft.)			
1. *Celtis laevigata*	45	Yes	FACW
2. *Gleditsia triacanthos*	20	Yes	FAC
3. *Ulmus americana*	10	No	FAC
4.			
5.			
6.			
	75 = Total Cover		
50% of total cover: 37.5		20% of total cover: 15	
Sapling Stratum (Plot size: 30 ft.)			
1. *Ligustrum lucidum*	15	Yes	FAC
2. *Ligustrum sinense*	10	Yes	FAC
3.			
4.			
5.			
6.			
	25 = Total Cover		
50% of total cover: 12.5		20% of total cover: 5	
Shrub Stratum (Plot size: 30 ft.)			
1. *Sabal minor*	15	Yes	FACW
2.			
3.			
4.			
5.			
6.			
	15 = Total Cover		
50% of total cover: 7.5		20% of total cover: 3	
Herb Stratum (Plot size: 30 ft.)			
1. *Carex cherokeensis*	40	Yes	FACW
2. *Lonicera japonica*	10	No	FACU
3. *Sabal minor*	10	No	FACW
4.			
5.			
6.			
7.			
8.			
9.			
10.			
11.			
	60 = Total Cover		
50% of total cover: 30		20% of total cover: 12	
Woody Vine Stratum (Plot size: 30 ft.)			
1. *None Observed*			
2.			
3.			
4.			
5.			
	= Total Cover		
50% of total cover:		20% of total cover:	

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: **6** (A)

Total Number of Dominant Species Across All Strata: **6** (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: **100%** (A/B)

Prevalence Index Worksheet:

Total % Cover of:		Multiply by:	
OBL species	**0**	x 1 =	**0**
FACW species	**110**	x 2 =	**220**
FAC species	**55**	x 3 =	**165**
FACU species	**10**	x 4 =	**40**
UPL species	**0**	x 5 =	**0**
Column Totals:	**175** (A)		**425** (B)

Prevalence Index = B/A = **2.43**

Hydrophytic Vegetation Indicators:

- ____ 1 - Rapid Test for Hydrophytic Vegetation
- **X** 2 - Dominance Test is >50%
- **X** 3 - Prevalence Index is ≤ 3.0[1]
- ____ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Definitions of Five Vegetation Strata:

Tree - Woody plants, excluding woody vines, approximately 20 ft (6m) or more in height and 3 in. (7.6 cm) or larger in diameter at breast height (DBH).

Sapling - Woody plants, excluding woody vines, approximately 20 ft (6 m) or more in height and less than 3 in. (7.6 cm) DBH.

Shrub - Woody plants, excluding woody vines, approximately 3 to 20 ft (1 to 6 m) in height.

Herb - All herbaceous (non-woody) plants, including herbaceous vines, regardless of size, and woody plants, except woody vines, less than approximately 2 ft (1 m) in height.

Woody vine - All woody vines, regardless of height.

Hydrophytic Vegetation Present? **Yes** **X** **No** ____

Remarks: (if observed, list morphological adaptations below).

A positive indication of hydrophytic vegetation was observed (>50% of dominant species indexed as OBL, FACW, or FAC).

WETLAND DETERMINATION DATA FORM - Atlantic and Gulf Coastal Plain Region

Project/Site: Sugarhouse Road Extension Parish: Rapides Sampling Date: February 11, 2026
Applicant/Owner: City of Alexandria State: Louisiana Sample Point: SL4
Investigator(s): Ryan Klutts and Aaron Gondran Section, Township, Range: Section: 1, Township: 03 North, Range: 01 West
Landform (hillslope, terrace, etc.): Hilltop Local relief (concave, convex, none): Convex Slope (%): 0-5
Subregion (LRR or MLRA): LRR:O, MLRA:131C Lat: 31.266147 Long: -92.420334 Datum: NAD83
Soil Map Unit Name: MnA – Moreland clay, 0 to 1 percent slopes, rarely flooded NWI Classification: PFO1A – Freshwater Forested/Shrub Wetland
Are climatic / hydrologic conditions on the site typical for this time of year? (Yes / No) Yes (if no, explain in Remarks.)
Are Vegetation **No** ,Soil **No** ,or Hydrology **No** significantly disturbed? Are "Normal Circumstances" present? Yes **X** No
Are Vegetation **No** ,Soil **Yes** ,or Hydrology **No** naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS - Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes	No **X**	
Hydric Soil Present?	Yes	No **X**	**Is the Sampled Area**
Wetland Hydrology Present?	Yes	No **X**	**within a Wetland?** **Yes** **No X**

Remarks:
This point was determined not to be within a wetland due to the lack of all three wetland criteria.

HYDROLOGY

Wetland hydrology Indicators:

Primary Indicators (minimum of one is required; check all that apply)

- Surface Water (A1)
- High Water Table (A2)
- Saturation (A3)
- Water Marks (B1)
- Sediment Deposits (B2)
- Drift Deposits (B3)
- Algal Mat or Crust (B4)
- Iron Deposits (B5)
- Inundation Visible on Aerial Imagery (B7)
- Water-Stained Leaves (B9)
- Aquatic Fauna (B13)
- Marl Deposits (B15) **(LRR U)**
- Hydrogen Sulfide Odor (C1)
- Oxidized Rhizospheres on Living Roots(C3)
- Presence of Reduced Iron (C4)
- Recent Iron Reduction in Tilled Soils (C6)
- Thin Muck Surface (C7)
- Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- Surface Soil Cracks (B6)
- Sparsely Vegetated Concave Surface (B8)
- Drainage Patterns (B10)
- Moss Trim Lines (B16)
- Dry-Season Water Table (C2)
- Crayfish Burrows (C8)
- Saturation Visible on Aerial Imagery (C9)
- Geomorphic Position (D2)
- Shallow Aquitard (D3)
- FAC-Neutral Test (D5)
- Sphagnum moss (D8) **(LRR T, U)**

Field Observations:

Surface Water Present?	Yes	No **X**	Depth (inches): **N/A**
Water Table Present?	Yes	No **X**	Depth (inches): **N/A**
Saturation Present?	Yes	No **X**	Depth (inches): **N/A**

Wetland Hydrology Present? **Yes** **No X**

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:
No positive indication of wetland hydrology was observed.

SOIL

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth	Matrix		Redox Features					
(inches)	Color (moist)	%	Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-16	7.5YR 3/3	100	None	—	—	—	Clay Loam	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soils Indicators: (Applicable to all LRRs, unless otherwise noted.)

- Histosol (A1)
- Histic Epipedon (A2)
- Black Histic (A3)
- Hydrogen Sulfide (A4)
- Stratified Layers (A5)
- Organic Bodies (A6) **(LRR P, T, U)**
- 5 cm Mucky Mineral (A7) **(LRR P, T, U)**
- Muck Presence (A8) **(LRR U)**
- 1 cm Muck (A9) **(LRR P, T)**
- Depleted Below Dark Surface (A11)
- Thick Dark Surface (A12)
- Coast Prairie Redox (A16) **(MLRA 150A)**
- Sandy Mucky Mineral (S1) **(LRR O, S)**
- Sandy Gleyed Matrix (S4)
- Sandy Redox (S5)
- Stripped Matrix (S6)
- Dark Surface (S7) **(LRR P, S, T, U)**
- Polyvalue Below Surface (S8) **(LRR S, T, U)**
- Thin Dark Surface (S9) **(LRR S, T, U)**
- Loamy Mucky Mineral (F1) **(LRR O)**
- Loamy Gleyed Matrix (F2)
- Depleted Matrix (F3)
- Redox Dark Surface (F6)
- Depleted Dark Surface (F7)
- Redox Depressions (F8)
- Marl (F10) **(LRR U)**
- Depleted Ochric (F11) **(MLRA 151)**
- Iron-Manganese Masses (F12) **(LRR O, P, T)**
- Umbric Surface (F13) **(LRR P, T, U)**
- Delta Ochric (F17) **(MLRA 151)**
- Reduced Vertic (F18) **(MLRA 150A, 150B)**
- Piedmont Floodplain Soils (F19) **(MLRA 149A)**
- Anomalous Bright Loamy Soils (F20) **(MLRA 149A, 153C, 153D)**

Indicators for Problematic Hydric Soils[3]:

- 1 cm Muck (A9) **(LRR O)**
- 2 cm Muck (A10) **(LRR S)**
- Reduced Vertic (F18) **(outside MLRA 150A,B)**
- Piedmont Floodplain Soils (F19) **(LRR P, S, T)**
- Anomalous Bright Loamy Soils (F20) **(MLRA 153B)**
- Red Parent Material (TF2)
- Very Shallow Dark Surface (TF12)
- Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):
Type: Refusal
Depth (inches): 16

Hydric Soil Present? **Yes** **No X**

Remarks:
No positive indication of hydric soils was observed.

WETLAND DETERMINATION DATA FORM - Atlantic and Gulf Coastal Plain Region

VEGETATION (Five Strata) - Use scientific names of plants.

Sampling Point: **SL4**

	Absolute % cover	Dominant Species	Indicator Status
Tree Stratum (Plot size: 30 ft.)			
1. *None Observed*			
2.			
3.			
4.			
5.			
6.			
	= Total Cover		
50% of total cover:	20% of total cover:		
Sapling Stratum (Plot size: 30 ft.)			
1. *None Observed*			
2.			
3.			
4.			
5.			
6.			
	= Total Cover		
50% of total cover:	20% of total cover:		
Shrub Stratum (Plot size: 30 ft.)			
1. *None Observed*			
2.			
3.			
4.			
5.			
6.			
	= Total Cover		
50% of total cover:	20% of total cover:		
Herb Stratum (Plot size: 30 ft.)			
1. *Trifolium pratense*	25	Yes	FACU
2. *Cynodon dactylon*	20	Yes	FACU
3. *Geranium carolinianum*	10	No	FACU
4. *Veronica peregrina*	10	No	FAC
5. *Plantago lanceolata*	10	No	FACU
6.			
7.			
8.			
9.			
10.			
11.			
	75 = Total Cover		
50% of total cover: 37.5	20% of total cover: 15		
Woody Vine Stratum (Plot size: 30 ft.)			
1. *None Observed*			
2.			
3.			
4.			
5.			
	= Total Cover		
50% of total cover:	20% of total cover:		

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: **0** (A)

Total Number of Dominant Species Across All Strata: **2** (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: **0** (A/B)

Prevalence Index Worksheet:

Total % Cover of:		Multiply by:	
OBL species	**0**	x 1 =	**0**
FACW species	**0**	x 2 =	**0**
FAC species	**10**	x 3 =	**30**
FACU species	**65**	x 4 =	**260**
UPL species	**0**	x 5 =	**0**
Column Totals:	**75** (A)		**290** (B)

Prevalence Index = B/A = **3.87**

Hydrophytic Vegetation Indicators:

____ 1 - Rapid Test for Hydrophytic Vegetation

____ 2 - Dominance Test is >50%

____ 3 - Prevalence Index is ≤ 3.0[1]

____ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Definitions of Five Vegetation Strata:

Tree - Woody plants, excluding woody vines, approximately 20 ft (6m) or more in height and 3 in. (7.6 cm) or larger in diameter at breast height (DBH).

Sapling - Woody plants, excluding woody vines, approximately 20 ft (6 m) or more in height and less than 3 in. (7.6 cm) DBH.

Shrub - Woody plants, excluding woody vines, approximately 3 to 20 ft (1 to 6 m) in height.

Herb - All herbaceous (non-woody) plants, including herbaceous vines, regardless of size, and woody plants, except woody vines, less than approximately 2 ft (1 m) in height.

Woody vine - All woody vines, regardless of height.

Hydrophytic Vegetation Present? **Yes** ____ **No** **X**

Remarks: (if observed, list morphological adaptations below).

No positive indication of hydrophytic vegetation was observed (≥50% of dominant species indexed as FAC or drier).

WETLAND DETERMINATION DATA FORM - Atlantic and Gulf Coastal Plain Region

Project/Site: Sugarhouse Road Extension | Parish: Rapides | Sampling Date: February 11, 2026

Applicant/Owner: City of Alexandria | State: Louisiana | Sample Point: SL5

Investigator(s): Ryan Klutts and Aaron Gondran | Section, Township, Range: Section: 1, Township: 03 North, Range: 01 West

Landform (hillslope, terrace, etc.): Depression | Local relief (concave, convex, none): Concave | Slope (%): 0-5

Subregion (LRR or MLRA): LRR:O, MLRA:131C | Lat: 31.266254 | Long: -92.420333 | Datum: NAD83

Soil Map Unit Name: MnA – Moreland clay, 0 to 1 percent slopes, rarely flooded | NWI Classification: PFO1A – Freshwater Forested/Shrub Wetland

Are climatic / hydrologic conditions on the site typical for this time of year? (Yes / No) Yes (if no, explain in Remarks.)

Are Vegetation **No**, Soil **No**, or Hydrology **No** significantly disturbed? Are "Normal Circumstances" present? Yes **X** No

Are Vegetation **No**, Soil **Yes**, or Hydrology **No** naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS - Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes **X**	No	
Hydric Soil Present?	Yes **X**	No	**Is the Sampled Area within a Wetland?** Yes **X** No
Wetland Hydrology Present?	Yes **X**	No	

Remarks:

This point was determined to be within a wetland due to the presence of all three wetland criteria.

HYDROLOGY

Wetland hydrology Indicators:

Primary Indicators (minimum of one is required; check all that apply)

- ___ Surface Water (A1)
- **X** High Water Table (A2)
- **X** Saturation (A3)
- **X** Water Marks (B1)
- ___ Sediment Deposits (B2)
- **X** Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- **X** Water-Stained Leaves (B9)
- ___ Aquatic Fauna (B13)
- ___ Marl Deposits (B15) **(LRR U)**
- ___ Hydrogen Sulfide Odor (C1)
- **X** Oxidized Rhizospheres on Living Roots(C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ___ Surface Soil Cracks (B6)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Drainage Patterns (B10)
- ___ Moss Trim Lines (B16)
- ___ Dry-Season Water Table (C2)
- **X** Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- ___ Shallow Aquitard (D3)
- **X** FAC-Neutral Test (D5)
- ___ Sphagnum moss (D8) **(LRR T, U)**

Field Observations:

Surface Water Present?	Yes	No **X**	Depth (inches):	**N/A**	
Water Table Present?	Yes **X**	No	Depth (inches):	**1-20**	**Wetland Hydrology Present?** Yes **X** No
Saturation Present?	Yes **X**	No	Depth (inches):	**0-20**	

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

A positive indication of wetland hydrology was observed (at least one primary indicator).

SOIL

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth	Matrix		Redox Features					
(inches)	Color (moist)	%	Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-7	7.5YR 4/4	60	10YR 6/8	5	C	M	Clay Loam	
			10YR 6/8	5	C	PL		
			7.5YR 3/2	30	D	M		
7-20	7.5YR 4/4	90	7.5YR 4/1	10	D	M	Clay	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soils Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5)
- ___ Organic Bodies (A6) **(LRR P, T, U)**
- ___ 5 cm Mucky Mineral (A7) **(LRR P, T, U)**
- ___ Muck Presence (A8) **(LRR U)**
- ___ 1 cm Muck (A9) **(LRR P, T)**
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Coast Prairie Redox (A16) **(MLRA 150A)**
- ___ Sandy Mucky Mineral (S1) **(LRR O, S)**
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Dark Surface (S7) **(LRR P, S, T, U)**
- ___ Polyvalue Below Surface (S8) **(LRR S, T, U)**
- ___ Thin Dark Surface (S9) **(LRR S, T, U)**
- ___ Loamy Mucky Mineral (F1) **(LRR O)**
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- **X** Redox Depressions (F8)
- ___ Marl (F10) **(LRR U)**
- ___ Depleted Ochric (F11) **(MLRA 151)**
- ___ Iron-Manganese Masses (F12) **(LRR O, P, T)**
- ___ Umbric Surface (F13) **(LRR P, T, U)**
- ___ Delta Ochric (F17) **(MLRA 151)**
- ___ Reduced Vertic (F18) **(MLRA 150A, 150B)**
- ___ Piedmont Floodplain Soils (F19) **(MLRA 149A)**
- ___ Anomalous Bright Loamy Soils (F20) **(MLRA 149A, 153C, 153D)**

Indicators for Problematic Hydric Soils[3]:

- ___ 1 cm Muck (A9) **(LRR O)**
- ___ 2 cm Muck (A10) **(LRR S)**
- ___ Reduced Vertic (F18) **(outside MLRA 150A,B)**
- ___ Piedmont Floodplain Soils (F19) **(LRR P, S, T)**
- ___ Anomalous Bright Loamy Soils (F20) **(MLRA 153B)**
- ___ Red Parent Material (TF2)
- ___ Very Shallow Dark Surface (TF12)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type:

Depth (inches):

Hydric Soil Present? Yes **X** No

Remarks:

A positive indication of hydric soil was observed.

WETLAND DETERMINATION DATA FORM - Atlantic and Gulf Coastal Plain Region

VEGETATION (Five Strata) - Use scientific names of plants.

Sampling Point: **SL5**

	Absolute % cover	Dominant Species	Indicator Status
Tree Stratum (Plot size: 30 ft.)			
1. *Ulmus americana*	15	Yes	FAC
2. *Quercus nigra*	10	Yes	FAC
3. *Celtis laevigata*	10	Yes	FACW
4.			
5.			
6.			
	35	= Total Cover	
50% of total cover:	17.5	20% of total cover:	7
Sapling Stratum (Plot size: 30 ft.)			
1. *Ligustrum lucidum*	10	Yes	FAC
2.			
3.			
4.			
5.			
6.			
	10	= Total Cover	
50% of total cover:	5	20% of total cover:	2
Shrub Stratum (Plot size: 30 ft.)			
1. *Sabal minor*	15	Yes	FACW
2. *Poncirus trifoliata*	3	No	UPL
3.			
4.			
5.			
6.			
	18	= Total Cover	
50% of total cover:	9	20% of total cover:	3.6
Herb Stratum (Plot size: 30 ft.)			
1. *Sabal minor*	10	Yes	FACW
2. *Carex cherokeensis*	5	Yes	FACW
3. *Rubus trivialis*	3	No	FACU
4.			
5.			
6.			
7.			
8.			
9.			
10.			
11.			
	18	= Total Cover	
50% of total cover:	9	20% of total cover:	3.6
Woody Vine Stratum (Plot size: 30 ft.)			
1. *None Observed*			
2.			
3.			
4.			
5.			
		= Total Cover	
50% of total cover:		20% of total cover:	

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: **7** (A)

Total Number of Dominant Species Across All Strata: **7** (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: **100%** (A/B)

Prevalence Index Worksheet:

Total % Cover of:		Multiply by:	
OBL species	**0**	x 1 =	**0**
FACW species	**40**	x 2 =	**80**
FAC species	**35**	x 3 =	**105**
FACU species	**3**	x 4 =	**12**
UPL species	**3**	x 5 =	**15**
Column Totals:	**81** (A)		**212** (B)

Prevalence Index = B/A = **2.62**

Hydrophytic Vegetation Indicators:

____ 1 - Rapid Test for Hydrophytic Vegetation

X 2 - Dominance Test is >50%

X 3 - Prevalence Index is ≤ 3.0[1]

____ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Definitions of Five Vegetation Strata:

Tree - Woody plants, excluding woody vines, approximately 20 ft (6m) or more in height and 3 in. (7.6 cm) or larger in diameter at breast height (DBH).

Sapling - Woody plants, excluding woody vines, approximately 20 ft (6 m) or more in height and less than 3 in. (7.6 cm) DBH.

Shrub - Woody plants, excluding woody vines, approximately 3 to 20 ft (1 to 6 m) in height.

Herb - All herbaceous (non-woody) plants, including herbaceous vines, regardless of size, and woody plants, except woody vines, less than approximately 2 ft (1 m) in height.

Woody vine - All woody vines, regardless of height.

Hydrophytic Vegetation Present? **Yes** **X** **No** _____

Remarks: (if observed, list morphological adaptations below).

A positive indication of hydrophytic vegetation was observed (>50% of dominant species indexed as OBL, FACW, or FAC).

WETLAND DETERMINATION DATA FORM - Atlantic and Gulf Coastal Plain Region

Project/Site: Sugarhouse Road Extension Parish: Rapides Sampling Date: February 11, 2026

Applicant/Owner: City of Alexandria State: Louisiana Sample Point: SL6

Investigator(s): Ryan Klutts and Aaron Gondran Section, Township, Range: Section: 1, Township: 03 North, Range: 01 West

Landform (hillslope, terrace, etc.): Floodplain Local relief (concave, convex, none): Linear Slope Slope (%): 0-5

Subregion (LRR or MLRA): LRR:O, MLRA:131C Lat: 31.266130 Long: -92.420150 Datum: NAD83

Soil Map Unit Name: MnA – Moreland clay, 0 to 1 percent slopes, rarely flooded NWI Classification: PFO1A – Freshwater Forested/Shrub Wetland

Are climatic / hydrologic conditions on the site typical for this time of year? (Yes / No) Yes (if no, explain in Remarks.)

Are Vegetation **No** ,Soil **No** ,or Hydrology **No** significantly disturbed? Are "Normal Circumstances" present? Yes **X** No

Are Vegetation **No** ,Soil **No** ,or Hydrology **No** naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS - Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes **X**	No	**Is the Sampled Area**	
Hydric Soil Present?	Yes **X**	No	**within a Wetland?**	**Yes X** **No**
Wetland Hydrology Present?	Yes **X**	No		

Remarks:

This point was determined to be within a wetland due to the presence of all three wetland criteria.

HYDROLOGY

Wetland hydrology Indicators:

Primary Indicators (minimum of one is required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- **X** Water-Stained Leaves (B9)
- ___ Aquatic Fauna (B13)
- ___ Marl Deposits (B15) **(LRR U)**
- ___ Hydrogen Sulfide Odor (C1)
- **X** Oxidized Rhizospheres on Living Roots(C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ___ Surface Soil Cracks (B6)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Drainage Patterns (B10)
- ___ Moss Trim Lines (B16)
- ___ Dry-Season Water Table (C2)
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- ___ Shallow Aquitard (D3)
- **X** FAC-Neutral Test (D5)
- ___ Sphagnum moss (D8) **(LRR T, U)**

Field Observations:

Surface Water Present?	Yes	No **X**	Depth (inches):	**N/A**
Water Table Present?	Yes	No **X**	Depth (inches):	**N/A**
Saturation Present?	Yes	No **X**	Depth (inches):	**N/A**

Wetland Hydrology Present? **Yes X** **No**

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

A positive indication of wetland hydrology was observed (at least one primary indicator).

SOIL

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth	Matrix		Redox Features					
(inches)	Color (moist)	%	Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-16	7.5YR 3/2	85	10YR 3/6	15	C	PL	Sandy Clay	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soils Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5)
- ___ Organic Bodies (A6) **(LRR P, T, U)**
- ___ 5 cm Mucky Mineral (A7) **(LRR P, T, U)**
- ___ Muck Presence (A8) **(LRR U)**
- ___ 1 cm Muck (A9) **(LRR P, T)**
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Coast Prairie Redox (A16) **(MLRA 150A)**
- ___ Sandy Mucky Mineral (S1) **(LRR O, S)**
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Dark Surface (S7) **(LRR P, S, T, U)**
- ___ Polyvalue Below Surface (S8) **(LRR S, T, U)**
- ___ Thin Dark Surface (S9) **(LRR S, T, U)**
- ___ Loamy Mucky Mineral (F1) **(LRR O)**
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- **X** Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ Marl (F10) **(LRR U)**
- ___ Depleted Ochric (F11) **(MLRA 151)**
- ___ Iron-Manganese Masses (F12) **(LRR O, P, T)**
- ___ Umbric Surface (F13) **(LRR P, T, U)**
- ___ Delta Ochric (F17) **(MLRA 151)**
- ___ Reduced Vertic (F18) **(MLRA 150A, 150B)**
- ___ Piedmont Floodplain Soils (F19) **(MLRA 149A)**
- ___ Anomalous Bright Loamy Soils (F20) **(MLRA 149A, 153C, 153D)**

Indicators for Problematic Hydric Soils[3]:

- ___ 1 cm Muck (A9) **(LRR O)**
- ___ 2 cm Muck (A10) **(LRR S)**
- ___ Reduced Vertic (F18) **(outside MLRA 150A,B)**
- ___ Piedmont Floodplain Soils (F19) **(LRR P, S, T)**
- ___ Anomalous Bright Loamy Soils (F20) **(MLRA 153B)**
- ___ Red Parent Material (TF2)
- ___ Very Shallow Dark Surface (TF12)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type: Refusal

Depth (inches): 16

Hydric Soil Present? **Yes X** **No**

Remarks:

A positive indication of hydric soil was observed.

WETLAND DETERMINATION DATA FORM - Atlantic and Gulf Coastal Plain Region

VEGETATION (Five Strata) - Use scientific names of plants.

Sampling Point: **SL6**

	Absolute % cover	Dominant Species	Indicator Status
Tree Stratum (Plot size: 30 ft.)			
1. *None Observed*			
2.			
3.			
4.			
5.			
6.			
	= Total Cover		
50% of total cover:	20% of total cover:		
Sapling Stratum (Plot size: 30 ft.)			
1. *Ulmus americana*	10	Yes	FAC
2. *Celtis laevigata*	5	Yes	FACW
3.			
4.			
5.			
6.			
	15 = Total Cover		
50% of total cover: 7.5	20% of total cover: 3		
Shrub Stratum (Plot size: 30 ft.)			
1. *Ambrosia trifida*	70	Yes	FAC
2.			
3.			
4.			
5.			
6.			
	70 = Total Cover		
50% of total cover: 35	20% of total cover: 14		
Herb Stratum (Plot size: 30 ft.)			
1. *Ambrosia trifida*	55	Yes	FAC
2. *Rubus trivialis*	10	No	FACU
3. *Rumex crispus*	5	No	FAC
4.			
5.			
6.			
7.			
8.			
9.			
10.			
11.			
	70 = Total Cover		
50% of total cover: 35	20% of total cover: 14		
Woody Vine Stratum (Plot size: 30 ft.)			
1. *None Observed*			
2.			
3.			
4.			
5.			
	= Total Cover		
50% of total cover:	20% of total cover:		

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: **4** (A)

Total Number of Dominant Species Across All Strata: **4** (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: **100%** (A/B)

Prevalence Index Worksheet:

Total % Cover of:		Multiply by:	
OBL species	**0**	x 1 =	**0**
FACW species	**5**	x 2 =	**10**
FAC species	**140**	x 3 =	**420**
FACU species	**10**	x 4 =	**40**
UPL species	**0**	x 5 =	**0**
Column Totals:	**155** (A)		**470** (B)

Prevalence Index = B/A = **3.03**

Hydrophytic Vegetation Indicators:

____ 1 - Rapid Test for Hydrophytic Vegetation

X 2 - Dominance Test is >50%

____ 3 - Prevalence Index is ≤ 3.0[1]

____ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Definitions of Five Vegetation Strata:

Tree - Woody plants, excluding woody vines, approximately 20 ft (6m) or more in height and 3 in. (7.6 cm) or larger in diameter at breast height (DBH).

Sapling - Woody plants, excluding woody vines, approximately 20 ft (6 m) or more in height and less than 3 in. (7.6 cm) DBH.

Shrub - Woody plants, excluding woody vines, approximately 3 to 20 ft (1 to 6 m) in height.

Herb - All herbaceous (non-woody) plants, including herbaceous vines, regardless of size, and woody plants, except woody vines, less than approximately 2 ft (1 m) in height.

Woody vine - All woody vines, regardless of height.

Hydrophytic Vegetation Present? **Yes** **X** **No** ____

Remarks: (if observed, list morphological adaptations below).

A positive indication of hydrophytic vegetation was observed (>50% of dominant species indexed as OBL, FACW, or FAC).

WETLAND DETERMINATION DATA FORM - Atlantic and Gulf Coastal Plain Region

Project/Site: Sugarhouse Road Extension Parish: Rapides Sampling Date: February 11, 2026
Applicant/Owner: City of Alexandria State: Louisiana Sample Point: SL7
Investigator(s): Ryan Klutts and Aaron Gondran Section, Township, Range: Section: 77, Township: 03 North, Range: 01 West
Landform (hillslope, terrace, etc.): Hilltop Local relief (concave, convex, none): Convex Slope (%): 5-10
Subregion (LRR or MLRA): LRR:O, MLRA:131C Lat: 31.266711 Long: -92.419544 Datum: NAD83
Soil Map Unit Name: MnA – Moreland clay, 0 to 1 percent slopes, rarely flooded NWI Classification: N/A
Are climatic / hydrologic conditions on the site typical for this time of year? (Yes / No) Yes (if no, explain in Remarks.)
Are Vegetation **No** ,Soil **No** ,or Hydrology **No** significantly disturbed? Are "Normal Circumstances" present? Yes **X** No
Are Vegetation **No** ,Soil **Yes** ,or Hydrology **No** naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS - Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes **X**	No	
Hydric Soil Present?	Yes	No **X**	**Is the Sampled Area**
Wetland Hydrology Present?	Yes	No **X**	**within a Wetland?** **Yes** **No X**

Remarks:
This point was determined not to be within a wetland due to the lack of hydric soils and wetland hydrology.

HYDROLOGY

Wetland hydrology Indicators:

Primary Indicators (minimum of one is required; check all that apply)

- Surface Water (A1)
- High Water Table (A2)
- Saturation (A3)
- Water Marks (B1)
- Sediment Deposits (B2)
- Drift Deposits (B3)
- Algal Mat or Crust (B4)
- Iron Deposits (B5)
- Inundation Visible on Aerial Imagery (B7)
- Water-Stained Leaves (B9)
- Aquatic Fauna (B13)
- Marl Deposits (B15) **(LRR U)**
- Hydrogen Sulfide Odor (C1)
- Oxidized Rhizospheres on Living Roots(C3)
- Presence of Reduced Iron (C4)
- Recent Iron Reduction in Tilled Soils (C6)
- Thin Muck Surface (C7)
- Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- Surface Soil Cracks (B6)
- Sparsely Vegetated Concave Surface (B8)
- Drainage Patterns (B10)
- Moss Trim Lines (B16)
- Dry-Season Water Table (C2)
- Crayfish Burrows (C8)
- Saturation Visible on Aerial Imagery (C9)
- Geomorphic Position (D2)
- Shallow Aquitard (D3)
- **X** FAC-Neutral Test (D5)
- Sphagnum moss (D8) **(LRR T, U)**

Field Observations:

Surface Water Present?	Yes	No **X**	Depth (inches): **N/A**
Water Table Present?	Yes	No **X**	Depth (inches): **N/A**
Saturation Present?	Yes	No **X**	Depth (inches): **N/A**

Wetland Hydrology Present? **Yes** **No X**

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:
No positive indication of wetland hydrology was observed.

SOIL

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth	Matrix		Redox Features					
(inches)	Color (moist)	%	Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-20	7.5YR 3/3	100	None	—	—	—	Clay Loam	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soils Indicators: (Applicable to all LRRs, unless otherwise noted.)

- Histosol (A1)
- Histic Epipedon (A2)
- Black Histic (A3)
- Hydrogen Sulfide (A4)
- Stratified Layers (A5)
- Organic Bodies (A6) **(LRR P, T, U)**
- 5 cm Mucky Mineral (A7) **(LRR P, T, U)**
- Muck Presence (A8) **(LRR U)**
- 1 cm Muck (A9) **(LRR P, T)**
- Depleted Below Dark Surface (A11)
- Thick Dark Surface (A12)
- Coast Prairie Redox (A16) **(MLRA 150A)**
- Sandy Mucky Mineral (S1) **(LRR O, S)**
- Sandy Gleyed Matrix (S4)
- Sandy Redox (S5)
- Stripped Matrix (S6)
- Dark Surface (S7) **(LRR P, S, T, U)**
- Polyvalue Below Surface (S8) **(LRR S, T, U)**
- Thin Dark Surface (S9) **(LRR S, T, U)**
- Loamy Mucky Mineral (F1) **(LRR O)**
- Loamy Gleyed Matrix (F2)
- Depleted Matrix (F3)
- Redox Dark Surface (F6)
- Depleted Dark Surface (F7)
- Redox Depressions (F8)
- Marl (F10) **(LRR U)**
- Depleted Ochric (F11) **(MLRA 151)**
- Iron-Manganese Masses (F12) **(LRR O, P, T)**
- Umbric Surface (F13) **(LRR P, T, U)**
- Delta Ochric (F17) **(MLRA 151)**
- Reduced Vertic (F18) **(MLRA 150A, 150B)**
- Piedmont Floodplain Soils (F19) **(MLRA 149A)**
- Anomalous Bright Loamy Soils (F20) **(MLRA 149A, 153C, 153D)**

Indicators for Problematic Hydric Soils[3]:

- 1 cm Muck (A9) **(LRR O)**
- 2 cm Muck (A10) **(LRR S)**
- Reduced Vertic (F18) **(outside MLRA 150A,B)**
- Piedmont Floodplain Soils (F19) **(LRR P, S, T)**
- Anomalous Bright Loamy Soils (F20) **(MLRA 153B)**
- Red Parent Material (TF2)
- Very Shallow Dark Surface (TF12)
- Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type:
Depth (inches):

Hydric Soil Present? **Yes** **No X**

Remarks:
No positive indication of hydric soils was observed.

WETLAND DETERMINATION DATA FORM - Atlantic and Gulf Coastal Plain Region

VEGETATION (Five Strata) - Use scientific names of plants.

Sampling Point: **SL7**

	Absolute % cover	Dominant Species	Indicator Status
Tree Stratum (Plot size: 30 ft.)			
1. *Ligustrum lucidum*	35	Yes	FAC
2. *Celtis laevigata*	25	Yes	FACW
3.			
4.			
5.			
6.			
	60 = Total Cover		
50% of total cover: 30		20% of total cover: 12	
Sapling Stratum (Plot size: 30 ft.)			
1. *Ligustrum lucidum*	65	Yes	FAC
2.			
3.			
4.			
5.			
6.			
	65 = Total Cover		
50% of total cover: 32.5		20% of total cover: 13	
Shrub Stratum (Plot size: 30 ft.)			
1. *Sabal minor*	10	Yes	FACW
2.			
3.			
4.			
5.			
6.			
	10 = Total Cover		
50% of total cover: 5		20% of total cover: 2	
Herb Stratum (Plot size: 30 ft.)			
1. *Smilax bona-nox*	5	Yes	FAC
2. *Ligustrum lucidum*	2	Yes	FAC
3. *Galium aparine*	2	Yes	FACU
4.			
5.			
6.			
7.			
8.			
9.			
10.			
11.			
	9 = Total Cover		
50% of total cover: 4.5		20% of total cover: 1.8	
Woody Vine Stratum (Plot size: 30 ft.)			
1. *None Observed*			
2.			
3.			
4.			
5.			
	= Total Cover		
50% of total cover:		20% of total cover:	

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: **6** (A)

Total Number of Dominant Species Across All Strata: **7** (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: **86%** (A/B)

Prevalence Index Worksheet:

Total % Cover of:		Multiply by:	
OBL species	**0**	x 1 =	**0**
FACW species	**35**	x 2 =	**70**
FAC species	**107**	x 3 =	**321**
FACU species	**2**	x 4 =	**8**
UPL species	**0**	x 5 =	**0**
Column Totals:	**144** (A)		**399** (B)

Prevalence Index = B/A = **2.77**

Hydrophytic Vegetation Indicators:

- ____ 1 - Rapid Test for Hydrophytic Vegetation
- **X** 2 - Dominance Test is >50%
- **X** 3 - Prevalence Index is ≤ 3.0[1]
- ____ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Definitions of Five Vegetation Strata:

Tree - Woody plants, excluding woody vines, approximately 20 ft (6m) or more in height and 3 in. (7.6 cm) or larger in diameter at breast height (DBH).

Sapling - Woody plants, excluding woody vines, approximately 20 ft (6 m) or more in height and less than 3 in. (7.6 cm) DBH.

Shrub - Woody plants, excluding woody vines, approximately 3 to 20 ft (1 to 6 m) in height.

Herb - All herbaceous (non-woody) plants, including herbaceous vines, regardless of size, and woody plants, except woody vines, less than approximately 2 ft (1 m) in height.

Woody vine - All woody vines, regardless of height.

Hydrophytic Vegetation Present? **Yes** **X** **No** ____

Remarks: (if observed, list morphological adaptations below).

A positive indication of hydrophytic vegetation was observed (>50% of dominant species indexed as OBL, FACW, or FAC).

WETLAND DETERMINATION DATA FORM - Atlantic and Gulf Coastal Plain Region

Project/Site: Sugarhouse Road Extension Parish: Rapides Sampling Date: February 11, 2026
Applicant/Owner: City of Alexandria State: Louisiana Sample Point: SL8
Investigator(s): Ryan Klutts and Aaron Gondran Section, Township, Range: Section: 1, Township: 03 North, Range: 01 West
Landform (hillslope, terrace, etc.): Hillslope Local relief (concave, convex, none): Linear Slope Slope (%): 0-5
Subregion (LRR or MLRA): LRR:O, MLRA:131C Lat: 31.266635 Long: -92.419619 Datum: NAD83
Soil Map Unit Name: MnA – Moreland clay, 0 to 1 percent slopes, rarely flooded NWI Classification: N/A
Are climatic / hydrologic conditions on the site typical for this time of year? (Yes / No) Yes (if no, explain in Remarks.)
Are Vegetation **No** ,Soil **No** ,or Hydrology **No** significantly disturbed? Are "Normal Circumstances" present? Yes **X** No
Are Vegetation **No** ,Soil **Yes** ,or Hydrology **No** naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS - Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes **X**	No		
Hydric Soil Present?	Yes **X**	No	**Is the Sampled Area**	
Wetland Hydrology Present?	Yes **X**	No	**within a Wetland?**	**Yes X** **No**

Remarks:
This point was determined to be within a wetland due to the presence of all three wetland criteria.

HYDROLOGY

Wetland hydrology Indicators:

Primary Indicators (minimum of one is required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- **X** Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- **X** Water-Stained Leaves (B9)
- ___ Aquatic Fauna (B13)
- ___ Marl Deposits (B15) **(LRR U)**
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres on Living Roots(C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ___ Surface Soil Cracks (B6)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Drainage Patterns (B10)
- ___ Moss Trim Lines (B16)
- ___ Dry-Season Water Table (C2)
- **X** Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- ___ Shallow Aquitard (D3)
- **X** FAC-Neutral Test (D5)
- ___ Sphagnum moss (D8) **(LRR T, U)**

Field Observations:

Surface Water Present?	Yes	No **X**	Depth (inches):	**N/A**
Water Table Present?	Yes	No **X**	Depth (inches):	**N/A**
Saturation Present?	Yes	No **X**	Depth (inches):	**N/A**

Wetland Hydrology Present? **Yes X** **No**

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:
A positive indication of wetland hydrology was observed (at least one primary indicator).

SOIL

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth	Matrix		Redox Features					
(inches)	Color (moist)	%	Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-20	7.5YR 3/2	85	10YR 4/6	15	C	M	Sandy Clay	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soils Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5)
- ___ Organic Bodies (A6) **(LRR P, T, U)**
- ___ 5 cm Mucky Mineral (A7) **(LRR P, T, U)**
- ___ Muck Presence (A8) **(LRR U)**
- ___ 1 cm Muck (A9) **(LRR P, T)**
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Coast Prairie Redox (A16) **(MLRA 150A)**
- ___ Sandy Mucky Mineral (S1) **(LRR O, S)**
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Dark Surface (S7) **(LRR P, S, T, U)**
- ___ Polyvalue Below Surface (S8) **(LRR S, T, U)**
- ___ Thin Dark Surface (S9) **(LRR S, T, U)**
- ___ Loamy Mucky Mineral (F1) **(LRR O)**
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- **X** Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ Marl (F10) **(LRR U)**
- ___ Depleted Ochric (F11) **(MLRA 151)**
- ___ Iron-Manganese Masses (F12) **(LRR O, P, T)**
- ___ Umbric Surface (F13) **(LRR P, T, U)**
- ___ Delta Ochric (F17) **(MLRA 151)**
- ___ Reduced Vertic (F18) **(MLRA 150A, 150B)**
- ___ Piedmont Floodplain Soils (F19) **(MLRA 149A)**
- ___ Anomalous Bright Loamy Soils (F20) **(MLRA 149A, 153C, 153D)**

Indicators for Problematic Hydric Soils[3]:

- ___ 1 cm Muck (A9) **(LRR O)**
- ___ 2 cm Muck (A10) **(LRR S)**
- ___ Reduced Vertic (F18) **(outside MLRA 150A,B)**
- ___ Piedmont Floodplain Soils (F19) **(LRR P, S, T)**
- ___ Anomalous Bright Loamy Soils (F20) **(MLRA 153B)**
- ___ Red Parent Material (TF2)
- ___ Very Shallow Dark Surface (TF12)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type:
Depth (inches):

Hydric Soil Present? **Yes X** **No**

Remarks:
A positive indication of hydric soil was observed.

WETLAND DETERMINATION DATA FORM - Atlantic and Gulf Coastal Plain Region

VEGETATION (Five Strata) - Use scientific names of plants.

Sampling Point: **SL8**

	Absolute % cover	Dominant Species	Indicator Status
Tree Stratum (Plot size: 30 ft.)			
1. *Celtis laevigata*	45	Yes	FACW
2. *Ligustrum lucidum*	20	Yes	FAC
3.			
4.			
5.			
6.			
	65 = Total Cover		
50% of total cover:	32.5	20% of total cover:	13
Sapling Stratum (Plot size: 30 ft.)			
1. *Ligustrum lucidum*	25	Yes	FAC
2.			
3.			
4.			
5.			
6.			
	25 = Total Cover		
50% of total cover:	12.5	20% of total cover:	5
Shrub Stratum (Plot size: 30 ft.)			
1. *Sabal minor*	25	Yes	FACW
2.			
3.			
4.			
5.			
6.			
	25 = Total Cover		
50% of total cover:	12.5	20% of total cover:	5
Herb Stratum (Plot size: 30 ft.)			
1. *Carex crus-corvi*	15	Yes	OBL
2. *Ambrosia trifida*	10	Yes	FAC
3. *Sabal minor*	5	No	FACW
4. *Smilax bona-nox*	5	No	FAC
5.			
6.			
7.			
8.			
9.			
10.			
11.			
	35 = Total Cover		
50% of total cover:	17.5	20% of total cover:	7
Woody Vine Stratum (Plot size: 30 ft.)			
1. *None Observed*			
2.			
3.			
4.			
5.			
	= Total Cover		
50% of total cover:		20% of total cover:	

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: **6** (A)

Total Number of Dominant Species Across All Strata: **6** (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: **100%** (A/B)

Prevalence Index Worksheet:

Total % Cover of:		Multiply by:	
OBL species	**15**	x 1 =	**15**
FACW species	**75**	x 2 =	**150**
FAC species	**60**	x 3 =	**180**
FACU species	**0**	x 4 =	**0**
UPL species	**0**	x 5 =	**0**
Column Totals:	**150** (A)		**345** (B)

Prevalence Index = B/A = **2.30**

Hydrophytic Vegetation Indicators:

- ____ 1 - Rapid Test for Hydrophytic Vegetation
- **X** 2 - Dominance Test is >50%
- **X** 3 - Prevalence Index is ≤ 3.0[1]
- ____ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Definitions of Five Vegetation Strata:

Tree - Woody plants, excluding woody vines, approximately 20 ft (6m) or more in height and 3 in. (7.6 cm) or larger in diameter at breast height (DBH).

Sapling - Woody plants, excluding woody vines, approximately 20 ft (6 m) or more in height and less than 3 in. (7.6 cm) DBH.

Shrub - Woody plants, excluding woody vines, approximately 3 to 20 ft (1 to 6 m) in height.

Herb - All herbaceous (non-woody) plants, including herbaceous vines, regardless of size, and woody plants, except woody vines, less than approximately 2 ft (1 m) in height.

Woody vine - All woody vines, regardless of height.

Hydrophytic Vegetation Present? **Yes** **X** **No** ____

Remarks: (if observed, list morphological adaptations below).

A positive indication of hydrophytic vegetation was observed (>50% of dominant species indexed as OBL, FACW, or FAC).

WETLAND DETERMINATION DATA FORM - Atlantic and Gulf Coastal Plain Region

Project/Site: Sugarhouse Road Extension Parish: Rapides Sampling Date: February 11, 2026
Applicant/Owner: City of Alexandria State: Louisiana Sample Point: SL9
Investigator(s): Ryan Klutts and Aaron Gondran Section, Township, Range: Section: 77, Township: 03 North, Range: 01 West
Landform (hillslope, terrace, etc.): Floodplain Local relief (concave, convex, none): Linear Slope Slope (%): 0-5
Subregion (LRR or MLRA): LRR:O, MLRA:131C Lat: 31.266578 Long: -92.419219 Datum: NAD83
Soil Map Unit Name: MnA – Moreland clay, 0 to 1 percent slopes, rarely flooded NWI Classification: N/A
Are climatic / hydrologic conditions on the site typical for this time of year? (Yes / No) Yes (if no, explain in Remarks.)
Are Vegetation **No** ,Soil **No** ,or Hydrology **No** significantly disturbed? Are "Normal Circumstances" present? Yes **X** No
Are Vegetation **No** ,Soil **No** ,or Hydrology **No** naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS - Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes **X**	No		
Hydric Soil Present?	Yes **X**	No	**Is the Sampled Area**	
Wetland Hydrology Present?	Yes **X**	No	**within a Wetland?**	**Yes X** **No**

Remarks:
This point was determined to be within a wetland due to the presence of all three wetland criteria.

HYDROLOGY

Wetland hydrology Indicators:

Primary Indicators (minimum of one is required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- **X** Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- **X** Water-Stained Leaves (B9)
- ___ Aquatic Fauna (B13)
- ___ Marl Deposits (B15) **(LRR U)**
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres on Living Roots(C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ___ Surface Soil Cracks (B6)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Drainage Patterns (B10)
- ___ Moss Trim Lines (B16)
- ___ Dry-Season Water Table (C2)
- **X** Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- ___ Shallow Aquitard (D3)
- **X** FAC-Neutral Test (D5)
- ___ Sphagnum moss (D8) **(LRR T, U)**

Field Observations:

Surface Water Present?	Yes	No **X**	Depth (inches):	**N/A**
Water Table Present?	Yes	No **X**	Depth (inches):	**N/A**
Saturation Present?	Yes	No **X**	Depth (inches):	**N/A**

Wetland Hydrology Present? **Yes X** **No**

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:
A positive indication of wetland hydrology was observed (at least one primary indicator).

SOIL

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth	Matrix		Redox Features					
(inches)	Color (moist)	%	Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-6	10YR 3/2	90	7.5YR 4/4	10	C	M	Sandy Clay	
7-18	7.5YR 4/3	80	10YR 4/6	5	C	M	Sandy Clay	
			10YR 3/1	15	D	M		

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soils Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5)
- ___ Organic Bodies (A6) **(LRR P, T, U)**
- ___ 5 cm Mucky Mineral (A7) **(LRR P, T, U)**
- ___ Muck Presence (A8) **(LRR U)**
- ___ 1 cm Muck (A9) **(LRR P, T)**
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Coast Prairie Redox (A16) **(MLRA 150A)**
- ___ Sandy Mucky Mineral (S1) **(LRR O, S)**
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Dark Surface (S7) **(LRR P, S, T, U)**
- ___ Polyvalue Below Surface (S8) **(LRR S, T, U)**
- ___ Thin Dark Surface (S9) **(LRR S, T, U)**
- ___ Loamy Mucky Mineral (F1) **(LRR O)**
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- **X** Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ Marl (F10) **(LRR U)**
- ___ Depleted Ochric (F11) **(MLRA 151)**
- ___ Iron-Manganese Masses (F12) **(LRR O, P, T)**
- ___ Umbric Surface (F13) **(LRR P, T, U)**
- ___ Delta Ochric (F17) **(MLRA 151)**
- ___ Reduced Vertic (F18) **(MLRA 150A, 150B)**
- ___ Piedmont Floodplain Soils (F19) **(MLRA 149A)**
- ___ Anomalous Bright Loamy Soils (F20) **(MLRA 149A, 153C, 153D)**

Indicators for Problematic Hydric Soils[3]:

- ___ 1 cm Muck (A9) **(LRR O)**
- ___ 2 cm Muck (A10) **(LRR S)**
- ___ Reduced Vertic (F18) **(outside MLRA 150A,B)**
- ___ Piedmont Floodplain Soils (F19) **(LRR P, S, T)**
- ___ Anomalous Bright Loamy Soils (F20) **(MLRA 153B)**
- ___ Red Parent Material (TF2)
- ___ Very Shallow Dark Surface (TF12)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type:
Depth (inches):

Hydric Soil Present? **Yes X** **No**

Remarks:
A positive indication of hydric soil was observed.

WETLAND DETERMINATION DATA FORM - Atlantic and Gulf Coastal Plain Region

VEGETATION (Five Strata) - Use scientific names of plants.

Sampling Point: **SL9**

	Absolute % cover	Dominant Species	Indicator Status
Tree Stratum (Plot size: 30 ft.)			
1. *Celtis laevigata*	45	Yes	FACW
2. *Gleditsia triacanthos*	25	Yes	FAC
3. *Ligustrum lucidum*	10	No	FAC
4.			
5.			
6.			
	80 = Total Cover		
50% of total cover: 40		20% of total cover: 16	
Sapling Stratum (Plot size: 30 ft.)			
1. *Ligustrum lucidum*	20	Yes	FAC
2.			
3.			
4.			
5.			
6.			
	20 = Total Cover		
50% of total cover: 10		20% of total cover: 4	
Shrub Stratum (Plot size: 30 ft.)			
1. *Sabal minor*	25	Yes	FACW
2.			
3.			
4.			
5.			
6.			
	25 = Total Cover		
50% of total cover: 12.5		20% of total cover: 5	
Herb Stratum (Plot size: 30 ft.)			
1. *Sabal minor*	35	Yes	FACW
2. *Carex cherokeensis*	15	Yes	FACW
3. *Ambrosia trifida*	10	No	FAC
4. *Smilax bona-nox*	5	No	FAC
5.			
6.			
7.			
8.			
9.			
10.			
11.			
	65 = Total Cover		
50% of total cover: 32.5		20% of total cover: 13	
Woody Vine Stratum (Plot size: 30 ft.)			
1. *None Observed*			
2.			
3.			
4.			
5.			
	= Total Cover		
50% of total cover:		20% of total cover:	

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: **6** (A)

Total Number of Dominant Species Across All Strata: **6** (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: **100%** (A/B)

Prevalence Index Worksheet:

Total % Cover of:		Multiply by:	
OBL species	**0**	x 1 =	**0**
FACW species	**120**	x 2 =	**240**
FAC species	**70**	x 3 =	**210**
FACU species	**0**	x 4 =	**0**
UPL species	**0**	x 5 =	**0**
Column Totals:	**190** (A)		**450** (B)

Prevalence Index = B/A = **2.37**

Hydrophytic Vegetation Indicators:

- ____ 1 - Rapid Test for Hydrophytic Vegetation
- **X** 2 - Dominance Test is >50%
- **X** 3 - Prevalence Index is ≤ 3.0[1]
- ____ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Definitions of Five Vegetation Strata:

Tree - Woody plants, excluding woody vines, approximately 20 ft (6m) or more in height and 3 in. (7.6 cm) or larger in diameter at breast height (DBH).

Sapling - Woody plants, excluding woody vines, approximately 20 ft (6 m) or more in height and less than 3 in. (7.6 cm) DBH.

Shrub - Woody plants, excluding woody vines, approximately 3 to 20 ft (1 to 6 m) in height.

Herb - All herbaceous (non-woody) plants, including herbaceous vines, regardless of size, and woody plants, except woody vines, less than approximately 2 ft (1 m) in height.

Woody vine - All woody vines, regardless of height.

Hydrophytic Vegetation Present? **Yes** **X** **No** ____

Remarks: (if observed, list morphological adaptations below).

A positive indication of hydrophytic vegetation was observed (>50% of dominant species indexed as OBL, FACW, or FAC).

WETLAND DETERMINATION DATA FORM - Atlantic and Gulf Coastal Plain Region

Project/Site: Sugarhouse Road Extension Parish: Rapides Sampling Date: February 11, 2026
Applicant/Owner: City of Alexandria State: Louisiana Sample Point: SL10
Investigator(s): Ryan Klutts and Aaron Gondran Section, Township, Range: Section: 77, Township: 03 North, Range: 01 West
Landform (hillslope, terrace, etc.): Hillslope Local relief (concave, convex, none): Linear Slope Slope (%): 0-5
Subregion (LRR or MLRA): LRR:O, MLRA:131C Lat: 31.267761 Long: -92.417966 Datum: NAD83
Soil Map Unit Name: MnA – Moreland clay, 0 to 1 percent slopes, rarely flooded NWI Classification: R2UBH – Riverine
Are climatic / hydrologic conditions on the site typical for this time of year? (Yes / No) Yes (if no, explain in Remarks.)
Are Vegetation **No** ,Soil **No** ,or Hydrology **No** significantly disturbed? Are "Normal Circumstances" present? Yes **X** No
Are Vegetation **No** ,Soil **Yes** ,or Hydrology **No** naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS - Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes	No **X**	
Hydric Soil Present?	Yes	No **X**	**Is the Sampled Area**
Wetland Hydrology Present?	Yes	No **X**	**within a Wetland?** **Yes** **No X**

Remarks:
This point was determined not to be within a wetland due to the lack of all three wetland criteria.

HYDROLOGY

Wetland hydrology Indicators:

Primary Indicators (minimum of one is required; check all that apply)

- Surface Water (A1)
- High Water Table (A2)
- Saturation (A3)
- Water Marks (B1)
- Sediment Deposits (B2)
- Drift Deposits (B3)
- Algal Mat or Crust (B4)
- Iron Deposits (B5)
- Inundation Visible on Aerial Imagery (B7)
- Water-Stained Leaves (B9)
- Aquatic Fauna (B13)
- Marl Deposits (B15) **(LRR U)**
- Hydrogen Sulfide Odor (C1)
- Oxidized Rhizospheres on Living Roots(C3)
- Presence of Reduced Iron (C4)
- Recent Iron Reduction in Tilled Soils (C6)
- Thin Muck Surface (C7)
- Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- Surface Soil Cracks (B6)
- Sparsely Vegetated Concave Surface (B8)
- Drainage Patterns (B10)
- Moss Trim Lines (B16)
- Dry-Season Water Table (C2)
- Crayfish Burrows (C8)
- Saturation Visible on Aerial Imagery (C9)
- Geomorphic Position (D2)
- Shallow Aquitard (D3)
- FAC-Neutral Test (D5)
- Sphagnum moss (D8) **(LRR T, U)**

Field Observations:

Surface Water Present?	Yes	No **X**	Depth (inches): **N/A**
Water Table Present?	Yes	No **X**	Depth (inches): **N/A**
Saturation Present?	Yes	No **X**	Depth (inches): **N/A**

Wetland Hydrology Present? **Yes** **No X**

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:
No positive indication of wetland hydrology was observed.

SOIL

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth	Matrix		Redox Features					
(inches)	Color (moist)	%	Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-2	7.5YR 3/2	95	7.5YR 4/6	5	C	M	Clay Loam	
2-20	7.5YR 4/3	90	7.5YR 4/6	10	C	M	Clay Loam	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soils Indicators: (Applicable to all LRRs, unless otherwise noted.)

- Histosol (A1)
- Histic Epipedon (A2)
- Black Histic (A3)
- Hydrogen Sulfide (A4)
- Stratified Layers (A5)
- Organic Bodies (A6) **(LRR P, T, U)**
- 5 cm Mucky Mineral (A7) **(LRR P, T, U)**
- Muck Presence (A8) **(LRR U)**
- 1 cm Muck (A9) **(LRR P, T)**
- Depleted Below Dark Surface (A11)
- Thick Dark Surface (A12)
- Coast Prairie Redox (A16) **(MLRA 150A)**
- Sandy Mucky Mineral (S1) **(LRR O, S)**
- Sandy Gleyed Matrix (S4)
- Sandy Redox (S5)
- Stripped Matrix (S6)
- Dark Surface (S7) **(LRR P, S, T, U)**
- Polyvalue Below Surface (S8) **(LRR S, T, U)**
- Thin Dark Surface (S9) **(LRR S, T, U)**
- Loamy Mucky Mineral (F1) **(LRR O)**
- Loamy Gleyed Matrix (F2)
- Depleted Matrix (F3)
- Redox Dark Surface (F6)
- Depleted Dark Surface (F7)
- Redox Depressions (F8)
- Marl (F10) **(LRR U)**
- Depleted Ochric (F11) **(MLRA 151)**
- Iron-Manganese Masses (F12) **(LRR O, P, T)**
- Umbric Surface (F13) **(LRR P, T, U)**
- Delta Ochric (F17) **(MLRA 151)**
- Reduced Vertic (F18) **(MLRA 150A, 150B)**
- Piedmont Floodplain Soils (F19) **(MLRA 149A)**
- Anomalous Bright Loamy Soils (F20) **(MLRA 149A, 153C, 153D)**

Indicators for Problematic Hydric Soils[3]:

- 1 cm Muck (A9) **(LRR O)**
- 2 cm Muck (A10) **(LRR S)**
- Reduced Vertic (F18) **(outside MLRA 150A,B)**
- Piedmont Floodplain Soils (F19) **(LRR P, S, T)**
- Anomalous Bright Loamy Soils (F20) **(MLRA 153B)**
- Red Parent Material (TF2)
- Very Shallow Dark Surface (TF12)
- Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type:
Depth (inches):

Hydric Soil Present? **Yes** **No X**

Remarks:
No positive indication of hydric soils was observed.

WETLAND DETERMINATION DATA FORM - Atlantic and Gulf Coastal Plain Region

VEGETATION (Five Strata) - Use scientific names of plants.

Sampling Point: **SL10**

	Absolute % cover	Dominant Species	Indicator Status
Tree Stratum (Plot size: 30 ft.)			
1. *Ligustrum lucidum*	10	Yes	FAC
2. *Quercus nigra*	10	Yes	FAC
3.			
4.			
5.			
6.			
	20 = Total Cover		
50% of total cover: 10		20% of total cover: 4	
Sapling Stratum (Plot size: 30 ft.)			
1. *Ligustrum lucidum*	15	Yes	FAC
2.			
3.			
4.			
5.			
6.			
	15 = Total Cover		
50% of total cover: 7.5		20% of total cover: 3	
Shrub Stratum (Plot size: 30 ft.)			
1. *None Observed*			
2.			
3.			
4.			
5.			
6.			
	= Total Cover		
50% of total cover:		20% of total cover:	
Herb Stratum (Plot size: 30 ft.)			
1. *Trifolium pratense*	30	Yes	FACU
2. *Vicia sativa*	15	Yes	FACU
3. *Cynodon dactylon*	15	Yes	FACU
4. *Plantago lanceolata*	10	No	FACU
5. *Geranium carolinianum*	10	No	UPL
6.			
7.			
8.			
9.			
10.			
11.			
	80 = Total Cover		
50% of total cover: 40		20% of total cover: 16	
Woody Vine Stratum (Plot size: 30 ft.)			
1. *None Observed*			
2.			
3.			
4.			
5.			
	= Total Cover		
50% of total cover:		20% of total cover:	

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: **3** (A)

Total Number of Dominant Species Across All Strata: **6** (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: **50%** (A/B)

Prevalence Index Worksheet:

Total % Cover of:		Multiply by:	
OBL species	**0**	x 1 =	**0**
FACW species	**0**	x 2 =	**0**
FAC species	**35**	x 3 =	**105**
FACU species	**70**	x 4 =	**280**
UPL species	**10**	x 5 =	**50**
Column Totals:	**115** (A)		**435** (B)

Prevalence Index = B/A = **3.78**

Hydrophytic Vegetation Indicators:

____ 1 - Rapid Test for Hydrophytic Vegetation

____ 2 - Dominance Test is >50%

____ 3 - Prevalence Index is ≤ 3.0[1]

____ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Definitions of Five Vegetation Strata:

Tree - Woody plants, excluding woody vines, approximately 20 ft (6m) or more in height and 3 in. (7.6 cm) or larger in diameter at breast height (DBH).

Sapling - Woody plants, excluding woody vines, approximately 20 ft (6 m) or more in height and less than 3 in. (7.6 cm) DBH.

Shrub - Woody plants, excluding woody vines, approximately 3 to 20 ft (1 to 6 m) in height.

Herb - All herbaceous (non-woody) plants, including herbaceous vines, regardless of size, and woody plants, except woody vines, less than approximately 2 ft (1 m) in height.

Woody vine - All woody vines, regardless of height.

Hydrophytic Vegetation Present? **Yes** ____ **No** **X**

Remarks: (if observed, list morphological adaptations below).

No positive indication of hydrophytic vegetation was observed (≥50% of dominant species indexed as FAC or drier).

WETLAND DETERMINATION DATA FORM - Atlantic and Gulf Coastal Plain Region

Project/Site: Sugarhouse Road Extension Parish: Rapides Sampling Date: February 11, 2026
Applicant/Owner: City of Alexandria State: Louisiana Sample Point: SL11
Investigator(s): Ryan Klutts and Aaron Gondran Section, Township, Range: Section: 77, Township: 03 North, Range: 01 West
Landform (hillslope, terrace, etc.): Floodplain Local relief (concave, convex, none): Concave Slope (%): 0-5
Subregion (LRR or MLRA): LRR:O, MLRA:131C Lat: 31.267461 Long: -92.418059 Datum: NAD83
Soil Map Unit Name: MnA – Moreland clay, 0 to 1 percent slopes, rarely flooded NWI Classification: N/A
Are climatic / hydrologic conditions on the site typical for this time of year? (Yes / No) Yes (if no, explain in Remarks.)
Are Vegetation **No** ,Soil **No** ,or Hydrology **No** significantly disturbed? Are "Normal Circumstances" present? Yes **X** No
Are Vegetation **No** ,Soil **No** ,or Hydrology **No** naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS - Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes **X**	No	**Is the Sampled Area**	
Hydric Soil Present?	Yes **X**	No	**within a Wetland?**	**Yes X** **No**
Wetland Hydrology Present?	Yes **X**	No		

Remarks:
This point was determined to be within a wetland due to the presence of all three wetland criteria.

HYDROLOGY

Wetland hydrology Indicators:

Primary Indicators (minimum of one is required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- **X** Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- **X** Water-Stained Leaves (B9)
- ___ Aquatic Fauna (B13)
- ___ Marl Deposits (B15) **(LRR U)**
- ___ Hydrogen Sulfide Odor (C1)
- **X** Oxidized Rhizospheres on Living Roots(C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ___ Surface Soil Cracks (B6)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Drainage Patterns (B10)
- ___ Moss Trim Lines (B16)
- ___ Dry-Season Water Table (C2)
- **X** Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- ___ Shallow Aquitard (D3)
- **X** FAC-Neutral Test (D5)
- ___ Sphagnum moss (D8) **(LRR T, U)**

Field Observations:

Surface Water Present?	Yes	No **X**	Depth (inches):	**N/A**
Water Table Present?	Yes	No **X**	Depth (inches):	**N/A**
Saturation Present?	Yes	No **X**	Depth (inches):	**N/A**

Wetland Hydrology Present? **Yes X** **No**

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:
A positive indication of wetland hydrology was observed (at least one primary indicator).

SOIL

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth	Matrix		Redox Features					
(inches)	Color (moist)	%	Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-20	7.5YR 4/3	60	10YR 4/6	10	C	PL	Sandy Clay	
			7.5YR 3/2	30	D	M	Sandy Clay	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soils Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5)
- ___ Organic Bodies (A6) **(LRR P, T, U)**
- ___ 5 cm Mucky Mineral (A7) **(LRR P, T, U)**
- ___ Muck Presence (A8) **(LRR U)**
- ___ 1 cm Muck (A9) **(LRR P, T)**
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Coast Prairie Redox (A16) **(MLRA 150A)**
- ___ Sandy Mucky Mineral (S1) **(LRR O, S)**
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Dark Surface (S7) **(LRR P, S, T, U)**
- ___ Polyvalue Below Surface (S8) **(LRR S, T, U)**
- ___ Thin Dark Surface (S9) **(LRR S, T, U)**
- ___ Loamy Mucky Mineral (F1) **(LRR O)**
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- **X** Redox Depressions (F8)
- ___ Marl (F10) **(LRR U)**
- ___ Depleted Ochric (F11) **(MLRA 151)**
- ___ Iron-Manganese Masses (F12) **(LRR O, P, T)**
- ___ Umbric Surface (F13) **(LRR P, T, U)**
- ___ Delta Ochric (F17) **(MLRA 151)**
- ___ Reduced Vertic (F18) **(MLRA 150A, 150B)**
- ___ Piedmont Floodplain Soils (F19) **(MLRA 149A)**
- ___ Anomalous Bright Loamy Soils (F20) **(MLRA 149A, 153C, 153D)**

Indicators for Problematic Hydric Soils[3]:

- ___ 1 cm Muck (A9) **(LRR O)**
- ___ 2 cm Muck (A10) **(LRR S)**
- ___ Reduced Vertic (F18) **(outside MLRA 150A,B)**
- ___ Piedmont Floodplain Soils (F19) **(LRR P, S, T)**
- ___ Anomalous Bright Loamy Soils (F20) **(MLRA 153B)**
- ___ Red Parent Material (TF2)
- ___ Very Shallow Dark Surface (TF12)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type:
Depth (inches):

Hydric Soil Present? **Yes X** **No**

Remarks:
A positive indication of hydric soil was observed.

WETLAND DETERMINATION DATA FORM - Atlantic and Gulf Coastal Plain Region

VEGETATION (Five Strata) - Use scientific names of plants.

Sampling Point: **SL11**

	Absolute % cover	Dominant Species	Indicator Status
Tree Stratum (Plot size: 30 ft.)			
1. *Celtis laevigata*	45	Yes	FACW
2. *Gleditsia triacanthos*	25	Yes	FAC
3. *Ligustrum lucidum*	10	No	FAC
4.			
5.			
6.			
	80 = Total Cover		
50% of total cover: 40		20% of total cover: 16	
Sapling Stratum (Plot size: 30 ft.)			
1. *Ligustrum lucidum*	20	Yes	FAC
2. *Ligustrum sinense*	10	Yes	FAC
3. *Quercus nigra*	10	Yes	FAC
4.			
5.			
6.			
	40 = Total Cover		
50% of total cover: 20		20% of total cover: 8	
Shrub Stratum (Plot size: 30 ft.)			
1. *Sabal minor*		No	FACW
2.	25		
3.			
4.			
5.			
6.			
	25 = Total Cover		
50% of total cover: 12.5		20% of total cover: 5	
Herb Stratum (Plot size: 30 ft.)			
1. *Carex cherokeensis*	25	Yes	FACW
2. *Vicia sativa*	10	Yes	FACU
3. *Sabal minor*	10	Yes	FACW
4. *Potentilla indica*	5	No	FACU
5. *Galium aparine*	5	No	FACU
6. *Smilax bona-nox*	5	No	FAC
7.			
8.			
9.			
10.			
11.			
	60 = Total Cover		
50% of total cover: 30		20% of total cover: 12	
Woody Vine Stratum (Plot size: 30 ft.)			
1. *None Observed*			
2.			
3.			
4.			
5.			
	= Total Cover		
50% of total cover:		20% of total cover:	

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: **7** (A)

Total Number of Dominant Species Across All Strata: **8** (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: **88%** (A/B)

Prevalence Index Worksheet:

Total % Cover of:		Multiply by:	
OBL species	**0**	x 1 =	**0**
FACW species	**80**	x 2 =	**160**
FAC species	**80**	x 3 =	**240**
FACU species	**20**	x 4 =	**80**
UPL species	**0**	x 5 =	**0**
Column Totals:	**180** (A)		**480** (B)

Prevalence Index = B/A = **2.67**

Hydrophytic Vegetation Indicators:

- ____ 1 - Rapid Test for Hydrophytic Vegetation
- **X** 2 - Dominance Test is >50%
- **X** 3 - Prevalence Index is ≤ 3.0[1]
- ____ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Definitions of Five Vegetation Strata:

Tree - Woody plants, excluding woody vines, approximately 20 ft (6m) or more in height and 3 in. (7.6 cm) or larger in diameter at breast height (DBH).

Sapling - Woody plants, excluding woody vines, approximately 20 ft (6 m) or more in height and less than 3 in. (7.6 cm) DBH.

Shrub - Woody plants, excluding woody vines, approximately 3 to 20 ft (1 to 6 m) in height.

Herb - All herbaceous (non-woody) plants, including herbaceous vines, regardless of size, and woody plants, except woody vines, less than approximately 2 ft (1 m) in height.

Woody vine - All woody vines, regardless of height.

Hydrophytic Vegetation Present? **Yes** **X** **No** ____

Remarks: (if observed, list morphological adaptations below).

A positive indication of hydrophytic vegetation was observed (>50% of dominant species indexed as OBL, FACW, or FAC).

WETLAND DETERMINATION DATA FORM - Atlantic and Gulf Coastal Plain Region

Project/Site: Sugarhouse Road Extension Parish: Rapides Sampling Date: February 12, 2026
Applicant/Owner: City of Alexandria State: Louisiana Sample Point: SL12
Investigator(s): Ryan Klutts and Aaron Gondran Section, Township, Range: Section: 77, Township: 03 North, Range: 01 West
Landform (hillslope, terrace, etc.): Swale Local relief (concave, convex, none): Convex Slope (%): 0-5
Subregion (LRR or MLRA): LRR:O, MLRA:131C Lat: 31.267920 Long: -92.417391 Datum: NAD83
Soil Map Unit Name: MnA – Moreland clay, 0 to 1 percent slopes, rarely flooded NWI Classification: N/A
Are climatic / hydrologic conditions on the site typical for this time of year? (Yes / No) Yes (if no, explain in Remarks.)
Are Vegetation **No** ,Soil **No** ,or Hydrology **No** significantly disturbed? Are "Normal Circumstances" present? Yes **X** No
Are Vegetation **No** ,Soil **No** ,or Hydrology **No** naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS - Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes **X**	No		
Hydric Soil Present?	Yes	No **X**	**Is the Sampled Area**	
Wetland Hydrology Present?	Yes	No **X**	**within a Wetland?**	**Yes** **No X**

Remarks:
This point was determined not to be within a wetland due to the lack of hydric soils and wetland hydrology.

HYDROLOGY

Wetland hydrology Indicators:

Primary Indicators (minimum of one is required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Water-Stained Leaves (B9)
- ___ Aquatic Fauna (B13)
- ___ Marl Deposits (B15) **(LRR U)**
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres on Living Roots(C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ___ Surface Soil Cracks (B6)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Drainage Patterns (B10)
- ___ Moss Trim Lines (B16)
- ___ Dry-Season Water Table (C2)
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- ___ Shallow Aquitard (D3)
- ___ FAC-Neutral Test (D5)
- ___ Sphagnum moss (D8) **(LRR T, U)**

Field Observations:

Surface Water Present?	Yes	No **X**	Depth (inches):	**N/A**
Water Table Present?	Yes	No **X**	Depth (inches):	**N/A**
Saturation Present?	Yes	No **X**	Depth (inches):	**N/A**

Wetland Hydrology Present? **Yes** **No X**

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:
No positive indication of wetland hydrology was observed.

SOIL

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth	Matrix		Redox Features					
(inches)	Color (moist)	%	Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-18	7.5YR 4/3	95	10YR 5/8	5	C	M	Sandy Clay	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soils Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5)
- ___ Organic Bodies (A6) **(LRR P, T, U)**
- ___ 5 cm Mucky Mineral (A7) **(LRR P, T, U)**
- ___ Muck Presence (A8) **(LRR U)**
- ___ 1 cm Muck (A9) **(LRR P, T)**
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Coast Prairie Redox (A16) **(MLRA 150A)**
- ___ Sandy Mucky Mineral (S1) **(LRR O, S)**
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Dark Surface (S7) **(LRR P, S, T, U)**
- ___ Polyvalue Below Surface (S8) **(LRR S, T, U)**
- ___ Thin Dark Surface (S9) **(LRR S, T, U)**
- ___ Loamy Mucky Mineral (F1) **(LRR O)**
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ Marl (F10) **(LRR U)**
- ___ Depleted Ochric (F11) **(MLRA 151)**
- ___ Iron-Manganese Masses (F12) **(LRR O, P, T)**
- ___ Umbric Surface (F13) **(LRR P, T, U)**
- ___ Delta Ochric (F17) **(MLRA 151)**
- ___ Reduced Vertic (F18) **(MLRA 150A, 150B)**
- ___ Piedmont Floodplain Soils (F19) **(MLRA 149A)**
- ___ Anomalous Bright Loamy Soils (F20) **(MLRA 149A, 153C, 153D)**

Indicators for Problematic Hydric Soils[3]:

- ___ 1 cm Muck (A9) **(LRR O)**
- ___ 2 cm Muck (A10) **(LRR S)**
- ___ Reduced Vertic (F18) **(outside MLRA 150A,B)**
- ___ Piedmont Floodplain Soils (F19) **(LRR P, S, T)**
- ___ Anomalous Bright Loamy Soils (F20) **(MLRA 153B)**
- ___ Red Parent Material (TF2)
- ___ Very Shallow Dark Surface (TF12)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type:
Depth (inches):

Hydric Soil Present? **Yes** **No X**

Remarks:
No positive indication of hydric soils was observed.

WETLAND DETERMINATION DATA FORM - Atlantic and Gulf Coastal Plain Region

VEGETATION (Five Strata) - Use scientific names of plants.

Sampling Point: **SL12**

	Absolute % cover	Dominant Species	Indicator Status
Tree Stratum (Plot size: 30 ft.)			
1. *Celtis laevigata*	45	Yes	FACW
2. *Ligustrum lucidum*	15	Yes	FAC
3.			
4.			
5.			
6.			
	60 = Total Cover		
50% of total cover: 30		20% of total cover: 12	
Sapling Stratum (Plot size: 30 ft.)			
1. *Ligustrum lucidum*	35	Yes	FAC
2.			
3.			
4.			
5.			
6.			
	35 = Total Cover		
50% of total cover: 17.5		20% of total cover: 7	
Shrub Stratum (Plot size: 30 ft.)			
1. *None Observed*			
2.			
3.			
4.			
5.			
6.			
	= Total Cover		
50% of total cover:		20% of total cover:	
Herb Stratum (Plot size: 30 ft.)			
1. *Vicia sativa*	10	Yes	FACU
2. *Galium aparine*	5	Yes	FACU
3. *Ligustrum sinense*	5	Yes	FAC
4. *Chaerophyllum tainturieri*	5	Yes	FAC
5.			
6.			
7.			
8.			
9.			
10.			
11.			
	25 = Total Cover		
50% of total cover: 12.5		20% of total cover: 5	
Woody Vine Stratum (Plot size: 30 ft.)			
1. *None Observed*			
2.			
3.			
4.			
5.			
	= Total Cover		
50% of total cover:		20% of total cover:	

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: **5** (A)

Total Number of Dominant Species Across All Strata: **7** (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: **71%** (A/B)

Prevalence Index Worksheet:

Total % Cover of:		Multiply by:	
OBL species	**0**	x 1 =	**0**
FACW species	**45**	x 2 =	**90**
FAC species	**60**	x 3 =	**180**
FACU species	**15**	x 4 =	**60**
UPL species	**0**	x 5 =	**0**
Column Totals:	**120** (A)		**330** (B)

Prevalence Index = B/A = **2.75**

Hydrophytic Vegetation Indicators:

- ____ 1 - Rapid Test for Hydrophytic Vegetation
- **X** 2 - Dominance Test is >50%
- **X** 3 - Prevalence Index is ≤ 3.0[1]
- ____ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Definitions of Five Vegetation Strata:

Tree - Woody plants, excluding woody vines, approximately 20 ft (6m) or more in height and 3 in. (7.6 cm) or larger in diameter at breast height (DBH).

Sapling - Woody plants, excluding woody vines, approximately 20 ft (6 m) or more in height and less than 3 in. (7.6 cm) DBH.

Shrub - Woody plants, excluding woody vines, approximately 3 to 20 ft (1 to 6 m) in height.

Herb - All herbaceous (non-woody) plants, including herbaceous vines, regardless of size, and woody plants, except woody vines, less than approximately 2 ft (1 m) in height.

Woody vine - All woody vines, regardless of height.

Hydrophytic Vegetation Present? **Yes** **X** **No** ____

Remarks: (if observed, list morphological adaptations below).

A positive indication of hydrophytic vegetation was observed (>50% of dominant species indexed as OBL, FACW, or FAC).

WETLAND DETERMINATION DATA FORM - Atlantic and Gulf Coastal Plain Region

Project/Site: Sugarhouse Road Extension Parish: Rapides Sampling Date: February 12, 2026

Applicant/Owner: City of Alexandria State: Louisiana Sample Point: SL13

Investigator(s): Ryan Klutts and Aaron Gondran Section, Township, Range: Section: 77, Township: 03 North, Range: 01 West

Landform (hillslope, terrace, etc.): Depression Local relief (concave, convex, none): Concave Slope (%): 0-5

Subregion (LRR or MLRA): LRR:O, MLRA:131C Lat: 31.268442 Long: -92.416955 Datum: NAD83

Soil Map Unit Name: MnA – Moreland clay, 0 to 1 percent slopes, rarely flooded NWI Classification: N/A

Are climatic / hydrologic conditions on the site typical for this time of year? (Yes / No) Yes (if no, explain in Remarks.)

Are Vegetation **No** ,Soil **No** ,or Hydrology **No** significantly disturbed? Are "Normal Circumstances" present? Yes **X** No

Are Vegetation **No** ,Soil **No** ,or Hydrology **No** naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS - Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes **X**	No		
Hydric Soil Present?	Yes **X**	No	**Is the Sampled Area**	
Wetland Hydrology Present?	Yes **X**	No	**within a Wetland?**	**Yes X** **No**

Remarks:

This point was determined to be within a wetland due to the presence of all three wetland criteria.

HYDROLOGY

Wetland hydrology Indicators:

Primary Indicators (minimum of one is required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- **X** Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- **X** Water-Stained Leaves (B9)
- ___ Aquatic Fauna (B13)
- ___ Marl Deposits (B15) **(LRR U)**
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres on Living Roots(C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ___ Surface Soil Cracks (B6)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Drainage Patterns (B10)
- ___ Moss Trim Lines (B16)
- ___ Dry-Season Water Table (C2)
- **X** Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- ___ Shallow Aquitard (D3)
- **X** FAC-Neutral Test (D5)
- ___ Sphagnum moss (D8) **(LRR T, U)**

Field Observations:

Surface Water Present?	Yes	No **X**	Depth (inches):	**N/A**
Water Table Present?	Yes	No **X**	Depth (inches):	**N/A**
Saturation Present?	Yes	No **X**	Depth (inches):	**N/A**

Wetland Hydrology Present? **Yes X** **No**

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

A positive indication of wetland hydrology was observed (at least one primary indicator).

SOIL

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth	Matrix		Redox Features					
(inches)	Color (moist)	%	Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-4	7.5YR 3/2	85	7.5YR 4/6	5	C	M	Sandy Clay	
			7.5YR 3/4	10	C	M		
5-18	7.5YR 4/3	70	7.5YR 4/6	5	C	M	Sandy Clay	
			7.5YR 3/2	25	D	M		

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soils Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5)
- ___ Organic Bodies (A6) **(LRR P, T, U)**
- ___ 5 cm Mucky Mineral (A7) **(LRR P, T, U)**
- ___ Muck Presence (A8) **(LRR U)**
- ___ 1 cm Muck (A9) **(LRR P, T)**
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Coast Prairie Redox (A16) **(MLRA 150A)**
- ___ Sandy Mucky Mineral (S1) **(LRR O, S)**
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Dark Surface (S7) **(LRR P, S, T, U)**
- ___ Polyvalue Below Surface (S8) **(LRR S, T, U)**
- ___ Thin Dark Surface (S9) **(LRR S, T, U)**
- ___ Loamy Mucky Mineral (F1) **(LRR O)**
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- **X** Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ Marl (F10) **(LRR U)**
- ___ Depleted Ochric (F11) **(MLRA 151)**
- ___ Iron-Manganese Masses (F12) **(LRR O, P, T)**
- ___ Umbric Surface (F13) **(LRR P, T, U)**
- ___ Delta Ochric (F17) **(MLRA 151)**
- ___ Reduced Vertic (F18) **(MLRA 150A, 150B)**
- ___ Piedmont Floodplain Soils (F19) **(MLRA 149A)**
- ___ Anomalous Bright Loamy Soils (F20) **(MLRA 149A, 153C, 153D)**

Indicators for Problematic Hydric Soils[3]:

- ___ 1 cm Muck (A9) **(LRR O)**
- ___ 2 cm Muck (A10) **(LRR S)**
- ___ Reduced Vertic (F18) **(outside MLRA 150A,B)**
- ___ Piedmont Floodplain Soils (F19) **(LRR P, S, T)**
- ___ Anomalous Bright Loamy Soils (F20) **(MLRA 153B)**
- ___ Red Parent Material (TF2)
- ___ Very Shallow Dark Surface (TF12)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type:

Depth (inches):

Hydric Soil Present? **Yes X** **No**

Remarks:

A positive indication of hydric soil was observed.

WETLAND DETERMINATION DATA FORM - Atlantic and Gulf Coastal Plain Region

VEGETATION (Five Strata) - Use scientific names of plants.

Sampling Point: **SL13**

	Absolute % cover	Dominant Species	Indicator Status
Tree Stratum (Plot size: 30 ft.)			
1. *Ulmus americana*	45	Yes	FAC
2. *Celtis laevigata*	20	Yes	FACW
3. *Pinus taeda*	10	No	FAC
4. *Juniperus virginiana*	10	No	FACU
5.			
6.			
	85 = Total Cover		
50% of total cover: 42.5		20% of total cover: 17	
Sapling Stratum (Plot size: 30 ft.)			
1. *Ligustrum lucidum*	15	Yes	FAC
2. *Ligustrum sinense*	10	Yes	FAC
3.			
4.			
5.			
6.			
	25 = Total Cover		
50% of total cover: 12.5		20% of total cover: 5	
Shrub Stratum (Plot size: 30 ft.)			
1. *None Observed*			
2.			
3.			
4.			
5.			
6.			
	= Total Cover		
50% of total cover:		20% of total cover:	
Herb Stratum (Plot size: 30 ft.)			
1. *Sabal minor*	10	Yes	FACW
2. *Ligustrum lucidum*	5	Yes	FAC
3. *Lonicera japonica*	5	Yes	FACU
4.			
5.			
6.			
7.			
8.			
9.			
10.			
11.			
	20 = Total Cover		
50% of total cover: 10		20% of total cover: 4	
Woody Vine Stratum (Plot size: 30 ft.)			
1. *None Observed*			
2.			
3.			
4.			
5.			
	= Total Cover		
50% of total cover:		20% of total cover:	

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: **6** (A)

Total Number of Dominant Species Across All Strata: **7** (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: **86%** (A/B)

Prevalence Index Worksheet:

Total % Cover of:		Multiply by:	
OBL species	**0**	x 1 =	**0**
FACW species	**30**	x 2 =	**60**
FAC species	**85**	x 3 =	**255**
FACU species	**15**	x 4 =	**60**
UPL species	**0**	x 5 =	**0**
Column Totals:	**130** (A)		**375** (B)

Prevalence Index = B/A = **2.88**

Hydrophytic Vegetation Indicators:

- ____ 1 - Rapid Test for Hydrophytic Vegetation
- **X** 2 - Dominance Test is >50%
- **X** 3 - Prevalence Index is ≤ 3.0[1]
- ____ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Definitions of Five Vegetation Strata:

Tree - Woody plants, excluding woody vines, approximately 20 ft (6m) or more in height and 3 in. (7.6 cm) or larger in diameter at breast height (DBH).

Sapling - Woody plants, excluding woody vines, approximately 20 ft (6 m) or more in height and less than 3 in. (7.6 cm) DBH.

Shrub - Woody plants, excluding woody vines, approximately 3 to 20 ft (1 to 6 m) in height.

Herb - All herbaceous (non-woody) plants, including herbaceous vines, regardless of size, and woody plants, except woody vines, less than approximately 2 ft (1 m) in height.

Woody vine - All woody vines, regardless of height.

Hydrophytic Vegetation Present? **Yes** **X** **No** ____

Remarks: (if observed, list morphological adaptations below).

A positive indication of hydrophytic vegetation was observed (>50% of dominant species indexed as OBL, FACW, or FAC).

WETLAND DETERMINATION DATA FORM - Atlantic and Gulf Coastal Plain Region

Project/Site: Sugarhouse Road Extension Parish: Rapides Sampling Date: February 12, 2026

Applicant/Owner: City of Alexandria State: Louisiana Sample Point: SL14

Investigator(s): Ryan Klutts and Aaron Gondran Section, Township, Range: Section: 49, Township: 03 North, Range: 01 East

Landform (hillslope, terrace, etc.): Floodplain Local relief (concave, convex, none): None Slope (%): 0-5

Subregion (LRR or MLRA): LRR:O, MLRA:131C Lat: 31.270040 Long: -92.415092 Datum: NAD83

Soil Map Unit Name: MnA – Moreland clay, 0 to 1 percent slopes, rarely flooded NWI Classification: N/A

Are climatic / hydrologic conditions on the site typical for this time of year? (Yes / No) Yes (if no, explain in Remarks.)

Are Vegetation **No** ,Soil **No** ,or Hydrology **No** significantly disturbed? Are "Normal Circumstances" present? Yes **X** No

Are Vegetation **No** ,Soil **Yes** ,or Hydrology **No** naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS - Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes **X**	No		
Hydric Soil Present?	Yes **X**	No	**Is the Sampled Area**	
Wetland Hydrology Present?	Yes **X**	No	**within a Wetland?**	**Yes X** **No**

Remarks:

This point was determined to be within a wetland due to the presence of all three wetland criteria.

HYDROLOGY

Wetland hydrology Indicators:

Primary Indicators (minimum of one is required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- **X** Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- **X** Water-Stained Leaves (B9)
- ___ Aquatic Fauna (B13)
- ___ Marl Deposits (B15) **(LRR U)**
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres on Living Roots(C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ___ Surface Soil Cracks (B6)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Drainage Patterns (B10)
- **X** Moss Trim Lines (B16)
- ___ Dry-Season Water Table (C2)
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- ___ Shallow Aquitard (D3)
- **X** FAC-Neutral Test (D5)
- ___ Sphagnum moss (D8) **(LRR T, U)**

Field Observations:

Surface Water Present?	Yes	No **X**	Depth (inches): **N/A**	**Wetland Hydrology Present?**	**Yes X** **No**
Water Table Present?	Yes	No **X**	Depth (inches): **N/A**		
Saturation Present?	Yes	No **X**	Depth (inches): **N/A**		

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

A positive indication of wetland hydrology was observed (at least one primary indicator).

SOIL

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth	Matrix		Redox Features					
(inches)	Color (moist)	%	Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-12	7.5YR 3/2	80	7.5YR 4/3	15	C	M	Sandy Clay	
			7.5YR 4/6	5	C	M		
13-20	7.5YR 3/4	80	7.5YR 4/3	15	C	M	Sandy Clay	
			7.5YR 4/6	5	C	M		

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soils Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5)
- ___ Organic Bodies (A6) **(LRR P, T, U)**
- ___ 5 cm Mucky Mineral (A7) **(LRR P, T, U)**
- ___ Muck Presence (A8) **(LRR U)**
- ___ 1 cm Muck (A9) **(LRR P, T)**
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Coast Prairie Redox (A16) **(MLRA 150A)**
- ___ Sandy Mucky Mineral (S1) **(LRR O, S)**
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Dark Surface (S7) **(LRR P, S, T, U)**
- ___ Polyvalue Below Surface (S8) **(LRR S, T, U)**
- ___ Thin Dark Surface (S9) **(LRR S, T, U)**
- ___ Loamy Mucky Mineral (F1) **(LRR O)**
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- **X** Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ Marl (F10) **(LRR U)**
- ___ Depleted Ochric (F11) **(MLRA 151)**
- ___ Iron-Manganese Masses (F12) **(LRR O, P, T)**
- ___ Umbric Surface (F13) **(LRR P, T, U)**
- ___ Delta Ochric (F17) **(MLRA 151)**
- ___ Reduced Vertic (F18) **(MLRA 150A, 150B)**
- ___ Piedmont Floodplain Soils (F19) **(MLRA 149A)**
- ___ Anomalous Bright Loamy Soils (F20) **(MLRA 149A, 153C, 153D)**

Indicators for Problematic Hydric Soils[3]:

- ___ 1 cm Muck (A9) **(LRR O)**
- ___ 2 cm Muck (A10) **(LRR S)**
- ___ Reduced Vertic (F18) **(outside MLRA 150A,B)**
- ___ Piedmont Floodplain Soils (F19) **(LRR P, S, T)**
- ___ Anomalous Bright Loamy Soils (F20) **(MLRA 153B)**
- ___ Red Parent Material (TF2)
- ___ Very Shallow Dark Surface (TF12)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type:

Depth (inches):

Hydric Soil Present? **Yes X** **No**

Remarks:

A positive indication of hydric soil was observed.

WETLAND DETERMINATION DATA FORM - Atlantic and Gulf Coastal Plain Region

VEGETATION (Five Strata) - Use scientific names of plants.

Sampling Point: **SL14**

	Absolute % cover	Dominant Species	Indicator Status
Tree Stratum (Plot size: 30 ft.)			
1. *Quercus nigra*	70	Yes	FAC
2. *Ligustrum lucidum*	10	No	FAC
3.			
4.			
5.			
6.			
	80 = Total Cover		
50% of total cover: 40		20% of total cover: 16	
Sapling Stratum (Plot size: 30 ft.)			
1. *Ligustrum sinense*	2	Yes	FAC
2. *Quercus nigra*	2	Yes	FAC
3. *Ligustrum lucidum*	2	Yes	FAC
4. *Juniperus virginiana*	1	No	FACU
5.			
6.			
	7 = Total Cover		
50% of total cover: 3.5		20% of total cover: 1.4	
Shrub Stratum (Plot size: 30 ft.)			
1. *None Observed*			
2.			
3.			
4.			
5.			
6.			
	= Total Cover		
50% of total cover:		20% of total cover:	
Herb Stratum (Plot size: 30 ft.)			
1. *Sabal minor*	10	Yes	FACW
2. *Quercus nigra*	10	Yes	FAC
3. *Allium vineale*	5	No	FACU
4. *Rubus trivialis*	2	No	FACU
5. *Vicia ludoviciana*	2	No	FACU
6. *Lonicera japonica*	2	No	FACU
7. *Salvia lyrata*	2	No	FACU
8. *Juniperus virginiana*	2	No	FACU
9.			
10.			
11.			
	35 = Total Cover		
50% of total cover: 17.5		20% of total cover: 7	
Woody Vine Stratum (Plot size: 30 ft.)			
1. *Toxicodendron radicans*	1	Yes	FAC
2.			
3.			
4.			
5.			
	1 = Total Cover		
50% of total cover: 0.5		20% of total cover: 0.2	

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: **7** (A)

Total Number of Dominant Species Across All Strata: **7** (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: **100%** (A/B)

Prevalence Index Worksheet:

Total % Cover of:		Multiply by:	
OBL species	**0**	x 1 =	**0**
FACW species	**10**	x 2 =	**20**
FAC species	**97**	x 3 =	**291**
FACU species	**16**	x 4 =	**64**
UPL species	**0**	x 5 =	**0**
Column Totals:	**123** (A)		**375** (B)

Prevalence Index = B/A = **3.05**

Hydrophytic Vegetation Indicators:

____ 1 - Rapid Test for Hydrophytic Vegetation

X 2 - Dominance Test is >50%

____ 3 - Prevalence Index is ≤ 3.0[1]

____ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Definitions of Five Vegetation Strata:

Tree - Woody plants, excluding woody vines, approximately 20 ft (6m) or more in height and 3 in. (7.6 cm) or larger in diameter at breast height (DBH).

Sapling - Woody plants, excluding woody vines, approximately 20 ft (6 m) or more in height and less than 3 in. (7.6 cm) DBH.

Shrub - Woody plants, excluding woody vines, approximately 3 to 20 ft (1 to 6 m) in height.

Herb - All herbaceous (non-woody) plants, including herbaceous vines, regardless of size, and woody plants, except woody vines, less than approximately 2 ft (1 m) in height.

Woody vine - All woody vines, regardless of height.

Hydrophytic Vegetation Present? **Yes** **X** **No** ____

Remarks: (if observed, list morphological adaptations below).

A positive indication of hydrophytic vegetation was observed (>50% of dominant species indexed as OBL, FACW, or FAC).

WETLAND DETERMINATION DATA FORM - Atlantic and Gulf Coastal Plain Region

Project/Site: Sugarhouse Road Extension Parish: Rapides Sampling Date: February 12, 2026
Applicant/Owner: City of Alexandria State: Louisiana Sample Point: SL15
Investigator(s): Ryan Klutts and Aaron Gondran Section, Township, Range: Section: 7, Township: 04 North, Range: 01 East
Landform (hillslope, terrace, etc.): Floodplain Local relief (concave, convex, none): None Slope (%): 0-5
Subregion (LRR or MLRA): LRR:O, MLRA:131C Lat: 31.271153 Long: -92.413055 Datum: NAD83
Soil Map Unit Name: MnA – Moreland clay, 0 to 1 percent slopes, rarely flooded NWI Classification: N/A
Are climatic / hydrologic conditions on the site typical for this time of year? (Yes / No) Yes (if no, explain in Remarks.)
Are Vegetation **No** ,Soil **No** ,or Hydrology **No** significantly disturbed? Are "Normal Circumstances" present? Yes **X** No
Are Vegetation **No** ,Soil **Yes** ,or Hydrology **No** naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS - Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes **X**	No		
Hydric Soil Present?	Yes **X**	No	**Is the Sampled Area**	
Wetland Hydrology Present?	Yes **X**	No	**within a Wetland?**	**Yes X** **No**

Remarks:
This point was determined to be within a wetland due to the presence of all three wetland criteria.

HYDROLOGY

Wetland hydrology Indicators:

Primary Indicators (minimum of one is required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- **X** Water-Stained Leaves (B9)
- ___ Aquatic Fauna (B13)
- ___ Marl Deposits (B15) **(LRR U)**
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres on Living Roots(C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ___ Surface Soil Cracks (B6)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Drainage Patterns (B10)
- ___ Moss Trim Lines (B16)
- ___ Dry-Season Water Table (C2)
- **X** Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- ___ Shallow Aquitard (D3)
- **X** FAC-Neutral Test (D5)
- ___ Sphagnum moss (D8) **(LRR T, U)**

Field Observations:

Surface Water Present?	Yes	No **X**	Depth (inches):	**N/A**
Water Table Present?	Yes	No **X**	Depth (inches):	**N/A**
Saturation Present?	Yes	No **X**	Depth (inches):	**N/A**

Wetland Hydrology Present? **Yes X** **No**

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:
A positive indication of wetland hydrology was observed (at least one primary indicator).

SOIL

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth	Matrix		Redox Features					
(inches)	Color (moist)	%	Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-8	7.5YR 3/2	85	7.5YR 4/6	10	C	M	Sandy Clay	
			7.5YR 4/3	5	C	M		
9-18	7.5YR 3/4	85	7.5YR 4/6	15	C	M	Sandy Clay	
			7.5YR 4/3	5	C	M		

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soils Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5)
- ___ Organic Bodies (A6) **(LRR P, T, U)**
- ___ 5 cm Mucky Mineral (A7) **(LRR P, T, U)**
- ___ Muck Presence (A8) **(LRR U)**
- ___ 1 cm Muck (A9) **(LRR P, T)**
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Coast Prairie Redox (A16) **(MLRA 150A)**
- ___ Sandy Mucky Mineral (S1) **(LRR O, S)**
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Dark Surface (S7) **(LRR P, S, T, U)**
- ___ Polyvalue Below Surface (S8) **(LRR S, T, U)**
- ___ Thin Dark Surface (S9) **(LRR S, T, U)**
- ___ Loamy Mucky Mineral (F1) **(LRR O)**
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- **X** Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ Marl (F10) **(LRR U)**
- ___ Depleted Ochric (F11) **(MLRA 151)**
- ___ Iron-Manganese Masses (F12) **(LRR O, P, T)**
- ___ Umbric Surface (F13) **(LRR P, T, U)**
- ___ Delta Ochric (F17) **(MLRA 151)**
- ___ Reduced Vertic (F18) **(MLRA 150A, 150B)**
- ___ Piedmont Floodplain Soils (F19) **(MLRA 149A)**
- ___ Anomalous Bright Loamy Soils (F20) **(MLRA 149A, 153C, 153D)**

Indicators for Problematic Hydric Soils[3]:

- ___ 1 cm Muck (A9) **(LRR O)**
- ___ 2 cm Muck (A10) **(LRR S)**
- ___ Reduced Vertic (F18) **(outside MLRA 150A,B)**
- ___ Piedmont Floodplain Soils (F19) **(LRR P, S, T)**
- ___ Anomalous Bright Loamy Soils (F20) **(MLRA 153B)**
- ___ Red Parent Material (TF2)
- ___ Very Shallow Dark Surface (TF12)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type:
Depth (inches):

Hydric Soil Present? **Yes X** **No**

Remarks:
A positive indication of hydric soil was observed.

WETLAND DETERMINATION DATA FORM - Atlantic and Gulf Coastal Plain Region

VEGETATION (Five Strata) - Use scientific names of plants.

Sampling Point: **SL15**

	Absolute % cover	Dominant Species	Indicator Status
Tree Stratum (Plot size: 30 ft.)			
1. *Quercus nigra*	35	Yes	FAC
2. *Celtis laevigata*	25	Yes	FACW
3. *Ulmus americana*	10	No	FAC
4.			
5.			
6.			
	70 = Total Cover		
50% of total cover: 35		20% of total cover: 14	
Sapling Stratum (Plot size: 30 ft.)			
1. *Ligustrum lucidum*	40	Yes	FAC
2. *Ligustrum sinense*	35	Yes	FAC
3.			
4.			
5.			
6.			
	75 = Total Cover		
50% of total cover: 37.5		20% of total cover: 15	
Shrub Stratum (Plot size: 30 ft.)			
1. *None Observed*			
2.			
3.			
4.			
5.			
6.			
	= Total Cover		
50% of total cover:		20% of total cover:	
Herb Stratum (Plot size: 30 ft.)			
1. *Carex cherokeensis*	20	Yes	FACW
2. *Sabal minor*	15	Yes	FACW
3. *Ligustrum sinense*	10	No	FAC
4. *Lonicera japonica*	5	No	FACU
5. *Rubus trivialis*	5	No	FACU
6.			
7.			
8.			
9.			
10.			
11.			
	55 = Total Cover		
50% of total cover: 27.5		20% of total cover: 11	
Woody Vine Stratum (Plot size: 30 ft.)			
1. *None Observed*			
2.			
3.			
4.			
5.			
	= Total Cover		
50% of total cover:		20% of total cover:	

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: **6** (A)

Total Number of Dominant Species Across All Strata: **6** (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: **100%** (A/B)

Prevalence Index Worksheet:

Total % Cover of:		Multiply by:	
OBL species	**0**	x 1 =	**0**
FACW species	**60**	x 2 =	**120**
FAC species	**130**	x 3 =	**390**
FACU species	**10**	x 4 =	**40**
UPL species	**0**	x 5 =	**0**
Column Totals:	**200** (A)		**550** (B)

Prevalence Index = B/A = **2.75**

Hydrophytic Vegetation Indicators:

- ____ 1 - Rapid Test for Hydrophytic Vegetation
- **X** 2 - Dominance Test is >50%
- **X** 3 - Prevalence Index is ≤ 3.0[1]
- ____ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Definitions of Five Vegetation Strata:

Tree - Woody plants, excluding woody vines, approximately 20 ft (6m) or more in height and 3 in. (7.6 cm) or larger in diameter at breast height (DBH).

Sapling - Woody plants, excluding woody vines, approximately 20 ft (6 m) or more in height and less than 3 in. (7.6 cm) DBH.

Shrub - Woody plants, excluding woody vines, approximately 3 to 20 ft (1 to 6 m) in height.

Herb - All herbaceous (non-woody) plants, including herbaceous vines, regardless of size, and woody plants, except woody vines, less than approximately 2 ft (1 m) in height.

Woody vine - All woody vines, regardless of height.

Hydrophytic Vegetation Present? **Yes** **X** **No** ____

Remarks: (if observed, list morphological adaptations below).

A positive indication of hydrophytic vegetation was observed (>50% of dominant species indexed as OBL, FACW, or FAC).

WETLAND DETERMINATION DATA FORM - Atlantic and Gulf Coastal Plain Region

Project/Site: Sugarhouse Road Extension Parish: Rapides Sampling Date: February 12, 2026
Applicant/Owner: City of Alexandria State: Louisiana Sample Point: SL16
Investigator(s): Ryan Klutts and Aaron Gondran Section, Township, Range: Section: 7, Township: 04 North, Range: 01 East
Landform (hillslope, terrace, etc.): Floodplain Local relief (concave, convex, none): Concave Slope (%): 0-5
Subregion (LRR or MLRA): LRR:O, MLRA:131C Lat: 31.271222 Long: -92.412932 Datum: NAD83
Soil Map Unit Name: MnA – Moreland clay, 0 to 1 percent slopes, rarely flooded NWI Classification: N/A
Are climatic / hydrologic conditions on the site typical for this time of year? (Yes / No) Yes (if no, explain in Remarks.)
Are Vegetation **No** ,Soil **No** ,or Hydrology **No** significantly disturbed? Are "Normal Circumstances" present? Yes **X** No
Are Vegetation **No** ,Soil **Yes** ,or Hydrology **No** naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS - Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes **X**	No		
Hydric Soil Present?	Yes **X**	No	**Is the Sampled Area**	
Wetland Hydrology Present?	Yes **X**	No	**within a Wetland?**	**Yes X** **No**

Remarks:
This point was determined to be within a wetland due to the presence of all three wetland criteria.

HYDROLOGY

Wetland hydrology Indicators:

Primary Indicators (minimum of one is required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Water-Stained Leaves (B9)
- ___ Aquatic Fauna (B13)
- ___ Marl Deposits (B15) **(LRR U)**
- ___ Hydrogen Sulfide Odor (C1)
- **X** Oxidized Rhizospheres on Living Roots(C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ___ Surface Soil Cracks (B6)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Drainage Patterns (B10)
- ___ Moss Trim Lines (B16)
- ___ Dry-Season Water Table (C2)
- **X** Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- ___ Shallow Aquitard (D3)
- **X** FAC-Neutral Test (D5)
- ___ Sphagnum moss (D8) **(LRR T, U)**

Field Observations:

Surface Water Present?	Yes	No **X**	Depth (inches):	**N/A**
Water Table Present?	Yes	No **X**	Depth (inches):	**N/A**
Saturation Present?	Yes	No **X**	Depth (inches):	**N/A**

Wetland Hydrology Present? **Yes X** **No**

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:
A positive indication of wetland hydrology was observed (at least one primary indicator).

SOIL

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth	Matrix		Redox Features					
(inches)	Color (moist)	%	Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-18	7.5YR 3/2	70	7.5YR 3/4	20	C	M	Sandy Clay	
			7.5YR 4/6	5	C	PL		

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soils Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5)
- ___ Organic Bodies (A6) **(LRR P, T, U)**
- ___ 5 cm Mucky Mineral (A7) **(LRR P, T, U)**
- ___ Muck Presence (A8) **(LRR U)**
- ___ 1 cm Muck (A9) **(LRR P, T)**
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Coast Prairie Redox (A16) **(MLRA 150A)**
- ___ Sandy Mucky Mineral (S1) **(LRR O, S)**
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Dark Surface (S7) **(LRR P, S, T, U)**
- ___ Polyvalue Below Surface (S8) **(LRR S, T, U)**
- ___ Thin Dark Surface (S9) **(LRR S, T, U)**
- ___ Loamy Mucky Mineral (F1) **(LRR O)**
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- **X** Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ Marl (F10) **(LRR U)**
- ___ Depleted Ochric (F11) **(MLRA 151)**
- ___ Iron-Manganese Masses (F12) **(LRR O, P, T)**
- ___ Umbric Surface (F13) **(LRR P, T, U)**
- ___ Delta Ochric (F17) **(MLRA 151)**
- ___ Reduced Vertic (F18) **(MLRA 150A, 150B)**
- ___ Piedmont Floodplain Soils (F19) **(MLRA 149A)**
- ___ Anomalous Bright Loamy Soils (F20) **(MLRA 149A, 153C, 153D)**

Indicators for Problematic Hydric Soils[3]:

- ___ 1 cm Muck (A9) **(LRR O)**
- ___ 2 cm Muck (A10) **(LRR S)**
- ___ Reduced Vertic (F18) **(outside MLRA 150A,B)**
- ___ Piedmont Floodplain Soils (F19) **(LRR P, S, T)**
- ___ Anomalous Bright Loamy Soils (F20) **(MLRA 153B)**
- ___ Red Parent Material (TF2)
- ___ Very Shallow Dark Surface (TF12)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type:
Depth (inches):

Hydric Soil Present? **Yes X** **No**

Remarks:
A positive indication of hydric soil was observed.

WETLAND DETERMINATION DATA FORM - Atlantic and Gulf Coastal Plain Region

VEGETATION (Five Strata) - Use scientific names of plants.

Sampling Point: **SL16**

	Absolute % cover	Dominant Species	Indicator Status
Tree Stratum (Plot size: 30 ft.)			
1. *None Observed*			
2.			
3.			
4.			
5.			
6.			
	= Total Cover		
50% of total cover:	20% of total cover:		
Sapling Stratum (Plot size: 30 ft.)			
1. *Gleditsia triacanthos*	25	Yes	FAC
2. *Ulmus americana*	15	Yes	FAC
3. *Quercus nigra*	15	Yes	FAC
4.			
5.			
6.			
	55 = Total Cover		
50% of total cover: 27.5	20% of total cover: 11		
Shrub Stratum (Plot size: 30 ft.)			
1. *None Observed*			
2.			
3.			
4.			
5.			
6.			
	= Total Cover		
50% of total cover:	20% of total cover:		
Herb Stratum (Plot size: 30 ft.)			
1. *Carex cherokeensis*	60	Yes	FACW
2. *Rosa bracteata*	15	No	UPL
3. *Sabal minor*	10	No	FACW
4. *Rubus trivialis*	10	No	FACU
5. *Lonicera japonica*	5	No	FACU
6.			
7.			
8.			
9.			
10.			
11.			
	100 = Total Cover		
50% of total cover: 50	20% of total cover: 20		
Woody Vine Stratum (Plot size: 30 ft.)			
1. *None Observed*			
2.			
3.			
4.			
5.			
	= Total Cover		
50% of total cover:	20% of total cover:		

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: **4** (A)

Total Number of Dominant Species Across All Strata: **4** (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: **100%** (A/B)

Prevalence Index Worksheet:

Total % Cover of:		Multiply by:	
OBL species	**0**	x 1 =	**0**
FACW species	**70**	x 2 =	**140**
FAC species	**55**	x 3 =	**165**
FACU species	**15**	x 4 =	**60**
UPL species	**15**	x 5 =	**75**
Column Totals:	**155** (A)		**440** (B)

Prevalence Index = B/A = **2.84**

Hydrophytic Vegetation Indicators:

____ 1 - Rapid Test for Hydrophytic Vegetation

X 2 - Dominance Test is >50%

X 3 - Prevalence Index is ≤ 3.0[1]

____ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Definitions of Five Vegetation Strata:

Tree - Woody plants, excluding woody vines, approximately 20 ft (6m) or more in height and 3 in. (7.6 cm) or larger in diameter at breast height (DBH).

Sapling - Woody plants, excluding woody vines, approximately 20 ft (6 m) or more in height and less than 3 in. (7.6 cm) DBH.

Shrub - Woody plants, excluding woody vines, approximately 3 to 20 ft (1 to 6 m) in height.

Herb - All herbaceous (non-woody) plants, including herbaceous vines, regardless of size, and woody plants, except woody vines, less than approximately 2 ft (1 m) in height.

Woody vine - All woody vines, regardless of height.

Hydrophytic Vegetation Present? **Yes** **X** **No** ____

Remarks: (if observed, list morphological adaptations below).

A positive indication of hydrophytic vegetation was observed (>50% of dominant species indexed as OBL, FACW, or FAC).

WETLAND DETERMINATION DATA FORM - Atlantic and Gulf Coastal Plain Region

Project/Site: Sugarhouse Road Extension Parish: Rapides Sampling Date: February 12, 2026
Applicant/Owner: City of Alexandria State: Louisiana Sample Point: SL17
Investigator(s): Ryan Klutts and Aaron Gondran Section, Township, Range: Section: 7, Township: 04 North, Range: 01 East
Landform (hillslope, terrace, etc.): Hilltop Local relief (concave, convex, none): Convex Slope (%): 5-10
Subregion (LRR or MLRA): LRR:O, MLRA:131C Lat: 31.271953 Long: -92.410945 Datum: NAD83
Soil Map Unit Name: MnA – Moreland clay, 0 to 1 percent slopes, rarely flooded NWI Classification: N/A
Are climatic / hydrologic conditions on the site typical for this time of year? (Yes / No) Yes (if no, explain in Remarks.)
Are Vegetation **No** ,Soil **No** ,or Hydrology **No** significantly disturbed? Are "Normal Circumstances" present? Yes **X** No
Are Vegetation **No** ,Soil **No** ,or Hydrology **No** naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS - Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes **X**	No		
Hydric Soil Present?	Yes	No **X**	**Is the Sampled Area**	
Wetland Hydrology Present?	Yes	No **X**	**within a Wetland?**	**Yes** **No X**

Remarks:
This point was determined not to be within a wetland due to the lack of hydric soils and wetland hydrology.

HYDROLOGY

Wetland hydrology Indicators:

Primary Indicators (minimum of one is required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Water-Stained Leaves (B9)
- ___ Aquatic Fauna (B13)
- ___ Marl Deposits (B15) **(LRR U)**
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres on Living Roots(C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ___ Surface Soil Cracks (B6)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Drainage Patterns (B10)
- ___ Moss Trim Lines (B16)
- ___ Dry-Season Water Table (C2)
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- ___ Shallow Aquitard (D3)
- ___ FAC-Neutral Test (D5)
- ___ Sphagnum moss (D8) **(LRR T, U)**

Field Observations:

Surface Water Present?	Yes	No **X**	Depth (inches):	**N/A**
Water Table Present?	Yes	No **X**	Depth (inches):	**N/A**
Saturation Present?	Yes	No **X**	Depth (inches):	**N/A**

Wetland Hydrology Present? **Yes** **No X**

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:
No positive indication of wetland hydrology was observed.

SOIL

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth	Matrix		Redox Features					
(inches)	Color (moist)	%	Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-19	7.5YR 3/3	95	7.5YR 4/6	5	C	M	Sandy Clay	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soils Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5)
- ___ Organic Bodies (A6) **(LRR P, T, U)**
- ___ 5 cm Mucky Mineral (A7) **(LRR P, T, U)**
- ___ Muck Presence (A8) **(LRR U)**
- ___ 1 cm Muck (A9) **(LRR P, T)**
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Coast Prairie Redox (A16) **(MLRA 150A)**
- ___ Sandy Mucky Mineral (S1) **(LRR O, S)**
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Dark Surface (S7) **(LRR P, S, T, U)**
- ___ Polyvalue Below Surface (S8) **(LRR S, T, U)**
- ___ Thin Dark Surface (S9) **(LRR S, T, U)**
- ___ Loamy Mucky Mineral (F1) **(LRR O)**
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ Marl (F10) **(LRR U)**
- ___ Depleted Ochric (F11) **(MLRA 151)**
- ___ Iron-Manganese Masses (F12) **(LRR O, P, T)**
- ___ Umbric Surface (F13) **(LRR P, T, U)**
- ___ Delta Ochric (F17) **(MLRA 151)**
- ___ Reduced Vertic (F18) **(MLRA 150A, 150B)**
- ___ Piedmont Floodplain Soils (F19) **(MLRA 149A)**
- ___ Anomalous Bright Loamy Soils (F20) **(MLRA 149A, 153C, 153D)**

Indicators for Problematic Hydric Soils[3]:

- ___ 1 cm Muck (A9) **(LRR O)**
- ___ 2 cm Muck (A10) **(LRR S)**
- ___ Reduced Vertic (F18) **(outside MLRA 150A,B)**
- ___ Piedmont Floodplain Soils (F19) **(LRR P, S, T)**
- ___ Anomalous Bright Loamy Soils (F20) **(MLRA 153B)**
- ___ Red Parent Material (TF2)
- ___ Very Shallow Dark Surface (TF12)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type:
Depth (inches):

Hydric Soil Present? **Yes** **No X**

Remarks:
No positive indication of hydric soils was observed.

WETLAND DETERMINATION DATA FORM - Atlantic and Gulf Coastal Plain Region

VEGETATION (Five Strata) - Use scientific names of plants.

Sampling Point: **SL17**

	Absolute % cover	Dominant Species	Indicator Status
Tree Stratum (Plot size: 30 ft.)			
1. *Celtis laevigata*	30	Yes	FACW
2. *Quercus nigra*	20	Yes	FAC
3. *Ligustrum lucidum*	20	Yes	FAC
4.			
5.			
6.			
	70 = Total Cover		
50% of total cover: 35		20% of total cover: 14	
Sapling Stratum (Plot size: 30 ft.)			
1. *Ligustrum lucidum*	15	Yes	FAC
2. *Ligustrum sinense*	15	Yes	FAC
3.			
4.			
5.			
6.			
	30 = Total Cover		
50% of total cover: 15		20% of total cover: 6	
Shrub Stratum (Plot size: 30 ft.)			
1. *None Observed*			
2.			
3.			
4.			
5.			
6.			
	= Total Cover		
50% of total cover:		20% of total cover:	
Herb Stratum (Plot size: 30 ft.)			
1. *Lonicera japonica*	15	Yes	FACU
2. *Ligustrum sinense*	10	Yes	FAC
3. *Chaerophyllum tainturieri*	10	Yes	FAC
4. *Galium aparine*	5	No	FACU
5.			
6.			
7.			
8.			
9.			
10.			
11.			
	40 = Total Cover		
50% of total cover: 20		20% of total cover: 8	
Woody Vine Stratum (Plot size: 30 ft.)			
1. *None Observed*			
2.			
3.			
4.			
5.			
	= Total Cover		
50% of total cover:		20% of total cover:	

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: **7** (A)

Total Number of Dominant Species Across All Strata: **8** (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: **88%** (A/B)

Prevalence Index Worksheet:

Total % Cover of:		Multiply by:	
OBL species	**0**	x 1 =	**0**
FACW species	**30**	x 2 =	**60**
FAC species	**90**	x 3 =	**270**
FACU species	**20**	x 4 =	**80**
UPL species	**0**	x 5 =	**0**
Column Totals:	**140** (A)		**410** (B)

Prevalence Index = B/A = **2.93**

Hydrophytic Vegetation Indicators:

- ____ 1 - Rapid Test for Hydrophytic Vegetation
- **X** 2 - Dominance Test is >50%
- **X** 3 - Prevalence Index is ≤ 3.0[1]
- ____ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Definitions of Five Vegetation Strata:

Tree - Woody plants, excluding woody vines, approximately 20 ft (6m) or more in height and 3 in. (7.6 cm) or larger in diameter at breast height (DBH).

Sapling - Woody plants, excluding woody vines, approximately 20 ft (6 m) or more in height and less than 3 in. (7.6 cm) DBH.

Shrub - Woody plants, excluding woody vines, approximately 3 to 20 ft (1 to 6 m) in height.

Herb - All herbaceous (non-woody) plants, including herbaceous vines, regardless of size, and woody plants, except woody vines, less than approximately 2 ft (1 m) in height.

Woody vine - All woody vines, regardless of height.

Hydrophytic Vegetation Present? **Yes** **X** **No** ____

Remarks: (if observed, list morphological adaptations below).

A positive indication of hydrophytic vegetation was observed (>50% of dominant species indexed as OBL, FACW, or FAC).

WETLAND DETERMINATION DATA FORM - Atlantic and Gulf Coastal Plain Region

Project/Site: Sugarhouse Road Extension | Parish: Rapides | Sampling Date: February 12, 2026

Applicant/Owner: City of Alexandria | State: Louisiana | Sample Point: SL18

Investigator(s): Ryan Klutts and Aaron Gondran | Section, Township, Range: Section: 7, Township: 04 North, Range: 01 East

Landform (hillslope, terrace, etc.): Floodplain | Local relief (concave, convex, none): Concave | Slope (%): 0-5

Subregion (LRR or MLRA): LRR:O, MLRA:131C | Lat: 31.272004 | Long: -92.410644 | Datum: NAD83

Soil Map Unit Name: MnA – Moreland clay, 0 to 1 percent slopes, rarely flooded | NWI Classification: N/A

Are climatic / hydrologic conditions on the site typical for this time of year? (Yes / No) Yes (if no, explain in Remarks.)

Are Vegetation **No**, Soil **No**, or Hydrology **No** significantly disturbed? Are "Normal Circumstances" present? Yes **X** No

Are Vegetation **No**, Soil **Yes**, or Hydrology **No** naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS - Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes **X**	No	
Hydric Soil Present?	Yes **X**	No	**Is the Sampled Area within a Wetland?** Yes **X** No
Wetland Hydrology Present?	Yes **X**	No	

Remarks:

This point was determined to be within a wetland due to the presence of all three wetland criteria.

HYDROLOGY

Wetland hydrology Indicators:

Primary Indicators (minimum of one is required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Water-Stained Leaves (B9)
- ___ Aquatic Fauna (B13)
- ___ Marl Deposits (B15) **(LRR U)**
- ___ Hydrogen Sulfide Odor (C1)
- **X** Oxidized Rhizospheres on Living Roots(C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ___ Surface Soil Cracks (B6)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Drainage Patterns (B10)
- ___ Moss Trim Lines (B16)
- ___ Dry-Season Water Table (C2)
- **X** Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- ___ Shallow Aquitard (D3)
- **X** FAC-Neutral Test (D5)
- ___ Sphagnum moss (D8) **(LRR T, U)**

Field Observations:

Surface Water Present?	Yes ___	No **X**	Depth (inches): **N/A**
Water Table Present?	Yes ___	No **X**	Depth (inches): **N/A**
Saturation Present?	Yes ___	No **X**	Depth (inches): **N/A**

Wetland Hydrology Present? Yes **X** No

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

A positive indication of wetland hydrology was observed (at least one primary indicator).

SOIL

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	Matrix %	Redox Features Color (moist)	Redox Features %	Type[1]	Loc[2]	Texture	Remarks
0-12	7.5YR 3/2	70	7.5YR 3/4	25	C	M	Sandy Clay	
			7.5YR 4/6	5	C	PL		
12-18	7.5YR 3/3	80	7.5YR 4/2	15	C	M	Sandy Clay	
			7.5YR 4/6	5	C	PL		

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soils Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5)
- ___ Organic Bodies (A6) **(LRR P, T, U)**
- ___ 5 cm Mucky Mineral (A7) **(LRR P, T, U)**
- ___ Muck Presence (A8) **(LRR U)**
- ___ 1 cm Muck (A9) **(LRR P, T)**
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Coast Prairie Redox (A16) **(MLRA 150A)**
- ___ Sandy Mucky Mineral (S1) **(LRR O, S)**
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Dark Surface (S7) **(LRR P, S, T, U)**
- ___ Polyvalue Below Surface (S8) **(LRR S, T, U)**
- ___ Thin Dark Surface (S9) **(LRR S, T, U)**
- ___ Loamy Mucky Mineral (F1) **(LRR O)**
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- **X** Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ Marl (F10) **(LRR U)**
- ___ Depleted Ochric (F11) **(MLRA 151)**
- ___ Iron-Manganese Masses (F12) **(LRR O, P, T)**
- ___ Umbric Surface (F13) **(LRR P, T, U)**
- ___ Delta Ochric (F17) **(MLRA 151)**
- ___ Reduced Vertic (F18) **(MLRA 150A, 150B)**
- ___ Piedmont Floodplain Soils (F19) **(MLRA 149A)**
- ___ Anomalous Bright Loamy Soils (F20) **(MLRA 149A, 153C, 153D)**

Indicators for Problematic Hydric Soils[3]:

- ___ 1 cm Muck (A9) **(LRR O)**
- ___ 2 cm Muck (A10) **(LRR S)**
- ___ Reduced Vertic (F18) **(outside MLRA 150A,B)**
- ___ Piedmont Floodplain Soils (F19) **(LRR P, S, T)**
- ___ Anomalous Bright Loamy Soils (F20) **(MLRA 153B)**
- ___ Red Parent Material (TF2)
- ___ Very Shallow Dark Surface (TF12)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type:

Depth (inches):

Hydric Soil Present? Yes **X** No

Remarks:

A positive indication of hydric soil was observed.

WETLAND DETERMINATION DATA FORM - Atlantic and Gulf Coastal Plain Region

VEGETATION (Five Strata) - Use scientific names of plants.

Sampling Point: **SL18**

	Absolute % cover	Dominant Species	Indicator Status
Tree Stratum (Plot size: 30 ft.)			
1. *Celtis laevigata*	60	Yes	FACW
2. *Quercus nigra*	25	Yes	FAC
3.			
4.			
5.			
6.			
	85 = Total Cover		
50% of total cover: 42.5		20% of total cover: 17	
Sapling Stratum (Plot size: 30 ft.)			
1. *Ligustrum lucidum*	15	Yes	FAC
2.			
3.			
4.			
5.			
6.			
	15 = Total Cover		
50% of total cover: 7.5		20% of total cover: 3	
Shrub Stratum (Plot size: 30 ft.)			
1. *Sabal minor*	15	Yes	FACW
2.			
3.			
4.			
5.			
6.			
	15 = Total Cover		
50% of total cover: 7.5		20% of total cover: 3	
Herb Stratum (Plot size: 30 ft.)			
1. *Carex cherokeensis*	40	Yes	FACW
2. *Rubus trivialis*	15	Yes	FACU
3. *Smilax bona-nox*	10	No	FAC
4. *Sabal minor*	5	No	FACW
5.			
6.			
7.			
8.			
9.			
10.			
11.			
	70 = Total Cover		
50% of total cover: 35		20% of total cover: 14	
Woody Vine Stratum (Plot size: 30 ft.)			
1. *None Observed*			
2.			
3.			
4.			
5.			
	= Total Cover		
50% of total cover:		20% of total cover:	

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: **5** (A)

Total Number of Dominant Species Across All Strata: **6** (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: **83%** (A/B)

Prevalence Index Worksheet:

Total % Cover of:		Multiply by:	
OBL species	**0**	x 1 =	**0**
FACW species	**120**	x 2 =	**240**
FAC species	**50**	x 3 =	**150**
FACU species	**15**	x 4 =	**60**
UPL species	**0**	x 5 =	**0**
Column Totals:	**185** (A)		**450** (B)

Prevalence Index = B/A = **2.43**

Hydrophytic Vegetation Indicators:

- ____ 1 - Rapid Test for Hydrophytic Vegetation
- **X** 2 - Dominance Test is >50%
- **X** 3 - Prevalence Index is ≤ 3.0[1]
- ____ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Definitions of Five Vegetation Strata:

Tree - Woody plants, excluding woody vines, approximately 20 ft (6m) or more in height and 3 in. (7.6 cm) or larger in diameter at breast height (DBH).

Sapling - Woody plants, excluding woody vines, approximately 20 ft (6 m) or more in height and less than 3 in. (7.6 cm) DBH.

Shrub - Woody plants, excluding woody vines, approximately 3 to 20 ft (1 to 6 m) in height.

Herb - All herbaceous (non-woody) plants, including herbaceous vines, regardless of size, and woody plants, except woody vines, less than approximately 2 ft (1 m) in height.

Woody vine - All woody vines, regardless of height.

Hydrophytic Vegetation Present? **Yes** **X** **No** ____

Remarks: (if observed, list morphological adaptations below).

A positive indication of hydrophytic vegetation was observed (>50% of dominant species indexed as OBL, FACW, or FAC).

WETLAND DETERMINATION DATA FORM - Atlantic and Gulf Coastal Plain Region

Project/Site: Sugarhouse Road Extension Parish: Rapides Sampling Date: February 12, 2026
Applicant/Owner: City of Alexandria State: Louisiana Sample Point: SL19
Investigator(s): Ryan Klutts and Aaron Gondran Section, Township, Range: Section: 7, Township: 04 North, Range: 01 East
Landform (hillslope, terrace, etc.): Flat Local relief (concave, convex, none): None Slope (%): 0-5
Subregion (LRR or MLRA): LRR:O, MLRA:131C Lat: 31.272276 Long: -92.410527 Datum: NAD83
Soil Map Unit Name: MnA – Moreland clay, 0 to 1 percent slopes, rarely flooded NWI Classification: N/A
Are climatic / hydrologic conditions on the site typical for this time of year? (Yes / No) Yes (if no, explain in Remarks.)
Are Vegetation **No** ,Soil **No** ,or Hydrology **No** significantly disturbed? Are "Normal Circumstances" present? Yes **X** No
Are Vegetation **No** ,Soil **Yes** ,or Hydrology **No** naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS - Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes **X**	No		
Hydric Soil Present?	Yes **X**	No	**Is the Sampled Area**	
Wetland Hydrology Present?	Yes **X**	No	**within a Wetland?**	**Yes X** **No**

Remarks:
This point was determined to be within a wetland due to the presence of all three wetland criteria.

HYDROLOGY

Wetland hydrology Indicators:

Primary Indicators (minimum of one is required; check all that apply)

- ___ Surface Water (A1)
- **X** High Water Table (A2)
- **X** Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Water-Stained Leaves (B9)
- ___ Aquatic Fauna (B13)
- ___ Marl Deposits (B15) **(LRR U)**
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres on Living Roots(C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- **X** Surface Soil Cracks (B6)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Drainage Patterns (B10)
- ___ Moss Trim Lines (B16)
- ___ Dry-Season Water Table (C2)
- **X** Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- ___ Shallow Aquitard (D3)
- **X** FAC-Neutral Test (D5)
- ___ Sphagnum moss (D8) **(LRR T, U)**

Field Observations:

Surface Water Present?	Yes	No **X**	Depth (inches):	**N/A**	
Water Table Present?	Yes **X**	No	Depth (inches):	**3-20**	**Wetland Hydrology Present?** **Yes X** **No**
Saturation Present?	Yes **X**	No	Depth (inches):	**0-20**	

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:
A positive indication of wetland hydrology was observed (at least one primary indicator).

SOIL

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth	Matrix		Redox Features					
(inches)	Color (moist)	%	Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-18	7.5YR 3/2	70	7.5YR 3/4	20	C	M	Sandy Clay	
			7.5YR 4/6	10	C	M	Sandy Clay	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soils Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5)
- ___ Organic Bodies (A6) **(LRR P, T, U)**
- ___ 5 cm Mucky Mineral (A7) **(LRR P, T, U)**
- ___ Muck Presence (A8) **(LRR U)**
- ___ 1 cm Muck (A9) **(LRR P, T)**
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Coast Prairie Redox (A16) **(MLRA 150A)**
- ___ Sandy Mucky Mineral (S1) **(LRR O, S)**
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Dark Surface (S7) **(LRR P, S, T, U)**
- ___ Polyvalue Below Surface (S8) **(LRR S, T, U)**
- ___ Thin Dark Surface (S9) **(LRR S, T, U)**
- ___ Loamy Mucky Mineral (F1) **(LRR O)**
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- **X** Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ Marl (F10) **(LRR U)**
- ___ Depleted Ochric (F11) **(MLRA 151)**
- ___ Iron-Manganese Masses (F12) **(LRR O, P, T)**
- ___ Umbric Surface (F13) **(LRR P, T, U)**
- ___ Delta Ochric (F17) **(MLRA 151)**
- ___ Reduced Vertic (F18) **(MLRA 150A, 150B)**
- ___ Piedmont Floodplain Soils (F19) **(MLRA 149A)**
- ___ Anomalous Bright Loamy Soils (F20) **(MLRA 149A, 153C, 153D)**

Indicators for Problematic Hydric Soils[3]:

- ___ 1 cm Muck (A9) **(LRR O)**
- ___ 2 cm Muck (A10) **(LRR S)**
- ___ Reduced Vertic (F18) **(outside MLRA 150A,B)**
- ___ Piedmont Floodplain Soils (F19) **(LRR P, S, T)**
- ___ Anomalous Bright Loamy Soils (F20) **(MLRA 153B)**
- ___ Red Parent Material (TF2)
- ___ Very Shallow Dark Surface (TF12)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type:
Depth (inches):

Hydric Soil Present? **Yes X** **No**

Remarks:
A positive indication of hydric soil was observed.

WETLAND DETERMINATION DATA FORM - Atlantic and Gulf Coastal Plain Region

VEGETATION (Five Strata) - Use scientific names of plants.

Sampling Point: **SL19**

	Absolute % cover	Dominant Species	Indicator Status
Tree Stratum (Plot size: 30 ft.)			
1. *None Observed*			
2.			
3.			
4.			
5.			
6.			
	= Total Cover		
50% of total cover:		20% of total cover:	
Sapling Stratum (Plot size: 30 ft.)			
1. *Celtis laevigata*	35	Yes	FACW
2. *Quercus nigra*	10	Yes	FAC
3.			
4.			
5.			
6.			
	45 = Total Cover		
50% of total cover:	22.5	20% of total cover:	9
Shrub Stratum (Plot size: 30 ft.)			
1. *None Observed*			
2.			
3.			
4.			
5.			
6.			
	= Total Cover		
50% of total cover:		20% of total cover:	
Herb Stratum (Plot size: 30 ft.)			
1. *Carex squarrosa*	80	Yes	FACW
2. *Juncus effusus*	5	No	OBL
3. *Andropogon virginicus*	5	No	FAC
4. *Verbena brasiliensis*	2	No	FACU
5.			
6.			
7.			
8.			
9.			
10.			
11.			
	92 = Total Cover		
50% of total cover:	46	20% of total cover:	18.4
Woody Vine Stratum (Plot size: 30 ft.)			
1. *Cardiospermum halicacabum*	60	Yes	FAC
2.			
3.			
4.			
5.			
	60 = Total Cover		
50% of total cover:	30	20% of total cover:	12

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: **4** (A)

Total Number of Dominant Species Across All Strata: **4** (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: **100%** (A/B)

Prevalence Index Worksheet:

Total % Cover of:		Multiply by:	
OBL species	**5**	x 1 =	**5**
FACW species	**115**	x 2 =	**230**
FAC species	**75**	x 3 =	**225**
FACU species	**2**	x 4 =	**8**
UPL species	**0**	x 5 =	**0**
Column Totals:	**197** (A)		**468** (B)

Prevalence Index = B/A = **2.38**

Hydrophytic Vegetation Indicators:

- ____ 1 - Rapid Test for Hydrophytic Vegetation
- **X** 2 - Dominance Test is >50%
- **X** 3 - Prevalence Index is ≤ 3.0[1]
- ____ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Definitions of Five Vegetation Strata:

Tree - Woody plants, excluding woody vines, approximately 20 ft (6m) or more in height and 3 in. (7.6 cm) or larger in diameter at breast height (DBH).

Sapling - Woody plants, excluding woody vines, approximately 20 ft (6 m) or more in height and less than 3 in. (7.6 cm) DBH.

Shrub - Woody plants, excluding woody vines, approximately 3 to 20 ft (1 to 6 m) in height.

Herb - All herbaceous (non-woody) plants, including herbaceous vines, regardless of size, and woody plants, except woody vines, less than approximately 2 ft (1 m) in height.

Woody vine - All woody vines, regardless of height.

Hydrophytic Vegetation Present? **Yes** **X** **No** ____

Remarks: (if observed, list morphological adaptations below).

A positive indication of hydrophytic vegetation was observed (>50% of dominant species indexed as OBL, FACW, or FAC).

WETLAND DETERMINATION DATA FORM - Atlantic and Gulf Coastal Plain Region

Project/Site: Sugarhouse Road Extension Parish: Rapides Sampling Date: February 12, 2026
Applicant/Owner: City of Alexandria State: Louisiana Sample Point: SL20
Investigator(s): Ryan Klutts and Aaron Gondran Section, Township, Range: Section: 7, Township: 04 North, Range: 01 East
Landform (hillslope, terrace, etc.): Floodplain Local relief (concave, convex, none): None Slope (%): 0-5
Subregion (LRR or MLRA): LRR:O, MLRA:131C Lat: 31.272599 Long: -92.408849 Datum: NAD83
Soil Map Unit Name: MnA – Moreland clay, 0 to 1 percent slopes, rarely flooded NWI Classification: N/A
Are climatic / hydrologic conditions on the site typical for this time of year? (Yes / No) Yes (if no, explain in Remarks.)
Are Vegetation **No** ,Soil **No** ,or Hydrology **No** significantly disturbed? Are "Normal Circumstances" present? Yes **X** No
Are Vegetation **No** ,Soil **No** ,or Hydrology **No** naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS - Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes **X**	No	**Is the Sampled Area**	
Hydric Soil Present?	Yes **X**	No	**within a Wetland?**	**Yes X** **No**
Wetland Hydrology Present?	Yes **X**	No		

Remarks:
This point was determined to be within a wetland due to the presence of all three wetland criteria.

HYDROLOGY

Wetland hydrology Indicators:

Primary Indicators (minimum of one is required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Water-Stained Leaves (B9)
- ___ Aquatic Fauna (B13)
- ___ Marl Deposits (B15) **(LRR U)**
- ___ Hydrogen Sulfide Odor (C1)
- **X** Oxidized Rhizospheres on Living Roots(C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ___ Surface Soil Cracks (B6)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Drainage Patterns (B10)
- ___ Moss Trim Lines (B16)
- ___ Dry-Season Water Table (C2)
- **X** Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- ___ Shallow Aquitard (D3)
- **X** FAC-Neutral Test (D5)
- ___ Sphagnum moss (D8) **(LRR T, U)**

Field Observations:

Surface Water Present?	Yes	No **X**	Depth (inches): **N/A**	**Wetland Hydrology Present?**	**Yes X** **No**
Water Table Present?	Yes	No **X**	Depth (inches): **N/A**		
Saturation Present?	Yes	No **X**	Depth (inches): **N/A**		

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:
A positive indication of wetland hydrology was observed (at least one primary indicator).

SOIL

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth	Matrix		Redox Features					
(inches)	Color (moist)	%	Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-4	7.5YR 3/2	85	7.5YR 5/8	10	C	M	Sandy Clay Loam	
			7.5YR 4/6	5	C	PL		
4-18	7.5YR 4/3	85	7.5YR 5/8	10	C	M	Sandy Clay Loam	
			7.5YR 4/6	5	C	PL		

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soils Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5)
- ___ Organic Bodies (A6) **(LRR P, T, U)**
- ___ 5 cm Mucky Mineral (A7) **(LRR P, T, U)**
- ___ Muck Presence (A8) **(LRR U)**
- ___ 1 cm Muck (A9) **(LRR P, T)**
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Coast Prairie Redox (A16) **(MLRA 150A)**
- ___ Sandy Mucky Mineral (S1) **(LRR O, S)**
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Dark Surface (S7) **(LRR P, S, T, U)**
- ___ Polyvalue Below Surface (S8) **(LRR S, T, U)**
- ___ Thin Dark Surface (S9) **(LRR S, T, U)**
- ___ Loamy Mucky Mineral (F1) **(LRR O)**
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- **X** Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ Marl (F10) **(LRR U)**
- ___ Depleted Ochric (F11) **(MLRA 151)**
- ___ Iron-Manganese Masses (F12) **(LRR O, P, T)**
- ___ Umbric Surface (F13) **(LRR P, T, U)**
- ___ Delta Ochric (F17) **(MLRA 151)**
- ___ Reduced Vertic (F18) **(MLRA 150A, 150B)**
- ___ Piedmont Floodplain Soils (F19) **(MLRA 149A)**
- ___ Anomalous Bright Loamy Soils (F20) **(MLRA 149A, 153C, 153D)**

Indicators for Problematic Hydric Soils[3]:

- ___ 1 cm Muck (A9) **(LRR O)**
- ___ 2 cm Muck (A10) **(LRR S)**
- ___ Reduced Vertic (F18) **(outside MLRA 150A,B)**
- ___ Piedmont Floodplain Soils (F19) **(LRR P, S, T)**
- ___ Anomalous Bright Loamy Soils (F20) **(MLRA 153B)**
- ___ Red Parent Material (TF2)
- ___ Very Shallow Dark Surface (TF12)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type:
Depth (inches):

Hydric Soil Present? **Yes X** **No**

Remarks:
A positive indication of hydric soil was observed.

WETLAND DETERMINATION DATA FORM - Atlantic and Gulf Coastal Plain Region

VEGETATION (Five Strata) - Use scientific names of plants.

Sampling Point: **SL20**

	Absolute % cover	Dominant Species	Indicator Status
Tree Stratum (Plot size: 30 ft.)			
1. *None Observed*			
2.			
3.			
4.			
5.			
6.			
	= Total Cover		
50% of total cover:	20% of total cover:		
Sapling Stratum (Plot size: 30 ft.)			
1. *Celtis laevigata*	35	Yes	FACW
2.			
3.			
4.			
5.			
6.			
	35 = Total Cover		
50% of total cover: 17.5	20% of total cover: 7		
Shrub Stratum (Plot size: 30 ft.)			
1. *Rubus trivialis*	40	Yes	FACU
2.			
3.			
4.			
5.			
6.			
	40 = Total Cover		
50% of total cover: 20	20% of total cover: 8		
Herb Stratum (Plot size: 30 ft.)			
1. *Dichanthelium scabriusculum*	55	Yes	OBL
2. *Carex aureolensis*	35	Yes	OBL
3. *Rubus trivialis*	10	No	FACU
4.			
5.			
6.			
7.			
8.			
9.			
10.			
11.			
	100 = Total Cover		
50% of total cover: 50	20% of total cover: 20		
Woody Vine Stratum (Plot size: 30 ft.)			
1. *None Observed*			
2.			
3.			
4.			
5.			
	= Total Cover		
50% of total cover:	20% of total cover:		

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: **3** (A)

Total Number of Dominant Species Across All Strata: **4** (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: **75%** (A/B)

Prevalence Index Worksheet:

Total % Cover of:		Multiply by:	
OBL species	**90**	x 1 =	**90**
FACW species	**35**	x 2 =	**70**
FAC species	**0**	x 3 =	**0**
FACU species	**50**	x 4 =	**200**
UPL species	**0**	x 5 =	**0**
Column Totals:	**175** (A)		**360** (B)

Prevalence Index = B/A = **2.06**

Hydrophytic Vegetation Indicators:

- ____ 1 - Rapid Test for Hydrophytic Vegetation
- **X** 2 - Dominance Test is >50%
- **X** 3 - Prevalence Index is ≤ 3.0[1]
- ____ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Definitions of Five Vegetation Strata:

Tree - Woody plants, excluding woody vines, approximately 20 ft (6m) or more in height and 3 in. (7.6 cm) or larger in diameter at breast height (DBH).

Sapling - Woody plants, excluding woody vines, approximately 20 ft (6 m) or more in height and less than 3 in. (7.6 cm) DBH.

Shrub - Woody plants, excluding woody vines, approximately 3 to 20 ft (1 to 6 m) in height.

Herb - All herbaceous (non-woody) plants, including herbaceous vines, regardless of size, and woody plants, except woody vines, less than approximately 2 ft (1 m) in height.

Woody vine - All woody vines, regardless of height.

Hydrophytic Vegetation Present? **Yes** **X** **No** ____

Remarks: (if observed, list morphological adaptations below).

A positive indication of hydrophytic vegetation was observed (>50% of dominant species indexed as OBL, FACW, or FAC).

WETLAND DETERMINATION DATA FORM - Atlantic and Gulf Coastal Plain Region

Project/Site: Sugarhouse Road Extension Parish: Rapides Sampling Date: February 12, 2026
Applicant/Owner: City of Alexandria State: Louisiana Sample Point: SL21
Investigator(s): Ryan Klutts and Aaron Gondran Section, Township, Range: Section: 7, Township: 04 North, Range: 01 East
Landform (hillslope, terrace, etc.): Floodplain Local relief (concave, convex, none): None Slope (%): 0-5
Subregion (LRR or MLRA): LRR:O, MLRA:131C Lat: 31.273215 Long: -92.406128 Datum: NAD83
Soil Map Unit Name: RnB – Roxana very fine sandy loam, 0 to 3 percent slopes, gently undulating NWI Classification: N/A
Are climatic / hydrologic conditions on the site typical for this time of year? (Yes / No) Yes (if no, explain in Remarks.)
Are Vegetation **No** ,Soil **No** ,or Hydrology **No** significantly disturbed? Are "Normal Circumstances" present? Yes **X** No
Are Vegetation **No** ,Soil **No** ,or Hydrology **No** naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS - Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes **X**	No		
Hydric Soil Present?	Yes **X**	No	**Is the Sampled Area**	
Wetland Hydrology Present?	Yes **X**	No	**within a Wetland?**	**Yes X** **No**

Remarks:
This point was determined to be within a wetland due to the presence of all three wetland criteria.

HYDROLOGY

Wetland hydrology Indicators:

Primary Indicators (minimum of one is required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Water-Stained Leaves (B9)
- ___ Aquatic Fauna (B13)
- ___ Marl Deposits (B15) **(LRR U)**
- ___ Hydrogen Sulfide Odor (C1)
- **X** Oxidized Rhizospheres on Living Roots(C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ___ Surface Soil Cracks (B6)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Drainage Patterns (B10)
- ___ Moss Trim Lines (B16)
- ___ Dry-Season Water Table (C2)
- **X** Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- ___ Shallow Aquitard (D3)
- **X** FAC-Neutral Test (D5)
- ___ Sphagnum moss (D8) **(LRR T, U)**

Field Observations:

Surface Water Present?	Yes	No **X**	Depth (inches):	**N/A**
Water Table Present?	Yes	No **X**	Depth (inches):	**N/A**
Saturation Present?	Yes	No **X**	Depth (inches):	**N/A**

Wetland Hydrology Present? **Yes X** **No**

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:
A positive indication of wetland hydrology was observed (at least one primary indicator).

SOIL

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth	Matrix		Redox Features					
(inches)	Color (moist)	%	Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-12	7.5YR 4/2	75	7.5YR 4/6	15	C	PL	Sandy Clay Loam	
			7.5YR 4/6	10	C	M		
13-20	7.5YR 3/3	90	7.5YR 4/6	10	C	M	Sandy Clay Loam	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soils Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5)
- ___ Organic Bodies (A6) **(LRR P, T, U)**
- ___ 5 cm Mucky Mineral (A7) **(LRR P, T, U)**
- ___ Muck Presence (A8) **(LRR U)**
- ___ 1 cm Muck (A9) **(LRR P, T)**
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Coast Prairie Redox (A16) **(MLRA 150A)**
- ___ Sandy Mucky Mineral (S1) **(LRR O, S)**
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Dark Surface (S7) **(LRR P, S, T, U)**
- ___ Polyvalue Below Surface (S8) **(LRR S, T, U)**
- ___ Thin Dark Surface (S9) **(LRR S, T, U)**
- ___ Loamy Mucky Mineral (F1) **(LRR O)**
- ___ Loamy Gleyed Matrix (F2)
- **X** Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ Marl (F10) **(LRR U)**
- ___ Depleted Ochric (F11) **(MLRA 151)**
- ___ Iron-Manganese Masses (F12) **(LRR O, P, T)**
- ___ Umbric Surface (F13) **(LRR P, T, U)**
- ___ Delta Ochric (F17) **(MLRA 151)**
- ___ Reduced Vertic (F18) **(MLRA 150A, 150B)**
- ___ Piedmont Floodplain Soils (F19) **(MLRA 149A)**
- ___ Anomalous Bright Loamy Soils (F20) **(MLRA 149A, 153C, 153D)**

Indicators for Problematic Hydric Soils[3]:

- ___ 1 cm Muck (A9) **(LRR O)**
- ___ 2 cm Muck (A10) **(LRR S)**
- ___ Reduced Vertic (F18) **(outside MLRA 150A,B)**
- ___ Piedmont Floodplain Soils (F19) **(LRR P, S, T)**
- ___ Anomalous Bright Loamy Soils (F20) **(MLRA 153B)**
- ___ Red Parent Material (TF2)
- ___ Very Shallow Dark Surface (TF12)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type:
Depth (inches):

Hydric Soil Present? **Yes X** **No**

Remarks:
A positive indication of hydric soil was observed.

WETLAND DETERMINATION DATA FORM - Atlantic and Gulf Coastal Plain Region

VEGETATION (Five Strata) - Use scientific names of plants.

Sampling Point: **SL21**

	Absolute % cover	Dominant Species	Indicator Status
Tree Stratum (Plot size: 30 ft.)			
1. *None Observed*			
2.			
3.			
4.			
5.			
6.			
	= Total Cover		
50% of total cover:	20% of total cover:		
Sapling Stratum (Plot size: 30 ft.)			
1. *Celtis laevigata*	35	Yes	FACW
2.			
3.			
4.			
5.			
6.			
	35 = Total Cover		
50% of total cover: 17.5	20% of total cover: 7		
Shrub Stratum (Plot size: 30 ft.)			
1. *Rosa bracteata*	20	Yes	UPL
2.			
3.			
4.			
5.			
6.			
	20 = Total Cover		
50% of total cover: 10	20% of total cover: 4		
Herb Stratum (Plot size: 30 ft.)			
1. *Carex aureolensis*	75	Yes	OBL
2. *Dichanthelium scabriusculum*	10	No	OBL
3. *Juncus repens*	5	No	OBL
4. *Schizachyrium scoparium*	5	No	FACU
5. *Rubus trivialis*	5	No	FACU
6.			
7.			
8.			
9.			
10.			
11.			
	100 = Total Cover		
50% of total cover: 50	20% of total cover: 20		
Woody Vine Stratum (Plot size: 30 ft.)			
1. *None Observed*			
2.			
3.			
4.			
5.			
	= Total Cover		
50% of total cover:	20% of total cover:		

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: **2** (A)

Total Number of Dominant Species Across All Strata: **3** (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: **67%** (A/B)

Prevalence Index Worksheet:

Total % Cover of:		Multiply by:	
OBL species	**90**	x 1 =	**90**
FACW species	**35**	x 2 =	**70**
FAC species	**0**	x 3 =	**0**
FACU species	**10**	x 4 =	**40**
UPL species	**20**	x 5 =	**100**
Column Totals:	**155** (A)		**300** (B)

Prevalence Index = B/A = **1.94**

Hydrophytic Vegetation Indicators:

- ____ 1 - Rapid Test for Hydrophytic Vegetation
- **X** 2 - Dominance Test is >50%
- **X** 3 - Prevalence Index is ≤ 3.0[1]
- ____ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Definitions of Five Vegetation Strata:

Tree - Woody plants, excluding woody vines, approximately 20 ft (6m) or more in height and 3 in. (7.6 cm) or larger in diameter at breast height (DBH).

Sapling - Woody plants, excluding woody vines, approximately 20 ft (6 m) or more in height and less than 3 in. (7.6 cm) DBH.

Shrub - Woody plants, excluding woody vines, approximately 3 to 20 ft (1 to 6 m) in height.

Herb - All herbaceous (non-woody) plants, including herbaceous vines, regardless of size, and woody plants, except woody vines, less than approximately 2 ft (1 m) in height.

Woody vine - All woody vines, regardless of height.

Hydrophytic Vegetation Present? **Yes** **X** **No** ____

Remarks: (if observed, list morphological adaptations below).

A positive indication of hydrophytic vegetation was observed (>50% of dominant species indexed as OBL, FACW, or FAC).

WETLAND DETERMINATION DATA FORM - Atlantic and Gulf Coastal Plain Region

Project/Site: Sugarhouse Road Extension Parish: Rapides Sampling Date: February 12, 2026
Applicant/Owner: City of Alexandria State: Louisiana Sample Point: SL22
Investigator(s): Ryan Klutts and Aaron Gondran Section, Township, Range: Section: 7, Township: 04 North, Range: 01 East
Landform (hillslope, terrace, etc.): Floodplain Local relief (concave, convex, none): Convex Slope (%): 0-5
Subregion (LRR or MLRA): LRR:O, MLRA:131C Lat: 31.273102 Long: -92.405708 Datum: NAD83
Soil Map Unit Name: RnB – Roxana very fine sandy loam, 0 to 3 percent slopes, gently undulating NWI Classification: N/A
Are climatic / hydrologic conditions on the site typical for this time of year? (Yes / No) Yes (if no, explain in Remarks.)
Are Vegetation **No** ,Soil **No** ,or Hydrology **No** significantly disturbed? Are "Normal Circumstances" present? Yes **X** No
Are Vegetation **No** ,Soil **Yes** ,or Hydrology **No** naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS - Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes **X**	No		
Hydric Soil Present?	Yes **X**	No	**Is the Sampled Area**	
Wetland Hydrology Present?	Yes **X**	No	**within a Wetland?**	**Yes X** **No**

Remarks:
This point was determined to be within a wetland due to the presence of all three wetland criteria.

HYDROLOGY

Wetland hydrology Indicators:

Primary Indicators (minimum of one is required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- **X** Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Water-Stained Leaves (B9)
- ___ Aquatic Fauna (B13)
- ___ Marl Deposits (B15) **(LRR U)**
- ___ Hydrogen Sulfide Odor (C1)
- **X** Oxidized Rhizospheres on Living Roots(C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ___ Surface Soil Cracks (B6)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Drainage Patterns (B10)
- **X** Moss Trim Lines (B16)
- ___ Dry-Season Water Table (C2)
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- ___ Shallow Aquitard (D3)
- **X** FAC-Neutral Test (D5)
- ___ Sphagnum moss (D8) **(LRR T, U)**

Field Observations:

Surface Water Present?	Yes	No **X**	Depth (inches):	**N/A**
Water Table Present?	Yes	No **X**	Depth (inches):	**N/A**
Saturation Present?	Yes	No **X**	Depth (inches):	**N/A**

Wetland Hydrology Present? **Yes X** **No**

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:
A positive indication of wetland hydrology was observed (at least one primary indicator).

SOIL

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth	Matrix		Redox Features					
(inches)	Color (moist)	%	Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-6	7.5YR 4/2	75	7.5YR 4/6	15	C	PL	Sandy Clay	
			7.5YR 4/6	10	C	M		
7-20	7.5YR 4/3	45	7.5YR 5/8	15	C	PL	Sandy Clay	
			7.5YR 5/8	10	C	M		

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soils Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5)
- ___ Organic Bodies (A6) **(LRR P, T, U)**
- ___ 5 cm Mucky Mineral (A7) **(LRR P, T, U)**
- ___ Muck Presence (A8) **(LRR U)**
- ___ 1 cm Muck (A9) **(LRR P, T)**
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Coast Prairie Redox (A16) **(MLRA 150A)**
- ___ Sandy Mucky Mineral (S1) **(LRR O, S)**
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Dark Surface (S7) **(LRR P, S, T, U)**
- ___ Polyvalue Below Surface (S8) **(LRR S, T, U)**
- ___ Thin Dark Surface (S9) **(LRR S, T, U)**
- ___ Loamy Mucky Mineral (F1) **(LRR O)**
- ___ Loamy Gleyed Matrix (F2)
- **X** Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ Marl (F10) **(LRR U)**
- ___ Depleted Ochric (F11) **(MLRA 151)**
- ___ Iron-Manganese Masses (F12) **(LRR O, P, T)**
- ___ Umbric Surface (F13) **(LRR P, T, U)**
- ___ Delta Ochric (F17) **(MLRA 151)**
- ___ Reduced Vertic (F18) **(MLRA 150A, 150B)**
- ___ Piedmont Floodplain Soils (F19) **(MLRA 149A)**
- ___ Anomalous Bright Loamy Soils (F20) **(MLRA 149A, 153C, 153D)**

Indicators for Problematic Hydric Soils[3]:

- ___ 1 cm Muck (A9) **(LRR O)**
- ___ 2 cm Muck (A10) **(LRR S)**
- ___ Reduced Vertic (F18) **(outside MLRA 150A,B)**
- ___ Piedmont Floodplain Soils (F19) **(LRR P, S, T)**
- ___ Anomalous Bright Loamy Soils (F20) **(MLRA 153B)**
- ___ Red Parent Material (TF2)
- ___ Very Shallow Dark Surface (TF12)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type:
Depth (inches):

Hydric Soil Present? **Yes X** **No**

Remarks:
A positive indication of hydric soil was observed.

WETLAND DETERMINATION DATA FORM - Atlantic and Gulf Coastal Plain Region

VEGETATION (Five Strata) - Use scientific names of plants.

Sampling Point: **SL22**

	Absolute % cover	Dominant Species	Indicator Status
Tree Stratum (Plot size: 30 ft.)			
1. *Celtis laevigata*	25	Yes	FACW
2. *Quercus nigra*	20	Yes	FAC
3. *Ulmus americana*	20	Yes	FAC
4. *Platanus occidentalis*	15	No	FACW
5.			
6.			
	80 = Total Cover		
50% of total cover: 40		20% of total cover: 16	
Sapling Stratum (Plot size: 30 ft.)			
1. *Celtis laevigata*	15	Yes	FACW
2. *Quercus nigra*	10	Yes	FAC
3.			
4.			
5.			
6.			
	25 = Total Cover		
50% of total cover: 12.5		20% of total cover: 5	
Shrub Stratum (Plot size: 30 ft.)			
1. *None Observed*			
2.			
3.			
4.			
5.			
6.			
	= Total Cover		
50% of total cover:		20% of total cover:	
Herb Stratum (Plot size: 30 ft.)			
1. *Carex cherokeensis*	10	Yes	FACW
2. *Sabal minor*	5	Yes	FACW
3. *Rubus trivialis*	2	No	FACU
4.			
5.			
6.			
7.			
8.			
9.			
10.			
11.			
	17 = Total Cover		
50% of total cover: 8.5		20% of total cover: 3.4	
Woody Vine Stratum (Plot size: 30 ft.)			
1. *None Observed*			
2.			
3.			
4.			
5.			
	= Total Cover		
50% of total cover:		20% of total cover:	

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: **7** (A)

Total Number of Dominant Species Across All Strata: **7** (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: **100%** (A/B)

Prevalence Index Worksheet:

Total % Cover of:		Multiply by:	
OBL species	**0**	x 1 =	**0**
FACW species	**70**	x 2 =	**140**
FAC species	**50**	x 3 =	**150**
FACU species	**2**	x 4 =	**8**
UPL species	**0**	x 5 =	**0**
Column Totals:	**122** (A)		**298** (B)

Prevalence Index = B/A = **2.44**

Hydrophytic Vegetation Indicators:

- ____ 1 - Rapid Test for Hydrophytic Vegetation
- **X** 2 - Dominance Test is >50%
- **X** 3 - Prevalence Index is ≤ 3.0[1]
- ____ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Definitions of Five Vegetation Strata:

Tree - Woody plants, excluding woody vines, approximately 20 ft (6m) or more in height and 3 in. (7.6 cm) or larger in diameter at breast height (DBH).

Sapling - Woody plants, excluding woody vines, approximately 20 ft (6 m) or more in height and less than 3 in. (7.6 cm) DBH.

Shrub - Woody plants, excluding woody vines, approximately 3 to 20 ft (1 to 6 m) in height.

Herb - All herbaceous (non-woody) plants, including herbaceous vines, regardless of size, and woody plants, except woody vines, less than approximately 2 ft (1 m) in height.

Woody vine - All woody vines, regardless of height.

Hydrophytic Vegetation Present? **Yes** **X** **No** ____

Remarks: (if observed, list morphological adaptations below).

A positive indication of hydrophytic vegetation was observed (>50% of dominant species indexed as OBL, FACW, or FAC).

WETLAND DETERMINATION DATA FORM - Atlantic and Gulf Coastal Plain Region

Project/Site: Sugarhouse Road Extension | Parish: Rapides | Sampling Date: February 12, 2026

Applicant/Owner: City of Alexandria | State: Louisiana | Sample Point: SL23

Investigator(s): Ryan Klutts and Aaron Gondran | Section, Township, Range: Section: 8, Township: 04 North, Range: 01 East

Landform (hillslope, terrace, etc.): Terrace | Local relief (concave, convex, none): Convex | Slope (%): 0-5

Subregion (LRR or MLRA): LRR:O, MLRA:131C | Lat: 31.272963 | Long: -92.404236 | Datum: NAD83

Soil Map Unit Name: RnB – Roxana very fine sandy loam, 0 to 3 percent slopes, gently undulating | NWI Classification: N/A

Are climatic / hydrologic conditions on the site typical for this time of year? (Yes / No) Yes (if no, explain in Remarks.)

Are Vegetation **No**, Soil **No**, or Hydrology **No** significantly disturbed? Are "Normal Circumstances" present? Yes **X** No

Are Vegetation **No**, Soil **Yes**, or Hydrology **No** naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS - Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes **X**	No	
Hydric Soil Present?	Yes	No **X**	**Is the Sampled Area within a Wetland?** Yes	No **X**
Wetland Hydrology Present?	Yes	No **X**	

Remarks:

This point was determined not to be within a wetland due to the lack of hydric soils and wetland hydrology.

HYDROLOGY

Wetland hydrology Indicators:

Primary Indicators (minimum of one is required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Water-Stained Leaves (B9)
- ___ Aquatic Fauna (B13)
- ___ Marl Deposits (B15) **(LRR U)**
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres on Living Roots(C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ___ Surface Soil Cracks (B6)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Drainage Patterns (B10)
- ___ Moss Trim Lines (B16)
- ___ Dry-Season Water Table (C2)
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- ___ Shallow Aquitard (D3)
- ___ FAC-Neutral Test (D5)
- ___ Sphagnum moss (D8) **(LRR T, U)**

Field Observations:

Surface Water Present?	Yes	No **X**	Depth (inches): **N/A**
Water Table Present?	Yes	No **X**	Depth (inches): **N/A**
Saturation Present?	Yes	No **X**	Depth (inches): **N/A**

Wetland Hydrology Present? Yes No **X**

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

No positive indication of wetland hydrology was observed.

SOIL

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth	Matrix		Redox Features					
(inches)	Color (moist)	%	Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-6	10YR 4/3	75	7.5YR 4/6	10	C	M	Sandy Clay	
			7.5YR 5/4	15	C	M		
7-18	7.5YR 5/3	80	7.5YR 4/6	20	C	M	Sandy Clay	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soils Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5)
- ___ Organic Bodies (A6) **(LRR P, T, U)**
- ___ 5 cm Mucky Mineral (A7) **(LRR P, T, U)**
- ___ Muck Presence (A8) **(LRR U)**
- ___ 1 cm Muck (A9) **(LRR P, T)**
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Coast Prairie Redox (A16) **(MLRA 150A)**
- ___ Sandy Mucky Mineral (S1) **(LRR O, S)**
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Dark Surface (S7) **(LRR P, S, T, U)**
- ___ Polyvalue Below Surface (S8) **(LRR S, T, U)**
- ___ Thin Dark Surface (S9) **(LRR S, T, U)**
- ___ Loamy Mucky Mineral (F1) **(LRR O)**
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ Marl (F10) **(LRR U)**
- ___ Depleted Ochric (F11) **(MLRA 151)**
- ___ Iron-Manganese Masses (F12) **(LRR O, P, T)**
- ___ Umbric Surface (F13) **(LRR P, T, U)**
- ___ Delta Ochric (F17) **(MLRA 151)**
- ___ Reduced Vertic (F18) **(MLRA 150A, 150B)**
- ___ Piedmont Floodplain Soils (F19) **(MLRA 149A)**
- ___ Anomalous Bright Loamy Soils (F20) **(MLRA 149A, 153C, 153D)**

Indicators for Problematic Hydric Soils[3]:

- ___ 1 cm Muck (A9) **(LRR O)**
- ___ 2 cm Muck (A10) **(LRR S)**
- ___ Reduced Vertic (F18) **(outside MLRA 150A,B)**
- ___ Piedmont Floodplain Soils (F19) **(LRR P, S, T)**
- ___ Anomalous Bright Loamy Soils (F20) **(MLRA 153B)**
- ___ Red Parent Material (TF2)
- ___ Very Shallow Dark Surface (TF12)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type:

Depth (inches):

Hydric Soil Present? Yes No **X**

Remarks:

No positive indication of hydric soils was observed.

WETLAND DETERMINATION DATA FORM - Atlantic and Gulf Coastal Plain Region

VEGETATION (Five Strata) - Use scientific names of plants.

Sampling Point: **SL23**

	Absolute % cover	Dominant Species	Indicator Status
Tree Stratum (Plot size: 30 ft.)			
1. *Pinus taeda*	60	Yes	FAC
2. *Quercus nigra*	10	No	FAC
3. *Ulmus americana*	10	No	FAC
4.			
5.			
6.			
	80 = Total Cover		
50% of total cover: 40		20% of total cover: 16	
Sapling Stratum (Plot size: 30 ft.)			
1. *Quercus nigra*	20	Yes	FAC
2. *Ilex vomitoria*	15	Yes	FAC
3.			
4.			
5.			
6.			
	35 = Total Cover		
50% of total cover: 17.5		20% of total cover: 7	
Shrub Stratum (Plot size: 30 ft.)			
1. *None Observed*			
2.			
3.			
4.			
5.			
6.			
	= Total Cover		
50% of total cover:		20% of total cover:	
Herb Stratum (Plot size: 30 ft.)			
1. *Lonicera japonica*	25	Yes	FACU
2. *Ilex vomitoria*	10	Yes	FAC
3. *Toxicodendron radicans*	5	No	FAC
4.			
5.			
6.			
7.			
8.			
9.			
10.			
11.			
	40 = Total Cover		
50% of total cover: 20		20% of total cover: 8	
Woody Vine Stratum (Plot size: 30 ft.)			
1. *None Observed*			
2.			
3.			
4.			
5.			
	= Total Cover		
50% of total cover:		20% of total cover:	

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: **4** (A)

Total Number of Dominant Species Across All Strata: **5** (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: **80%** (A/B)

Prevalence Index Worksheet:

	Total % Cover of:		Multiply by:	
OBL species	**0**	x 1 =	**0**	
FACW species	**0**	x 2 =	**0**	
FAC species	**130**	x 3 =	**390**	
FACU species	**25**	x 4 =	**100**	
UPL species	**0**	x 5 =	**0**	
Column Totals:	**155**	(A)	**490**	(B)

Prevalence Index = B/A = **3.16**

Hydrophytic Vegetation Indicators:

____ 1 - Rapid Test for Hydrophytic Vegetation

X 2 - Dominance Test is >50%

____ 3 - Prevalence Index is ≤ 3.0[1]

____ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Definitions of Five Vegetation Strata:

Tree - Woody plants, excluding woody vines, approximately 20 ft (6m) or more in height and 3 in. (7.6 cm) or larger in diameter at breast height (DBH).

Sapling - Woody plants, excluding woody vines, approximately 20 ft (6 m) or more in height and less than 3 in. (7.6 cm) DBH.

Shrub - Woody plants, excluding woody vines, approximately 3 to 20 ft (1 to 6 m) in height.

Herb - All herbaceous (non-woody) plants, including herbaceous vines, regardless of size, and woody plants, except woody vines, less than approximately 2 ft (1 m) in height.

Woody vine - All woody vines, regardless of height.

Hydrophytic Vegetation Present? **Yes** **X** **No** ____

Remarks: (if observed, list morphological adaptations below).

A positive indication of hydrophytic vegetation was observed (>50% of dominant species indexed as OBL, FACW, or FAC).

APPENDIX G

PHASE I ENVIRONMENTAL SITE ASSESSMENT

April 24, 2026

Mr. Michael J. Wilkinson, P.E., City Engineer
City of Alexandria
625 Murray Street, Suite 5
Alexandria, LA 71301
mike.wilkinson@cityofalex.com

Re: Phase I Environmental Site Assessment
Sugar House Road Extension
State Project Number H.008721
Federal Aid Project Number H008721
Rapides Parish, Louisiana
Providence Project No. 471-021

Dear Mr. Wilkinson:

Providence Engineering and Environmental Group LLC (Providence) is pleased to submit this Phase I Environmental Site Assessment (ESA) of the Sugar House Road project area in Rapides Parish, Louisiana. Providence identified evidence of Recognized Environmental Conditions during our assessment of the Property.

Providence appreciates this opportunity to provide environmental services to the City of Alexandria. Should you have questions, please contact me at (225) 766-7400.

Sincerely,

Clinton Wallace, PG, RPG
Waste Services Deputy Director
Providence Engineering and Environmental Group LLC

Enc: As stated

CITY OF ALEXANDRIA

STATE PROJECT NO. H.008721/FEDERAL AID PROJECT NO. H008721

PHASE I ENVIRONMENTAL SITE ASSESSMENT

SUGAR HOUSE ROAD
RAPIDES PARISH, LOUISIANA

APRIL 2026

Providence Engineering and Environmental Group LLC
1201 Main Street
Baton Rouge, LA 70802
(225) 766-7400
www.providenceeng.com
Providence Project No: 471-021

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EXECUTIVE SUMMARY

Providence conducted a Phase I Environmental Site Assessment of the proposed Sugar House Road Project in Rapides Parish, Louisiana. The Phase I ESA was performed in general conformance with the requirements of the U.S. Environmental Protection Agency (EPA) in the American Society for Testing and Materials (ASTM) Standard practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process, ASTM E1527-21 and the All Appropriate Inquiry (AAI) Standard [40 Code of Federal Regulations (CFR) §312]. This Phase I ESA provides the DOTD with information on potential liability concerns within the Study Area and nearby and/or adjoining properties which may impact future construction.

The review was conducted on behalf of the City of Alexandria. The study identified potential environmental liability concerns on the property associated with the proposed project, and a Phase II is recommended for further investigation.

This assessment has revealed the following evidence of Recognized Environmental Conditions (RECs) in connection with the proposed project site including:

- A 55-gallon drum of an unknown liquid with potential release into the groundwater and/or soil.
- A former “City Dump” located on the Property per the Owner Questionnaire.

1.0 SUMMARY

Providence conducted a Phase I Environmental Site Assessment (ESA) on behalf of the City of Alexandria for the Sugar House Road Extension Project, the Property, in Rapides Parish, Louisiana (LA) (**Figure 1**). This report was completed to provide property-specific information to improve the understanding of the environmental conditions, and to detail any continuing obligations, business risks, and any environmental redevelopment considerations specific to the Property.

This report was performed in general conformance with the requirements of the United States Environmental Protection Agency (EPA) in the American Society for Testing and Materials (ASTM) Standard practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process, ASTM E1527-21 and the All Appropriate Inquiry Standard [40 Code of Federal Regulations (CFR) 312], but was not intended to meet all of the ASTM Phase I Environmental Site Assessment (ESA) requirements due to the lack of owner and user questionnaires. The report identified potential environmental liability concerns on the Property and surrounding properties.

Based on our review of applicable federal and state regulatory agency records, and historical records, Providence, through this assessment, has revealed evidence of recognized environmental conditions (RECs) in connection with the Property.

2.0 INTRODUCTION

2.1 Detailed Scope of Services

The scope of services for the report included a records review of state and federal regulatory agency databases that house environmental information relative to discerning the presence or absence of potential environmental liability concerns. This review of records also included: historical aerial photography; soil survey information; registered oil and gas well and pipeline data; water well data; United States Geological Survey (USGS) 7.5-minute topographic maps; and fire insurance maps as available. Site reconnaissance was conducted along the length of the Property. Providence prepared this report detailing the data discovered relating to the Property that would provide an opinion of the findings and conclusions relative to any future course of action.

2.2 Special Terms and Conditions

The findings and conclusions of this report are not scientific certainties, rather probabilities based on professional judgment concerning significance of data gathered during the assessment. Providence could not verify the Property, or adjoining land contains no hazardous substances, petroleum products, or other latent conditions beyond that observed during the assessment and review. The possibility always exists for contaminants to migrate through surface water, air, soil, or groundwater from various potential sources. The ability to accurately address the environmental risks associated with transport in these media was beyond the scope of this assessment. The opinions expressed by Providence with reference to the Property only pertain to the conditions that existed at the Property during the time in which the review of historical aerial photographs, historical topographic maps, environmental reports, and site reconnaissance was conducted.

3.0 SITE DESCRIPTION

3.1 Locations and Legal Description

The Property is described as the proposed Sugar House Road Extension in the City of Alexandria, Rapides Parish, Louisiana. The Property boundaries are illustrated on **Figure 1**.

The Property includes approximately 19.82 acres of undeveloped property, a portion of a railroad, and Hynson Bayou west of the Red River. Parcel data are illustrated in **Figure 2**.

3.2 Site and Vicinity General Characteristics

The most current USGS 7.5-Minute Series Topographic Map depicting the Property is the "Alexandria, LA; Woodworth East, LA" dated 2024. The elevation of the Property is approximately 69.68 feet above mean sea level.

3.3 Current Use of the Property

The Property is primarily wooded/unused and current uses include agricultural and residential properties, 3rd Street, and a railroad section.

3.4 Descriptions of Structures, Roads, Other Improvements on the Site

The Property measures approximately 19.82 acres and supports portions of a road and a railroad section. A Site Plan is included as **Figure 2**.

3.5 Current Uses of Adjoining Properties

The adjoining properties are primarily wooded/unused and current uses include agricultural and residential properties, 3rd Street, and a railroad.

4.0 SUPPORT DOCUMENTATION

4.1 Environmental Liens and Activity Use Limitations

No environmental liens, engineering controls, institutional controls, or land use restrictions associated with the Property were identified based on information obtained by Providence. Providence's scope of work for this investigation did not include obtaining recorded land title information for environmental liens and activity and use limitations (AULs) recorded against or relating to the Property.

4.2 Specialized Knowledge

Providence was not provided with any specialized knowledge as part of this Phase I ESA.

4.3 Owner, Property Manager, and Occupant Information

Providence mailed 9 Owner Questionnaires based on the Parcels identified within the Project boundary to request information regarding the current and previous uses of the

Property. Only 4 responses were received. The responses received and a copy of the completed Owner Questionnaires are included in **Appendix A**. The Landowner Mailing List is located in **Appendix I**.

4.4 Reason for Conducting the Phase I ESA

Providence conducted this Phase I ESA to satisfy one of the requirements to qualify for the innocent landowner, contiguous property owner, or bona-fide prospective purchaser limitations as described in ASTM E1527-21 except as noted in Section 9.0; to serve as an All Appropriate Inquiry in accordance with 40 CFR 312; to define potential sources or potential presence of any hazardous substance, pollutants and contaminants, petroleum and petroleum products, and controlled substances that are used, stored, treated, or disposed of at the Property and adjoining properties that may complicate the expansion, redevelopment, and reuse of the Property; and, to define any continuing or threatened future releases of hazardous substances at the Property.

5.0 RECORDS REVIEW

5.1 Standard Environmental Record Sources

Providence contracted ERIS to research federal, state, and tribal environmental databases for information pertaining to the Property and the surrounding area (other properties within an additional approximate minimum search distance from the Property). The approximate minimum search distance for each database search was based upon the ASTM standard approximate minimum search distance for each record. A copy of the ERIS Database Report is in **Appendix B**. The following sections provide additional information regarding relevant federal, state, and tribal environmental database records within the ERIS applied search radius for each database or the applicable search distance based on the type of listing. Site names and addresses are identified throughout this Section as reported by ERIS.

5.1.1 Orphan Sites Summary

Orphan sites are listed by ERIS in one or more databases but are not precisely locatable due to incomplete address/location information; it is not possible to obtain a full account. No orphan site was identified in the ERIS Data Map.

5.2 Additional Environmental Records

In addition to the standard ASTM federal database search, the following federal databases were also searched by ERIS: CDL (Clandestine Drug Lab); WASTE TIRE GEN (Waste Tire Generator List); PFAS (Per-and Polyfluoroalkyl Substances); LIENS (Environmental liens); SPILLS (Emergency Response Section Incidents); CONSENT DECREES (Superfund consent decrees); FUDS (Formerly Used Defense Sites); FUDS MRS (FUDS Munitions Response Sites); OSC RESPONSE (On-Scene Coordinator Response Sites); FINDS/FRS (Facility Registry Service/Facility Index); MLTS (Material Licensing Tracking System); HIST MLTS (Historic Material Licensing Tracking System); TRIS (Toxic Chemical Release Inventory System); TSCA (Toxic Substances Control Act); HIST TSCA (Hist TSCA); FTTS INSP (FTTS Inspection Case Listing); FTTS ADMIN [FTTS Administrative Case Listing

(FIFRA/TSCA Tracking System)]; DELISTED DRYCLEANERS (Delisted Drycleaners); DELISTED FED DRY (Delisted Drycleaner Facilities); SCRD DRYCLEANERS (State Coalition for Remediation of Dry Cleaners Listing); DRYCLEANERS (Dry Cleaner Facility Listing); FED DRYCLEANERS (Dry Cleaner Facility Listing); PCB (Polychlorinated Biphenyl Notifiers); PCBT (PCB Transformers); PRP (Potentially Responsible Parties); MINES (Mines Master Index File); ASBESTOS (Asbestos Projects List); WASTE PITS (Waste Pits); SSTS (Registered Pesticide Establishments); AFS (Air Facility System); ALT FUELS (Alternative Fueling Stations); MRDS (Mineral Resource Data System); SMCRA (Surface Mining Control and Reclamation Act Sites); PIPELINE INCIDENT (PHMSA Pipeline Safety Flagged Incidents); FORMER NIKE (Former Military Nike Missile Sites); ICIS (Integrated Compliance Information System); PFAS GHG (PFAS Greenhouse Gas Emissions Data); PFAS NPL (PFOA/PFOS Contaminated Sites); PFAS FED SITES (Federal Agency Locations with Known or Suspected PFAS Detections); PFAS SSEHRI (SSEHRI PFAS Contamination Sites); PFAS ERNS (National Response Center PFAS Spills); PFAS NPDES (PFAS NPDES Discharge Monitoring); PFAS TRI (Perfluorinated Alkyl Substances (PFAS) from Toxic Release Inventory); PFAS WATER (Perfluorinated Alkyl Substances (PFAS) Water Quality); PFAS TSCA (PFAS TSCA Manufacture and Import Facilities); PFAS E-MANIFEST (PFAS Waste Transfers from RCRA e-Manifest); PFAS IND (PFAS Industry Sectors); HMIRS (Hazardous Materials Information Reporting System); and NCDL (National Clandestine Drug Labs); LM Sites (DOE Legacy Management Sites); POWER PLANTS (Power Plants). ERIS also included a proprietary list of HIST RISK (Historical Business Activity Risk) which is based on historical city directories from the 1920s to 1960 for potentially hazardous chemical users.

5.2.1 Property

No records were found for the Property.

5.2.2 Adjacent Property

Site Name:	Anthony & Angela Sewell
AI #:	131450
Databases:	SWF PERMITS (Solid Waste Permits)
Address:	7532 Hwy 1 S Alexandria, LA 71303
Direction:	E
Comments:	This facility was identified in the SWF PERMITS database by ERIS. In October 2005, there were unauthorized burn and dump piles on the property. In November 2005, this facility received a Notice of Corrected Deficiency. In June 2006, there was an incident report regarding wood from the snowball stand on the property. Upon investigation, the wood waste was not to be burned but disposed of properly.

	Based on a review of available information, this site does not represent a REC in connection with the Property.

5.3 Water Wells

A search for water wells, including public water supply wells, USGS water wells, LADOTD registered water wells, and Louisiana Department of Conservation and Energy (LDC&E) registered water wells was conducted as part of this Phase I ESA. Public water supply wells supply water to at least 25 people for a minimum of 60 days. USGS water well data included groundwater data on springs, wells, and other sources of groundwater input into their national water resource information tracking system. LDC&E maintains a database on all water wells registered in the state of Louisiana. LDC&E's database includes public and private drinking water supply wells, irrigation wells, livestock watering wells, and groundwater monitoring wells.

The LDC&E water well database shows no active registered monitoring wells on the Property. There are 20 registered water wells within a one-mile buffer of the Property; 12 of them are active. **Appendix D** provides additional information on the registered water wells. The wells serve a variety of purposes, including domestic uses, monitoring, institution public supply, municipal public supply, and piezometer, among others.

5.4 Physical Setting Sources

The most current USGS 7.5-Minute Series Topographic Map depicting the Property is the "Alexandra, LA; Woodworth East, LA" dated 2024. The elevation of the Property is approximately 69.68 feet above mean sea level, and site topography slopes west northwest.

Providence reviewed the United States Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) Soil Survey for the Property.

The predominant soil unit on the Property is Moreland clay. The remainder of the Property primarily consists of Moreland silty clay loam, Coushatta silt loam, Roxana very fine sandy loam, and water. Depth to a root restrictive layer is greater than 80 inches. The natural drainage class is poorly drained. Water movement in the most restrictive layer is moderately low. Available water to a depth of 0 inches (or restricted depth) is low.

5.5 Historical Use Information on the Property

5.5.1 Property Timeline

A historical timeline of the development of the Property, including environmentally significant events, is as follows:

- The Property was primarily undeveloped and agricultural property with the railroad crossing from 1940-2025

5.5.2 Oil or Gas Production Well and Pipeline Search

Providence accessed and reviewed LDC&E's Strategic Online Natural Resources Information System (SONRIS), an online database that stores information on oil, gas, and groundwater wells, to assess the presence or absence of oil and/or gas production wells on the Property.

No registered oil and/or gas production wells were determined to be on the Property.

A review of the United States Department of Transportation (USDOT) Pipeline and Hazardous Materials Safety Administration (PHMSA) National Pipeline Mapping System did identify one registered pipeline that transverses the Property. The pipeline is for natural gas and is active. It is operated by ENLINK Processing Services, LLC. A PHMSA Pipeline Map is provided as **Figure 3**.

The presence of the pipeline on the Property does not constitute a REC. However, the presence of the pipeline may impact construction in these areas.

5.5.3 Aerial Photographs

Providence obtained 20 aerial photographs of the Property to confirm and compile historical use information (**Appendix E**). A series of photographs from 1940, 1952, 1962, 1971, 1981, 1990, 2004-2007, 2009, 2010, 2013, 2015, 2017, 2019, 2021, 2023, and 2025 were reviewed during the preparation of this report and indicated the following:

- **1940-1962** – The Property was undeveloped agricultural land with a railroad transecting the Property.
- **1971** – Louisiana Highway 1/3rd Street borders the Northeast property line with residential development.
- **1981-2025** –No significant variations have occurred on the Property.

No environmental liability concerns were identified for the Property based on review of the aerial photographs. Pipelines were previously discussed in Section 5.5.2.

5.5.4 Historical City Directories

Providence researched local business directories, including city and telephone directories, as available, at approximate five-year intervals. The search identified the target street (Sugar House Road) and 3rd Street. There were no other streets identified in the immediate vicinity of the Property. A copy of the City Directories provided by ERIS is in **Appendix F**.

Listings for surrounding properties consist of primarily residential properties and a Chemical Manufacturer. Evidence of RECs was not identified during a review of available city directories.

5.5.5 Sanborn Maps

Sanborn Maps were originally created for assessing fire insurance liability in urbanized areas in the United States and include detailed information regarding town and building information in approximately 12,000 U.S. towns and cities from 1867 to present. A copy of the Sanborn Maps report is in **Appendix G**. Sanborn maps were not available for the Property.

5.5.6 Historical Topographic Maps

Providence reviewed 12 topographic maps of the Property to confirm and compile historical use information (**Appendix H**). A series of topographic maps from the years 1941, 1957, 1972, 1979, 1992, 1998, 2012, 2015, 2018, 2021, and 2024 were reviewed during the preparation of this report, and indicated the following:

- **1941 - 2024** – The Property was undeveloped with a railroad crossing the Property

No environmental liability concerns were identified for the Property based on review of the topographic maps.

5.6 Historical Use Information on Adjoining Properties

5.6.1 Oil and/or Gas Production Wells

Providence accessed and reviewed LDC&E's SONRIS, which maintains information on oil, gas, and groundwater wells, to assess the presence or absence of oil and/or gas production wells on the adjoining properties.

There are no oil and/or gas production wells within a one-mile buffer of the Property.

A review of the USDOT PHMSA National Pipeline Mapping System did identify one registered pipeline within a one-mile buffer of the Property. A PHMSA Pipeline Map is provided as **Figure 3**.

The presence of this pipeline on the Property does not constitute a REC based on its status and/or proximity to the Property.

5.6.2 Aerial Photographs

As previously noted, Providence obtained 20 aerial photographs of the Property to confirm and compile historical use information (**Appendix E**). Review of the photographs indicated the following:

1940-1962 – Adjoining and surrounding properties appear undeveloped and agricultural

1971 – Development of surrounding properties to the northeast occurred and appear residential with the southern properties remaining undeveloped

1981-1990 – Further development of surrounding properties to the north occurred including both industrial and residential development

1998-2025 – No significant changes to the surrounding property

No environmental liability concerns were identified for the Property based on review of adjacent properties in the aerial photographs.

5.6.3 Historical Topographic Maps

Providence reviewed 12 topographic maps of the Property to confirm and compile historical use information (**Appendix H**). A series of topographic maps from the years 1941, 1957, 1972, 1979, 1992, 1998, 2012, 2015, 2018, 2021, and 2024 were reviewed during the preparation of this report. There were no findings differing from review of the historical aerials. No environmental liability concerns were identified for the Property based on review of the historical topographic map of adjoining properties.

6.0 FINDINGS

This assessment has revealed the following significant findings in association with the Property within the specified search radius:

Property

- The observations as summarized in Section 6.1, which include a REC finding in connection with the Property.

6.1 Site Observations

Photographs taken from the February 11, 2026, site reconnaissance are in **Appendix I**. Notable observations are described below:

Table 6.1 – Site Observations

Item	Observed
Above Ground Storage Tanks (ASTs) (contents/size/containment)	
Emergency Generators (fuel tanks)	
Underground Storage Tanks (USTs)/Piping/Vents/ Fuel Islands	
Patched Pavement	
Vent Pipes/Grates/Stacks	
Strong, Pungent, and/or Noxious Odors	
Pools of Liquid	
Surface Water/Bodies (discoloration/sheen)	
Pits/Depressions	
Drums, Containers >5 gallons	X
Safety Data Sheets (SDS) (location, contents)	
Transformer/Electrical Equipment	X
Hydraulic Equipment	
Heating/Cooling System (type/service)	

Item	Observed
Stained Soil/Pavement/Floor	
Floor Drains (discharge to where)	
Sumps, Cisterns, Catch Basins	
Stressed Vegetation	
Trash Dumpsters/Piles/Compactors	
Dumping (debris/dirt/materials)	
Evidence of Fill/Dirt Piles	
Incinerators/Burning Barrels/Vents	
Wastewater Treatment Systems (type/chemicals/discharge/service)	
Septic Tank/Leach Field/Ponds	
Oil/Water Separators (size/service)	
Grease Traps (size/service)	
Leachate/Waste Seeps	
Effluent/Exterior Pipe Discharge	
Water Wells (type/depth/service)	
Pipeline Evidence (markers, *etc.*)	X
Other Processes/Equipment (photo-processing, drycleaning, *etc.*)	

Drums, Containers >5 gallons

A 55-gallon metal drum was observed and the contents had an oily sheen and petroleum odor. The drum was half empty and appeared to have leaked through a small hole in the side. This is identified as a REC in relation to the Property.

Transformer/Electrical Equipment

Powerlines were observed along the Property on the eastern property boundary near Highway 1.

Pipeline Evidence (markers, *etc.*)

Pipeline markers and flags were observed near the center of the Property.

Natural gas pipelines were observed on the Property. Signs for wetlands were noted on the Property as well. Powerlines were observed along the Property. They do represent Business Environmental Risks and should be noted and avoided prior to and during construction activities.

7.0 OPINION

Providence, through this Phase I ESA process, identified evidence of known or suspected RECs, CRECs, and/or HRECs associated with the Property.

The term recognized environmental condition means (1) the presence of hazardous substances or petroleum products in, on, or at the subject property due to a release to the environment; (2) the likely presence of hazardous substances or petroleum products in, on, or at the subject property due to a release or likely release to the environment; or (3) the presence of hazardous substances or petroleum products in, on, or at the subject property under conditions that pose a material threat of a future release to the environment. A CREC is a REC resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority (for example, as evidenced by the issuance of a NFA letter or equivalent, or

meeting risk-based criteria established by regulatory authority), with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls. HRECs means a past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority without subjecting the property to any required controls. RECs, CRECs, or HRECs are not intended to include *de minimis* conditions that generally do not present a material risk or harm to public health or the environment and would not likely be the subject of an enforcement action if discovered by the appropriate regulatory authority.

7.1 HRECs

HRECs were not identified in connection with the Property.

7.2 CRECs

CRECs were not identified in connection with the Property.

7.3 RECs

The 55-gallon drum of an unknown liquid with potential leaks to the soil and/or groundwater is a REC in connection with the Property. The former "City Dump" closed in the 1970's per the Owner Questionnaire represents a REC in connection with the Property.

7.4 Business Environmental Risks

This assessment has revealed evidence of risks that can have a material environmental or environmentally driven financial impact on future construction. There is a natural gas pipeline that traverses the Property next to the railroad tracks. The former "City Dump" referenced in the Owner Questionnaire should be addressed as a potential environmental liability concern.

7.5 Data Gaps and Data Failures

Data gaps of greater than five years exist in the historical aerial images and topographic maps. Additionally, there was not complete Sanborn Map coverage for the Property or surrounding area. These data gaps do not constitute data failures, as sufficient historical information was available from other sources, but are not considered to affect this report. While nine Owner Questionnaires were sent out, only four were received. This is considered a data failure.

8.0 CONCLUSIONS

8.1 ASTM Standard Practice E1527-21 Conclusions

We have performed a Phase I ESA in conformance with the scope and listed limitations of ASTM Practice E1527-21 of the Sugar House Road Extension, in Rapides Parish, LA, the Property. Any exceptions to, or deletions from, this practice are described in Section 9.0 of

this report. This assessment revealed evidence of RECs in connection with the Property including the following (see **Figure 4**):

- The 55-gallon drum of unknown and potentially leaking liquid as described in Section 6.1.
- The former "City Dump" as referenced in the Owner Questionnaire on the Property.

8.2 Recommended Additional Investigation

Providence recommends further investigation into the effects of the leak potential from the 55-gallon drum. A Phase II ESA is recommended to sample the groundwater with temporary wells and soil borings for the following constituents of concern:

- Volatile Organic Compounds (VOCs)
- Semivolatile Organic Compounds (SVOCs)
- Total Petroleum Hydrocarbons Diesel Range Organics (TPH-DRO)
- TPH Gasoline Range Organics (TPH-GRO)
- TPH Oil Range Organics (TPH-ORO)
- Metals
- Polycyclic Aromatic Hydrocarbons (PAH)
- Toxicity Characteristic Leaching Procedure (TCLP) parameters for investigative derived waste

Once analytical laboratory data are collected, a path forward can be recommended based on LA Risk Evaluation/Corrective Action Program (RECAP) standards.

The referenced "City Dump" on the Property should be further evaluated and addressed to ensure the project does not traverse a dump site.

9.0 DEVIATIONS

Providence conducted this Phase I ESA in conformance with the scope of ASTM Standard Practice E1527-21 with only the data gaps mentioned in Section 7.5.

10.0 REFERENCES

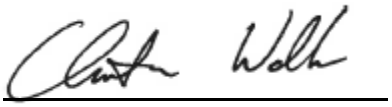
References used to complete this Phase I ESA include LDC&E's SONRIS online well information system. This system can be accessed through LDC&E's website at www.dnr.louisiana.gov or directly at www.sonris.com. Files from LDEQ's Office of Environmental Compliance were obtained online from their EDMS at http://www.edms.deq.louisiana.gov. Soils data was obtained from the USDA Natural Resources Conservation Service (NRCS) Soil Survey at http://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx. Historical and environmental records reviewed, as provided by ERIS, include ERIS DataMap Corridor Study; ERIS Aerial Photo Decade Package; ERIS Historical Topographic Map Report.

11.0 QUALIFICATIONS OF ENVIRONMENTAL PROFESSIONAL

I declare that, to the best of my professional knowledge and belief, I meet the definition of an Environmental Professional as defined in 312.10 of 40 CFR §312. I have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the Property. I have developed and performed all the appropriate inquiries in conformance with the standards and practices set forth in 40 CFR §312, with the noted deviations in Section 9.

Clinton Wallace is an Environmental Professional with over eight years of experience in the environmental industry and has performed and reviewed numerous Phase I ESAs. He has a Bachelor of Science degree in Geology, a Master of Science degree in Environmental Engineering Sciences, and is a licensed Professional Geoscientist in Louisiana.

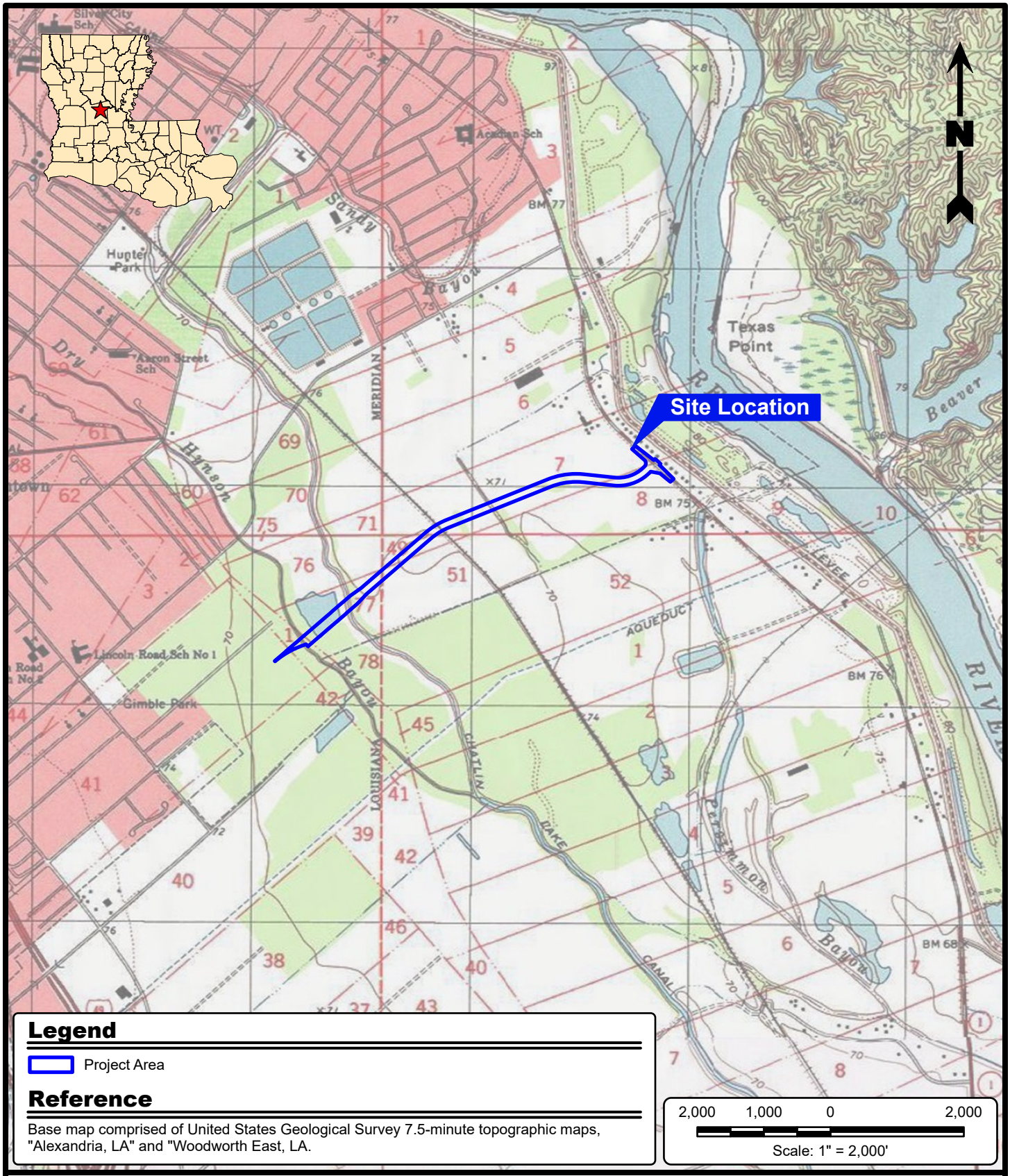
12.0 SIGNATURE OF ENVIRONMENTAL PROFESSIONAL



Clinton Wallace, PG, RPG
Waste Services Deputy Director
Providence Engineering and Environmental Group LLC

FIGURE 1

SITE LOCATION MAP



PROVIDENCE

Providence Engineering and Environmental Group LLC
1201 Main Street · Baton Rouge, LA 70802
(225) 766-7400

Site Location Map

Phase I Environmental Site Assessment
Alexandria, Rapides Parish, Louisiana

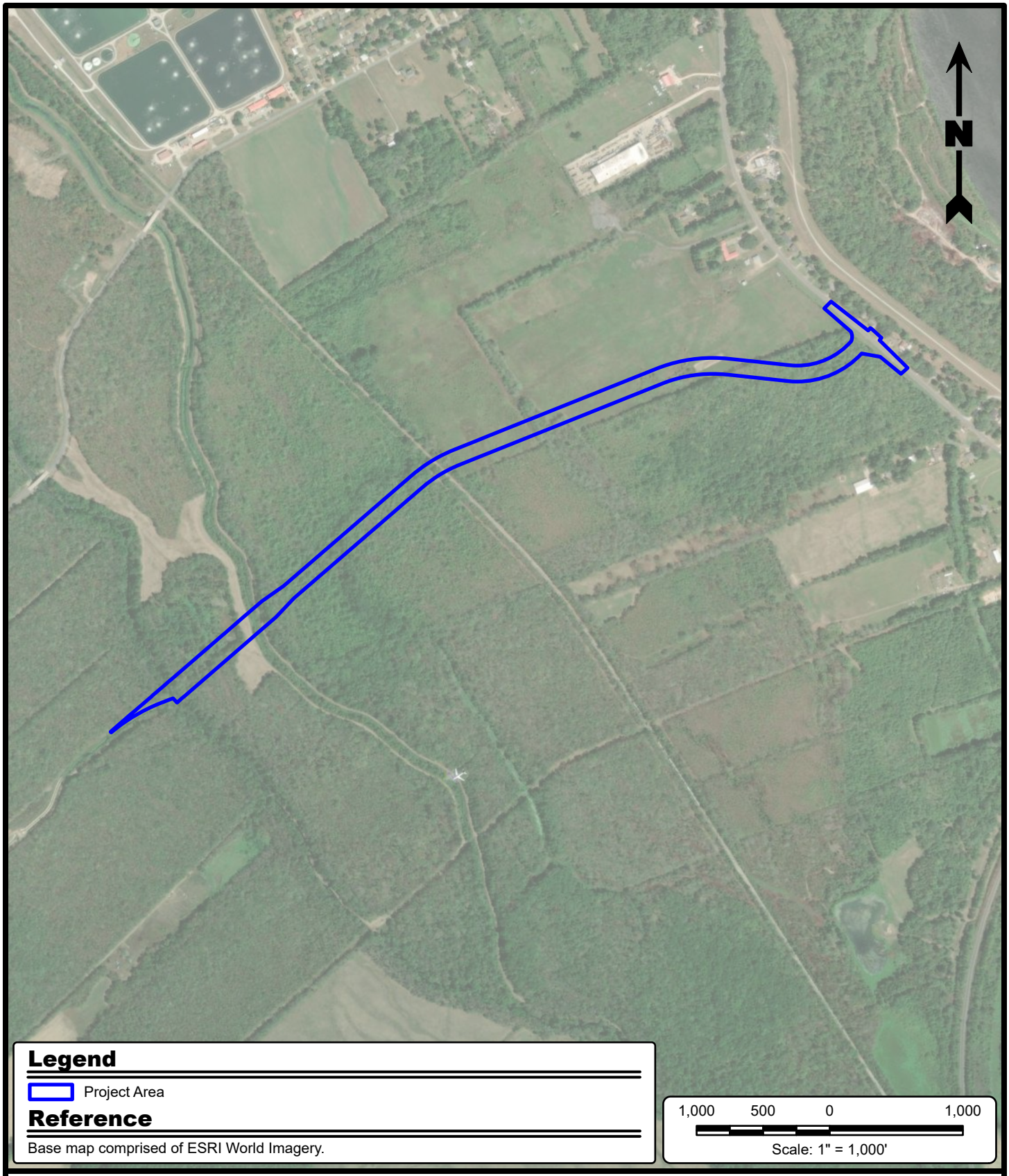
City of Alexandria
Sugarhouse Road

Drawn By	JTL	02/20/26
Checked By	LMM	02/20/26
Approved By	AMS	02/20/26

Project Number	471-021
Drawing Number	471-021-A032
Figure Number	1

FIGURE 2

SITE PLAN



Legend

Project Area

Reference

Base map comprised of ESRI World Imagery.

1,000 500 0 1,000

Scale: 1" = 1,000'

PROVIDENCE

Providence Engineering and Environmental Group LLC
1201 Main Street · Baton Rouge, LA 70802
(225) 766-7400

Site Plan

Phase I Environmental Site Assessment
Alexandria, Rapides Parish, Louisiana

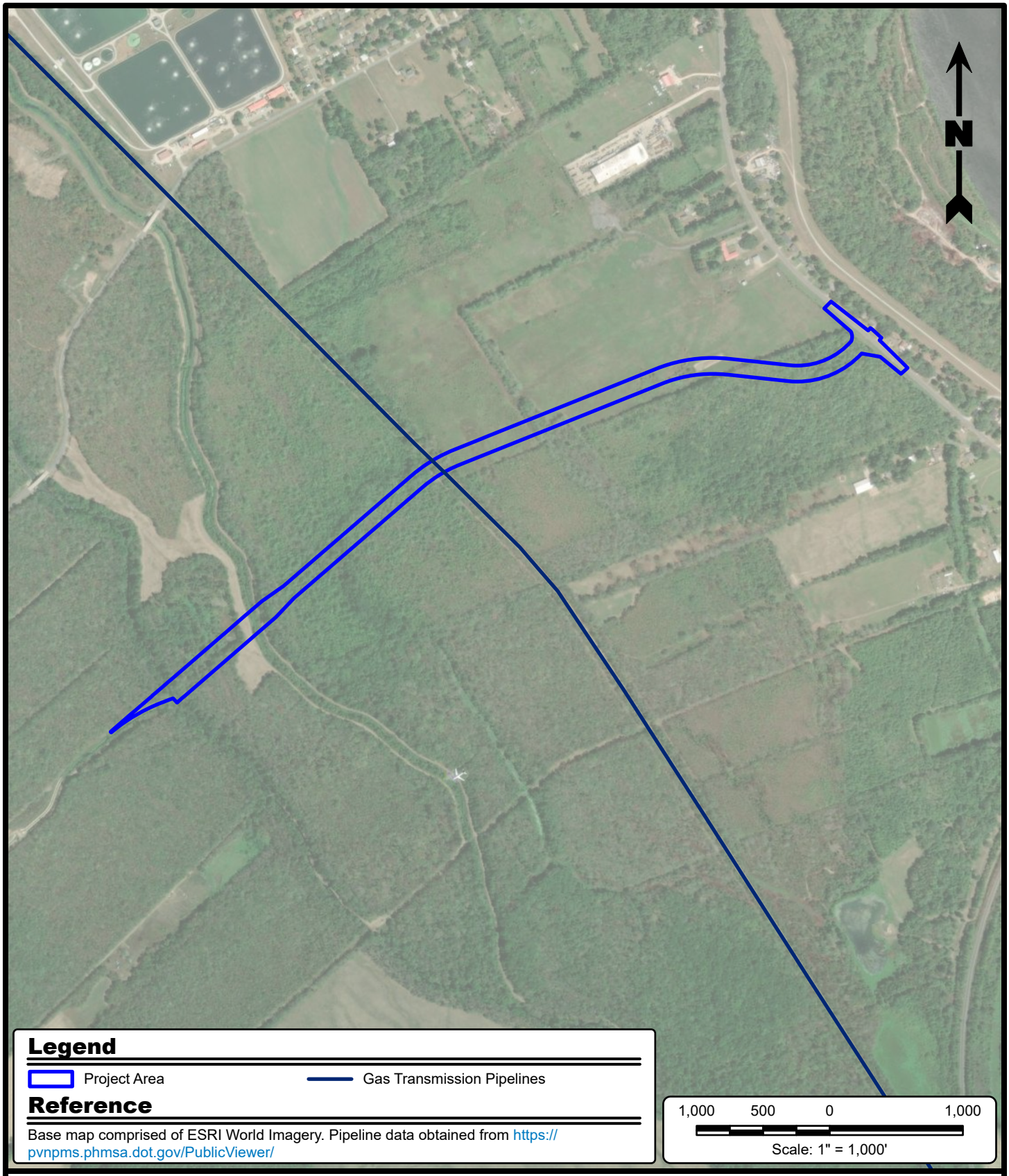
City of Alexandria
Sugarhouse Road

Drawn By	JTL	02/20/26
Checked By	LMM	02/20/26
Approved By	AMS	02/20/26

Project Number	471-021
Drawing Number	471-021-A033
Figure Number	2

FIGURE 3

PHMSA PIPELINE MAP



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1201 Main Street · Baton Rouge, LA 70802
(225) 766-7400

PHSMA Pipeline Map

Phase I Environmental Site Assessment
Alexandria, Rapides Parish, Louisiana

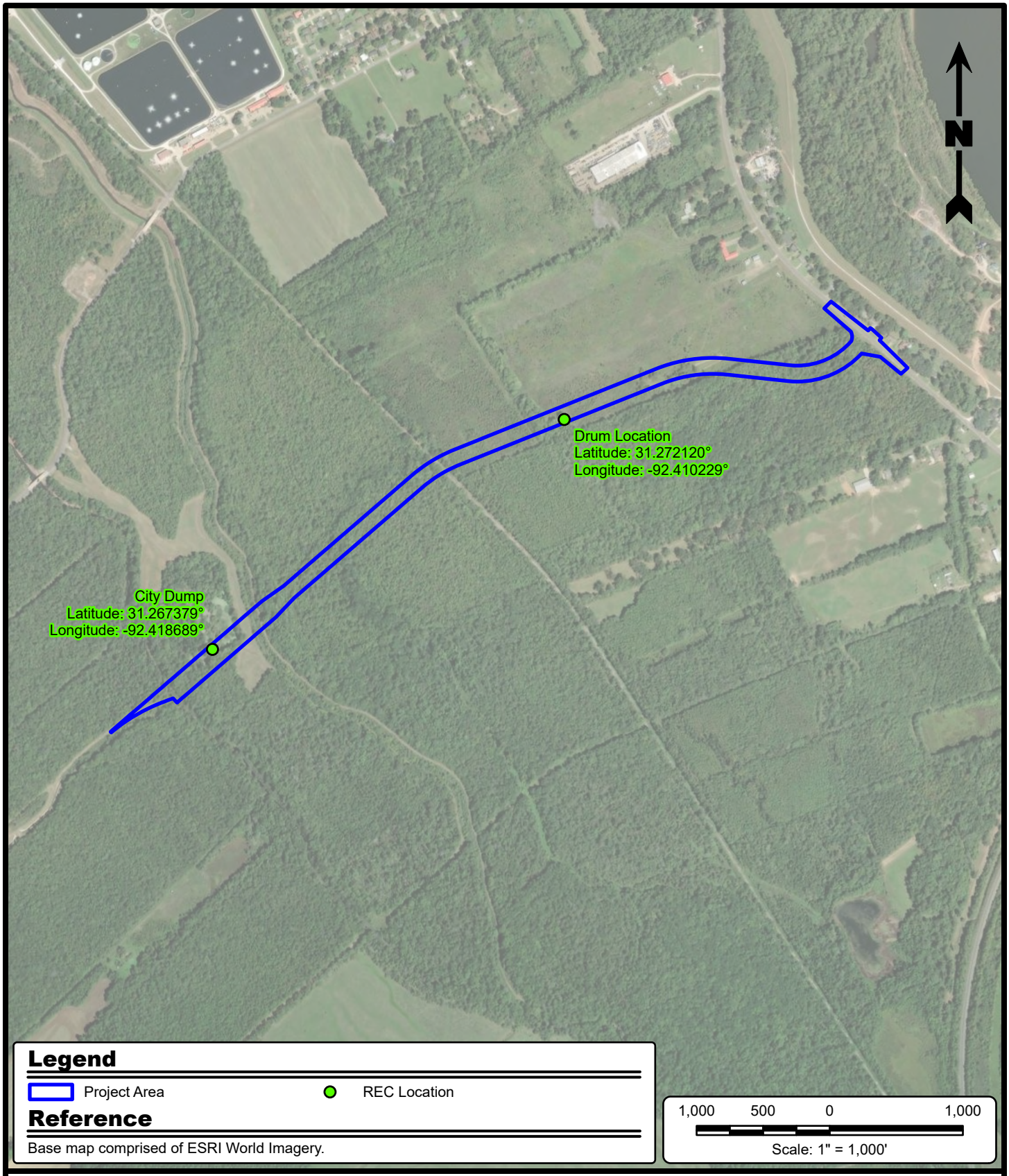
City of Alexandria
Sugarhouse Road

Drawn By	JTL	02/20/26
Checked By	LMM	02/20/26
Approved By	AMS	02/20/26

Project Number	471-021
Drawing Number	471-021-A034
Figure Number	3

FIGURE 4

REC SITE LOCATION MAP



Legend

Project Area

REC Location

Reference

Base map comprised of ESRI World Imagery.

1,000 500 0 1,000

Scale: 1" = 1,000'

PROVIDENCE

Providence Engineering and Environmental Group LLC
1201 Main Street · Baton Rouge, LA 70802
(225) 766-7400

REC Site Location Map

Phase I Environmental Site Assessment
Alexandria, Rapides Parish, Louisiana

City of Alexandria
Sugarhouse Road

Drawn By	JTL	04/24/26
Checked By	LMM	04/24/26
Approved By	AMS	04/24/26

Project Number	471-021
Drawing Number	471-021-A035
Figure Number	4

APPENDIX A

INTERVIEW DOCUMENTATION

PROVIDENCE

March 3, 2026

Re : Phase I Environmental Site Assessment (ESA) Questionnaire
State Project Number H.008721
Federal Aid Project No. H008721
Sugar House Road Extension
Rapides Parish, Louisiana

Dear Property Owner or Property Owner Representative:

Providence Engineering and Environmental Group LLC (Providence) is conducting an environmental study for the above referenced project in Rapides Parish, Louisiana. The purpose of this letter is to obtain certain information regarding properties adjoining the route from the current landowners through a questionnaire.

You have been identified as the owner of a property along the portion of Sugar House Road and associated interchanges included in the project study area. The attached map shows the limits of Sugar House Road in the project study area.

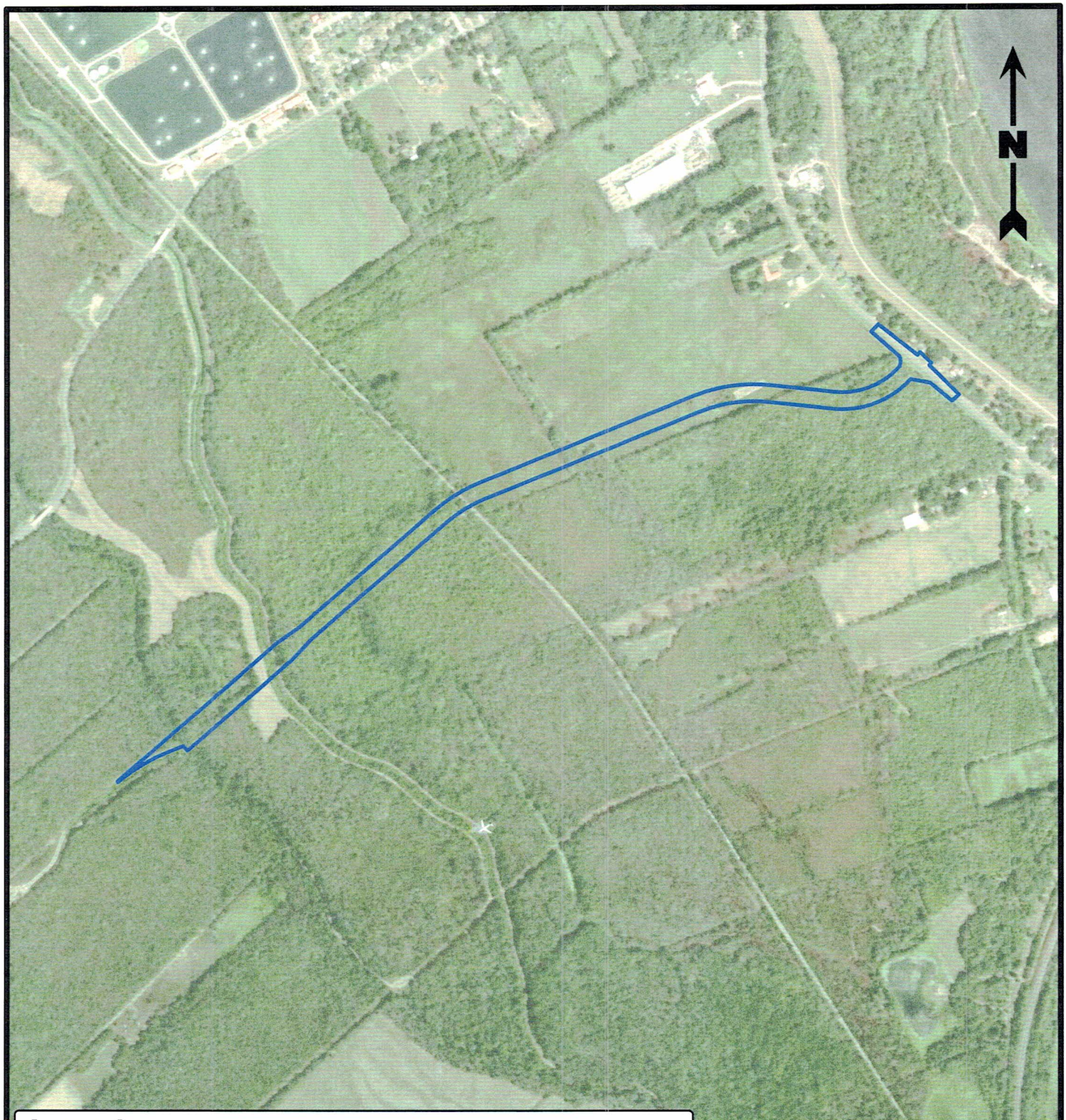
As part of the environmental study, Providence is conducting a Phase I ESA for all properties along the portion of Sugar House Road included in the project study area. An important aspect of performing a Phase I ESA is conducting an interview or completing a questionnaire with the current landowner regarding any environmentally related issues at the property. The purpose of the attached questionnaire is to identify any potential environmental conditions at the property.

As the owner of property along Sugar House Road or project area associated interchanges, we ask that you complete the entire enclosed questionnaire and place it in the mail by March 13, 2026. When completing the questionnaire, please indicate the physical address in the respective field. Your assistance in completing the questionnaire is greatly appreciated. Should you have any questions or need additional information, please contact Alexandra Scardina or me at (225) 766-7400.

X120

Sincerely,

Clinton Wallace, PG, RPG
Waste Services Deputy Director
Providence Engineering and Environmental Group LLC
1201 Main Street
Baton Rouge, LA 70802



Legend

Project Area

Reference

Base map comprised of ESRI World Imagery.

1,000 500 0 1,000

Scale: 1" = 1,000'

PROVIDENCE

Providence Engineering and Environmental Group LLC
1201 Main Street · Baton Rouge, LA 70802
(225) 766-7400

Site Plan

Phase I Environmental Site Assessment
Alexandria, Rapides Parish, Louisiana

City of Alexandria
Sugarhouse Road

Drawn By	JTL	02/20/26
Checked By	LMM	02/20/26
Approved By	AMS	02/20/26

Project Number	471-021
Drawing Number	471-021-A033
Figure Number	2

PHASE I ENVIRONMENTAL SITE ASSESSMENT
OWNER INQUIRY INTERVIEW

Date Of Completion: March 13, 2026

Owner Name: Sagrado Mendoza

Address: 6136 Grand Oak Dr. Alexandria LA 71301
Street City State Zip

Phone: 318-709-0416 Email: Ericglenda@gmail.com

QUESTIONNAIRE:

1. Describe the subject site. Include structures or improvements to the subject site and quantity and type of equipment stored or used on the subject property.

- Commercial Property.
- Office building, Equipment & tractor.

2. What are the current and past uses of the subject property?

Past-unknown.
Currently, an occupied building.

3. Are there any potable water or sewage disposal capabilities associated with the subject property? Y ☑ / N ☐

If yes, who supplies the service?

City of Alexandria

4. Are there any hazardous substances, petroleum products, or PCBs stored or used on site currently or previously? Y ☐ / N ☑

   If yes, describe.

   Unknown

5. Do any reports or investigations regarding the potential presence of PCBs exist for the subject property? Y ☐ / N ☑

   If yes, what were the findings of the investigations, and can copies of the documents be provided?

   Unknown

   Does the subject property have any federal, state, or local environmental permits?
   Y ☐ / N ☑

   If yes, provide permit number(s) and entity (LDEQ, EPA, etc.).

6. Are there now, or has there ever been, any of the following located on the property:

   a. Storage tanks (Underground or Aboveground) Y ☐ / N ☑
   b. Odors Y ☐ / N ☑
   c. Pools of liquid Y ☐ / N ☑
   d. Drums Y ☐ / N ☑
   e. Hazardous substances and petroleum product containers Y ☐ / N ☑
   f. Unidentified substance containers Y ☐ / N ☑
   g. Staining or corrosion Y ☐ / N ☑

h. Drains and sumps Y ☐ / N ☑
i. Pits, ponds, or lagoons Y ☑ / N ☐
j. Solid waste storage or disposal Y ☐ / N ☑
k. Wastewater treatment Y ☐ / N ☑
l. Oil/Gas Wells or Petroleum/Gas Pipelines Y ☐ / N ☑
m. Water Wells/Monitoring Wells Y ☐ / N ☑

If the answer to any of the above is "yes", please state the corresponding letter and explain.

I. Potential Pond on property

7. Any previous or current spills or releases? Y ☐ / N ☑

If yes, explain.

Unknown

8. Environmental cleanup? Y ☐ / N ☑

If yes, explain.

Unknown

9. Do any of the following reports or documents exist for the subject property?

a. Environmental site assessment reports Y ☐ / N ☑
b. Environmental audit reports Y ☐ / N ☑

c. Environmental permits Y ☐ / N ☑
d. Underground or Aboveground Storage tank (UST or AST) registrations? Y ☐ / N ☑
e. Material Safety Data Sheets (MSDS) Y ☐ / N ☑
f. Community right to know plans Y ☐ / N ☑
g. Safety plans, Spill Prevention, Control, & Countermeasure (SPCC) Plan, *etc.* Y ☐ / N ☑
h. Notices or other correspondence from regulatory agencies relating to current or past environmental violations Y ☐ / N ☑
i. Hazardous waste generators notices or reports Y ☐ / N ☑
j. Geotechnical studies Y ☐ / N ☑
k. Land use restrictions Y ☐ / N ☑

If so, how can copies of the documents be obtained?

10. Is there any commonly known or reasonably ascertainable information about the site?

Unknown

11. Are there any environmental liens, engineering controls, or institutional controls on the subject property?

No.

APPENDIX B

REGULATORY DATABASE SEARCH

DATABASE REPORT

Project Property:	*City of Alexandria Proposed Alternative No. 2* *Sugar House Road* *Alexandria LA 71302*
Project No:	*471-021 T7.0*
Report Type:	*Database Report*
Order No:	*26020200938*
Requested by:	*Providence*
Date Completed:	*February 4, 2026*

Environmental Risk Information Services
A division of Glacier Media Inc.
1.866.517.5204 | info@erisinfo.com | erisinfo.com

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Reliance on information in Report: This report DOES NOT replace a full Phase I Environmental Site Assessment but is solely intended to be used as database review of environmental records.

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Executive Summary

Property Information:

Project Property:	*City of Alexandria Proposed Alternative No. 2* *Sugar House Road Alexandria LA 71302*
Project No:	*471-021 T7.0*

Coordinates:

Latitude:	*31.27080269*
Longitude:	*-92.4119409*
UTM Northing:	*3,459,871.19*
UTM Easting:	*556,015.09*
UTM Zone:	*UTM Zone 15R*

Elevation: *70 FT*

Order Information:

Order No:	*26020200938*
Date Requested:	*February 2, 2026*
Requested by:	*Providence*
Report Type:	*Database Report*

Historicals/Products:

Aerial Photographs	*Historical Aerials (with Project Boundaries)*
City Directory Search	*CD - 2 Street Search*
ERIS Xplorer	*ERIS Xplorer*
Excel Add-On	*Excel Add-On*
Fire Insurance Maps	*US Fire Insurance Maps*
Physical Setting Report (PSR)	*Physical Setting Report (PSR)*
Topographic Map	*Topographic Maps*
Vapor Screening Tool	*Vapor Screening Tool*

Executive Summary: Report Summary

Database	Searched	Search Radius	Project Property	Within 0.12mi	0.125mi to 0.25mi	0.25mi to 0.50mi	0.50mi to 1.00mi	Total
Standard Environmental Records								
Federal								
NPL	Y	1	0	0	0	0	0	0
PROPOSED NPL	Y	1	0	0	0	0	0	0
DELETED NPL	Y	0.5	0	0	0	0	-	0
SEMS	Y	0.5	0	0	0	0	-	0
ODI	Y	0.5	0	0	0	0	-	0
SEMS ARCHIVE	Y	0.5	0	0	0	0	-	0
IODI	Y	0.5	0	0	0	0	-	0
CERCLIS	Y	0.5	0	0	0	0	-	0
CERCLIS NFRAP	Y	0.5	0	0	0	0	-	0
CERCLIS LIENS	Y	PO	0	-	-	-	-	0
RCRA CORRACTS	Y	1	0	0	0	0	0	0
RCRA TSD	Y	0.5	0	0	0	0	-	0
RCRA LQG	Y	0.25	0	0	0	-	-	0
RCRA SQG	Y	0.25	0	0	0	-	-	0
RCRA VSQG	Y	0.25	0	0	0	-	-	0
RCRA NON GEN	Y	0.25	0	0	0	-	-	0
RCRA CONTROLS	Y	0.5	0	0	0	0	-	0
FED ENG	Y	0.5	0	0	0	0	-	0
FED INST	Y	0.5	0	0	0	0	-	0
LUCIS	Y	0.5	0	0	0	0	-	0
NPL IC	Y	0.5	0	0	0	0	-	0
ERNS 1982 TO 1986	Y	PO	0	-	-	-	-	0
ERNS 1987 TO 1989	Y	PO	0	-	-	-	-	0
ERNS	Y	PO	0	-	-	-	-	0
FED BROWNFIELDS	Y	0.5	0	0	0	0	-	0
FEMA UST	Y	0.25	0	0	0	-	-	0
FRP	Y	0.25	0	0	0	-	-	0

Database	Searched	Search Radius	Project Property	Within 0.12mi	0.125mi to 0.25mi	0.25mi to 0.50mi	0.50mi to 1.00mi	Total
DELISTED FRP	Y	0.25	0	0	0	-	-	0
HIST GAS STATIONS	Y	0.25	0	0	0	-	-	0
REFN	Y	0.25	0	0	0	-	-	0
BULK TERMINAL	Y	0.25	0	0	0	-	-	0
SEMS LIEN	Y	PO	0	-	-	-	-	0
SUPERFUND ROD	Y	1	0	0	0	0	0	0
State								
SHWS	Y	1	0	0	0	0	0	0
DELISTED SHWS	Y	1	0	0	0	0	0	0
SHWS INACT	Y	1	0	0	0	0	0	0
SWF/LF	Y	0.5	0	0	0	0	-	0
SWF PERMITS	Y	0.5	0	0	0	**1**	-	**1**
DEBRIS	Y	0.5	0	0	0	0	-	0
DEBRIS	Y	0.5	0	0	0	0	-	0
DDEB	Y	0.25	0	0	0	-	-	0
RECYCLING	Y	0.5	0	0	0	0	-	0
LUST	Y	0.5	0	0	0	0	-	0
LUST HISTORICAL	Y	0.5	0	0	0	0	-	0
DELISTED LUST	Y	0.5	0	0	0	0	-	0
UST	Y	0.25	0	0	0	-	-	0
UST HISTORICAL	Y	0.25	0	0	0	-	-	0
DELISTED TANK	Y	0.25	0	0	0	-	-	0
INST	Y	0.5	0	0	0	0	-	0
VCP	Y	0.5	0	0	0	0	-	0
EVAL AND CLOSED	Y	0.5	0	0	0	0	-	0
Tribal								
INDIAN LUST	Y	0.5	0	0	0	0	-	0
INDIAN UST	Y	0.25	0	0	0	-	-	0
DELISTED INDIAN LST	Y	0.5	0	0	0	0	-	0
DELISTED INDIAN UST	Y	0.25	0	0	0	-	-	0

County ***No County databases were selected to be included in the search.***

Additional Environmental Records

Federal

Database	Searched	Search Radius	Project Property	Within 0.12mi	0.125mi to 0.25mi	0.25mi to 0.50mi	0.50mi to 1.00mi	Total
PFAS GHG	Y	0.5	0	0	0	0	-	0
OSC RESPONSE	Y	0.125	0	0	-	-	-	0
FINDS/FRS	Y	PO	0	-	-	-	-	0
TRIS	Y	PO	0	-	-	-	-	0
PFAS NPL	Y	0.5	0	0	0	0	-	0
PFAS FED SITES	Y	0.5	0	0	0	0	-	0
PFAS SSEHRI	Y	0.5	0	0	0	0	-	0
PFAS ERNS	Y	0.5	0	0	0	0	-	0
PFAS NPDES	Y	0.5	0	0	0	0	-	0
PFAS TRI	Y	0.5	0	0	0	0	-	0
PFAS WATER	Y	0.5	0	0	0	0	-	0
PFAS TSCA	Y	0.5	0	0	0	0	-	0
PFAS E-MANIFEST	Y	0.5	0	0	0	0	-	0
PFAS IND	Y	0.5	0	0	0	0	-	0
HMIRS	Y	0.125	0	0	-	-	-	0
NCDL	Y	0.125	0	0	-	-	-	0
TSCA	Y	0.125	0	0	-	-	-	0
HIST TSCA	Y	0.125	0	0	-	-	-	0
FTTS ADMIN	Y	PO	0	-	-	-	-	0
FTTS INSP	Y	PO	0	-	-	-	-	0
PRP	Y	PO	0	-	-	-	-	0
SCRD DRYCLEANER	Y	0.5	0	0	0	0	-	0
ICIS	Y	PO	0	-	-	-	-	0
FED DRYCLEANERS	Y	0.25	0	0	0	-	-	0
DELISTED FED DRY	Y	0.25	0	0	0	-	-	0
FUDS	Y	1	0	0	0	0	0	0
FUDS MRS	Y	1	0	0	0	0	0	0
FORMER NIKE	Y	1	0	0	0	0	0	0
PIPELINE INCIDENT	Y	PO	0	-	-	-	-	0
MLTS	Y	PO	0	-	-	-	-	0
HIST MLTS	Y	PO	0	-	-	-	-	0
MINES	Y	0.25	0	0	0	-	-	0
SMCRA	Y	1	0	0	0	0	0	0
MRDS	Y	1	0	0	0	0	0	0
LM SITES	Y	1	0	0	0	0	0	0

Database	Searched	Search Radius	Project Property	Within 0.12mi	0.125mi to 0.25mi	0.25mi to 0.50mi	0.50mi to 1.00mi	Total
ALT FUELS	Y	0.25	0	0	0	-	-	0
CONSENT DECREES	Y	0.25	0	0	0	-	-	0
AFS	Y	PO	0	-	-	-	-	0
SSTS	Y	0.25	0	0	0	-	-	0
PCBT	Y	0.5	0	0	0	0	-	0
PCB	Y	0.5	0	0	0	0	-	0
POWER PLANTS	Y	0.125	0	0	-	-	-	0
HIST RISK	Y	0.125	0	0	-	-	-	0
State								
SPILLS	Y	0.125	0	0	-	-	-	0
WASTE PITS	Y	0.5	0	0	0	0	-	0
LIENS	Y	PO	0	-	-	-	-	0
DRYCLEANERS	Y	0.25	0	0	0	-	-	0
DELISTED DRYCLEANERS	Y	0.25	0	0	0	-	-	0
PFAS	Y	0.5	0	0	0	0	-	0
ASBESTOS	Y	0.125	0	0	-	-	-	0
WASTE TIRE GEN	Y	PO	0	-	-	-	-	0
CDL	Y	PO	0	-	-	-	-	0
Tribal	***No Tribal additional environmental record sources available for this State.***							
County	***No County additional environmental databases were selected to be included in the search.***							
Total:			0	0	0	**1**	0	**1**

**** PO – Property Only***
**** 'Property and adjoining properties' database search radii are set at 0.25 miles.***

Executive Summary: Site Report Summary - Project Property

Map Key	DB	Company/Site Name	Address	Direction	Distance (mi/ft)	Elev Diff (ft)	Page Number

No records found in the selected databases for the project property.

Executive Summary: Site Report Summary - Surrounding Properties

Map Key	DB	Company/Site Name	Address	Direction	Distance (mi/ft)	Elev Diff (ft)	Page Number
1	SWF PERMITS	Anthony & Angela Sewell	7532 Hwy 1 S Alexandria, LA 71303 Alexandria LA	E	0.28 / 1,487.11	4	16

Executive Summary: Summary by Data Source

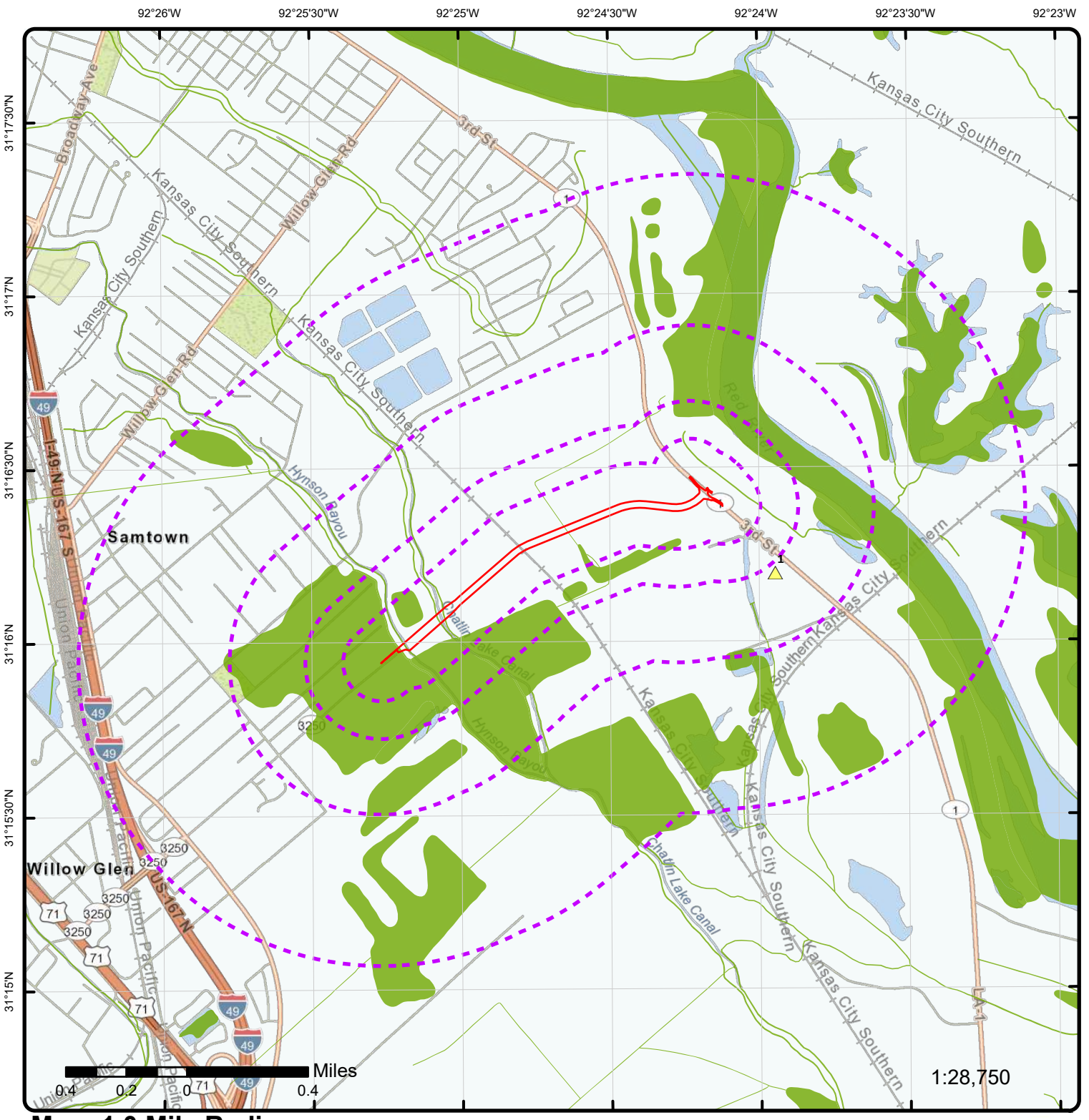
Standard

State

SWF PERMITS - Solid Waste Permits

A search of the SWF PERMITS database, dated Dec 2, 2025 has found that there are 1 SWF PERMITS site(s) within approximately 0.50miles of the project property.

Equal/Higher Elevation	Address	Direction	Distance (mi/ft)	Map Key
Anthony & Angela Sewell	7532 Hwy 1 S Alexandria, LA 71303 Alexandria LA	E	0.28 / 1,487.11	1



Map: 1.0 Mile Radius

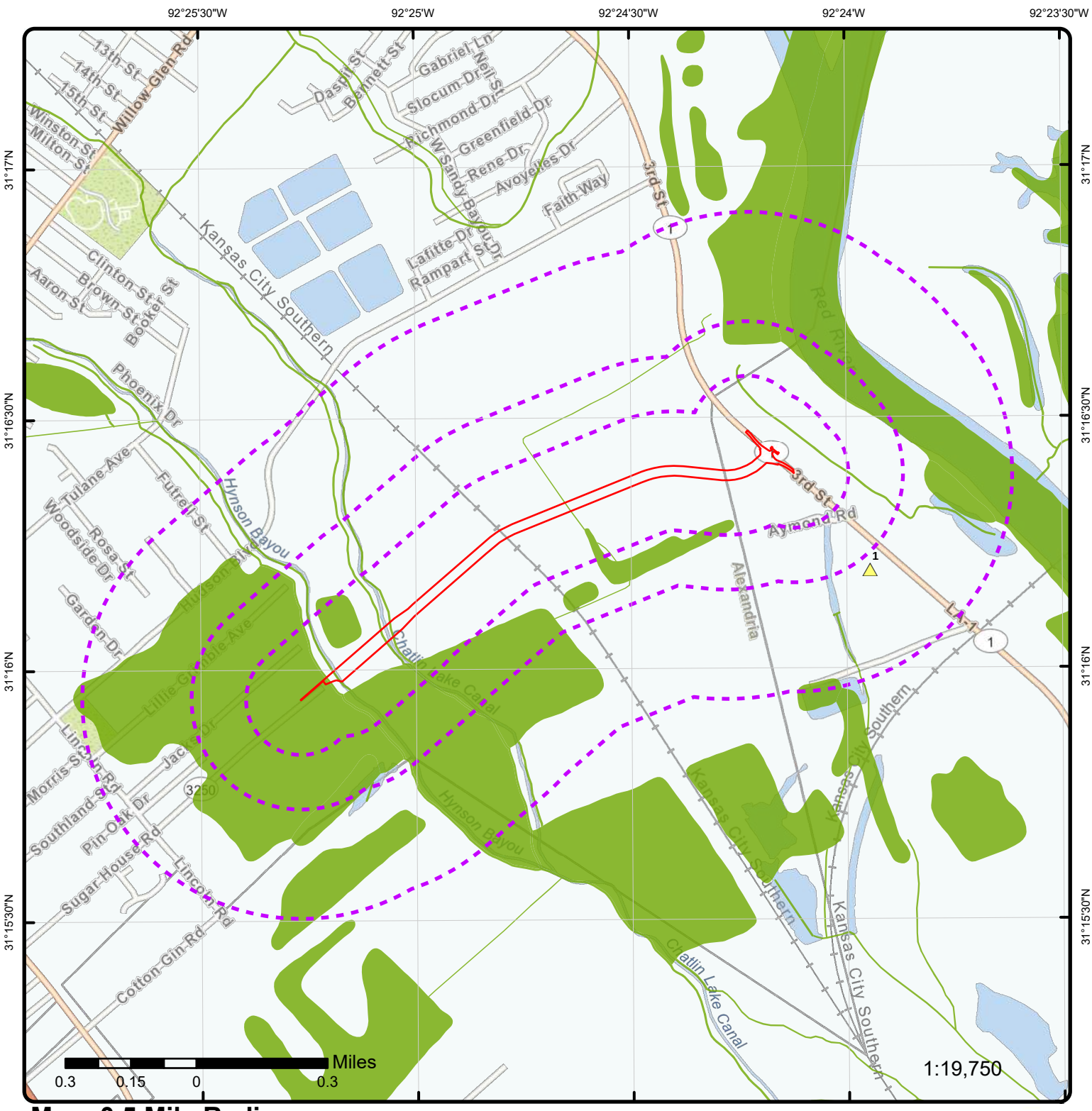
Order Number: 26020200938

Address: Sugar House Road, Alexandria, LA

- Project Property
- Buffer Outline
- Sites with Higher Elevation
- Sites with Same Elevation
- Sites with Lower Elevation
- Sites with Unknown Elevation
- Areas with Higher Elevation
- Areas with Same Elevation
- Areas with Lower Elevation
- Areas with Unknown Elevation
- Freeways; Highways
- Traffic Circle; Ramp
- Major & Minor Arterial
- Traffic Circle; Ramp
- Local Road
- Rail
- State
- Country
- National Wetland
- Indian Reserve Land
- 100 Year Flood Zone
- 500 Year Flood Zone
- FWS Special Designation Areas
- National Priorities List (Active, Delisted, Proposed, Institutional Control)

Source: © 2021 ESRI StreetMap Premium

© ERIS Information Inc.



Map: 0.5 Mile Radius

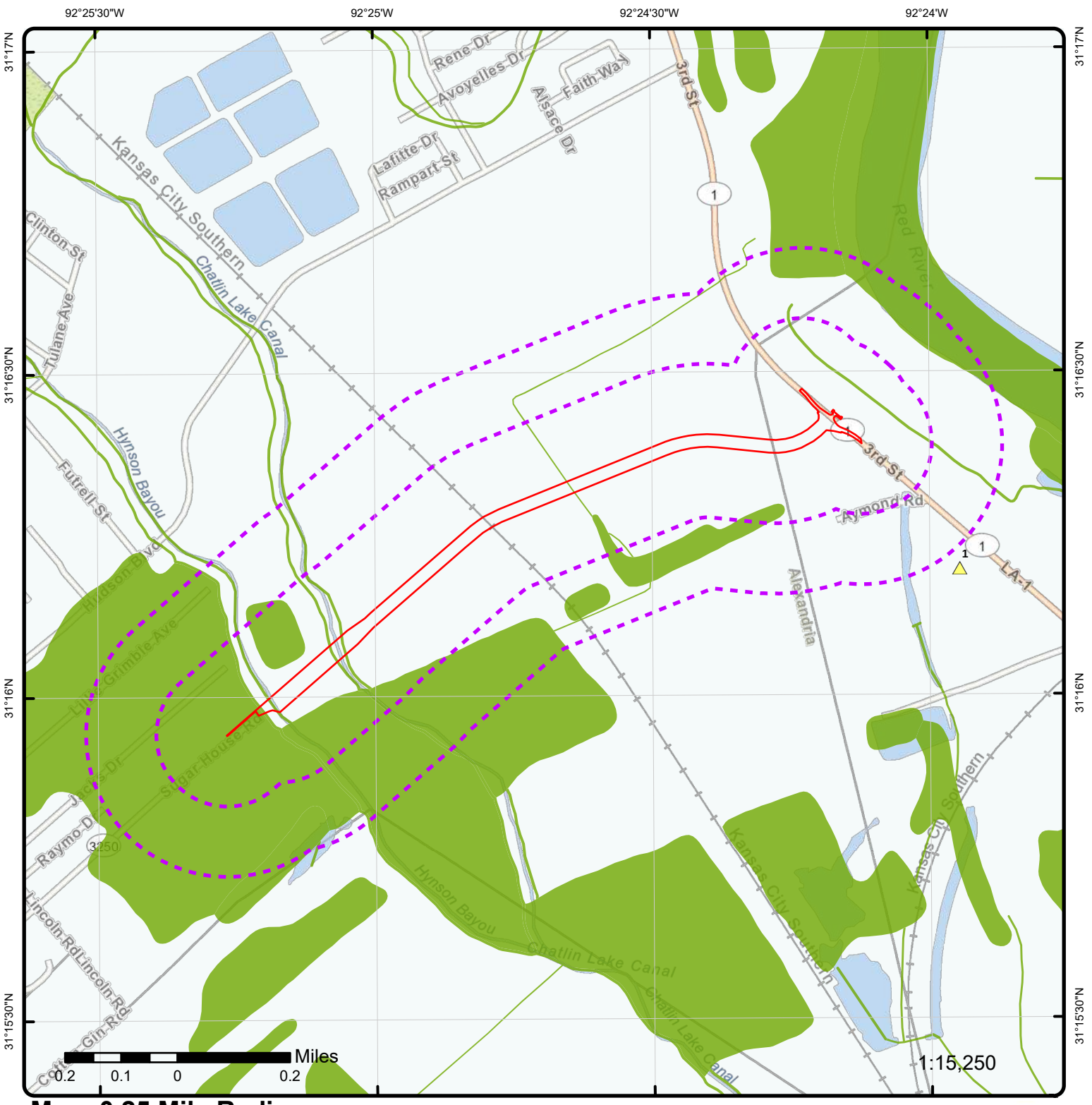
Order Number: 26020200938

Address: Sugar House Road, Alexandria, LA

- Project Property
- Buffer Outline
- Sites with Higher Elevation
- Sites with Same Elevation
- Sites with Lower Elevation
- Sites with Unknown Elevation
- Areas with Higher Elevation
- Areas with Same Elevation
- Areas with Lower Elevation
- Areas with Unknown Elevation
- Freeways; Highways
- Traffic Circle; Ramp
- Major & Minor Arterial
- Traffic Circle; Ramp
- Local Road
- Rail
- State
- Country
- National Wetland
- Indian Reserve Land
- 100 Year Flood Zone
- 500 Year Flood Zone
- FWS Special Designation Areas
- National Priorities List (Active, Delisted, Proposed, Institutional Control)

Source: © 2021 ESRI StreetMap Premium

© ERIS Information Inc.



Map: 0.25 Mile Radius

Order Number: 26020200938

Address: Sugar House Road, Alexandria, LA

ERIS

- Project Property
- Buffer Outline
- Sites with Higher Elevation
- Sites with Same Elevation
- Sites with Lower Elevation
- Sites with Unknown Elevation
- Areas with Higher Elevation
- Areas with Same Elevation
- Areas with Lower Elevation
- Areas with Unknown Elevation
- Freeways; Highways
- Traffic Circle; Ramp
- Major & Minor Arterial
- Traffic Circle; Ramp
- Local Road
- Rail
- State
- Country
- National Wetland
- Indian Reserve Land
- 100 Year Flood Zone
- 500 Year Flood Zone
- FWS Special Designation Areas
- National Priorities List (Active, Delisted, Proposed, Institutional Control)

Source: © 2021 ESRI StreetMap Premium

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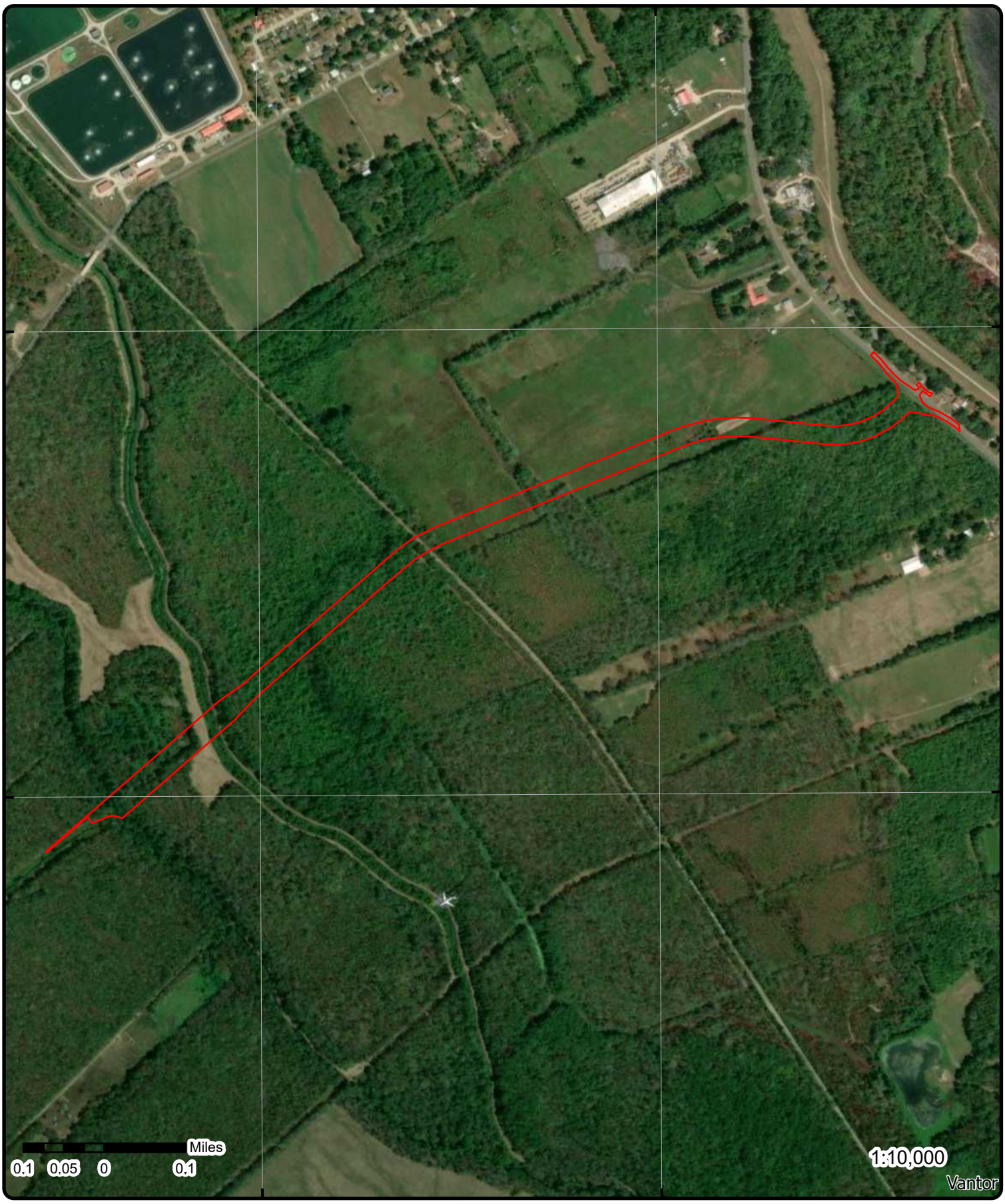


Aerial **Year: 2023**

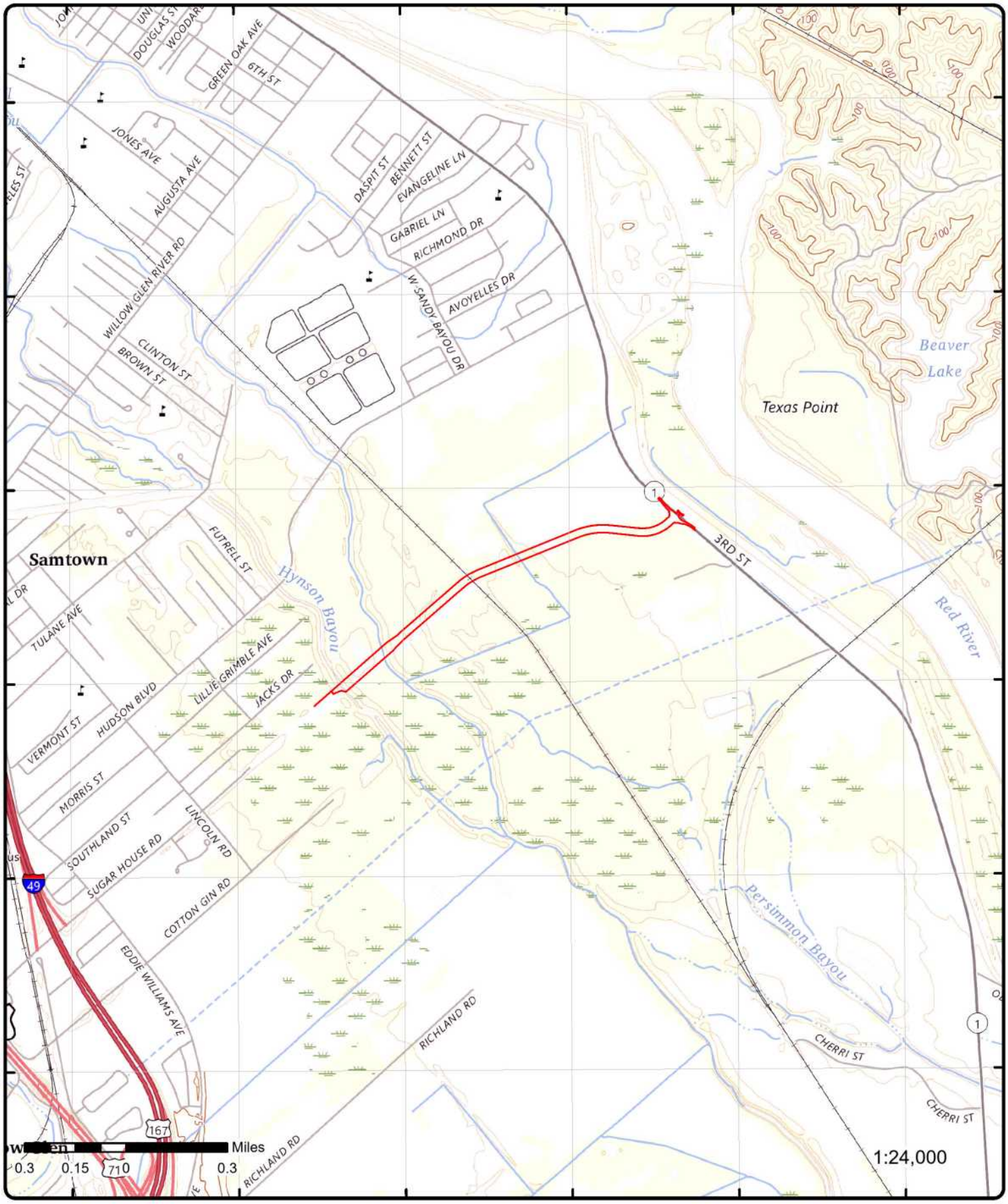
Address: Sugar House Road, Alexandria, LA

Source: ESRI World Imagery

Order Number: 26020200938

ERIS

© ERIS Information Limited Partnership



Topographic Map

Year: 2024

Order Number: 26020200938

Address: Sugar House Road, LA

Quadrangle(s): Alexandria LA, Woodworth East LA, Libuse LA

Source: USGS Topographic Map

© ERIS Information Inc.

Detail Report

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
1	1 of1	E	0.28 / 1,487.11	73.39 / 4	Anthony & Angela Sewell 7532 Hwy 1 S Alexandria, LA 71303 Alexandria LA	SWF PERMITS

DEQ Solid Waste Operators/Notifications List

Facility ID:	D-079-12428	***Region:***	Acadiana
Ai Type:	Nonclassifiable Establishments	***City:***	Alexandria
Master Ai ID:	131450		
Name:	Anthony & Angela Sewell - Unauthorized Dump		
Facility Name:	Anthony & Angela Sewell		
Alternate Names:			
Facility Type:	Disposer		
Alternate ID:			
Physical Address:	7532 Hwy 1 S Alexandria, LA 71303		
Mailing Address:	5719 Hall St Alexandria, LA 71303		
Parish:	Rapides		
Parish (UST):	Rapides		

Unplottable Summary

Total: 1 Unplottable sites

DB	Company Name/Site Name	Address	City	Zip	ERIS ID
SPILLS		3rd St. Alexandria	Alexandria LA		881473341
		***Incident ID*	*Incident Status:*** 195686 | Referred to Outside Agency		

Unplottable Report

Site:

3rd St. Alexandria Alexandria LA

SPILLS

Incident ID:	195686	***Parish:***	Rapides
Incident Status:	Referred to Outside Agency	***Reporter Municipality:***	
Incident Date:	02/24/2020	***Reporter State:***	
Rcvd Date:	2/24/2020 2:08:00 PM		
Reporter Name:			
Reporter Address:			
Incident Desc:	c20-143521 Homeless people living in tents throwing away trash in the area. Trash is all over the ground near tents, and getting into the Bayou CML		
Other Substances:			
Location Desc:	3rd St. Alexandria		

Spill Detail(s)

AI No:	83584	***Initiate Date:***	3/5/2020 12:00:00 AM
Quantity:		***Completed Date:***	
Units:		***Latitude:***	
Media Desc:	Water/Soil	***Longitude:***	
Incident Type Desc:	Complaint, Trash and/or Garbage Related		
Incident Source Name:	Rapides Parish		
Parameter:			
Physical Address Line 1:	Parish Folder		
Physical Address Municipality:	Parishwide		
Physical Address State Code:	LA		
Physical Address Zip:			
Reporter Mailing Address Line 1:	Parish Folder		
Reporter Mailing Municipality:	Parishwide		
Reporter Mailing Address State:	LA		
Reporter Mailing Addr Zip:	00000		
Comments:	On 03/05/20, I responded to a complaint received on 02/24/20 alleging that a group of homeless citizens have set up tents near Bayou Rapides and are trashing the area. During this visit I confirmed the citizen's complaint,. On 03/09/20, I contacted Richard Williams with Rapides Parish, Mr. Richard agreed to take over the incident.		

Appendix: Database Descriptions

Environmental Risk Information Services (ERIS) can search the following databases. The extent of historical information varies with each database and current information is determined by what is publicly available to ERIS at the time of update. ERIS updates databases as set out in ASTM Standard E1527-13 and E1527-21, Section 8.1.8 Sources of Standard Source Information:

"Government information from nongovernmental sources may be considered current if the source updates the information at least every 90 days, or, for information that is updated less frequently than quarterly by the government agency, within 90 days of the date the government agency makes the information available to the public."

Standard Environmental Record Sources

Federal

National Priority List: NPL

The U.S. Environmental Protection Agency (EPA)'s National Priorities List (NPL) includes the most serious uncontrolled or abandoned hazardous waste sites identified for possible long-term remedial action under the Superfund program, based primarily on the score a site receives from EPA's Hazard Ranking System. A site must be on the NPL to receive money from the Superfund Trust Fund for remedial action. This data includes NPL sites represented as polygons, where available, that can be sourced from the EPA NPL Superfund Site Boundaries dataset, refreshed by the Shared Enterprise Geodata and Services (SEGS), and is limited to those sites where the NPL Status reflects the site is 'Currently on the Final NPL (F)' and/or the 'Site is Part of NPL Site (A)'. These site boundaries represent the footprint of a whole site, the sum of all the Operable Units (OUs) and the current understanding of the full extent of contamination; for Federal Facility sites, the total site polygon may be the Facility boundary. As site investigation and remediation progress, OUs may be added, modified or refined. Data provided by external parties is not independently verified by EPA. This boundary data is made available to the public strictly for informational purposes. Where there is no polygon boundary data available for a given site, the site is represented as a point.

Government Publication Date: Sep 6, 2025

National Priority List - Proposed: PROPOSED NPL

Sites proposed by the U.S. Environmental Protection Agency (EPA), the state agency, or concerned citizens for addition to the National Priorities List (NPL) due to contamination by hazardous waste and identified by the EPA as a candidate for cleanup because it poses a risk to human health and/or the environment. Sites represented as polygons, where available, can be sourced from the EPA NPL Superfund Site Boundaries dataset, refreshed by the Shared Enterprise Geodata and Services (SEGS). These site boundaries represent the footprint of a whole site, the sum of all the Operable Units (OUs) and the current understanding of the full extent of contamination; for Federal Facility sites, the total site polygon may be the Facility boundary. Data provided by external parties is not independently verified by EPA. This boundary data is made available to the public strictly for informational purposes. Where there is no polygon boundary data available for a given site, the site is represented as a point.

Government Publication Date: Sep 6, 2025

Deleted NPL: DELETED NPL

Sites deleted from the U.S. Environmental Protection Agency (EPA)'s National Priorities List (NPL). The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate. Sites represented as polygons, where available, can be sourced from the EPA NPL Superfund Site Boundaries dataset, refreshed by the Shared Enterprise Geodata and Services (SEGS). These site boundaries represent the footprint of a whole site, the sum of all the Operable Units (OUs) and the current understanding of the full extent of contamination; for Federal Facility sites, the total site polygon may be the Facility boundary. Data provided by external parties is not independently verified by EPA. This boundary data is made available to the public strictly for informational purposes. Where there is no polygon boundary data available for a given site, the site is represented as a point.

Government Publication Date: Sep 6, 2025

SEMS List 8R Active Site Inventory: SEMS

The U.S. Environmental Protection Agency's (EPA) Superfund Program has deployed the Superfund Enterprise Management System (SEMS), which integrates multiple legacy systems into a comprehensive tracking and reporting tool. This inventory contains active sites evaluated by the Superfund program that are either proposed to be or are on the National Priorities List (NPL) as well as sites that are in the screening and assessment phase for possible inclusion on the NPL. The Active Site Inventory Report displays site and location information at active SEMS sites. An active site is one at which site assessment, removal, remedial, enforcement, cost recovery, or oversight activities are being planned or conducted. This data includes SEMS sites from the List 8R Active file as well as applicable sites from the EPA's Facility Registry Service map tool. This data may also include applicable sites represented as polygons sourced from the EPA NPL Superfund Site Boundaries dataset, refreshed by the Shared Enterprise Geodata and Services (SEGS), and is limited to those sites where the NPL Status reflects the site is 'Not on the NPL (N)' , 'Removed from Proposed (R)', and/or 'Pre-Proposal Site (S)'. Data provided by external parties is not independently verified by EPA. This boundary data is made available to the public strictly for informational purposes. Where there is no polygon boundary data available for a given site, the site is represented as a point.

Government Publication Date: Aug 27, 2025

Inventory of Open Dumps, June 1985: ODI

The Resource Conservation and Recovery Act (RCRA) provides for publication of an inventory of open dumps. The Act defines "open dumps" as facilities which do not comply with EPA's "Criteria for Classification of Solid Waste Disposal Facilities and Practices" (40 CFR 257).

Government Publication Date: Jun 1985

SEMS List 8R Archive Sites: SEMS ARCHIVE

The U.S. Environmental Protection Agency's (EPA) Superfund Enterprise Management System (SEMS) Archived Site Inventory displays site and location information at sites archived from SEMS. An archived site is one at which EPA has determined that assessment has been completed and no further remedial action is planned under the Superfund program at this time. This data includes sites from the List 8R Archived site file. This data may also include applicable sites represented as polygons sourced from the EPA NPL Superfund Site Boundaries dataset, refreshed by the Shared Enterprise Geodata and Services (SEGS), and is limited to those sites where the NPL Status reflects the site is 'Not on the NPL (N)' , 'Removed from Proposed (R)', and/or 'Pre-Proposal Site (S)'. Data provided by external parties is not independently verified by EPA. This boundary data is made available to the public strictly for informational purposes. Where there is no polygon boundary data available for a given site, the site is represented as a point.

Government Publication Date: Aug 27, 2025

EPA Report on the Status of Open Dumps on Indian Lands: IODI

Public Law 103-399, The Indian Lands Open Dump Cleanup Act of 1994, enacted October 22, 1994, identified congressional concerns that solid waste open dump sites located on American Indian or Alaska Native (AI/AN) lands threaten the health and safety of residents of those lands and contiguous areas. The purpose of the Act is to identify the location of open dumps on Indian lands, assess the relative health and environment hazards posed by those sites, and provide financial and technical assistance to Indian tribal governments to close such dumps in compliance with Federal standards and regulations or standards promulgated by Indian Tribal governments or Alaska Native entities.

Government Publication Date: Dec 31, 1998

Comprehensive Environmental Response, Compensation and Liability Information System - CERCLIS: CERCLIS

Superfund is a program administered by the United States Environmental Protection Agency (EPA) to locate, investigate, and clean up the worst hazardous waste sites throughout the United States. CERCLIS is a database of potential and confirmed hazardous waste sites at which the EPA Superfund program has some involvement. It contains sites that are either proposed to be or are on the National Priorities List (NPL) as well as sites that are in the screening and assessment phase for possible inclusion on the NPL. The EPA administers the Superfund program in cooperation with individual states and tribal governments; this database is made available by the EPA.

Government Publication Date: Oct 25, 2013

CERCLIS - No Further Remedial Action Planned: CERCLIS NFRAP

An archived site is one at which EPA has determined that assessment has been completed and no further remedial action is planned under the Superfund program at this time. The Archive designation means that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list this site on the National Priorities List (NPL). This decision does not necessarily mean that there is no hazard associated with a given site; it only means that, based upon available information, the location is not judged to be a potential NPL site.

Government Publication Date: Oct 25, 2013

CERCLIS Liens: CERCLIS LIENS

A Federal Superfund lien exists at any property where EPA has incurred Superfund costs to address contamination ("Superfund site") and has provided notice of liability to the property owner. A Federal CERCLA ("Superfund") lien can exist by operation of law at any site or property at which EPA has spent Superfund monies. This database is made available by the United States Environmental Protection Agency (EPA). This database was provided by the United States Environmental Protection Agency (EPA). Refer to SEMS LIEN as the current data source for Superfund Liens.

Government Publication Date: Jan 30, 2014

RCRA CORRACTS-Corrective Action: RCRA CORRACTS

RCRA Info is the U.S. Environmental Protection Agency's (EPA) comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. At these sites, the Corrective Action Program ensures that cleanups occur. EPA and state regulators work with facilities and communities to design remedies based on the contamination, geology, and anticipated use unique to each site.

Government Publication Date: Nov 30, 2025

RCRA non-CORRACTS TSD Facilities: RCRA TSD

RCRA Info is the U.S. Environmental Protection Agency's (EPA) comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. This database includes Non-Corrective Action sites that have indicated engagement in the treatment, storage, or disposal of hazardous waste which requires a RCRA hazardous waste permit.

Government Publication Date: Nov 30, 2025

RCRA Generator List: RCRA LQG

RCRA Info is the U.S. Environmental Protection Agency's (EPA) comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. RCRA Info replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System (RCRIS) and the Biennial Reporting System (BRS). A hazardous waste generator is any person or site whose processes and actions create hazardous waste (see 40 CFR 260.10). Large Quantity Generators (LQGs) generate 1,000 kilograms per month or more of hazardous waste or more than one kilogram per month of acutely hazardous waste. This list also includes RCRAInfo sites that have notified as LQGs that do not have a registered Site Manager or Certifier in RCRAInfo.

Government Publication Date: Nov 30, 2025

RCRA Small Quantity Generators List: RCRA SQG

RCRA Info is the U.S. Environmental Protection Agency's (EPA) comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. RCRA Info replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System (RCRIS) and the Biennial Reporting System (BRS). A hazardous waste generator is any person or site whose processes and actions create hazardous waste (see 40 CFR 260.10). Small Quantity Generators (SQGs) generate more than 100 kilograms, but less than 1,000 kilograms, of hazardous waste per month. This list also includes RCRAInfo sites that have notified as SQGs that do not have a registered Site Manager or Certifier in RCRAInfo.

Government Publication Date: Nov 30, 2025

RCRA Very Small Quantity Generators List: RCRA VSQG

RCRA Info is the U.S. Environmental Protection Agency's (EPA) comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. A hazardous waste generator is any person or site whose processes and actions create hazardous waste (see 40 CFR 260.10). Very Small Quantity Generators (VSQG) generate 100 kilograms or less per month of hazardous waste, or one kilogram or less per month of acutely hazardous waste. Additionally, VSQG may not accumulate more than 1,000 kilograms of hazardous waste at any time.

Government Publication Date: Nov 30, 2025

RCRA Non-Generators: RCRA NON GEN

RCRA Info is the U.S. Environmental Protection Agency's (EPA) comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. RCRA Info replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System (RCRIS) and the Biennial Reporting System (BRS). A hazardous waste generator is any person or site whose processes and actions create hazardous waste (see 40 CFR 260.10). Non-Generators do not presently generate hazardous waste.

Government Publication Date: Nov 30, 2025

RCRA Sites with Controls: RCRA CONTROLS

List of Resource Conservation and Recovery Act (RCRA) facilities with institutional controls in place. RCRA gives the U.S. Environmental Protection Agency (EPA) the authority to control hazardous waste from the "cradle-to-grave." This includes the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA also set forth a framework for the management of non-hazardous solid wastes. The 1986 amendments to RCRA enabled EPA to address environmental problems that could result from underground tanks storing petroleum and other hazardous substances.

Government Publication Date: Nov 30, 2025

Federal Engineering Controls-ECs: FED ENG

List of Engineering controls (ECs) made availabe by the United States Environmental Protection Agency (EPA). ECs encompass a variety of engineered and constructed physical barriers (e.g., soil capping, sub-surface venting systems, mitigation barriers, fences) to contain and/or prevent exposure to contamination on a property. The EC listing includes remedy component data from Superfund decision documents for applicable sites on the final or deleted on the National Priorities List (NPL); and sites with a Superfund Alternative Approach (SAA) Agreement in place. The only sites included that are not on the NPL; proposed for NPL; or removed from proposed NPL, are those with an SAA Agreement in place.

Government Publication Date: Nov 28, 2025

Federal Institutional Controls- ICs: FED INST

List of Institutional controls (ICs) made available by the United States Environmental Protection Agency (EPA). ICs are non-engineered instruments, such as administrative and legal controls, that help minimize the potential for human exposure to contamination and/or protect the integrity of the remedy. Although it is EPA's expectation that treatment or engineering controls will be used to address principal threat wastes and that groundwater will be returned to its beneficial use whenever practicable, ICs play an important role in site remedies because they reduce exposure to contamination by limiting land or resource use and guide human behavior at a site. The IC listing includes remedy component data from Superfund decision documents for applicable sites on the final or deleted on the National Priorities List (NPL); and sites with a Superfund Alternative Approach (SAA) Agreement in place. The only sites included that are not on the NPL; proposed for NPL; or removed from proposed NPL, are those with an SAA Agreement in place.

Government Publication Date: Nov 28, 2025

Land Use Controls Information System: LUCIS

The Land Use Controls Information System (LUCIS) database is sourced from the U.S. Department of the Navy (DON). This data contains information for former Base Realignment and Closure (BRAC) properties across the United States. DON's BRAC office was tasked with tracking certain base closures while requiring the prevention of risks to human health and the environment of those properties with LUCs in place. Regarding currently available LUC Sites data, the sites listing is limited to centroid point locations for the overall installation property boundaries. Formerly obtained LUC Sites data may reflect site details that applied previously for a BRAC property.

Government Publication Date: Jun 13, 2024

Institutional Control Boundaries at NPL sites: NPL IC

These boundaries of Institutional Control areas at sites on the U.S. Environmental Protection Agency's (EPA) National Priorities List (NPL), or as Proposed or Deleted, are sourced from the EPA NPL Superfund Site Boundaries dataset, refreshed by the Shared Enterprise Geodata and Services (SEGS). The EPA's NPL includes the most serious uncontrolled or abandoned hazardous waste sites identified for possible long-term remedial action under the Superfund program. Institutional controls are non-engineered instruments such as administrative and legal controls that help minimize the potential for human exposure to contamination and/or protect the integrity of the remedy. Data provided by external parties is not independently verified by EPA. This boundary data is made available to the public strictly for informational purposes.

Government Publication Date: Sep 6, 2025

Emergency Response Notification System: ERNS 1982 TO 1986

Database of oil and hazardous substances spill reports controlled by the National Response Center. The primary function of the National Response Center is to serve as the sole national point of contact for reporting oil, chemical, radiological, biological, and etiological discharges into the environment anywhere in the United States and its territories.

Government Publication Date: 1982-1986

Emergency Response Notification System: ERNS 1987 TO 1989

Database of oil and hazardous substances spill reports controlled by the National Response Center. The primary function of the National Response Center is to serve as the sole national point of contact for reporting oil, chemical, radiological, biological, and etiological discharges into the environment anywhere in the United States and its territories.

Government Publication Date: 1987-1989

Emergency Response Notification System: ERNS

Database of oil and hazardous substances spill reports made available by the United States Coast Guard National Response Center (NRC). The NRC fields initial reports for pollution and railroad incidents and forwards that information to appropriate federal/state agencies for response. These data contain initial incident data that has not been validated or investigated by a federal/state response agency.

Government Publication Date: Sep 7, 2025

The Assessment, Cleanup and Redevelopment Exchange System (ACRES) Brownfield Database: FED BROWNFIELDS

Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties protects the environment, reduces blight, and takes development pressures off greenspaces and working lands. This data is provided by the United States Environmental Protection Agency (EPA) and includes Brownfield sites from the Cleanups in My Community (CIMC) web application.

Government Publication Date: Sep 8, 2025

FEMA Underground Storage Tank Listing: FEMA UST

The Federal Emergency Management Agency (FEMA) of the Department of Homeland Security maintains a list of FEMA owned underground storage tanks.

Government Publication Date: Dec 31, 2017

Facility Response Plan: FRP

This listing contains facilities that have submitted Facility Response Plans (FRPs) to the U.S. Environmental Protection Agency (EPA). Facilities that could reasonably be expected to cause "substantial harm" to the environment by discharging oil into or on navigable waters are required to prepare and submit FRPs. Harm is determined based on total oil storage capacity, secondary containment and age of tanks, oil transfer activities, history of discharges, proximity to a public drinking water intake or sensitive environments. The list includes FRP facilities sourced from the EPA FOIA office and from previously available Homeland Infrastructure Foundation-Level Data (HIFLD) file/s. Disclaimer: Per the EPA FOIA Office, the verification process for current requested FRP data is undergoing review and revision, and any similar reporting will be made public in Fiscal Year 2026. For this reason, the latest available FOIA file may be incomplete.

Government Publication Date: Jun 1, 2025

Delisted Facility Response Plans: DELISTED FRP

Facilities that once appeared in - and have since been removed from - the list of facilities that have submitted Facility Response Plans (FRP) to EPA. Facilities that could reasonably be expected to cause "substantial harm" to the environment by discharging oil into or on navigable waters are required to prepare and submit Facility Response Plans (FRPs). Harm is determined based on total oil storage capacity, secondary containment and age of tanks, oil transfer activities, history of discharges, proximity to a public drinking water intake or sensitive environments.

Government Publication Date: Jun 1, 2025

Historical Gas Stations: HIST GAS STATIONS

This historic directory of service stations is provided by the Cities Service Company. The directory includes Cities Service filling stations that were located throughout the United States in 1930.

Government Publication Date: Jul 1, 1930

Petroleum Refineries: REFN

This list of petroleum refineries is sourced from the U.S. Energy Information Administration (EIA), Refinery Capacity Report. The listing includes operating and idle petroleum refineries (including new refineries under construction) and refineries shut down during the previous year. The geographic area the report covers is the 50 States, the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, and other U.S. possessions. Per the EIA, the facility location data represents the approximate location based on research of publicly available information from sources such as Federal agencies, company websites, and satellite images on public websites.

Government Publication Date: Oct 31, 2024

Petroleum Product and Crude Oil Rail Terminals: BULK TERMINAL

A list of petroleum product and crude oil rail terminals from the U.S. Energy Information Administration (EIA), as well as petroleum terminals sourced from Oak Ridge National Laboratory hosted by the Homeland Infrastructure Foundation-Level Database. Data includes operable bulk petroleum product terminals with a total bulk shell storage capacity of 50,000 barrels or more, and/or the ability to receive volumes from tanker, barge, or pipeline; also rail terminals handling the loading and unloading of crude oil with activity between 2017 and 2018. EIA petroleum product terminal data comes from the EIA-815 Bulk Terminal and Blender Report, which includes working, shell in operation, and shell idle for several major product groupings.

Government Publication Date: Jun 5, 2025

LIEN on Property: SEMS LIEN

The U.S. Environmental Protection Agency's (EPA) Superfund Enterprise Management System (SEMS) provides Lien details on applicable properties, such as the Superfund lien on property activity, the lien property information, and the parties associated with the lien.

Government Publication Date: Aug 27, 2025

Superfund Decision Documents: SUPERFUND ROD

This database contains a list of decision documents for Superfund sites. Decision documents serve to provide the reasoning for the choice of (or) changes to a Superfund Site cleanup plan. The decision documents include completed Records of Decision (ROD), ROD Amendments, Explanations of Significant Differences (ESD) for active and archived sites stored in the Superfund Enterprise Management System (SEMS), along with other associated memos and files. This information is maintained and made available by the U.S. Environmental Protection Agency.

Government Publication Date: Oct 30, 2025

State

Potential and Confirmed Sites List: SHWS

This list of Potential and Confirmed sites is provided by the Louisiana Department of Environmental Quality (LDEQ). A Confirmed status indicates that (1) hazardous waste(s) or substance(s) are present at the site and (2) these sites are under the jurisdiction of Inactive and Abandoned Sites (IAS) Hazardous Waste and Hazardous Substance Site Remediation regulations. A Potential status is an indicator that sites are either waiting to be assessed or the assessment is in progress. This database serves a purpose similar to that of the federal Superfund Enterprise Management System (SEMS), functioning as a state-level counterpart for tracking potential hazardous substance release sites.

Government Publication Date: Dec 4, 2025

Delisted Potential and Confirmed Sites: DELISTED SHWS

This database contains a list of sites which were completed remediation and classified as 'No Further Action' records, these sites been removed by Louisiana Department of Environmental Quality (LDEQ) from the Potential and Confirmed Sites (SHWS) list.

Government Publication Date: Dec 16, 2025

Inactive and Abandoned Hazardous Waste Sites: SHWS INACT

A list of Inactive and Abandoned Sites that are found in the Louisiana Department of Environmental Quality's (LDEQ) Electronic Document Management System (EDMS). The Louisiana Inactive and Abandoned Hazardous Waste Site Legislature finds and declares that: (1) Hazardous wastes in inactive or abandoned pits, ponds, lagoons, landfills, or other pollution sources pose a present and future hazard to the public health, safety, and welfare; (2) State laws and regulations must comprehensively address those situations where the state must direct or participate in the clean-up, closure, or post-closure of inactive and abandoned hazardous waste sites through the exercise of its police powers and the expenditure of public monies or both.

Government Publication Date: Dec 8, 2025

Solid Waste and Landfill Facility List: SWF/LF

A list of solid waste and landfill facilities made available by Louisiana Department of Environmental Quality (LDEQ). Data includes permitted Type I, II, and III facilities and Regulated Asbestos Landfills.

Government Publication Date: Dec 22, 2025

Solid Waste Permits: SWF PERMITS

List of facilities with Solid Waste Permits from the Louisiana Department of Environmental Quality (LDEQ). Includes record from the Solid Waste Notifications List and LDEQ's Electronic Document Management System (EDMS).

Government Publication Date: Dec 2, 2025

Approved Debris Sites: DEBRIS

A list of sites used to dump debris generated by natural disasters. This list is managed by the Louisiana Department of Environmental Quality (LDEQ). LDEQ Disclaimer: The LDEQ has made every reasonable effort to ensure quality and accuracy in producing this data set. Nevertheless, the user should be aware that the information on which it is based may have come from any variety of sources, which are of varying degrees of accuracy. Therefore, LDEQ cannot guarantee the accuracy of this data set, and does not accept any responsibility for the consequences of its use.

Government Publication Date: Nov 7, 2025

Approved Hurricane Debris Dump Sites: DEBRIS

This Louisiana Department of Environmental Quality listing of hurricane debris sites contains the temporary and the permitted landfills in the state that can currently accept hurricane debris (C&D, chipping, grinding, burning, staging, and wood waste). These landfills include Type I (Non-hazardous Industrial), Type II (Municipal) and Type III (Construction and Demolition Debris and Wood Waste).

Government Publication Date: Nov 10, 2025

Delisted Approved Debris Sites: DDEB

A list of closed (closed within the last 4 years) sites used to dump debris generated by natural disasters. This list is managed by the Louisiana Department of Environmental Quality (LDEQ). LDEQ Disclaimer: The LDEQ has made every reasonable effort to ensure quality and accuracy in producing this data set. Nevertheless, the user should be aware that the information on which it is based may have come from any variety of sources, which are of varying degrees of accuracy. Therefore, LDEQ cannot guarantee the accuracy of this data set, and does not accept any responsibility for the consequences of its use.

Government Publication Date: Nov 7, 2025

Recycling Facilities: RECYCLING

This listing of recycling facilities is maintained by the Louisiana Department of Environmental Quality.

Government Publication Date: Sep 8, 2025

Leaking Underground Storage Tanks: LUST

This listing of leaking underground storage tank (LUST) sites is made available by the Louisiana Department of Environmental Quality (LDEQ). The LUST sites are compiled from the LDEQ's LUST Site Universe file and other applicable UST incident data files.

Government Publication Date: Dec 16, 2025

Historical Leaking Underground Storage Tanks: LUST HISTORICAL

The Historical Leaking Underground Storage Tank database provides descriptive leaking facility reports from the Louisiana Department of Environmental Quality's Underground Storage Tanks Case History System. This database has not been updated since 1999.

Government Publication Date: Mar 26, 1999

Delisted Leaking Underground Storage Tanks: DELISTED LUST

Once a remediation is complete, the record is classified as 'no further action' and the Lousiana Department of Environmental Quality (LDEQ) removes the record from the Leaking Underground Storage Tank (LUST) list.

Government Publication Date: Dec 16, 2025

Underground Storage Tanks: UST

This list of underground storage tank (UST) sites is made available by the Louisiana Department of Environmental Quality (LDEQ). The LDEQ UST Program's goal is to protect human health and the environment by preventing releases of petroleum and hazardous substances from UST systems. These UST sites are compiled from the LDEQ's Electronic Document Management System (EDMS), TEMPO Data System, and other applicable UST data files.

Government Publication Date: Dec 16, 2025

No Longer Reported Underground Storage Tanks: UST HISTORICAL

This Underground Storage Tank listing originates from the no longer active PEL filing system of the Louisiana Department of Environmental Quality.

Government Publication Date: Feb 1, 2004

Delisted Storage Tank: DELISTED TANK

The list of aboveground and underground storage tanks maintained by Louisiana Department of Environmental Quality (LDEQ), would remove a record that are exempted from the government regulations. This list contains all such records that exempted from regulation.

Government Publication Date: Dec 16, 2025

Institutional Controls: INST

A list of Voluntary Remediation Program sites with Institutional Controls (ICs) maintained by Louisiana Department of Environmental Quality (Louisiana DEQ).

Government Publication Date: Nov 11, 2025

Voluntary Remediation Program Sites: VCP

A list of sites involved in Voluntary Remediation Program (VRP) managed by Louisiana Department of Environmental Quality (LDEQ). The Louisiana VRP provides a mechanism by which property owners (or potential owners) or others can clean up contaminated properties and receive a release of liability for further cleanup of historical contamination at a site. This release of liability flows to future owners of the property as well.

Government Publication Date: Nov 11, 2025

Evaluated and Closed Sites: EVAL AND CLOSED

The Remediation Division of the Louisiana Department of Environmental Quality (LDEQ) includes sites on their Evaluated and Closed (EAC) list when (a) some sort of remediation (either investigation and/or corrective action) has taken place, or (b) after an initial review, a determination has been made that the site does not fall under their jurisdiction. Sites included on this list fall under various LDEQ Programs such as, but not limited to, the following: Brownfields, Confirmed and/or Potential, Groundwater, Hazardous Waste, Inactive and Abandoned Sites, Solid Waste, Underground Storage Tanks, Voluntary Remediation.

Government Publication Date: Dec 9, 2025

Tribal

Leaking Underground Storage Tanks on Tribal/Indian Lands: INDIAN LUST

This list of leaking underground storage tanks (LUSTs) on Tribal/Indian Lands in Region 6, which includes Louisiana, is provided by the United States Environmental Protection Agency (EPA).

Government Publication Date: Nov 21, 2025

Underground Storage Tanks on Tribal/Indian Lands: INDIAN UST

This list of underground storage tanks (USTs) on Tribal/Indian Lands in Region 6, which includes Louisiana, is provided by the United States Environmental Protection Agency (EPA).

Government Publication Date: Nov 21, 2025

Delisted Tribal Leaking Storage Tanks: DELISTED INDIAN LST

Leaking Underground Storage Tank (LUST) facilities which once appeared on - and have since been removed from - the Regional Tribal/Indian LUST lists made available by the United States Environmental Protection Agency (EPA).

Government Publication Date: Nov 21, 2025

Delisted Tribal Underground Storage Tanks: DELISTED INDIAN UST

Underground Storage Tank (UST) facilities which once appeared on - and have since been removed from - the Regional Tribal/Indian UST lists made available by the United States Environmental Protection Agency (EPA).

Government Publication Date: Nov 21, 2025

County

No County databases were selected to be included in the search.

Additional Environmental Record Sources

Federal

PFAS Greenhouse Gas Emissions Data: PFAS GHG

The U.S. Environmental Protection Agency's (EPA) Greenhouse Gas Reporting Program (GHGRP) collects Greenhouse Gas (GHG) data from large emitting facilities (25,000 metric tons of carbon dioxide equivalent (CO2e) per year), and suppliers of fossil fuels and industrial gases that results in GHG emissions when used. This dataset is sourced from the EPA's PFAS Analytic Tools, and it includes GHG emissions data for facilities that emit or have emitted since 2010 chemicals identified as PFAS based on EPA's CompTox Chemicals Dashboard lists of PFAS with defined and undefined structures. PFAS emissions data has been identified for facilities engaged in the following industrial processes: Aluminum Production (GHGRP Subpart F), HCFC-22 Production and HFC-23 Destruction (Subpart O), Electronics Manufacturing (Subpart I), Fluorinated Gas Production (Subpart L), Magnesium Production (Subpart T), Electrical Transmission and Distribution Equipment Use (Subpart DD), and Manufacture of Electric Transmission and Distribution Equipment (Subpart SS). Over time, other industrial processes with required GHGRP reporting may include PFAS emissions data and the list of reportable gases may change over time. Note that some regulatory programs have specified chemical structure requirements that define PFAS differently than the lists in EPA's CompTox Chemicals Dashboard.

Government Publication Date: Oct 7, 2025

On-Scene Coordinator Response Sites: OSC RESPONSE

This list of On-Scene Coordinator (OSC) Response Sites is provided by the U.S. Environmental Protection Agency (EPA). OSCs are the federal officials responsible for monitoring or directing responses to all oil spills and hazardous substance releases reported to the federal government. OSCs coordinate all federal efforts with, and provide support and information to local, state, and regional response communities. An OSC is an agent of either EPA or the U.S. Coast Guard (USCG), depending on where the incident occurs. EPA's OSCs have primary responsibility for spills and releases to inland areas and waters. USCG OSCs have responsibility for coastal waters and the Great Lakes. In general, an OSC has the following key responsibilities during and after a response: Assessment, Monitoring, Response Assistance, and Evaluation.

Government Publication Date: Oct 8, 2025

Facility Registry Service/Facility Index: FINDS/FRS

The Facility Registry Service (FRS) is a centrally managed database that identifies facilities, sites, or places subject to environmental regulations or of environmental interest. FRS creates high-quality, accurate, and authoritative facility identification records through rigorous verification and management procedures that incorporate information from program national systems, state master facility records, and data collected from EPA's Central Data Exchange registrations and data management personnel. This list is made available by the U.S. Environmental Protection Agency (EPA).

Government Publication Date: Oct 10, 2025

Toxics Release Inventory (TRI) Program: TRIS

The U.S. Environmental Protection Agency's Toxics Release Inventory (TRI) is a database containing data on disposal or other releases of toxic chemicals from U.S. facilities and information about how facilities manage those chemicals through recycling, energy recovery, and treatment. There are currently 770 individually listed chemicals and 33 chemical categories covered by the TRI Program. Facilities that manufacture, process or otherwise use these chemicals in amounts above established levels must submit annual reporting forms for each chemical. Note that the TRI chemical list does not include all toxic chemicals used in the U.S. One of TRI's primary purposes is to inform communities about toxic chemical releases to the environment. This database includes TRI Reporting Data for calendar years 1987 through 2021 and Preliminary Data for 2022.

Government Publication Date: Sep 20, 2023

PFOA/PFOS Contaminated Sites: PFAS NPL

This list of Superfund Sites with Per- and Polyfluoroalkyl Substances (PFAS) detections is made available by the U.S. Environmental Protection Agency (EPA) in their PFAS Analytic Tools data, previously the list was obtained by EPA FOIA requests. EPA's Office of Land and Emergency Management and EPA Regional Offices maintain what is known about site investigations, contamination, and remedial actions under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) where PFAS is present in the environment. Limitations: Detections of PFAS at National Priorities List (NPL) sites do not mean that people are at risk from PFAS, are exposed to PFAS, or that the site is the source of the PFAS. The information in the Superfund NPL and Superfund Alternative Agreement (SAA) PFAS detection site list is years old and may not be accurate today. Site information such as site name, site ID, and location has been confirmed for accuracy; however, PFAS-related information such as media sampled, drinking water being above the health advisory, or mitigation efforts has not been verified. For Federal Facilities data, the other Federal agencies (OFA) are the lead agency for their data and provided them to EPA.

Government Publication Date: Dec 29, 2025

Federal Agency Locations with Known or Suspected PFAS Detections: PFAS FED SITES

This list of federal agency locations with known or suspected detections of Per- and Polyfluoroalkyl Substances (PFAS) is made available by the U.S. Environmental Protection Agency's (EPA) PFAS Analytic Tools data. The EPA outlines that these data are gathered from several federal entities, such as the federal Superfund program, Department of Defense (DOD), National Aeronautics and Space Administration (NASA), Department of Transportation (DOT), and Department of Energy (DOE). The dates this data was extracted for the PFAS Analytic Tools range from 2022 to 2025 per agency entity dataset. Sites on this list do not necessarily reflect the source/s of PFAS contamination and detections do not indicate level of risk or human exposure at the site. Agricultural notifications in this data are limited to DOD sites only. At this time, the EPA is aware that this list is not comprehensive of all Federal agencies.

Government Publication Date: May 30, 2025

SSEHRI PFAS Contamination Sites: PFAS SSEHRI

This PFAS Contamination Site Tracker database is compiled by the PFAS Project Lab, part of the Social Science Environmental Health Research Institute (SSEHRI) at Northeastern University. According to the SSEHRI, the database records qualitative and quantitative data from each known site of PFAS contamination, including timeline of discovery, sources, levels, health impacts, community response, and government response. The goal of this database is to compile information and support public understanding of the rapidly unfolding issue of PFAS contamination. All data presented was extracted from government websites, news articles, or publicly available documents. Locations for the Known PFAS Contamination Sites are sourced from the PFAS Sites and Community Resources Map by the PFAS-REACH team, credited to PFAS Project Lab, Silent Spring Institute, and PFAS Exchange. Disclaimer: The source conveys the data undergoes regular updates as new information becomes available, some sites may be missing and/or contain information that is incorrect or outdated, as well as their information represents all contamination sites SSEHRI is aware of, not all possible contamination sites. This data is not intended to be used for legal purposes. Access the following source link for the most current information: https://pfasproject.com/pfas-sites-and-community-resources/

Government Publication Date: Aug 1, 2025

National Response Center PFAS Spills: PFAS ERNS

This Per- and Poly-Fluoroalkyl Substances (PFAS) Spills dataset is made available via the U.S. Environmental Protection Agency's (EPA) PFAS Analytic Tools. The National Response Center (NRC), operated by the U.S. Coast Guard, is the designated federal point of contact for reporting all oil, chemical, and other discharges into the environment, for the United States and its territories. This dataset contains NRC spill information from 1990 to the present that is restricted to records associated with PFAS and PFAS-containing materials. Incidents are filtered to include only records with a "Material Involved" or "Incident Description" related to Aqueous Film Forming Foam (AFFF). The keywords used to filter the data included "AFFF," "Fire Fighting Foam," "Aqueous Film Forming Foam," "Fire Suppressant Foam, "PFAS," "PERFL," "PFOA," "PFOS," and "Genx." Limitations: The data from the NRC website contains initial incident data that has not been validated or investigated by a federal/state response agency. Keyword searches may misidentify some incident reports that do not contain PFAS. This dataset should also not be considered to be exhaustive of all PFAS spills/release incidents.

Government Publication Date: Dec 1, 2025

PFAS NPDES Discharge Monitoring: PFAS NPDES

This list of National Pollutant Discharge Elimination System (NPDES) permitted facilities with required monitoring for Per- and Polyfluoroalkyl (PFAS) Substances is made available via the U.S. Environmental Protection Agency (EPA)'s PFAS Analytic Tools. Any point-source wastewater discharger to waters of the United States must have a NPDES permit, which defines a set of parameters for pollutants and monitoring to ensure that the discharge does not degrade water quality or impair human health. This list includes NPDES permitted facilities associated with permits that monitor for Per- and Polyfluoroalkyl Substances (PFAS), limited to the years 2007 - present. EPA further advises the following regarding these data: currently, fewer than half of states have required PFAS monitoring for at least one of their permittees, and fewer states have established PFAS effluent limits for permittees. For states that may have required monitoring, some reporting and data transfer issues may exist on a state-by-state basis.

Government Publication Date: Dec 16, 2024

Perfluorinated Alkyl Substances (PFAS) from Toxic Release Inventory: PFAS TRI

List of Toxics Release Inventory (TRI) facilities at which the reported chemical is a per- or polyfluoroalkyl (PFAS) substance included in the U.S. Environmental Protection Agency's (EPA) consolidated PFAS Master List of PFAS Substances. Encompasses Toxics Release Inventory records included in the EPA PFAS Analytic Tools. The EPA's TRI database currently tracks information on disposal or releases of 770 individually listed toxic chemicals and 33 chemical categories from thousands of U.S. facilities and details about how facilities manage those chemicals through recycling, energy recovery, and treatment. This listing includes TRI Reporting Data for calendar years 1987 through 2021 and Preliminary Data for 2022.

Government Publication Date: Sep 20, 2023

PFAS Water Quality Portal Sampling Data: PFAS WATER

This Per- and Poly-Fluoroalkyl Substances (PFAS) Environmental Media Sampling Data is made available via the U.S. Environmental Protection Agency's (EPA) PFAS Analytic Tools. The Water Quality Portal (WQP), as a cooperative service sponsored by the United States Geological Survey, the EPA, and the National Water Quality Monitoring Council, is part of a modernized repository storing ambient sampling data for all environmental media and tissue samples. A wide range of federal, state, tribal and local governments, academic and non-governmental organizations, and individuals submit project details and sampling results to this public repository. Limitations: EPA did not carry out the sampling or testing of a majority of the data in the WQP PFAS dataset. EPA can only speak to the accuracy and completeness of the data from projects like the National Aquatic Resource Surveys for which EPA is the data owner/organization. Data may exist within the file on Quality Assurance Project Plans (QAPPs) and the approving agency of the QAPP, if a QAPP is entered.

Government Publication Date: Jul 21, 2025

PFAS TSCA Manufacture and Import Facilities: PFAS TSCA

The U.S. Environmental Protection Agency (EPA) issued the Chemical Data Reporting (CDR) Rule under the Toxic Substances Control Act (TSCA) and requires chemical manufacturers and facilities that manufacture or import chemical substances to report data to EPA. This list is specific only to TSCA Manufacture and Import Facilities with reported per- and poly-fluoroalkyl (PFAS) substances. Data file is sourced from EPA's PFAS Analytic Tools TSCA dataset which includes CDR/Inventory Update Reporting data from 1998 up to 2020. Disclaimer: This data file includes production and importation data for chemicals identified in EPA's CompTox Chemicals Dashboard list of PFAS without explicit structures and list of PFAS structures in DSSTox. Note that some regulations have specific chemical structure requirements that define PFAS differently than the lists in EPA's CompTox Chemicals Dashboard. Reporting information on manufactured or imported chemical substance amounts should not be compared between facilities, as some companies claim Chemical Data Reporting Rule data fields for PFAS information as Confidential Business Information.

Government Publication Date: Jan 5, 2023

PFAS Waste Transfers from RCRA e-Manifest: PFAS E-MANIFEST

This Per- and Poly-Fluoroalkyl Substances (PFAS) Waste Transfers dataset is made available via the U.S. Environmental Protection Agency's (EPA) PFAS Analytic Tools. Every shipment of hazardous waste in the U.S. must be accompanied by a shipment manifest, which is a critical component of the cradle-to-grave tracking of wastes mandated by the Resource Conservation and Recovery Act (RCRA). According to the EPA, currently no Federal Waste Code exists for any PFAS compounds. To work around the lack of PFAS waste codes in the RCRA database, EPA developed the PFAS Transfers dataset by mining e-Manifest records containing at least one of these common PFAS keywords: • PFAS • PFOA • PFOS • PERFL • AFFF • GENX • GEN-X (plus the Vermont state-specific waste codes). Limitations: Amount or concentration of PFAS being transferred cannot be determined from the manifest information. Keyword searches may misidentify some manifest records that do not contain PFAS. This dataset should also not be considered to be exhaustive of all PFAS waste transfers.

Government Publication Date: Nov 29, 2025

PFAS Industry Sectors: PFAS IND

This Per- and Poly-Fluoroalkyl Substances (PFAS) Industry Sectors dataset is made available via the U.S. Environmental Protection Agency's (EPA) PFAS Analytic Tools. The EPA developed the dataset from various sources that show which industries may be handling PFAS including: EPA's Enforcement and Compliance History Online (ECHO) records restricted to potential PFAS-handling industry sectors; ECHO records for Fire Training Sites identified where fire-fighting foam may have been used in training exercises; and 14 CFR Part 139 Airports compiled from historic and current records from the FAA Airport Data and Information Portal. Since July 2006, all certificated Part 139 Airports are required to have fire-fighting foam onsite that meet certain military specifications, which to date have been fluorinated (Aqueous Film Forming Foam). Limitations: Inclusion in this dataset does not indicate that PFAS are being manufactured, processed, used, or released by the facility. Listed facilities potentially handle PFAS based on their industrial profile, but are unconfirmed by the EPA. Keyword searches in ECHO for Fire Training sites may misidentify some facilities and should not be considered to be an exhaustive list of fire training facilities in the U.S.

Government Publication Date: Dec 1, 2025

Hazardous Materials Information Reporting System: HMIRS

The Hazardous Materials Incident Reporting System (HMIRS) database contains unintentional hazardous materials release information reported to the U.S. Department of Transportation, Pipeline and Hazardous Materials Safety Administration.

Government Publication Date: May 28, 2025

National Clandestine Drug Labs: NCDL

The U.S. Department of Justice ("the Department"), Drug Enforcement Administration (DEA), provides this data as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy.

Government Publication Date: Nov 30, 2023

Toxic Substances Control Act: TSCA

The U.S. Environmental Protection Agency (EPA) is amending the Toxic Substances Control Act (TSCA) section 8(a) Inventory Update Reporting (IUR) rule and changing its name to the Chemical Data Reporting (CDR) rule. The CDR enables EPA to collect and publish information on the manufacturing, processing, and use of commercial chemical substances and mixtures (referred to hereafter as chemical substances) on the TSCA Chemical Substance Inventory (TSCA Inventory). This includes current information on chemical substance production volumes, manufacturing sites, and how the chemical substances are used. This information helps the Agency determine whether people or the environment are potentially exposed to reported chemical substances. EPA publishes submitted CDR data that is not Confidential Business Information (CBI). EPA CDR collections occur approximately every four years and reporting requirements change per collection.

Government Publication Date: May 12, 2022

Hist TSCA: HIST TSCA

The Environmental Protection Agency (EPA) is amending the Toxic Substances Control Act (TSCA) section 8(a) Inventory Update Reporting (IUR) rule and changing its name to the Chemical Data Reporting (CDR) rule.

The 2006 IUR data summary report includes information about chemicals manufactured or imported in quantities of 25,000 pounds or more at a single site during calendar year 2005. In addition to the basic manufacturing information collected in previous reporting cycles, the 2006 cycle is the first time EPA collected information to characterize exposure during manufacturing, processing and use of organic chemicals. The 2006 cycle also is the first time manufacturers of inorganic chemicals were required to report basic manufacturing information.

Government Publication Date: Dec 31, 2006

FTTS Administrative Case Listing: FTTS ADMIN

An administrative case listing from the Federal Insecticide, Fungicide, & Rodenticide Act (FIFRA) and Toxic Substances Control Act (TSCA), together known as FTTS. This database was obtained from the Environmental Protection Agency's (EPA) National Compliance Database (NCDB). The FTTS and NCDB was shut down in 2006.

Government Publication Date: Jan 19, 2007

FTTS Inspection Case Listing: FTTS INSP

An inspection case listing from the Federal Insecticide, Fungicide, & Rodenticide Act (FIFRA) and Toxic Substances Control Act (TSCA), together known as FTTS. This database was obtained from the Environmental Protection Agency's (EPA) National Compliance Database (NCDB). The FTTS and NCDB was shut down in 2006.

Government Publication Date: Jan 19, 2007

Potentially Responsible Parties List: PRP

Early in the site cleanup process, the U.S. Environmental Protection Agency (EPA) conducts a search to find the Potentially Responsible Parties (PRPs). The EPA looks for evidence to determine liability by matching wastes found at the site with parties that may have contributed wastes to the site. This listing contains PRPs, Noticed Parties, at sites in the EPA's Superfund Enterprise Management System (SEMS).

Government Publication Date: Dec 26, 2025

State Coalition for Remediation of Drycleaners Listing: SCRD DRYCLEANER

The State Coalition for Remediation of Drycleaners (SCRD) was established in 1998, with support from the U.S. Environmental Protection Agency (EPA) Office of Superfund Remediation and Technology Innovation. Coalition members are states with mandated programs and funding for drycleaner site remediation. Current members are Alabama, Connecticut, Florida, Illinois, Kansas, Minnesota, Missouri, North Carolina, Oregon, South Carolina, Tennessee, Texas, and Wisconsin. Since 2017, the SCRD no longer maintains this data, refer to applicable state source data where available.

Government Publication Date: Nov 08, 2017

Integrated Compliance Information System (ICIS): ICIS

The Integrated Compliance Information System (ICIS) database contains integrated enforcement and compliance information across most of U.S. Environmental Protection Agency's (EPA) programs. The vision for ICIS is to replace EPA's independent databases that contain enforcement data with a single repository for that information. Currently, ICIS contains all Federal Administrative and Judicial enforcement actions and a subset of the Permit Compliance System (PCS), which supports the National Pollutant Discharge Elimination System (NPDES). This information is maintained by the EPA Headquarters and at the Regional offices. A future release of ICIS will completely replace PCS and will integrate that information with Federal actions already in the system. ICIS also has the capability to track other activities that support compliance and enforcement programs, including incident tracking, compliance assistance, and compliance monitoring.

Government Publication Date: Oct 18, 2025

Drycleaner Facilities: FED DRYCLEANERS

A list of drycleaner facilities from Enforcement and Compliance History Online (ECHO) data as made available by the U.S. Environmental Protection Agency (EPA), sourced from the ECHO Exporter file. This EPA source file tracks facilities that possess NAICS and SIC codes that classify businesses as drycleaner establishments.

Government Publication Date: Oct 18, 2025

Delisted Drycleaner Facilities: DELISTED FED DRY

List of sites which once appeared on - and have since been removed from - the list of drycleaner facilities included in Enforcement and Compliance History Online (ECHO) data as made available by the U.S. Environmental Protection Agency (EPA), sourced from the ECHO Exporter file. This EPA source file tracks facilities that possess NAICS and SIC codes that classify businesses as drycleaner establishments.

Government Publication Date: Oct 18, 2025

Formerly Used Defense Sites: FUDS

Formerly Used Defense Sites (FUDS) are properties that were formerly owned by, leased to, or otherwise possessed by and under the jurisdiction of the Secretary of Defense prior to October 1986, where the Department of Defense (DOD) is responsible for an environmental restoration. The FUDS Annual Report to Congress (ARC) is published by the U.S. Army Corps of Engineers (USACE). This data is compiled from the USACE's Geospatial FUDS data layers and Homeland Infrastructure Foundation-Level Data (HIFLD) FUDS dataset which applies to the Fiscal Year 2021 FUDS Inventory.

Government Publication Date: May 15, 2023

FUDS Munitions Response Sites: FUDS MRS

Boundaries of Munitions Response Sites (MRS), published with the Formerly Used Defense Sites (FUDS) Annual Report to Congress (ARC) by the U.S. Army Corps of Engineers (USACE). An MRS is a discrete location within a Munitions response area (MRA) that is known to require a munitions response. An MRA means any area on a defense site that is known or suspected to contain unexploded ordnance (UXO), discarded military munitions (DMM), or munitions constituents (MC). This data is compiled from the USACE's Geospatial MRS data layers and Homeland Infrastructure Foundation-Level Data (HIFLD) MRS dataset.

Government Publication Date: May 15, 2023

Former Military Nike Missile Sites: FORMER NIKE

This information was taken from report DRXTH-AS-IA-83A016 (Historical Overview of the Nike Missile System, 12/1984) which was performed by Environmental Science and Engineering, Inc. for the U.S. Army Toxic and Hazardous Materials Agency Assessment Division. The Nike system was deployed between 1954 and the mid-1970's. Among the substances used or stored on Nike sites were liquid missile fuel (JP-4); starter fluids (UDKH, aniline, and furfuryl alcohol); oxidizer (IRFNA); hydrocarbons (motor oil, hydraulic fluid, diesel fuel, gasoline, heating oil); solvents (carbon tetrachloride, trichloroethylene, trichloroethane, stoddard solvent); and battery electrolyte. The quantities of material a disposed of and procedures for disposal are not documented in published reports. Virtually all information concerning the potential for contamination at Nike sites is confined to personnel who were assigned to Nike sites. During deactivation most hardware was shipped to depot-level supply points. There were reportedly instances where excess materials were disposed of on or near the site itself at closure. There was reportedly no routine site decontamination.

Government Publication Date: Dec 2, 1984

PHMSA Pipeline Safety Flagged Incidents: PIPELINE INCIDENT

This list of flagged pipeline incidents is made available by the U.S. Department of Transportation (US DOT) Pipeline and Hazardous Materials Safety Administration (PHMSA). PHMSA regulations require incident and accident reports for five different pipeline system types. Accidents reported on hazardous liquid gravity lines (§195.13) and reporting-regulated-only hazardous liquid gathering lines (§195.15) and incidents reported on Type R gas gathering (§192.8(c)) are not included in the flagged incident file data.

Government Publication Date: Jul 10, 2025

Material Licensing Tracking System (MLTS): MLTS

A list of sites that store radioactive material subject to the Nuclear Regulatory Commission (NRC) licensing requirements. This list is maintained by the NRC. As of September 2016, the NRC no longer releases location information for sites. Site locations were last received in July 2016.

Government Publication Date: May 11, 2021

Historic Material Licensing Tracking System (MLTS) sites: HIST MLTS

A historic list of sites that have inactive licenses and/or removed from the Material Licensing Tracking System (MLTS). In some cases, a site is removed from the MLTS when the state becomes an "Agreement State". An Agreement State is a State that has signed an agreement with the Nuclear Regulatory Commission (NRC) authorizing the State to regulate certain uses of radioactive materials within the State.

Government Publication Date: Jan 31, 2010

Mines Master Index File: MINES

The Master Index File (MIF) is provided by the United States Department of Labor, Mine Safety and Health Administration (MSHA). This file, which was originally created in the 1970's, contained many Mine-IDs that were invalid. MSHA removes invalid IDs from the MIF upon discovery. MSHA applicable data includes the following: all Coal and Metal/Non-Metal mines under MSHA's jurisdiction since 1/1/1970; mine addresses for all mines in the database except for Abandoned mines prior to 1998 from MSHA's legacy system (addresses may or may not correspond with the physical location of the mine itself); violations that have been assessed penalties as a result of MSHA inspections beginning on 1/1/2000; and violations issued as a result of MSHA inspections conducted beginning on 1/1/2000.

Government Publication Date: Aug 8, 2025

Surface Mining Control and Reclamation Act Sites: SMCRA

This inventory of land and water impacted by past mining (primarily legacy coal mining operations) is maintained by the U.S. Department of the Interior's Office of Surface Mining Reclamation and Enforcement (OSMRE), as it provides information needed to implement the Surface Mining Control and Reclamation Act of 1977 (SMCRA). This inventory contains information on the type and extent of Abandoned Mine Land (AML) Problems, as well as information on the cost associated with the reclamation of those problems. The data is based upon field surveys by State, Tribal, and OSMRE program officials. It is dynamic to the extent that it is modified as new problems are identified and existing problems are reclaimed. Disclaimer: Per the OSMRE, States and tribes who enter their data into e-AMLIS (AML Inventory System) may truncate their latitude and longitude so the precise location of usually dangerous AMLs is not revealed in an effort to protect the public from searching for these AMLs, most of which are on private property. If more precise location information is needed, please contact the applicable state/tribe of interest.

Government Publication Date: Oct 30, 2025

Mineral Resource Data System: MRDS

The Mineral Resource Data System (MRDS) is a collection of reports describing metallic and nonmetallic mineral resources throughout the world. Included are deposit name, location, commodity, deposit description, geologic characteristics, production, reserves, resources, and references. This database contains the records previously provided in the Mineral Resource Data System (MRDS) of USGS and the Mineral Availability System/Mineral Industry Locator System (MAS/MILS) originated in the U.S. Bureau of Mines, which is now part of USGS. The USGS has ceased systematic updates of the MRDS database with their focus more recently on deposits of critical minerals while providing a well-documented baseline of historical mine locations from USGS topographic maps.

Government Publication Date: Mar 15, 2016

DOE Legacy Management Sites: LM SITES

The U.S. Department of Energy (DOE) Office of Legacy Management (LM) currently manages radioactive and chemical waste, environmental contamination, and hazardous material at over 100 sites across the U.S. The LM manages sites with diverse regulatory drivers (statutes or programs that direct cleanup and management requirements at DOE sites) or as part of internal DOE or congressionally-recognized programs, such as but not limited to: Formerly Utilized Sites Remedial Action Program (FUSRAP), Uranium Mill Tailings Radiation Control Act (UMTRCA Title I, Tile II), Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), Resource Conservation and Recovery Act (RCRA), Decontamination and Decommissioning (D&D), Nuclear Waste Policy Act (NWPA). The intent of the site location is to provide a general reference point to the site on a national scale. The coordinates of each site point can be the location of a site monument, the centroid of the site boundary, or a general location of the site. This site listing includes data exported from the DOE Office of LM's Geospatial Environmental Mapping System (GEMS). GEMS Data disclaimer: The DOE Office of LM makes no representation or warranty, expressed or implied, regarding the use, accuracy, availability, or completeness of the data presented herein.

Government Publication Date: Nov 6, 2025

Alternative Fueling Stations: ALT FUELS

This list of alternative fueling stations is sourced from the Alternative Fuels Data Center (AFDC). The U.S. Department of Energy's Office of Energy Efficiency & Renewable Energy launched the AFDC in 1991 as a repository for alternative fuel vehicle performance data, which provides a wealth of information and data on alternative and renewable fuels, advanced vehicles, fuel-saving strategies, and emerging transportation technologies. The data includes Biodiesel (B20 and above), Compressed Natural Gas (CNG), Electric, Ethanol (E85), Hydrogen, Liquefied Natural Gas (LNG), Propane (LPG), and Renewable Diesel (R20 and above) fuel type locations.

Government Publication Date: Aug 1, 2025

Superfunds Consent Decrees: CONSENT DECREES

This list of Superfund consent decrees is provided by the Department of Justice, Environment & Natural Resources Division (ENRD) through a Freedom of Information Act (FOIA) applicable file. This listing includes Cases filed since 2010 limited to the following: Consent Decrees for CERCLA or Superfund Sites filed and/or as proposed within the ENRD's Case Management System (CMS); and applicable ENRD's Environmental Defense Section (EDS) CERCLA Cases with "Consent" in History Note. CMS may not reflect the latest developments in a case, nor can the agency guarantee the accuracy of the data. ENRD Disclaimer: Congress excluded three discrete categories of law enforcement and national security records from the requirements of the FOIA; response is limited to those records that are subject to the requirements of the FOIA; however, this should not be taken as an indication that excluded records do, or do not, exist.

Government Publication Date: Jun 26, 2024

Air Facility System: AFS

This EPA retired Air Facility System (AFS) dataset contains emissions, compliance, and enforcement data on stationary sources of air pollution. Regulated sources cover a wide spectrum; from large industrial facilities to relatively small operations such as dry cleaners. AFS does not contain data on facilities that are solely asbestos demolition and/or renovation contractors, or landfills. ECHO Clean Air Act data from AFS are frozen and reflect data as of October 17, 2014; the EPA retired this system for Clean Air Act stationary sources and transitioned to ICIS-Air.

Government Publication Date: Oct 17, 2014

Registered Pesticide Establishments: SSTS

This national list of active EPA-registered foreign and domestic pesticide and/or device-producing establishments is based on data from the Section Seven Tracking System (SSTS). The Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA) Section 7 requires that each producing establishment must place its EPA establishment number on the label or immediate container of each pesticide, active ingredient or device produced. An EPA establishment number on a pesticide product label identifies the EPA registered location where the product was produced. The list of establishments is made available by the U.S. Environmental Protection Agency (EPA).

Government Publication Date: Sep 26, 2025

Polychlorinated Biphenyl (PCB) Transformers: PCBT

Locations of Transformers Containing Polychlorinated Biphenyls (PCBs) registered with the United States Environmental Protection Agency. PCB transformer owners must register their transformer(s) with EPA. Although not required, PCB transformer owners who have removed and properly disposed of a registered PCB transformer may notify EPA to have their PCB transformer de-registered. Data made available by EPA.

Government Publication Date: Oct 15, 2019

Polychlorinated Biphenyl (PCB) Notifiers: PCB

Facilities included in the national list of facilities that have notified the United States Environmental Protection Agency (EPA) of Polychlorinated Biphenyl (PCB) activities. Any company or person storing, transporting or disposing of PCBs or conducting PCB research and development must notify the EPA and receive an identification number.

Government Publication Date: May 23, 2024

Power Plants: POWER PLANTS

This list of power plants is provided by the U.S. Energy Information Administration (EIA). The listing includes operable electric generating plants in the United States by energy source, originating from the EIA-860, Annual Electric Generator Report; EIA-860M, Monthly Update to the Annual Electric Generator Report; and EIA-923, Power Plant Operations Report. It includes all operable plants by energy source with a combined nameplate capacity of 1 megawatt or more that are operating, are on standby, or out of service for short- or long-term.

Government Publication Date: Jun 5, 2025

Historical Business Activity Risk: HIST RISK

Proprietary list of sites identified as potentially having engaged in business activity that poses a higher-than-normal risk of contamination. Records originate from historical city directories, and are included in this list based on broad business categories Potentially Hazardous Chemical Users and Fuel and Automotive, including but not limited to Dry Cleaners and Fuel Stations, Garages, etc. Inclusion in this listing does not indicate that there is or ever has been contamination; rather, sites are included in this list due to their potential for having engaged in a business activity presenting an elevated risk of contamination. The list was compiled from various city directories including Polks, Millers, Mullin Kille, Interstate Directory, and State Directory Co; spanning roughly 1920s through 1960 depending on information available by city.

Government Publication Date: Jan 1, 1960

State

Emergency Response Section Incidents: SPILLS

A list of spills and releases reported to the Louisiana Department of Environmental Quality (LDEQ).

Government Publication Date: Nov 24, 2025

Waste Pits: WASTE PITS

This listing is from a 1999 Louisiana Oil Spill Coordinator's Office (LOSCO) study, which identified statewide abandoned non-hazardous waste pits and facilities that have the potential to initiate an oil spill.

Government Publication Date: Jan 1, 1999

Environmental Liens: LIENS

A list of sites with Environmental Liens managed by Louisiana Department of Environmental Quality (LDEQ). An environmental lien is a charge, security, or encumbrance on a property's title to secure payment of cost or debt arising from response actions, cleanup, or other remediation of hazardous substances or petroleum products.

Government Publication Date: Dec 1, 2025

Dry Cleaning Facilities: DRYCLEANERS

List of dry cleaning facilities obtained from the Louisiana Department of Environmental Quality (LDEQ). LDEQ does not track dry cleaners as an industry type and only can provide a list of facilities with a variation of 'dry cleaner' or 'martinizing' as an Agency Interest (AI) Name.

Government Publication Date: Jan 7, 2026

Delisted Drycleaners: DELISTED DRYCLEANERS

Sites removed from the list of dry cleaning registered facilities, made available by the Louisiana Department of Environmental Quality (LDEQ).

Government Publication Date: Jan 7, 2026

Per- and Polyfluoroalkyl Substances (PFAS): PFAS

A list of sites with some level of Per- and Polyfluoroalkyl Substances (PFAS) impacts that are known to the Louisiana Department of Environmental Quality (LDEQ).

Government Publication Date: Dec 19, 2025

Asbestos Demolition and Renovation Notification Projects: ASBESTOS

This listing of Asbestos Demolition and Renovation Projects is provided by the Louisiana Department of Environmental Quality (DEQ). In accordance with the DEQ Air Quality Regulations, LAC 33:III.5151.F.1.f, any contractor performing removal of asbestos containing material that involves Regulated Asbestos Containing Material (see definition in LAC 33:III.5151.B) must become licensed by the Louisiana State Licensing Board for Contractors.

Government Publication Date: Dec 31, 2024

Waste Tire Generator List: WASTE TIRE GEN

This listing of registered waste tire generators is maintained by the Louisiana Department of Environmental Quality.

Government Publication Date: Dec 9, 2025

Clandestine Methamphetamine Labs: CDL

List of Clandestine Methamphetamine Labs (residential real properties) that have been reported as potentially contaminated to the Louisiana Department of Environmental Quality (LDEQ).

Government Publication Date: Jan 30, 2018

Tribal

No Tribal additional environmental record sources available for this State.

County

No County additional environmental databases were selected to be included in the search.

Definitions

Database Descriptions: This section provides a detailed explanation for each database including: source, information available, time coverage, and acronyms used. They are listed in alphabetic order.

Detail Report: This is the section of the report which provides the most detail for each individual record. Records are summarized by location, starting with the project property followed by records in closest proximity.

Distance: The distance value is the distance between plotted points, not necessarily the distance between the sites' boundaries. All values are an approximation.

Direction: The direction value is the compass direction of the site in respect to the project property and/or center point of the report.

Elevation: The elevation value is taken from the location at which the records for the site address have been plotted. All values are an approximation. Source: Google Elevation API.

Executive Summary: This portion of the report is divided into 3 sections:

'Report Summary'- Displays a chart indicating how many records fall on the project property and, within the report search radii.

'Site Report Summary'-Project Property'- This section lists all the records which fall on the project property. For more details, see the 'Detail Report' section.

'Site Report Summary-Surrounding Properties'- This section summarizes all records on adjacent properties, listing them in order of proximity from the project property. For more details, see the 'Detail Report' section.

Map Key: The map key number is assigned according to closest proximity from the project property. Map Key numbers always start at #1. The project property will always have a map key of '1' if records are available. If there is a number in brackets beside the main number, this will indicate the number of records on that specific property. If there is no number in brackets, there is only one record for that property.

The symbol and colour used indicates 'elevation': the red inverted triangle will dictate 'ERIS Sites with Lower Elevation', the yellow triangle will dictate 'ERIS Sites with Higher Elevation' and the orange square will dictate 'ERIS Sites with Same Elevation.'

Unplottables: These are records that could not be mapped due to various reasons, including limited geographic information. These records may or may not be in your study area, and are included as reference.

APPENDIX C

EDMS FILES

State of Louisiana
Department of Environmental Quality

KATHLEEN BABINEAUX BLANCO
GOVERNOR

MIKE D. McDANIEL, Ph.D.
SECRETARY

November 28, 2005

CERTIFIED MAIL (7003 3110 0004 9788 2182)
RETURN RECEIPT REQUESTED

Anthony and Angela Sewell
5719 Hall St.
Alexandria, LA 71303

RE: NOTICE OF CORRECTED DEFICIENCY
Agency Interest # 131450
TEMPO ACTIVITY NUMBER: INS20060001, T81544

Dear Mr. Sewell:

On or about October 7 & 20, 2005, inspections of the above referenced facility were conducted to determine compliance with the Louisiana Environmental Quality Act (the Act) and supporting regulations. The facility is located at 7532 Hwy 1 South, Alexandria, Rapides Parish, Louisiana. The following area(s) of concern were noted in the inspection report and/or subsequent file review:

LAC 33:VII.315.A Collecting, Storing, solid waste not in accordance with the regulations.
LAC 33:VII.315.E Operating solid waste facility without a permit.
LAC 33:VII.315.Q Open burning solid waste

Based on information provided by Anthony Sewell to the Department, these areas of concern have been addressed. The department herein notes your timely response in correcting the subject areas of concern.

This Notice of Corrected Deficiency will be placed in the official agency record. This Notice of Corrected Deficiency refers only to the above-mentioned areas of concern. It does not prevent nor hinder the Department from seeking penalties and compliance for this or other deficiencies discovered by this inspection.

To reduce document-handling time, please refer to the Agency Interest Number and Tempo Activity Number listed at the top of the page on all correspondence that references this notice.

If you have any questions or comments regarding this matter, please contact Theron Magers, Louisiana Department of Environmental Quality, Kisatchie Central Office, 402 Rainbow Dr., Pineville, Louisiana 71360, 318-487-5811.

Sincerely,

Kirk Cormier
Northeast Regional Office
1823 Hwy 546
West Monroe, LA 71292
cc: Theron Magers

LOUISIANA DEPARTMENT OF ENVIRONMENTAL QUALITY
FIELD INTERVIEW FORM

AGENCY INTEREST#: 131450 INSPECTION DATE: 6/21/06 TIME OF ARRIVAL: 2:45PM

ALTERNATE ID#: 0079 12428 (ID Type/Number) DEPARTURE DATE: 6-21-06 TIME OF DEPARTURE: 3:15PM

FACILITY NAME: Anthony & Angela Sewell PH #: 3182295352

LOCATION: 7532 Hwy 15 Alexandria LA

PARISH NAME: Rapides

RECEIVING STREAM (BASIN/SUBSEGMENT):

MAILING ADDRESS: (Street/P.O. Box) (City) (State) (ZIP)

FACILITY REPRESENTATIVE: TITLE:

FACILITY REPRESENTATIVE PHONE NUMBER:

NAME, TITLE, ADDRESS and TELEPHONE of RESPONSIBLE OFFICIAL (if different from above):

INSPECTION TYPE: PROGRAM INVOLVED: AIR WASTE WATER OTHER

INSPECTOR'S OBSERVATIONS: (e.g. AREAS AND EQUIPMENT INSPECTED, PROBLEMS, DEFICIENCIES, REMARKS, VERBAL COMMITMENTS FROM FACILITY REPRESENTATIVES)

Some wood waste from Mr. Sewell's snow cone stand is in a small pile on the back of his property. Mr. Sewell is not planning on burning this wood waste. Mr ~~Sanders~~ Sewell said he will properly dispose of this wood waste at some later date.

AREAS OF CONCERN:

REGULATION	EXPLANATION	CORRECTED?
		YES NO
		YES NO

PHOTOS TAKEN: ☐ YES ☑ NO SAMPLES TAKEN: ☐ YES ☑ NO (Attach Chain-of-custody)

RECEIVED BY: SIGNATURE: Anthony Sewell

PRINT NAME: Anthony C Sewell

(NOTE: SIGNATURE DOES NOT NECESSARILY INDICATE AGREEMENT WITH INSPECTOR'S STATED OBSERVATIONS)

INSPECTOR(S): Theon G Mayers CROSS REFERENCE: T88608

ATTACHMENTS:

REVIEWER:

NOTE: The Information contained on this form reflects only the preliminary observations of the inspector(s). It should not be interpreted as a final determination by the Department of Environmental Quality or any of its officers or personnel as to any matter, including, but not limited to, a determination of compliance or lack thereof by the facility operator with any requirements of statutes regulations or permits. Each day of non-compliance constitutes a separate violation of the regulations and/or the Louisiana Environmental Quality Act.

INCIDENT REPORT

Incident ID: 88608

Incident Description

Incident Type: Complaint, Miscellaneous
Incident Date: JUN-15-06 00:00
Parish: Rapides
Municipality: Alexandria
Location: 7545 Hwy 1 South Alexandria
Lat/Lon:
Basin/Segment:
Substance(s):
Media Impacted: Soil
Incident Desc: c06-1886 Demolition debris

Incident Status

Lead Investigator: Theron Magers
Incident Region: Northeast
Incident Status: Closed
Followup Status:
As Of:

Incident Reporter

Received By: Judy Desselle
Received Date: JUN-15-2006 10:31
Dispatch #: c06-1886
Reported By: Anonymous
Phone:
Reporter Title:
Organization:
Address:
Municipality:
State:
Zip Code:
Comments:

INCIDENT REPORT

Incident ID: 88608

Incident Source

Source Name: Anthony & Angela Sewell - Unauthorized Dump

Address: 7532 Hwy 1 S

Municipality: Alexandria

State: LA

Phone:

Parish: Rapides

AI #: 131450

Related Permits:

Comments: Some wood waste from Mr. Sewell's snow cone stand is in a small pile on the back of his property. Mr. Sewell said he is not planning on burning this wood waste. Mr. Sewell said he will properly dispose of this wood waste at some later date. TEM

APPENDIX D

WATER WELLS-PHYSICAL SETTINGS REPORT

PSR
PHYSICAL SETTING REPORT

Property Information

Order Number:	26020200938p
Date Completed:	February 3, 2026
Project Number:	471-021 T7.0
Project Property:	City of Alexandria Proposed Alternative No. 2 Sugar House Road Alexandria LA 71302
Coordinates:	
Latitude:	31.27080269
Longitude:	-92.4119409
UTM Northing:	3459871.18706 Meters
UTM Easting:	556015.09129 Meters
UTM Zone:	UTM Zone 15R
Elevation:	69.68 ft
Slope Direction:	WSW

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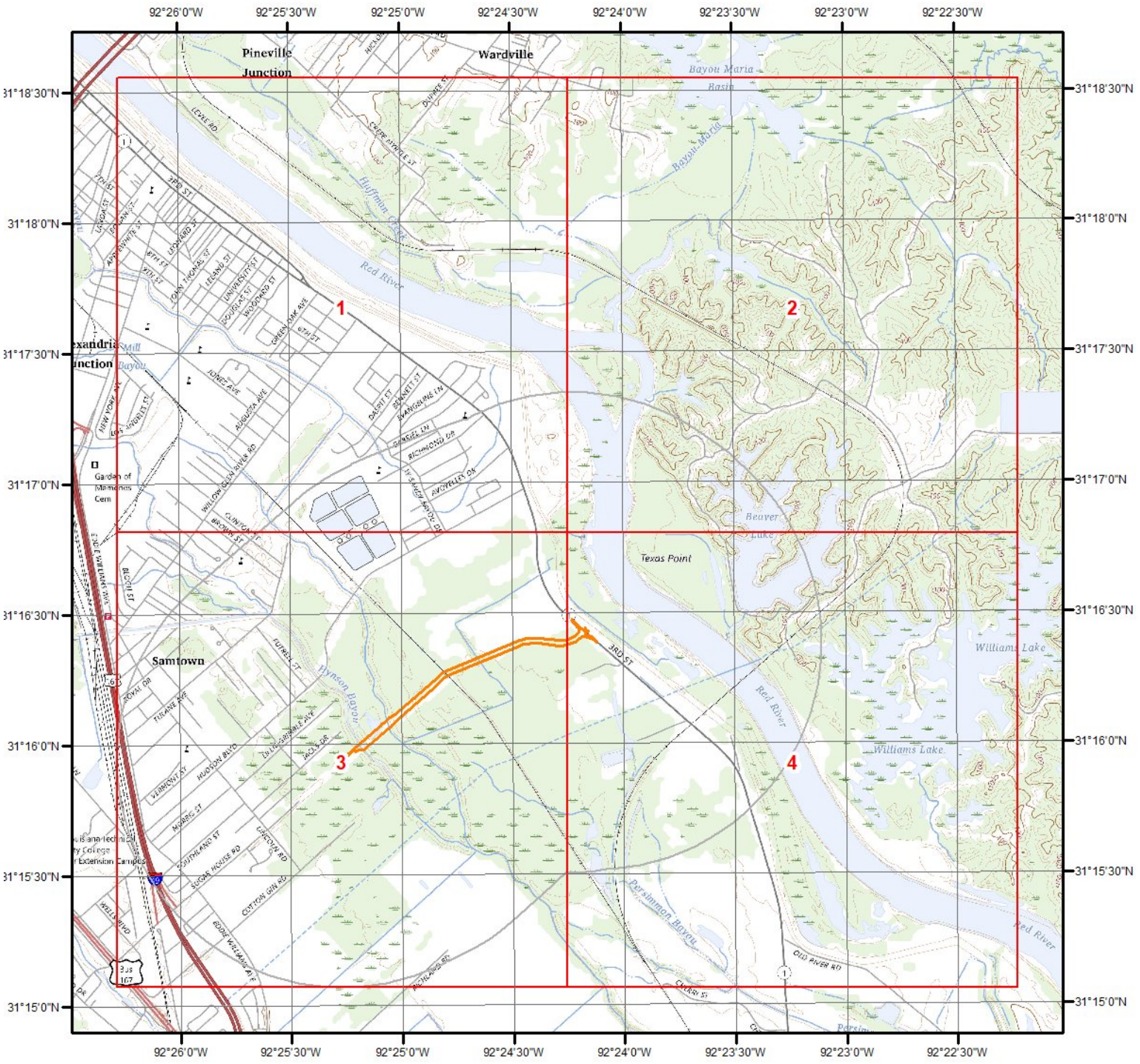
The ERIS ***Physical Setting Report - PSR*** provides comprehensive information about the physical setting around a site and includes a complete overview of topography and surface topology, in addition to hydrologic, geologic and soil characteristics. The location and detailed attributes of oil and gas wells, water wells, public water systems and radon are also included for review.

The compilation of both physical characteristics of a site and additional attribute data is useful in assessing the impact of migration of contaminants and subsequent impact on soils and groundwater.

Disclaimer

This Report does not provide a full environmental evaluation for the site or adjacent properties. Please see the terms and disclaimer at the end of the Report for greater detail.

Topographic Information



Current USGS Topo (2024)

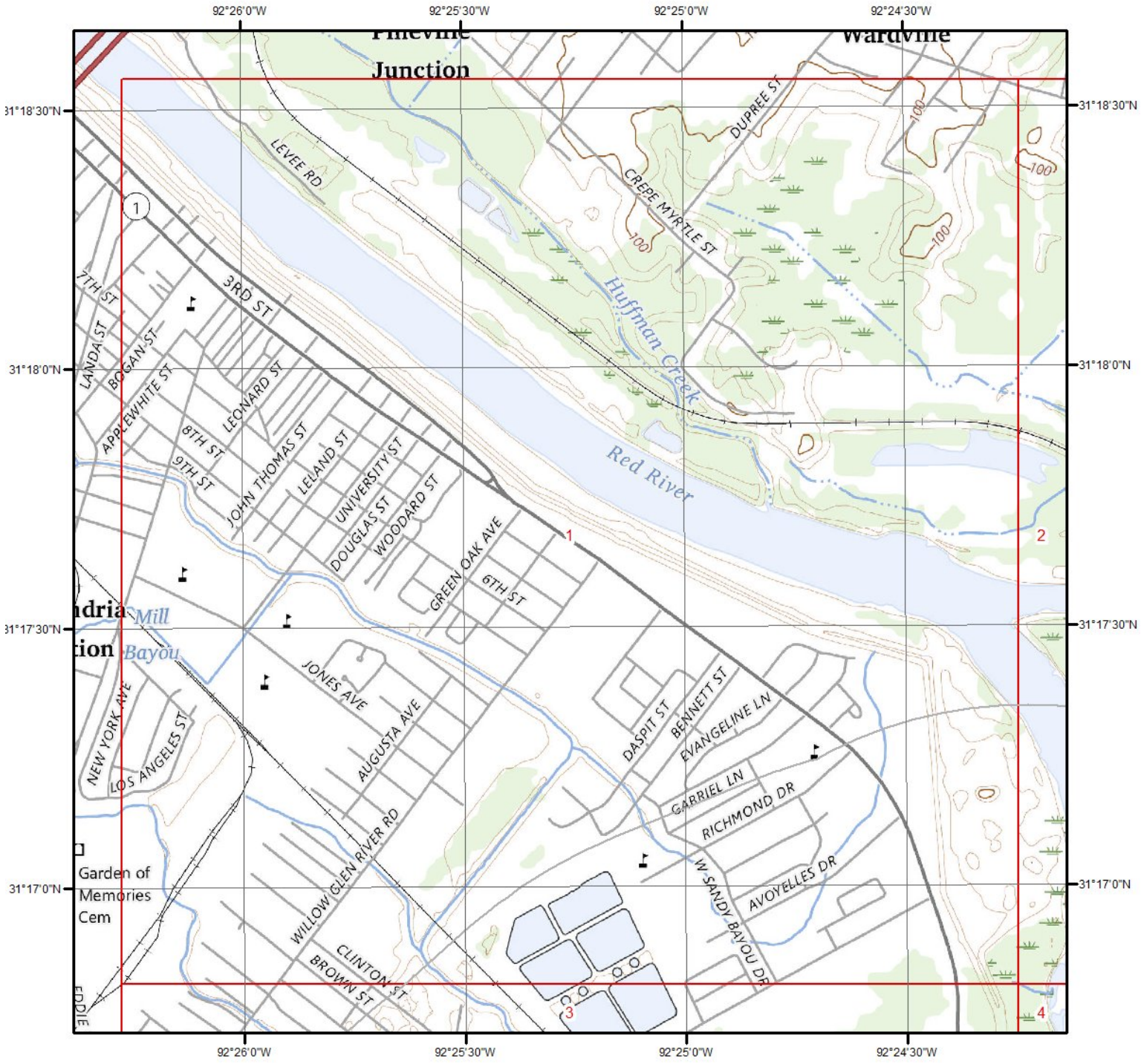
0 0.2 0.4 0.8 1.2 1.6 Miles

N

Quadrangle(s): Woodworth West,LA; Woodworth East,LA; Libuse,LA; Latanier,LA; Alexandria,LA; Rapides,LA

Source: USGS 7.5 Minute Topographic Map

Topographic Information



Current USGS Topo - Page 1

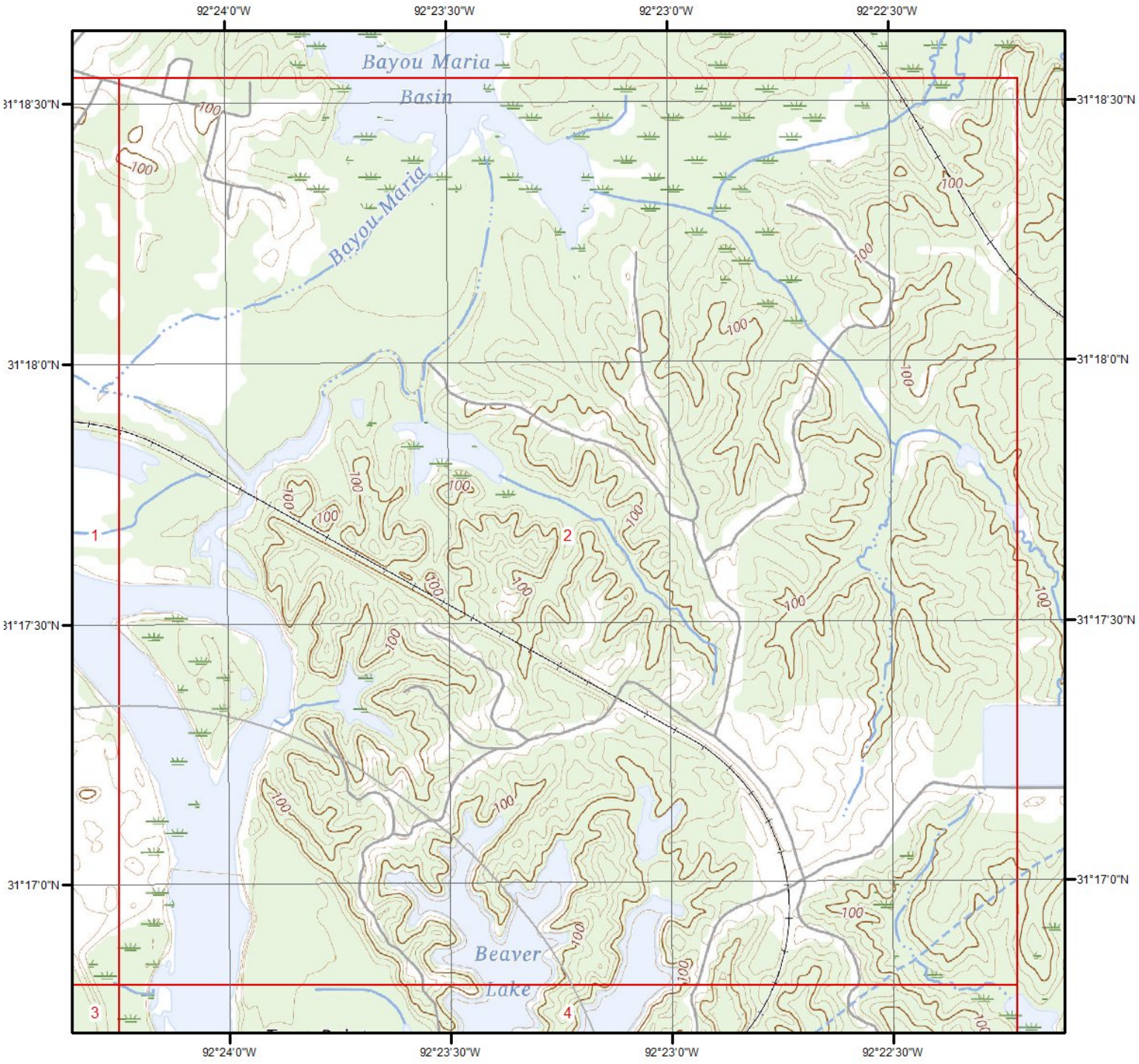
0 0.2 0.4 0.8 Miles

N

Quadrangle(s): Alexandria,LA

Source: USGS 7.5 Minute Topographic Map

Topographic Information



Current USGS Topo - Page 2

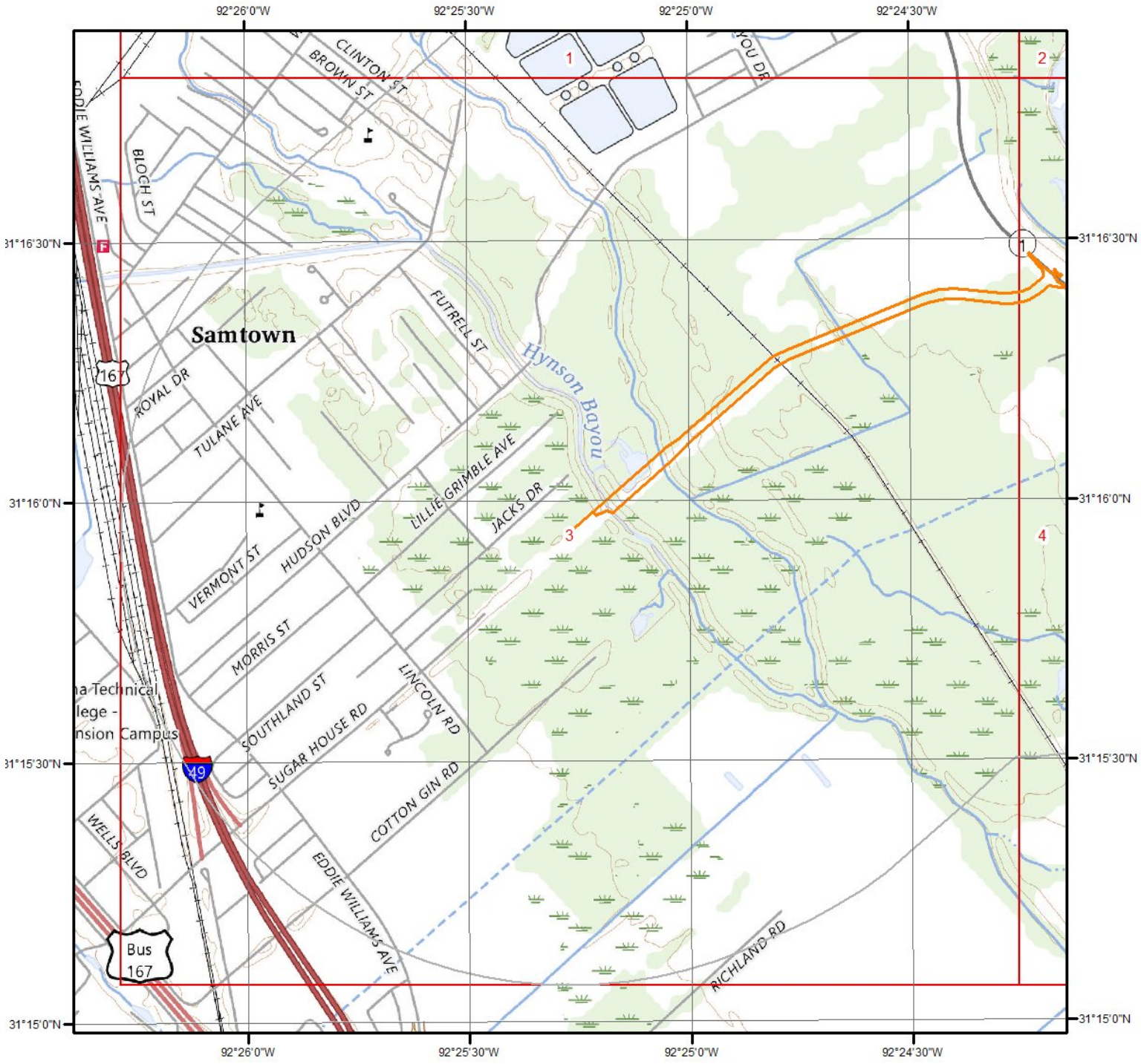
0 0.2 0.4 0.8 Miles

N

Quadrangle(s): Libuse,LA; Alexandria,LA

Source: USGS 7.5 Minute Topographic Map

Topographic Information



Current USGS Topo - Page 3

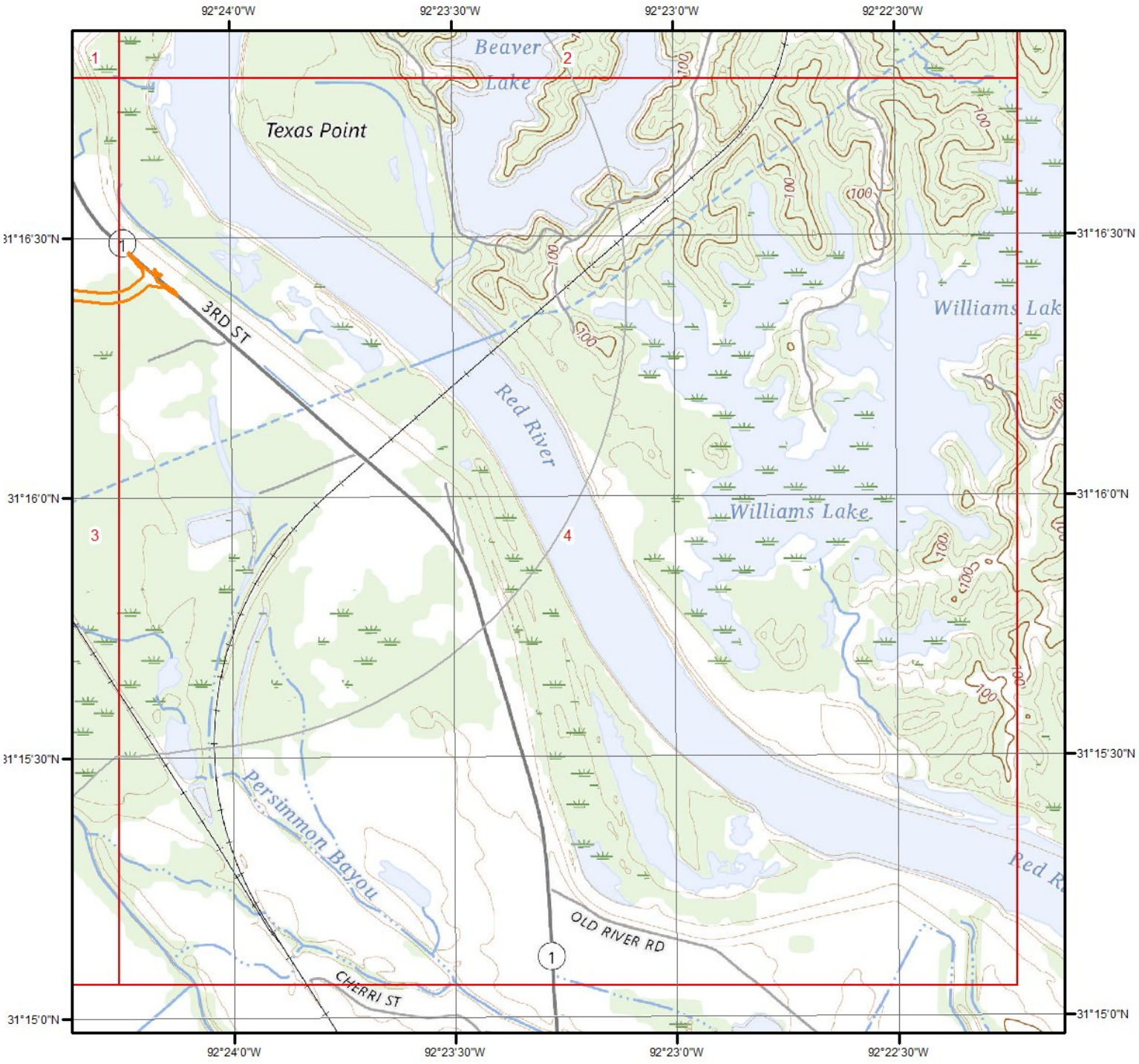
0 0.2 0.4 0.8 Miles

N

Quadrangle(s): Alexandria,LA

Source: USGS 7.5 Minute Topographic Map

Topographic Information



Current USGS Topo - Page 4

0 0.2 0.4 0.8 Miles

N

Quadrangle(s): Libuse,LA; Alexandria,LA

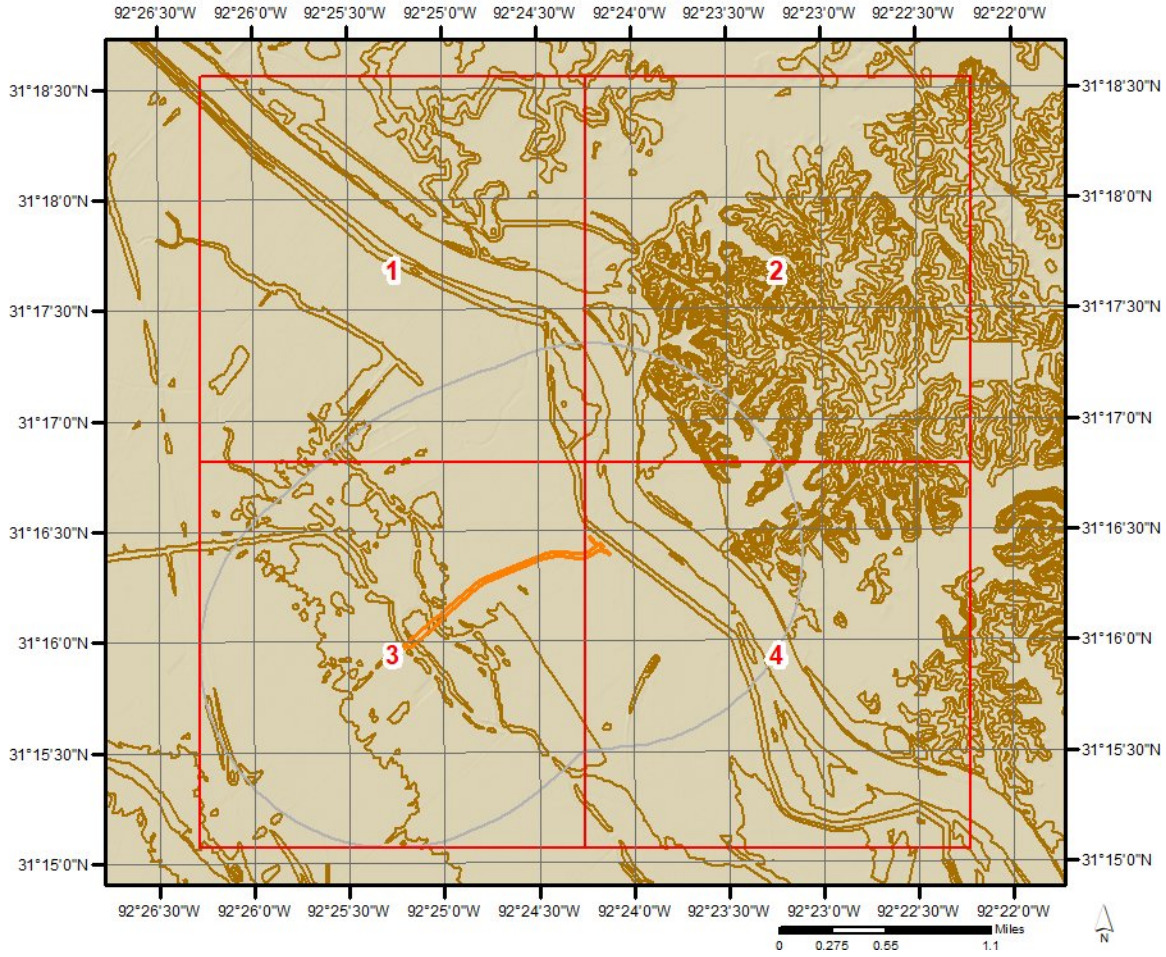
Source: USGS 7.5 Minute Topographic Map

Topographic Information

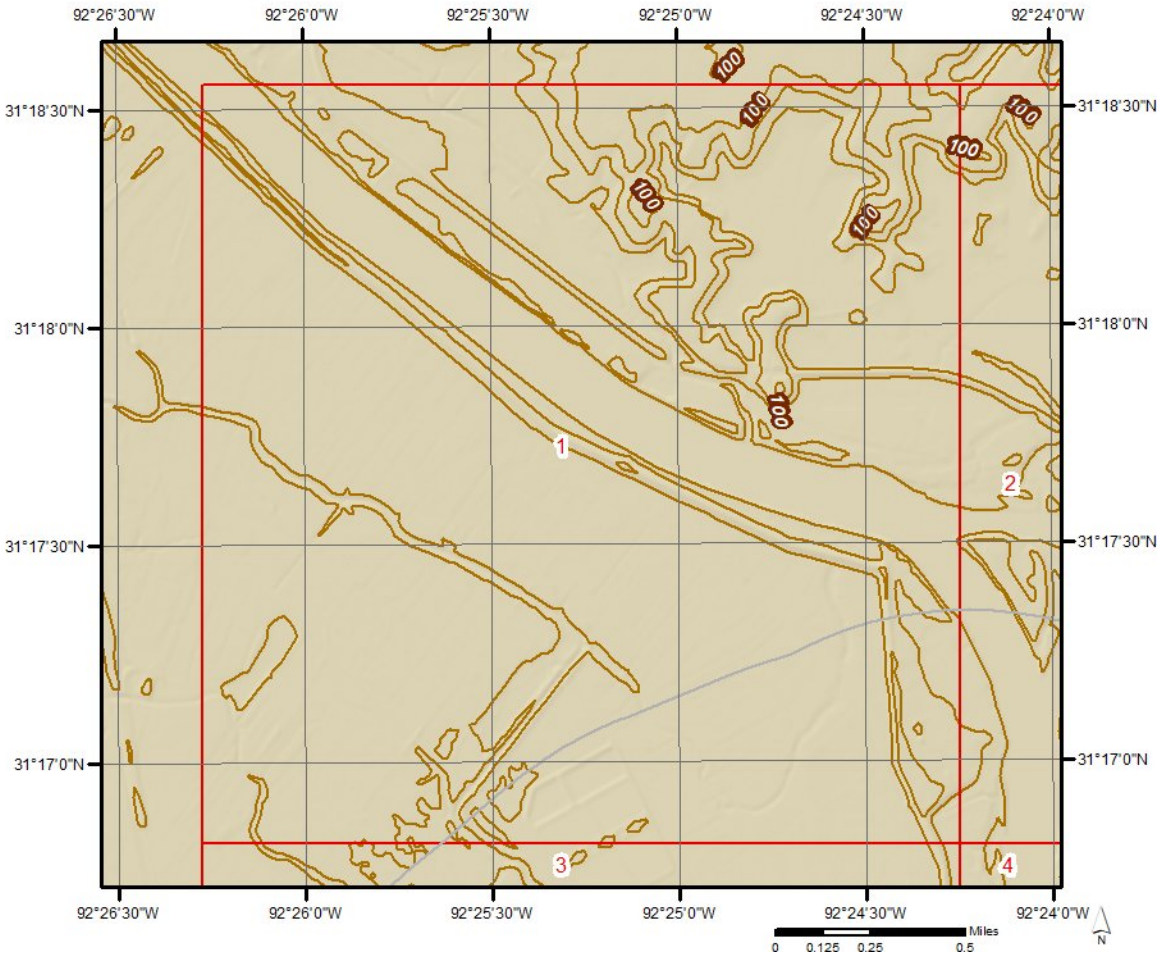
The previous topographic map(s) are created by seamlessly merging and cutting current USGS topographic data. Below are shaded relief map(s), derived from USGS elevation data to show surrounding topography in further detail.

Topographic information at project property:

Elevation:	69.68 ft
Slope Direction:	WSW



Topographic Information



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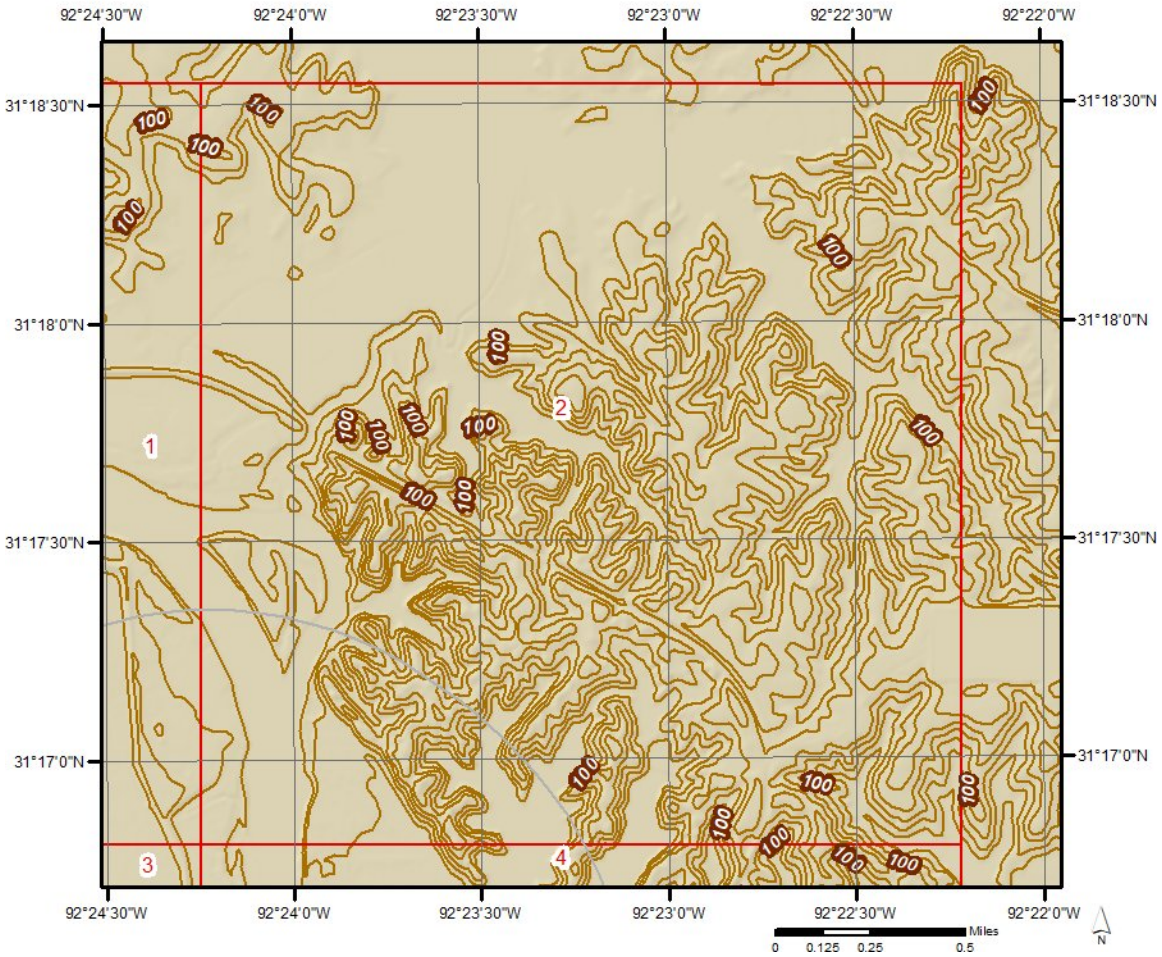

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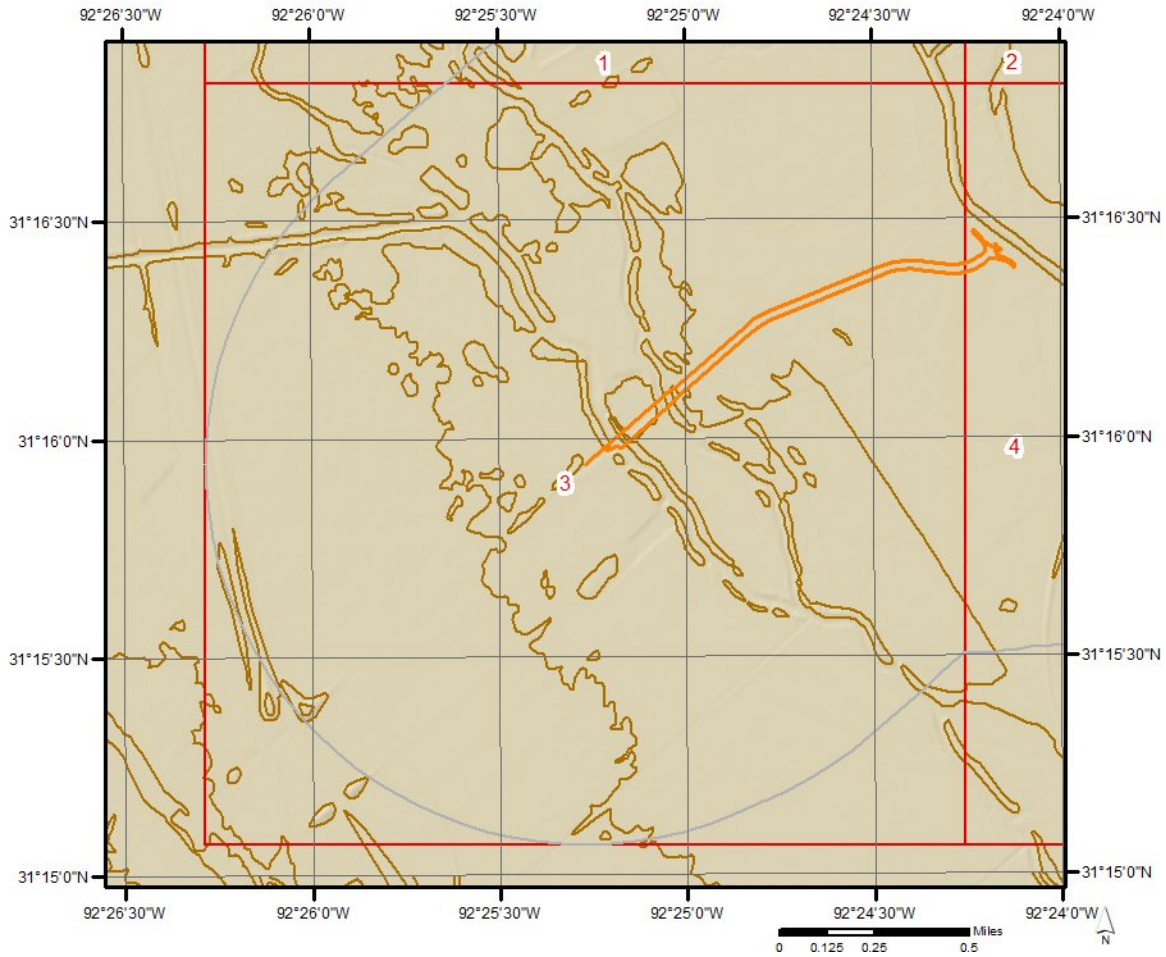
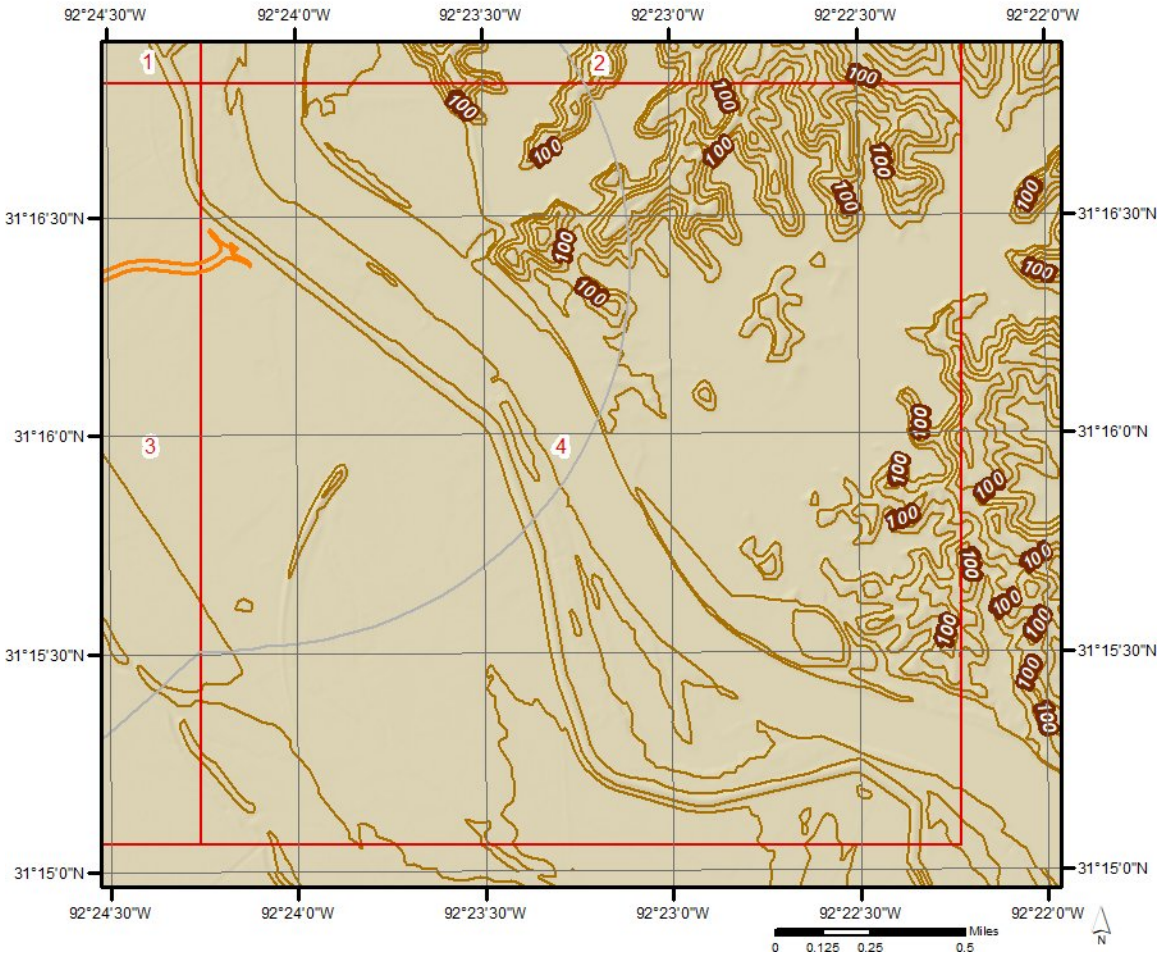
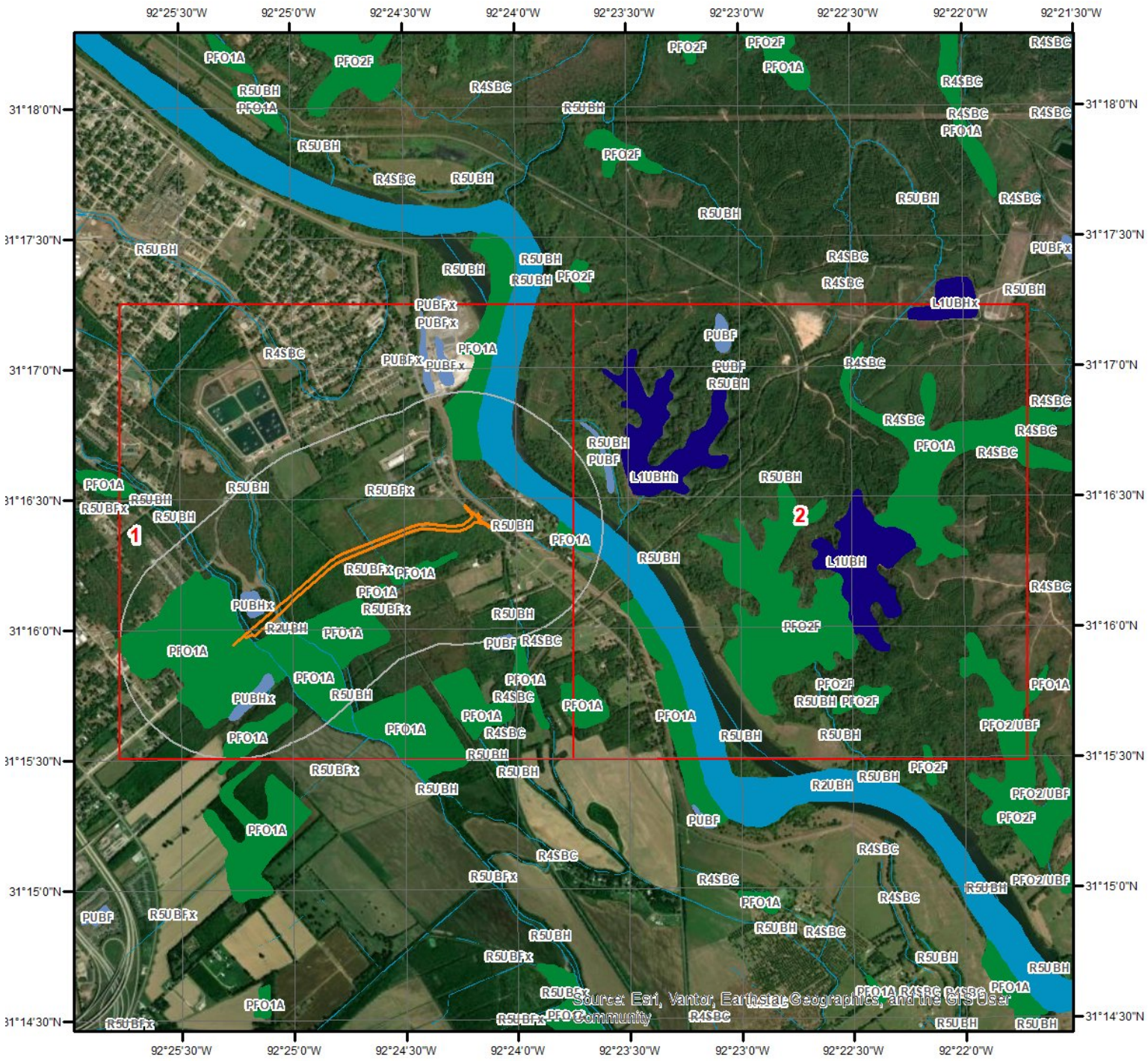


Topographic Information



Hydrologic Information



Wetland

0 0.275 0.55 1.1 Miles

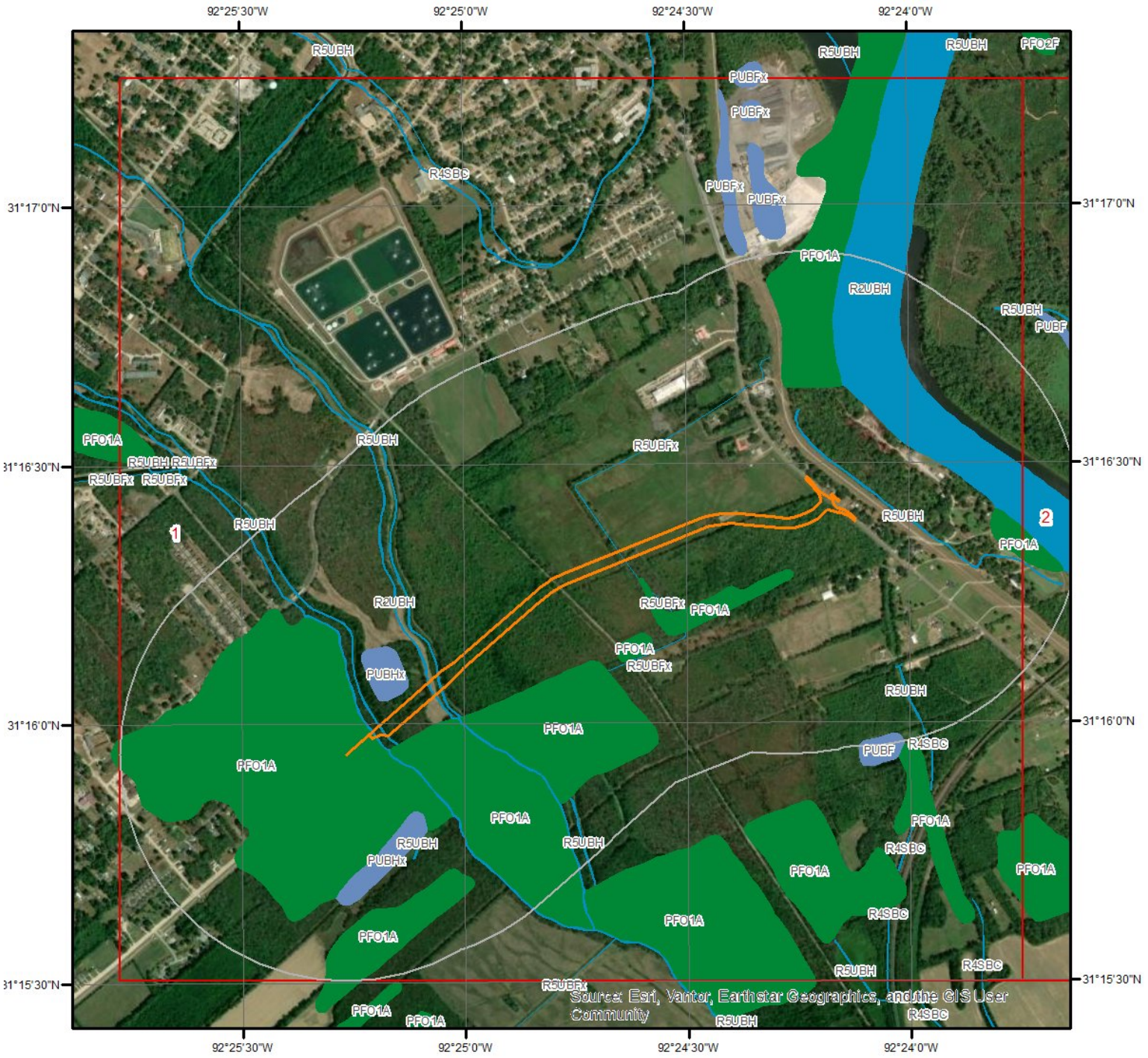
N

This map shows wetland existence using data from US Fish & Wildlife.
Data coverage is shown to the right. Gray indicates no data available in the area.

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Other
- Riverine

ERIS

Hydrologic Information



Wetland Type - Page 1

Miles
0 0.125 0.25 0.5

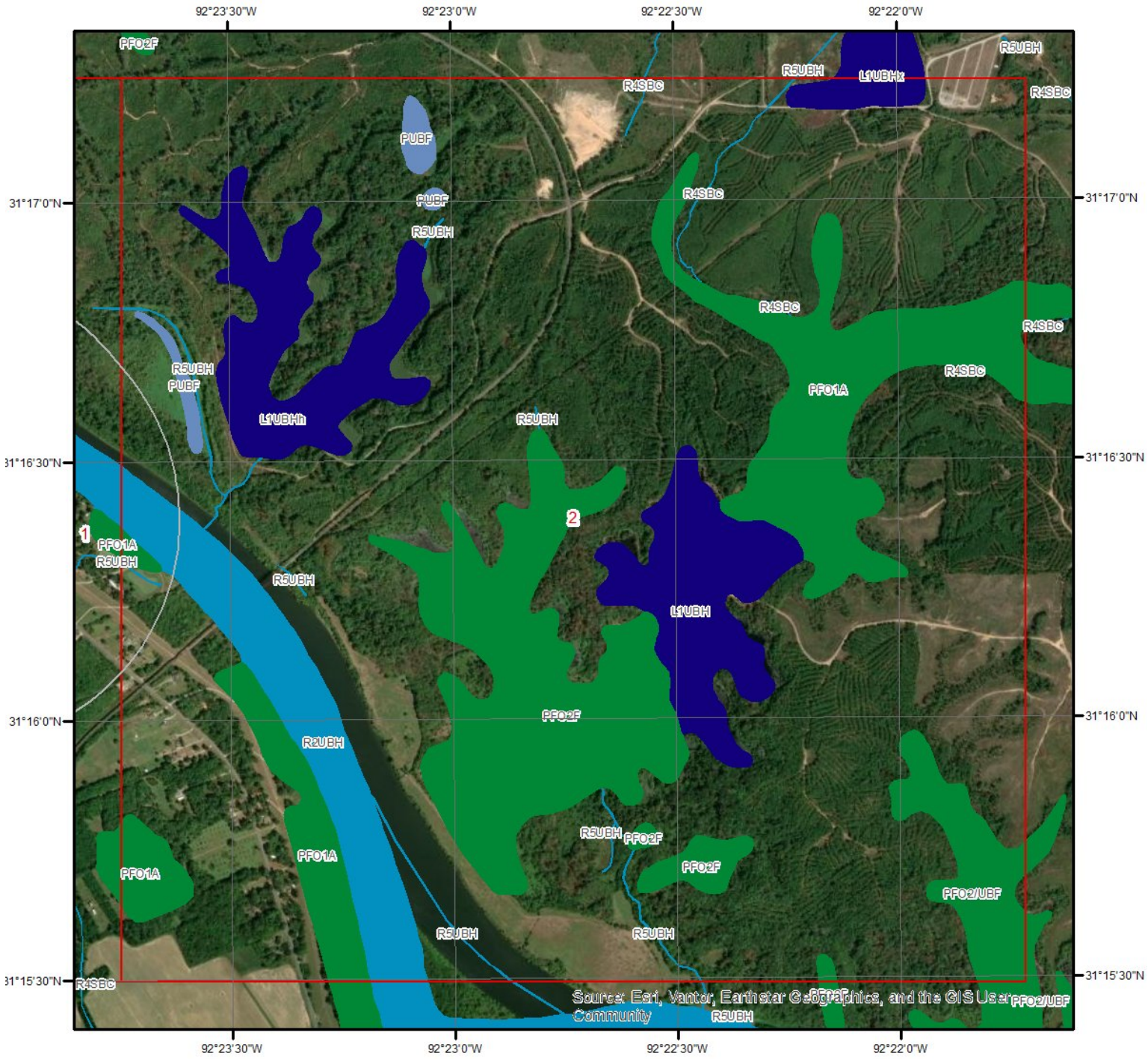
This map shows wetland existence using data from US Fish & Wildlife.
Data coverage is shown to the right. Gray indicates no data available in the area.

N

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Other
- Riverine

ERIS

Hydrologic Information



Wetland Type - Page 2

0 0.125 0.25 0.5 Miles

N

This map shows wetland existence using data from US Fish & Wildlife.
Data coverage is shown to the right. Gray indicates no data available in the area.

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Other
- Riverine

ERIS

Hydrologic Information

Flood Hazard Zones

This map shows FEMA flood hazard zones based on FEMA's National Flood Hazard Layer. FIRM Panels are overlayed. An absent FIRM panel represents no data available.

Miles
0 0.2 0.4

N

- 1% Annual Chance Flood Hazard
- Regulatory Floodway
- Special Floodway
- Area of Undetermined Flood Hazard
- 0.2% Annual Chance Flood Hazard
- Future Conditions 1% Annual Chance Flood Hazard
- Area with Reduced Risk Due to Levee
- Area with Risk Due to Levee
- Open Water

Quadrangle(s): Woodworth West,LA; Woodworth East,LA; Libuse,LA;

Hydrologic Information

The Wetland Type map shows wetland existence overlaid on an aerial imagery. The Flood Hazard Zones map shows FEMA flood hazard zones overlaid on an aerial imagery. Relevant FIRM panels and detailed zone information is provided below.
For detailed Zone descriptions please click the link: https://floodadvocate.com/fema-zone-definitions

No records found for the project property or surrounding properties.

Hydrologic Information

FEMA Flood Zone Definitions

Special Flood Hazard Areas – High Risk

Special Flood Hazard Areas represent the area subject to inundation by 1-percent-annual chance flood. Structures located within the SFHA have a 26-percent chance of flooding during the life of a standard 30-year mortgage. Federal floodplain management regulations and mandatory flood insurance purchase requirements apply in these zones.

ZONE	DESCRIPTION
A	Areas subject to inundation by the 1-percent-annual-chance flood event. Because detailed hydraulic analyses have not been performed, no Base Flood Elevations (BFEs) or flood depths are shown.
AE, A1-A30	Areas subject to inundation by the 1-percent-annual-chance flood event determined by detailed methods. BFEs are shown within these zones. (Zone AE is used on new and revised maps in place of Zones A1–A30.)
AH	Areas subject to inundation by 1-percent-annual-chance shallow flooding (usually areas of ponding) where average depths are 1–3 feet. BFEs derived from detailed hydraulic analyses are shown in this zone.
AO	Areas subject to inundation by 1-percent-annual-chance shallow flooding (usually sheet flow on sloping terrain) where average depths are 1–3 feet. Average flood depths derived from detailed hydraulic analyses are shown within this zone.
AR	Areas that result from the decertification of a previously accredited flood protection system that is determined to be in the process of being restored to provide base flood protection.
A99	Areas subject to inundation by the 1-percent-annual-chance flood event, but which will ultimately be protected upon completion of an under-construction Federal flood protection system. These are areas of special flood hazard where enough progress has been made on the construction of a protection system, such as dikes, dams, and levees, to consider it complete for insurance rating purposes. Zone A99 may be used only when the flood protection system has reached specified statutory progress toward completion. No BFEs or flood depths are shown.

Coastal High Hazard Areas – High Risk

Coastal High Hazard Areas (CHHA) represent the area subject to inundation by 1-percent-annual chance flood, extending from offshore to the inland limit of a primary front al dune along an open coast and any other area subject to high velocity wave action from storms or seismic sources. Structures located within the CHHA have a 26-percent chance of flooding during the life of a standard 30-year mortgage. Federal floodplain management regulations and mandatory purchase requirements apply in these zones.

ZONE	DESCRIPTION
V	Areas along coasts subject to inundation by the 1-percent-annual-chance flood event with additional hazards associated with storm-induced waves. Because detailed coastal analyses have not been performed, no BFEs or flood depths are shown.
VE, V1-V30	Areas along coasts subject to inundation by the 1-percent-annual-chance flood event with additional hazards due to storm-induced velocity wave action. BFEs derived from detailed hydraulic coastal analyses are shown within these zones. (Zone VE is used on new and revised maps in place of Zones V1–V30.)

Hydrologic Information

Moderate and Minimal Risk Areas

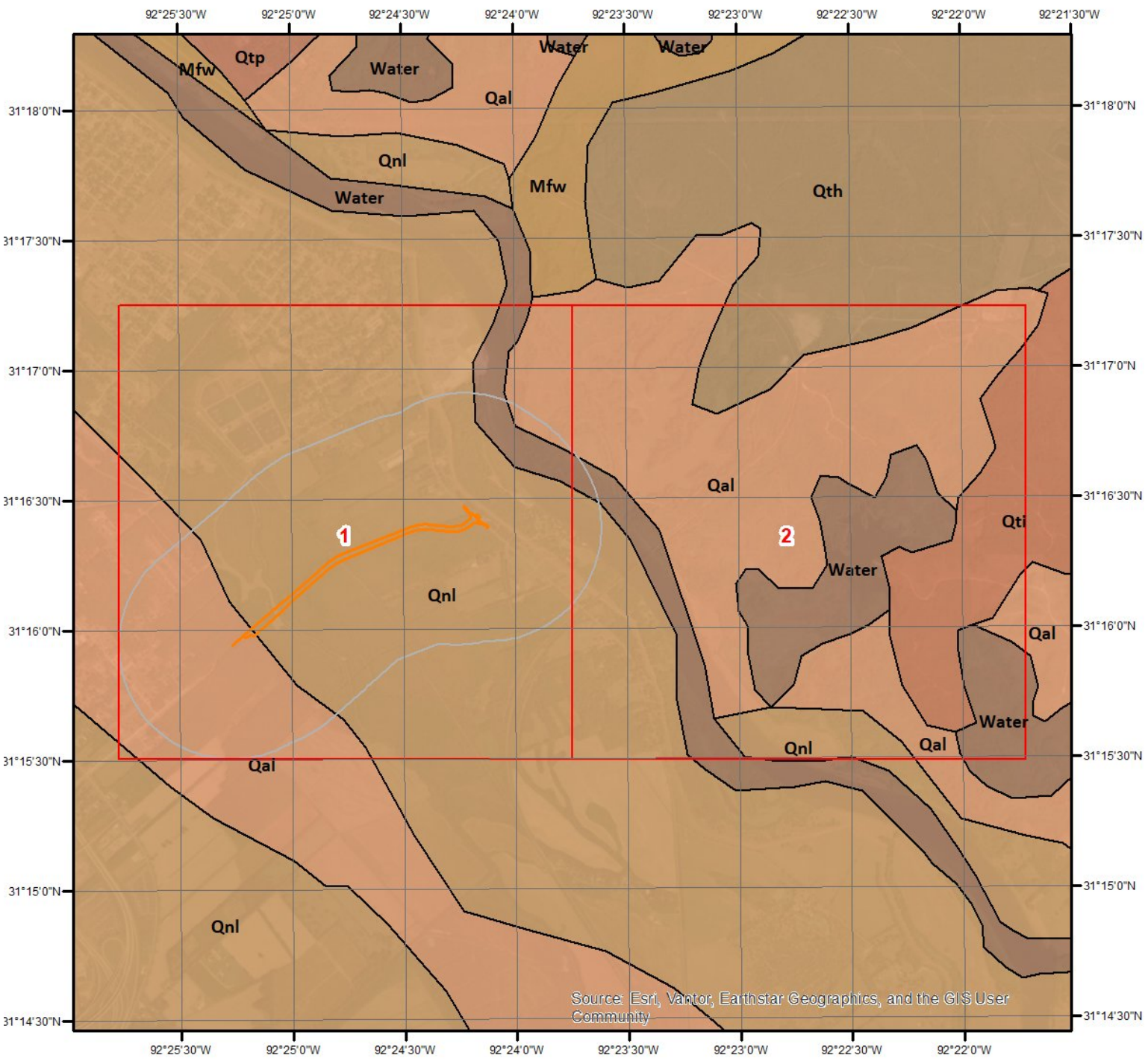
Areas of moderate or minimal hazard are studied based upon the principal source of flood in the area. However, buildings in these zones could be flooded by severe, concentrated rainfall coupled with inadequate local drainage systems. Local stormwater drainage systems are not normally considered in a community's flood insurance study. The failure of a local drainage system can create areas of high flood risk within these zones. Flood insurance is available in participating communities, but is not required by regulation in these zones. Nearly 25-percent of all flood claims filed are for structures located within these zones.

ZONE	DESCRIPTION
B, X (shaded)	Moderate risk areas within the 0.2-percent-annual-chance floodplain, areas of 1-percent-annual-chance flooding where average depths are less than 1 foot, areas of 1-percent-annual-chance flooding where the contributing drainage area is less than 1 square mile, and areas protected from the 1-percent-annual-chance flood by a levee. No BFEs or base flood depths are shown within these zones. (Zone X (shaded) is used on new and revised maps in place of Zone B.)
C, X (unshaded)	Minimal risk areas outside the 1-percent and .2-percent-annual-chance floodplains. No BFEs or base flood depths are shown within these zones. (Zone X (unshaded) is used on new and revised maps in place of Zone C.)

Undetermined Risk Areas

ZONE	DESCRIPTION
D	Unstudied areas where flood hazards are undetermined, but flooding is possible. No mandatory flood insurance purchase requirements apply, but coverage is available in participating communities.

Geologic Information



Geologic Units

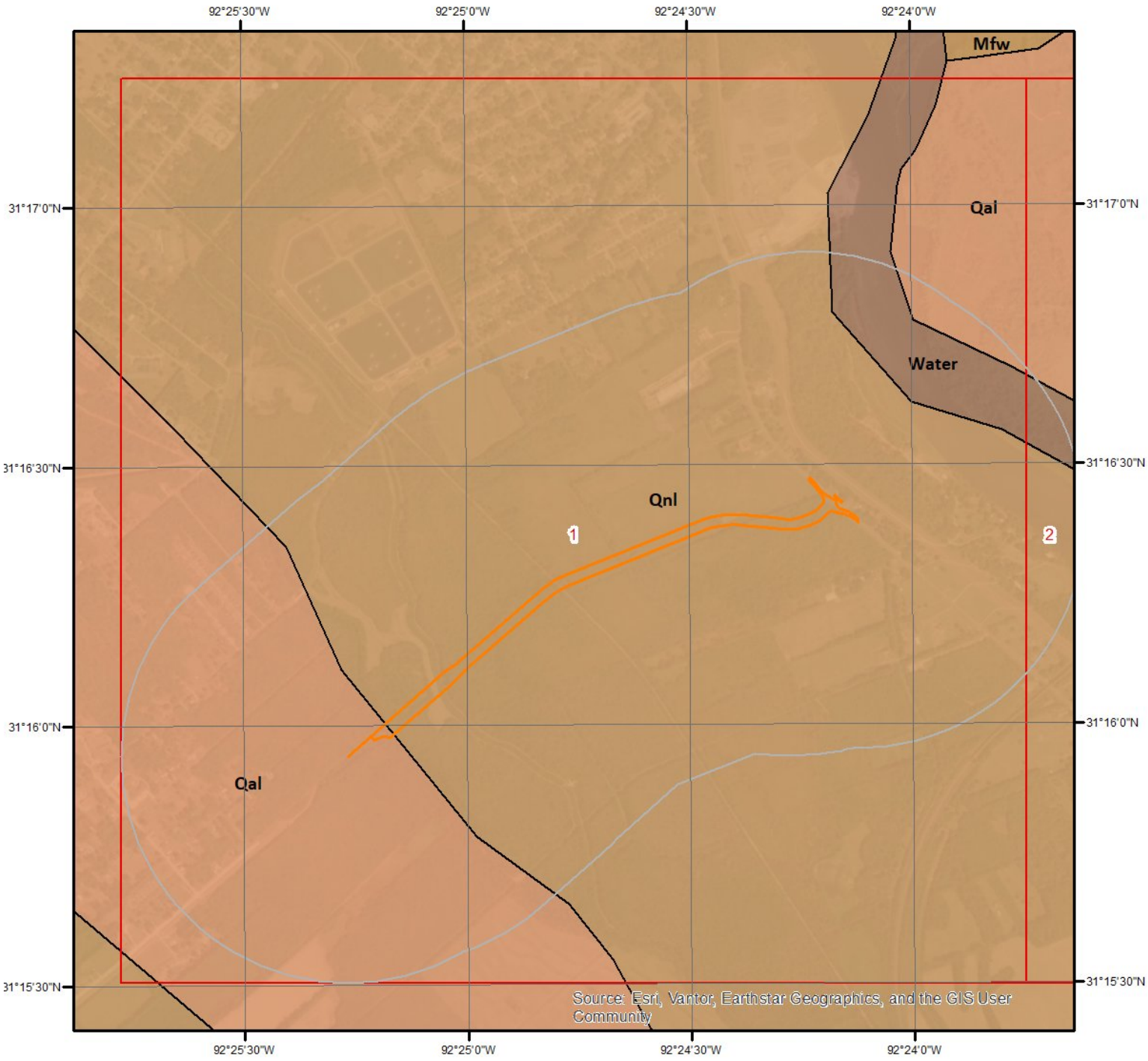
This maps shows geologic units in the area. Please refer to the report for detailed descriptions.

N

0 0.5 1 Miles

ERIS

Geologic Information



Geologic Units - Page 1

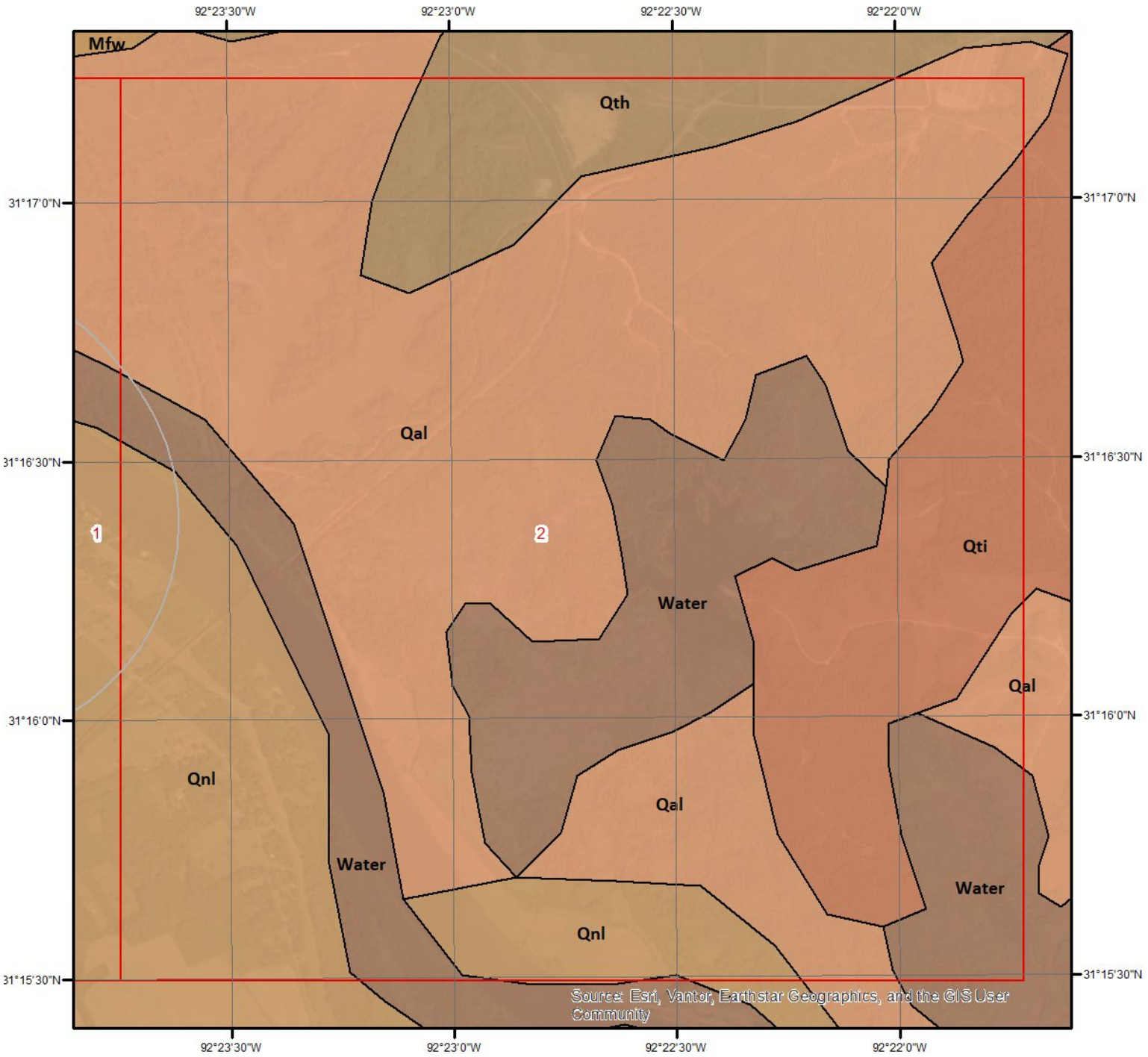
N

0 0.25 0.5 Miles

This maps shows geologic units in the area. Please refer to the report for detailed descriptions.

ERIS

Geologic Information



Geologic Units - Page 2

N

0 0.25 0.5 Miles

This maps shows geologic units in the area. Please refer to the report for detailed descriptions.

ERIS

Geologic Information

The previous page shows USGS geology information. Detailed information about each unit is provided below.

Geologic Unit Qal

Unit Name:	Alluvium
Unit Age:	Holocene
Primary Rock Type:	Clay
Secondary Rock Type:	
Unit Description:	Gray to brownish gray clay and silty clay, reddish brown in the Red River Valley, some sand and gravel locally.

Geologic Unit Qal

Unit Name:	Alluvium
Unit Age:	Holocene
Primary Rock Type:	Clay
Secondary Rock Type:	
Unit Description:	Gray to brownish gray clay and silty clay, reddish brown in the Red River Valley, some sand and gravel locally.

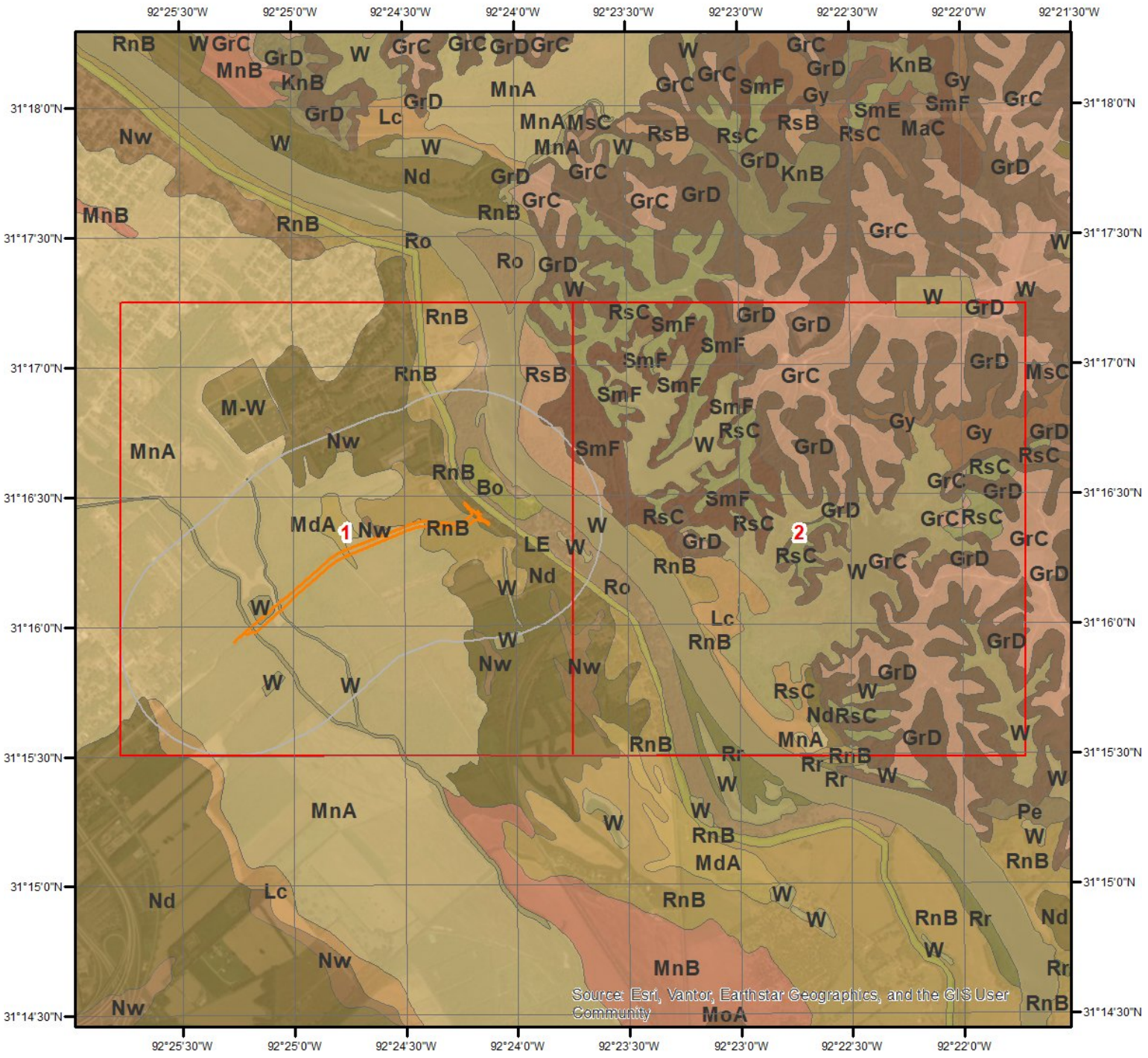
Geologic Unit Qnl

Unit Name:	Natural Levees
Unit Age:	Holocene
Primary Rock Type:	Silt
Secondary Rock Type:	Clay
Unit Description:	Gray and brown silt, silty clay, some very fine sand, reddish brown along the Red River.

Geologic Unit Water

Unit Name:	water
Unit Age:	
Primary Rock Type:	
Secondary Rock Type:	
Unit Description:	No description available.

Soil Information



SSURGO Soils

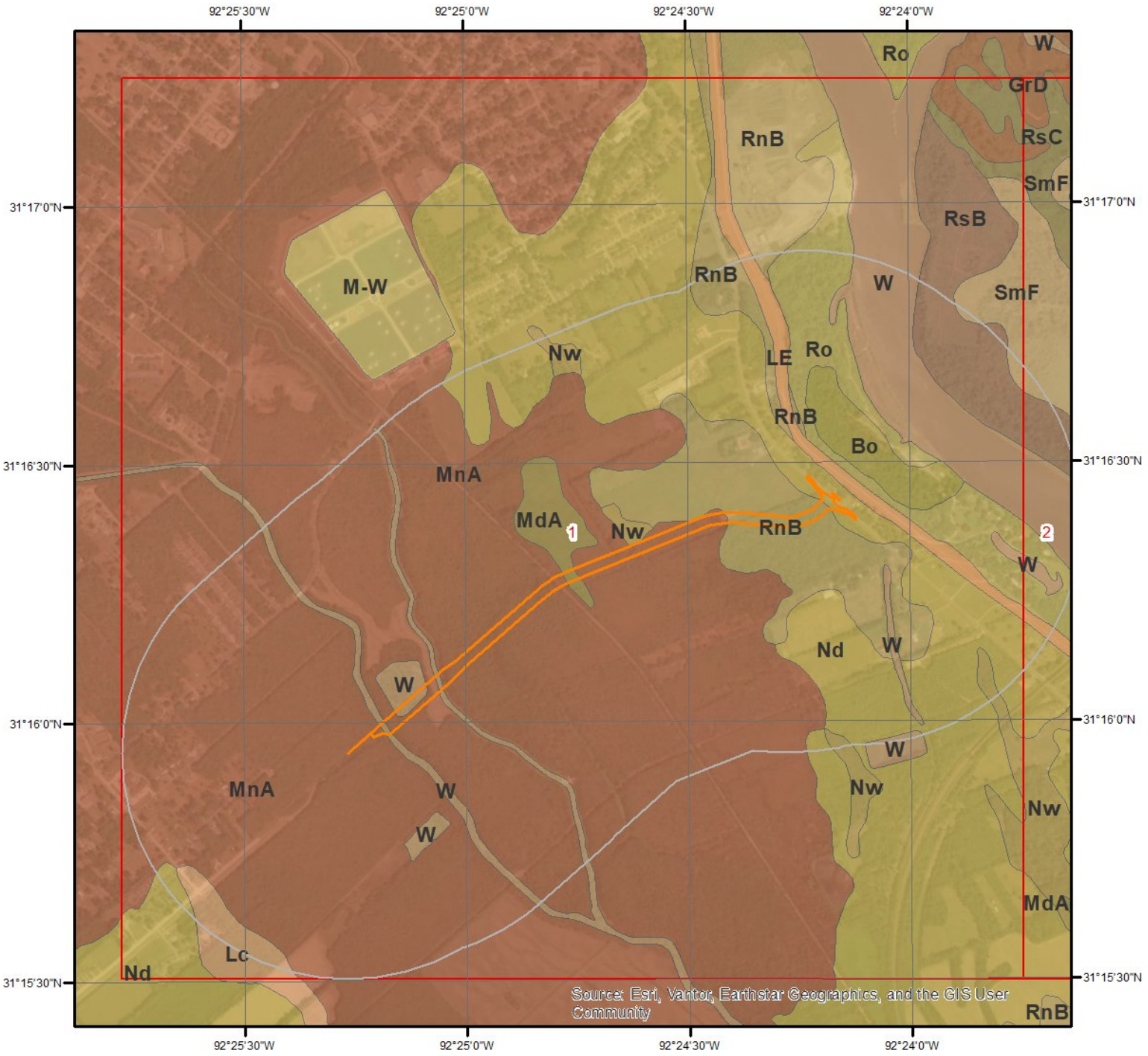
N

0 0.5 1 Miles

This maps shows SSURGO soil units around the target property. Please refer to the report for detailed soil descriptions.

ERIS

Soil Information



SSURGO Soils - Page 1

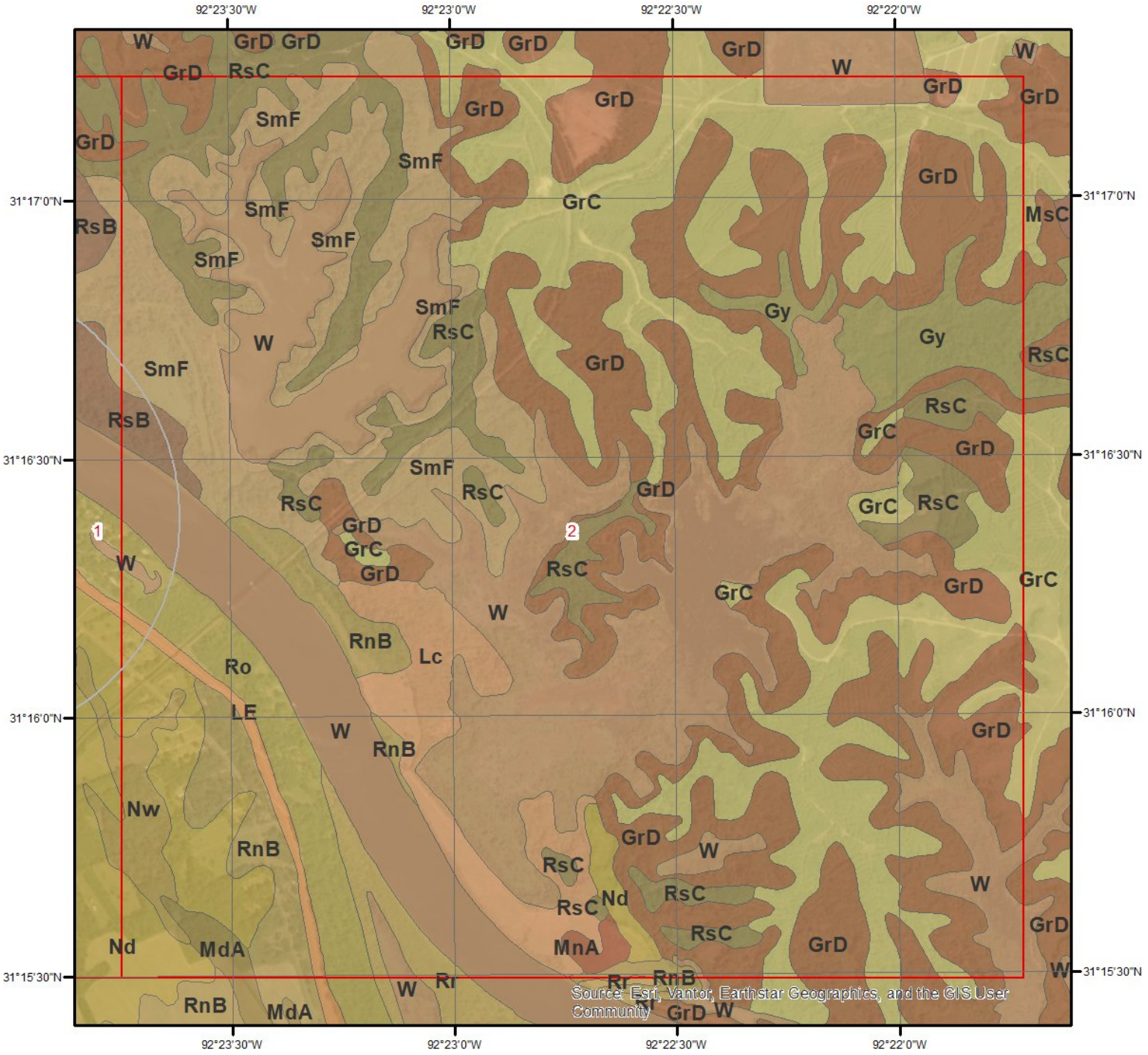
N

0 0.25 0.5 Miles

This maps shows SSURGO soil units around the target property. Please refer to the report for detailed soil descriptions.

ERIS

Soil Information



SSURGO Soils - Page 2

N

0 0.25 0.5 Miles

This maps shows SSURGO soil units around the target property. Please refer to the report for detailed soil descriptions.

ERIS

Soil Information

The previous page shows a soil map using SSURGO data from USDA Natural Resources Conservation Service. Detailed information about each unit is provided below.

Map Unit Bo (0.06%)

Map Unit Name:	Borrow and sand pits

No more attributes available for this map unit

Component Description:

Minor map unit components are excluded from this report.

Map Unit: Bo - Borrow and sand pits

Component: Pits (75%)
Generated brief soil descriptions are created for major soil components. The Pits is a miscellaneous area.

Component: Swales (25%)
Generated brief soil descriptions are created for major soil components. The Swales soil is a minor component.

Map Unit Lc (0.41%)

Map Unit Name:	Latanier clay, 0 to 1 percent slopes, rarely flooded
Bedrock Depth - Min:	null
Watertable Depth - Annual Min:	0cm
Drainage Class - Dominant:	Somewhat poorly drained
Hydrologic Group - Dominant:	D - Soils in this group have high runoff potential when thoroughly wet. Water movement through the soil is restricted or very restricted.

Major components are printed below

Latanier(90%)

horizon Ap(0cm to 15cm)	Clay
horizon Bss(15cm to 76cm)	Clay
horizon 2C(76cm to 203cm)	Silt loam

Component Description:

Minor map unit components are excluded from this report.

Map Unit: Lc - Latanier clay, 0 to 1 percent slopes, rarely flooded

Component: Latanier (90%)
The Latanier component makes up 90 percent of the map unit. Slopes are 0 to 1 percent. This component is on natural levees on Red River delta plains. The parent material consists of Holocene clayey alluvium derived from sedimentary rock over loamy alluvium derived from sedimentary rock. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is somewhat poorly drained. Water movement in the most restrictive layer is very low. Available water to a depth of 60 inches (or restricted depth) is high. Shrink-swell potential is moderate. This soil is rarely flooded. It is not ponded. A seasonal zone of water saturation is at 0 inches during January, February, March, April, December. Organic matter content in the surface horizon is about 3 percent. This component is in the F131CY003LA Clay Cap Floodplain ecological site. Nonirrigated land capability classification is 3w. Irrigated land capability classification is 3w. This soil does not meet hydric criteria. The calcium carbonate equivalent within 40 inches, typically, does not exceed 3 percent. There are no saline horizons within 30 inches of the soil surface.

Component: Coushatta (5%)
Generated brief soil descriptions are created for major soil components. The Coushatta, silt loam soil is a minor component.

Component: Gallion (4%)
Generated brief soil descriptions are created for major soil components. The Gallion, silt loam soil is a minor component.

Soil Information

Component: Moreland (1%)
Generated brief soil descriptions are created for major soil components. The Moreland, occasionally flooded soil is a minor component.

Map Unit LE (0.71%)

Map Unit Name:	Levees-Borrow pits complex, nearly level to strongly sloping, rarely flooded, frequently ponded

No more attributes available for this map unit

Component Description:

Minor map unit components are excluded from this report.

Map Unit: LE - Levees-Borrow pits complex, nearly level to strongly sloping, rarely flooded, frequently ponded

Component: Levees (60%)
Generated brief soil descriptions are created for major soil components. The Levees is a miscellaneous area.

Component: Pits (40%)
Generated brief soil descriptions are created for major soil components. The Pits is a miscellaneous area.

Map Unit MdA (0.04%)

Map Unit Name:	Moreland silty clay loam, 0 to 1 percent slopes, rarely flooded
Bedrock Depth - Min:	null
Watertable Depth - Annual Min:	0cm
Drainage Class - Dominant:	Somewhat poorly drained
Hydrologic Group - Dominant:	D - Soils in this group have high runoff potential when thoroughly wet. Water movement through the soil is restricted or very restricted.

Major components are printed below

Moreland(90%)

horizon Ap(0cm to 20cm)	Silty clay loam
horizon Bw(20cm to 48cm)	Silty clay
horizon Bkss(48cm to 104cm)	Clay
horizon Akb(104cm to 160cm)	Clay
horizon Bkb(160cm to 211cm)	Silty clay

Component Description:

Minor map unit components are excluded from this report.

Map Unit: MdA - Moreland silty clay loam, 0 to 1 percent slopes, rarely flooded

Component: Moreland (90%)
The Moreland, silty clay loam component makes up 90 percent of the map unit. Slopes are 0 to 1 percent. This component is on flood-plain steps on Red River alluvial plains. The parent material consists of Red River clayey alluvium derived from sedimentary rock. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is somewhat poorly drained. Water movement in the most restrictive layer is low. Available water to a depth of 60 inches (or restricted depth) is moderate. Shrink-swell potential is very high. This soil is rarely flooded. It is not ponded. A seasonal zone of water saturation is at 0 inches during January, February, March, April, December. Organic matter content in the surface horizon is about 3 percent. This component is in the F131CY005LA Clayey Floodplain ecological site. Nonirrigated land capability classification is 3w. Irrigated land capability classification is 3w. This soil does not meet hydric criteria. The calcium carbonate equivalent within 40 inches, typically, does not exceed 2 percent. There are no saline horizons within 30 inches of the soil surface.

Component: Coushatta (7%)
Generated brief soil descriptions are created for major soil components. The Coushatta, silt loam soil is a minor component.

Component: Latanier (2%)
Generated brief soil descriptions are created for major soil components. The Latanier, clay soil is a minor component.

Soil Information

Component: Moreland (1%)
Generated brief soil descriptions are created for major soil components. The Moreland, occasionally flooded soil is a minor component.

Map Unit MnA (12.69%)

Map Unit Name:	Moreland clay, 0 to 1 percent slopes, rarely flooded
Bedrock Depth - Min:	null
Watertable Depth - Annual Min:	0cm
Drainage Class - Dominant:	Somewhat poorly drained
Hydrologic Group - Dominant:	D - Soils in this group have high runoff potential when thoroughly wet. Water movement through the soil is restricted or very restricted.

Major components are printed below

Moreland(85%)

horizon Ap(0cm to 41cm)	Clay
horizon Bw(41cm to 66cm)	Clay
horizon Bkss(66cm to 203cm)	Clay

Component Description:

Minor map unit components are excluded from this report.

Map Unit: MnA - Moreland clay, 0 to 1 percent slopes, rarely flooded

Component: Moreland (85%)
The Moreland component makes up 85 percent of the map unit. Slopes are 0 to 1 percent. This component is on flood-plain steps on Red River alluvial plains. The parent material consists of Red River clayey alluvium. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is somewhat poorly drained. Water movement in the most restrictive layer is moderately low. Available water to a depth of 60 inches (or restricted depth) is high. Shrink-swell potential is very high. This soil is rarely flooded. It is not ponded. A seasonal zone of water saturation is at 0 inches during January, February, March, April, December. Organic matter content in the surface horizon is about 3 percent. This component is in the F131CY005LA Clayey Floodplain ecological site. Nonirrigated land capability classification is 3w. Irrigated land capability classification is 3w. This soil does not meet hydric criteria. The calcium carbonate equivalent within 40 inches, typically, does not exceed 5 percent. There are no saline horizons within 30 inches of the soil surface.

Component: Latanier (10%)
Generated brief soil descriptions are created for major soil components. The Latanier soil is a minor component.

Component: Coushatta (4%)
Generated brief soil descriptions are created for major soil components. The Coushatta, silt loam soil is a minor component.

Component: Moreland (1%)
Generated brief soil descriptions are created for major soil components. The Moreland, occasionally flooded soil is a minor component.

Map Unit Nd (69.17%)

Map Unit Name:	Coushatta silt loam, 0 to 1 percent slopes
Bedrock Depth - Min:	null
Watertable Depth - Annual Min:	153cm
Drainage Class - Dominant:	Well drained
Hydrologic Group - Dominant:	B - Soils in this group have moderately low runoff potential when thoroughly wet. Water transmission through the soil is unimpeded.

Major components are printed below

Coushatta(85%)

horizon Ap(0cm to 23cm)	Silt loam
horizon Bw(23cm to 71cm)	Silt loam
horizon Ck(71cm to 203cm)	Silt loam

Soil Information

Component Description:

Minor map unit components are excluded from this report.

Map Unit: Nd - Coushatta silt loam, 0 to 1 percent slopes

Component: Coushatta (85%)
The Coushatta component makes up 85 percent of the map unit. Slopes are 0 to 1 percent. This component is on natural levees on Red River alluvial plains. The parent material consists of Holocene loamy alluvium derived from sedimentary rock. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is well drained. Water movement in the most restrictive layer is moderately high. Available water to a depth of 60 inches (or restricted depth) is high. Shrink-swell potential is low. This soil is not flooded. It is not ponded. A seasonal zone of water saturation is at 60 inches during January, February, March, April, December. Organic matter content in the surface horizon is about 1 percent. This component is in the F131CY002LA Loamy Floodplain ecological site. Nonirrigated land capability classification is 1. Irrigated land capability classification is 1 This soil does not meet hydric criteria. The calcium carbonate equivalent within 40 inches, typically, does not exceed 3 percent. There are no saline horizons within 30 inches of the soil surface.

Component: Latanier (8%)
Generated brief soil descriptions are created for major soil components. The Latanier, clay soil is a minor component.

Component: Moreland (6%)
Generated brief soil descriptions are created for major soil components. The Moreland, clay soil is a minor component.

Component: Moreland (1%)
Generated brief soil descriptions are created for major soil components. The Moreland, occasionally flooded soil is a minor component.

Map Unit Nw (0.11%)

Map Unit Name:	Coushatta silty clay loam, 0 to 1 percent slopes
Bedrock Depth - Min:	null
Watertable Depth - Annual Min:	153cm
Drainage Class - Dominant:	Well drained
Hydrologic Group - Dominant:	B - Soils in this group have moderately low runoff potential when thoroughly wet. Water transmission through the soil is unimpeded.

Major components are printed below

Coushatta(95%)	
horizon Ap(0cm to 28cm)	Silty clay loam
horizon Bw(28cm to 127cm)	Silt loam
horizon Ck(127cm to 203cm)	Silty clay loam

Component Description:

Minor map unit components are excluded from this report.

Map Unit: Nw - Coushatta silty clay loam, 0 to 1 percent slopes

Component: Coushatta (95%)
The Coushatta component makes up 95 percent of the map unit. Slopes are 0 to 1 percent. This component is on natural levees on Red River alluvial plains. The parent material consists of Holocene loamy alluvium derived from sedimentary rock. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is well drained. Water movement in the most restrictive layer is moderately high. Available water to a depth of 60 inches (or restricted depth) is high. Shrink-swell potential is low. This soil is not flooded. It is not ponded. A seasonal zone of water saturation is at 60 inches during January, February, March, April, December. Organic matter content in the surface horizon is about 2 percent. This component is in the F131CY002LA Loamy Floodplain ecological site. Nonirrigated land capability classification is 2w. Irrigated land capability classification is 2w. This soil does not meet hydric criteria. There are no saline horizons within 30 inches of the soil surface.

Component: Moreland (4%)
Generated brief soil descriptions are created for major soil components. The Moreland soil is a minor component.

Component: Moreland (1%)

Soil Information

Generated brief soil descriptions are created for major soil components. The Moreland, occasionally flooded soil is a minor component.

Map Unit RnB (0.59%)

Map Unit Name:	Roxana very fine sandy loam, 0 to 3 percent slopes, gently undulating
Bedrock Depth - Min:	null
Watertable Depth - Annual Min:	153cm
Drainage Class - Dominant:	Well drained
Hydrologic Group - Dominant:	B - Soils in this group have moderately low runoff potential when thoroughly wet. Water transmission through the soil is unimpeded.

Major components are printed below

Roxana(90%)

horizon Ap(0cm to 13cm)	Very fine sandy loam
horizon C(13cm to 89cm)	Very fine sandy loam
horizon Ck(89cm to 203cm)	Stratified very fine sandy loam to silt loam

Component Description:

Minor map unit components are excluded from this report.

Map Unit: RnB - Roxana very fine sandy loam, 0 to 3 percent slopes, gently undulating

Component: Roxana (90%)
The Roxana component makes up 90 percent of the map unit. Slopes are 0 to 3 percent. This component is on natural levees on Red River delta plains. The parent material consists of Holocene loamy alluvium derived from sedimentary rock. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is well drained. Water movement in the most restrictive layer is moderately high. Available water to a depth of 60 inches (or restricted depth) is moderate. Shrink-swell potential is low. This soil is not flooded. It is not ponded. A seasonal zone of water saturation is at 60 inches during January, February, March, April, December. Organic matter content in the surface horizon is about 1 percent. This component is in the F131CY002LA Loamy Floodplain ecological site. Nonirrigated land capability classification is 2e. Irrigated land capability classification is 2e. This soil does not meet hydric criteria. The calcium carbonate equivalent within 40 inches, typically, does not exceed 3 percent. There are no saline horizons within 30 inches of the soil surface.

Component: Coushatta (8%)
Generated brief soil descriptions are created for major soil components. The Coushatta soil is a minor component.

Component: Roxana (2%)
Generated brief soil descriptions are created for major soil components. The Roxana, frequently flooded soil is a minor component.

Map Unit Ro (0.44%)

Map Unit Name:	Roxana very fine sandy loam, 0 to 3 percent slopes, gently undulating, occasionally flooded
Bedrock Depth - Min:	null
Watertable Depth - Annual Min:	153cm
Drainage Class - Dominant:	Well drained
Hydrologic Group - Dominant:	B - Soils in this group have moderately low runoff potential when thoroughly wet. Water transmission through the soil is unimpeded.

Major components are printed below

Roxana(90%)

horizon Ap(0cm to 15cm)	Very fine sandy loam
horizon C1(15cm to 119cm)	Very fine sandy loam
horizon C2(119cm to 165cm)	Stratified very fine sandy loam
horizon C3(165cm to 203cm)	Loam

Component Description:

Soil Information

Minor map unit components are excluded from this report.

Map Unit: Ro - Roxana very fine sandy loam, 0 to 3 percent slopes, gently undulating, occasionally flooded

Component: Roxana (90%)
The Roxana, occasionally flooded component makes up 90 percent of the map unit. Slopes are 0 to 3 percent. This component is on natural levees on Red River delta plains. The parent material consists of Holocene loamy alluvium derived from sedimentary rock. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is well drained. Water movement in the most restrictive layer is moderately high. Available water to a depth of 60 inches (or restricted depth) is high. Shrink-swell potential is low. This soil is occasionally flooded. It is not ponded. A seasonal zone of water saturation is at 60 inches during January, February, March, April, December. Organic matter content in the surface horizon is about 1 percent. This component is in the F131CY002LA Loamy Floodplain ecological site. Nonirrigated land capability classification is 2w. This soil does not meet hydric criteria. There are no saline horizons within 30 inches of the soil surface.

Component: Coushatta (6%)
Generated brief soil descriptions are created for major soil components. The Coushatta soil is a minor component.

Component: Roxana (3%)
Generated brief soil descriptions are created for major soil components. The Roxana, frequently flooded soil is a minor component.

Component: Moreland (1%)
Generated brief soil descriptions are created for major soil components. The Moreland, frequently flooded soil is a minor component.

Map Unit RsB (0.18%)

Map Unit Name:	Ruston fine sandy loam, 1 to 3 percent slopes
Bedrock Depth - Min:	null
Watertable Depth - Annual Min:	null
Drainage Class - Dominant:	Well drained
Hydrologic Group - Dominant:	B - Soils in this group have moderately low runoff potential when thoroughly wet. Water transmission through the soil is unimpeded.

Major components are printed below

Ruston(85%)

horizon A(0cm to 10cm)	Fine sandy loam
horizon E(10cm to 41cm)	Fine sandy loam
horizon Bt(41cm to 76cm)	Sandy clay loam
horizon Bt/E(76cm to 91cm)	Fine sandy loam
horizon B't(91cm to 203cm)	Sandy clay loam

Component Description:

Minor map unit components are excluded from this report.

Map Unit: RsB - Ruston fine sandy loam, 1 to 3 percent slopes

Component: Ruston (85%)
The Ruston component makes up 85 percent of the map unit. Slopes are 1 to 3 percent. This component is on hillslopes on Pleistocene, Western coastal plain uplands. The parent material consists of Pleistocene loamy fluviomarine deposits. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is well drained. Water movement in the most restrictive layer is moderately high. Available water to a depth of 60 inches (or restricted depth) is moderate. Shrink-swell potential is low. This soil is not flooded. It is not ponded. There is no zone of water saturation within a depth of 72 inches. Organic matter content in the surface horizon is about 2 percent. This component is in the F133BY005TX Loamy Upland ecological site. Nonirrigated land capability classification is 2e. This soil does not meet hydric criteria. There are no saline horizons within 30 inches of the soil surface.

Component: Smithdale (9%)
Generated brief soil descriptions are created for major soil components. The Smithdale soil is a minor component.

Component: Malbis (6%)
Generated brief soil descriptions are created for major soil components. The Malbis soil is a minor component.

Soil Information

Map Unit SmF (0.22%)

Map Unit Name:	Smithdale fine sandy loam, 12 to 20 percent slopes
Bedrock Depth - Min:	null
Watertable Depth - Annual Min:	null
Drainage Class - Dominant:	Well drained
Hydrologic Group - Dominant:	B - Soils in this group have moderately low runoff potential when thoroughly wet. Water transmission through the soil is unimpeded.

Major components are printed below

Smithdale(90%)

horizon H1(0cm to 13cm)	Fine sandy loam
horizon H2(13cm to 48cm)	Sandy clay loam
horizon H3(48cm to 203cm)	Sandy loam

Component Description:

Minor map unit components are excluded from this report.

Map Unit: SmF - Smithdale fine sandy loam, 12 to 20 percent slopes

Component: Smithdale (90%)
The Smithdale component makes up 90 percent of the map unit. Slopes are 12 to 20 percent. This component is on hillslopes on uplands. The parent material consists of loamy alluvium and/or marine deposits. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is well drained. Water movement in the most restrictive layer is moderately high. Available water to a depth of 60 inches (or restricted depth) is high. Shrink-swell potential is low. This soil is not flooded. It is not ponded. There is no zone of water saturation within a depth of 72 inches. Organic matter content in the surface horizon is about 1 percent. This component is in the F133BY005TX Loamy Upland ecological site. Nonirrigated land capability classification is 6e. This soil does not meet hydric criteria.

Component: Sacul (3%)
Generated brief soil descriptions are created for major soil components. The Sacul soil is a minor component.

Component: Kisatchie (3%)
Generated brief soil descriptions are created for major soil components. The Kisatchie soil is a minor component.

Component: Guyton (2%)
Generated brief soil descriptions are created for major soil components. The Guyton soil is a minor component.

Component: Ruston (2%)
Generated brief soil descriptions are created for major soil components. The Ruston soil is a minor component.

Map Unit W (15.39%)

Map Unit Name:	Water

No more attributes available for this map unit

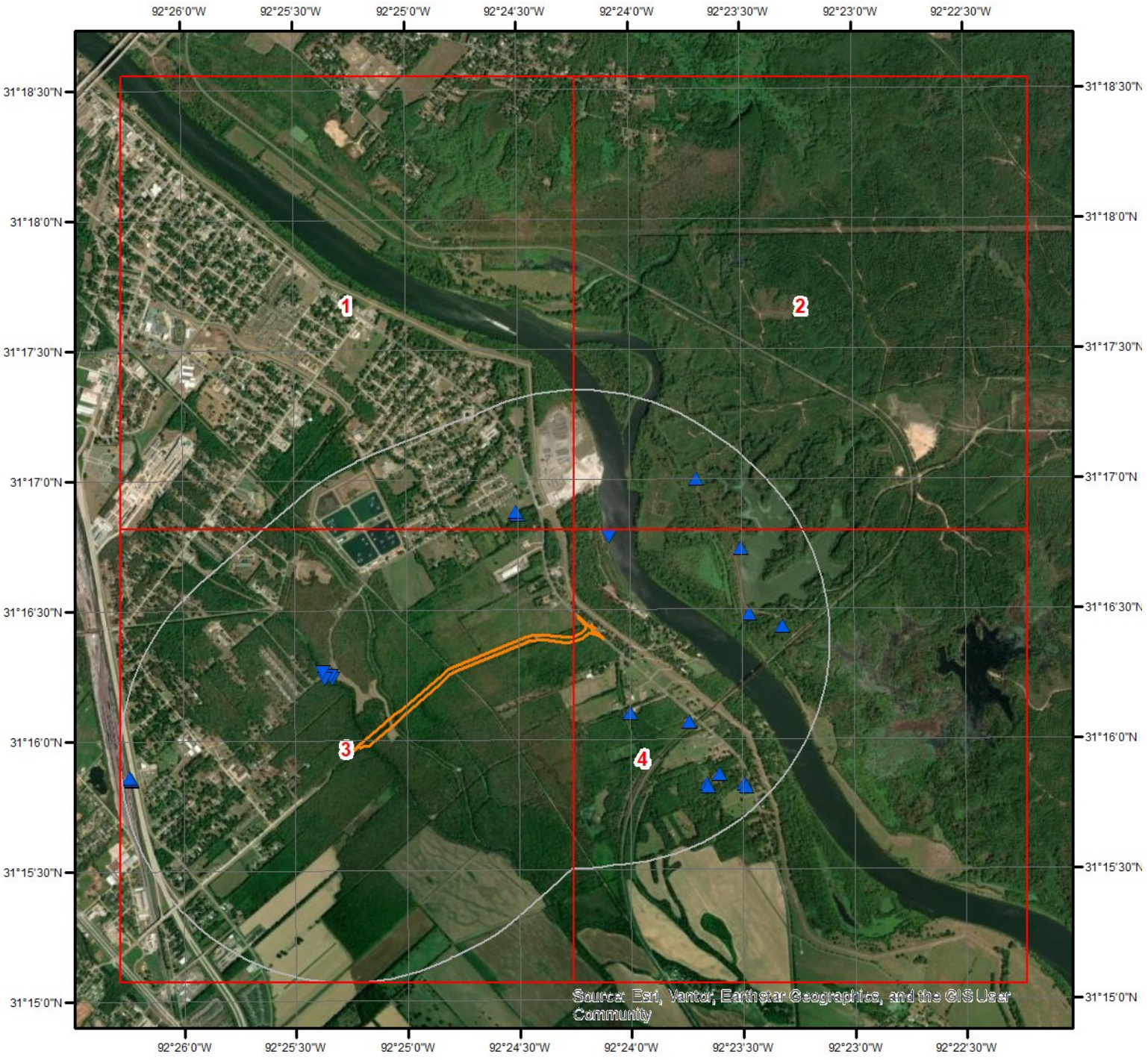
Component Description:

Minor map unit components are excluded from this report.

Map Unit: W - Water

Component: Water (100%)
Generated brief soil descriptions are created for major soil components. The Water is a miscellaneous area.

Wells and Additional Sources



Wells & Additional Sources

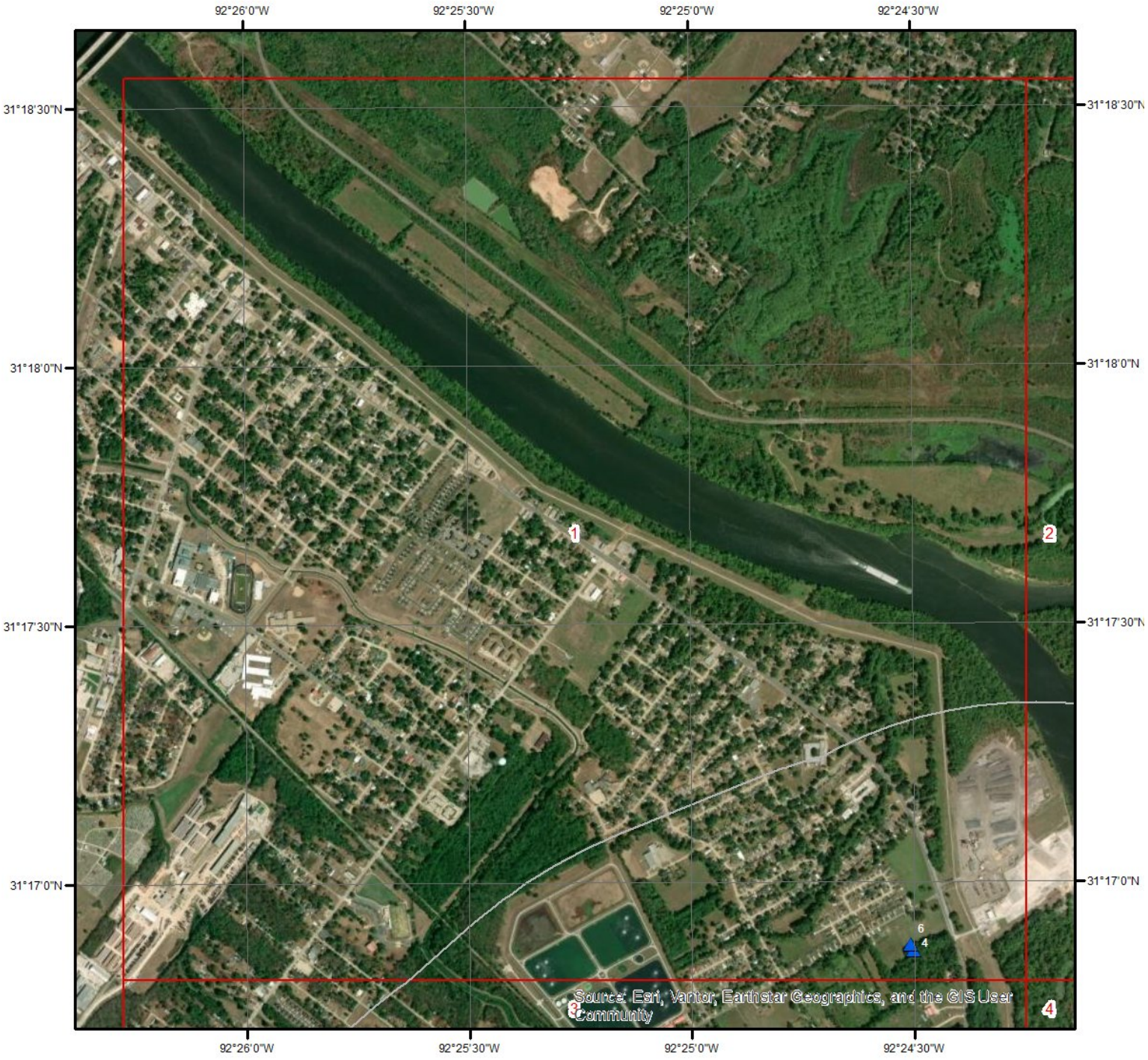
N

0 0.3 0.6 1.2 Miles

- Sites with Higher Elevation
- Sites with Same Elevation
- Sites with Lower Elevation
- Sites with Unknown Elevation
- OGW Sites with Higher Elevation
- OGW Sites with Same Elevation
- OGW Sites with Lower Elevation
- OGW Sites with Unknown Elevation

ERIS

Wells and Additional Sources



Wells & Additional Sources - Page 1

N

0 0.15 0.3 0.6 Miles

- Sites with Higher Elevation
- Sites with Same Elevation
- Sites with Lower Elevation
- Sites with Unknown Elevation
- OGW Sites with Higher Elevation
- OGW Sites with Same Elevation
- OGW Sites with Lower Elevation
- OGW Sites with Unknown Elevation

ERIS

Wells and Additional Sources

Wells & Additional Sources - Page 2

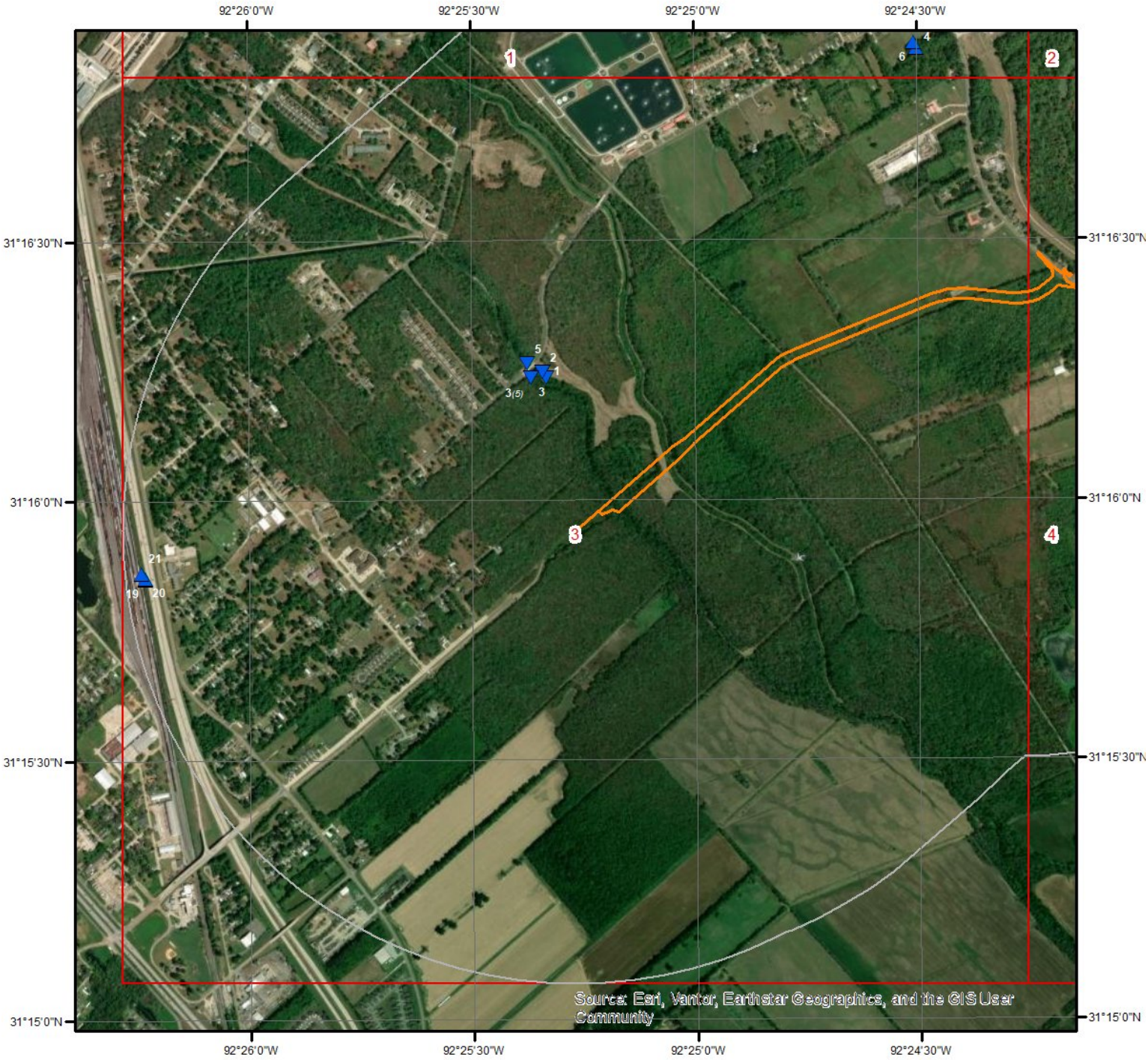
N

0 0.15 0.3 0.6 Miles

- Sites with Higher Elevation
- Sites with Same Elevation
- Sites with Lower Elevation
- Sites with Unknown Elevation
- OGW Sites with Higher Elevation
- OGW Sites with Same Elevation
- OGW Sites with Lower Elevation
- OGW Sites with Unknown Elevation

ERIS

Wells and Additional Sources



Wells & Additional Sources - Page 3

N

0 0.15 0.3 0.6 Miles

- Sites with Higher Elevation
- Sites with Same Elevation
- Sites with Lower Elevation
- Sites with Unknown Elevation
- OGW Sites with Higher Elevation
- OGW Sites with Same Elevation
- OGW Sites with Lower Elevation
- OGW Sites with Unknown Elevation

ERIS

Wells and Additional Sources

Wells & Additional Sources - Page 4

N

0 0.15 0.3 0.6 Miles

- Sites with Higher Elevation
- Sites with Same Elevation
- Sites with Lower Elevation
- Sites with Unknown Elevation
- OGW Sites with Higher Elevation
- OGW Sites with Same Elevation
- OGW Sites with Lower Elevation
- OGW Sites with Unknown Elevation

ERIS

Wells and Additional Sources Summary

Federal Sources

Public Water Systems Violations and Enforcement Data

Map Key	ID	Distance (ft)	Direction
	No records found		

Safe Drinking Water Information System (SDWIS)

Map Key	ID	Distance (ft)	Direction
	No records found		

USGS National Water Information System

Map Key	Site No	Distance (ft)	Direction
2	USSCS-311614092252011	1639.37	W
2	USSCS-311614092252013	1639.37	W
2	USSCS-311614092252014	1639.37	W
2	USSCS-311614092252012	1639.37	W
2	USGS-311614092252001	1639.37	W
2	USSCS-311614092252015	1639.37	W
5	USGS-07382855	1829.16	W
6	USGS-311652092243001	2848.19	NNE
8	USGS-07355510	1978.39	NE
10	USGS-311549092233901	4166.48	ESE
16	USGS-311549092232901	4722.52	ESE
21	USGS-311551092261401	5086.73	WSW

State Sources

Oil and Gas Wells

Map Key	ID	Distance (ft)	Direction
	No records found		

Public Water Supply Wells

Map Key	Local Well Number	Distance (ft)	Direction
19	805	5044.30	WSW

Water Wells Registration Dataset

Map Key	Water Well No	Distance (ft)	Direction
1	469038	1561.84	W
3	470546	1675.99	W
3	470547	1675.99	W
3	470543	1675.99	W
3	470544	1675.99	W
3	470545	1675.99	W

Wells and Additional Sources Summary

4	468259	2768.36	NNE
7	793010	1858.24	ESE
9	774845	2806.23	ESE
9	755639	2806.23	ESE
11	468260	4245.14	ESE
12	764982	4168.86	ESE
12	764979	4168.86	ESE
13	470827	3459.30	E
14	470830	4188.28	NE
15	469708	3836.76	ENE
17	468803	4799.96	ESE
18	469707	4201.01	E
20	468872	5050.38	WSW

USGS National Water Information System

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
2	W	0.31	1,639.37	68.04	FED USGS

Site No: USSCS-311614092252011
Site Type: Well
Formation Type: Red River Alluvial Aquifer Surficial Confining Unit
Date Drilled:
Well Depth:
Well Depth Unit:
Well Hole Depth:
Well Hole Depth Unit:
Reporting Agency: USGS Louisiana Water Science Center
Station Name: R-949A
Latitude: 31.27073917000000
Longitude: -92.4223582000000

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
2	W	0.31	1,639.37	68.04	FED USGS

Site No: USSCS-311614092252013
Site Type: Well
Formation Type: Red River Alluvial Aquifer Surficial Confining Unit
Date Drilled:
Well Depth:
Well Depth Unit:
Well Hole Depth:
Well Hole Depth Unit:
Reporting Agency: USGS Louisiana Water Science Center
Station Name: R-949C
Latitude: 31.27073917000000
Longitude: -92.4223582000000

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
2	W	0.31	1,639.37	68.04	FED USGS

Site No: USSCS-311614092252014
Site Type: Well
Formation Type: Red River Alluvial Aquifer Surficial Confining Unit
Date Drilled:
Well Depth:
Well Depth Unit:
Well Hole Depth:

Well Hole Depth Unit:
Reporting Agency: USGS Louisiana Water Science Center
Station Name: R-949D
Latitude: 31.27073917000000
Longitude: -92.4223582000000

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
2	W	0.31	1,639.37	68.04	FED USGS

Site No: USSCS-311614092252012
Site Type: Well
Formation Type: Red River Alluvial Aquifer Surficial Confining Unit
Date Drilled:
Well Depth:
Well Depth Unit:
Well Hole Depth:
Well Hole Depth Unit:
Reporting Agency: USGS Louisiana Water Science Center
Station Name: R-949B
Latitude: 31.27073917000000
Longitude: -92.4223582000000

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
2	W	0.31	1,639.37	68.04	FED USGS

Site No: USGS-311614092252001
Site Type: Well
Formation Type: Red River Alluvial Aquifer
Date Drilled: 19691106
Well Depth: 63.0
Well Depth Unit: ft
Well Hole Depth: 78.0
Well Hole Depth Unit: ft
Reporting Agency: USGS Louisiana Water Science Center
Station Name: R-949
Latitude: 31.27073917000000
Longitude: -92.4223582000000

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
2	W	0.31	1,639.37	68.04	FED USGS

Site No: USSCS-311614092252015
Site Type: Well
Formation Type: Red River Alluvial Aquifer Surficial Confining Unit
Date Drilled:

Well Depth:
Well Depth Unit:
Well Hole Depth:
Well Hole Depth Unit:
Reporting Agency: USGS Louisiana Water Science Center
Station Name: R-949E
Latitude: 31.27073917000000
Longitude: -92.4223582000000

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
5	W	0.35	1,829.16	69.00	FED USGS

Site No: USGS-07382855
Site Type: Stream
Formation Type:
Date Drilled:
Well Depth:
Well Depth Unit:
Well Hole Depth:
Well Hole Depth Unit:
Reporting Agency: USGS Louisiana Water Science Center
Station Name: HYNSON BAYOU @ HUDSON ST. @ ALEXANDRIA, LA.
Latitude: 31.27101694000000
Longitude: -92.4229138000000

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
6	NNE	0.54	2,848.19	71.99	FED USGS

Site No: USGS-311652092243001
Site Type: Well
Formation Type: Williamson Creek Member of Fleming Formation
Date Drilled: 19340601
Well Depth: 390
Well Depth Unit: ft
Well Hole Depth: 390
Well Hole Depth Unit: ft
Reporting Agency: USGS Louisiana Water Science Center
Station Name: R-233
Latitude: 31.28129447000000
Longitude: -92.4084690000000

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
8	NE	0.37	1,978.39	64.68	FED USGS

Site No: USGS-07355510

Site Type: Stream
Formation Type:
Date Drilled:
Well Depth:
Well Depth Unit:
Well Hole Depth:
Well Hole Depth Unit:
Reporting Agency: USGS Louisiana Water Science Center
Station Name: RED RIVER NEAR ALEXANDRIA
Latitude: 31.27962786000000
Longitude: -92.4015243000000

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
10	ESE	0.79	4,166.48	71.71	FED USGS

Site No: USGS-311549092233901
Site Type: Well
Formation Type: Williamson Creek Member of Fleming Formation
Date Drilled: 19330801
Well Depth: 420
Well Depth Unit: ft
Well Hole Depth:
Well Hole Depth Unit:
Reporting Agency: USGS Louisiana Water Science Center
Station Name: R-234
Latitude: 31.26379499000000
Longitude: -92.3943017000000

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
16	ESE	0.89	4,722.52	75.44	FED USGS

Site No: USGS-311549092232901
Site Type: Well
Formation Type: Red River Alluvial Aquifer
Date Drilled: 19580619
Well Depth: 77.0
Well Depth Unit: ft
Well Hole Depth: 83.0
Well Hole Depth Unit: ft
Reporting Agency: USGS Louisiana Water Science Center
Station Name: R-745
Latitude: 31.26379499000000
Longitude: -92.3915238000000

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
21	WSW	0.96	5,086.73	76.72	FED USGS

Wells and Additional Sources Detail Report

Site No:	USGS-311551092261401
Site Type:	Well
Formation Type:	Williamson Creek Member of Fleming Formation
Date Drilled:	19520101
Well Depth:	413
Well Depth Unit:	ft
Well Hole Depth:	
Well Hole Depth Unit:	
Reporting Agency:	USGS Louisiana Water Science Center
Station Name:	R-805
Latitude:	31.26435040000000
Longitude:	-92.4373586000000

Public Water Supply Wells

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
19	WSW	0.96	5,044.30	80.19	PWSW

Section:	044	Township:	03N
Range:	01W	Dnr Owner Id:	
Owners Number:		Owner Name:	R SCHOOL BOARD
Owner Address:		Owner Address2:	
Owner City:		Owner State:	
Owner Zip code:		Parish Number:	079
Parish Name:	RAPIDES	Local Well Number:	805
Well Use:	P	Water Well Use Description:	Public Supply
Well Status:	A	Well Status Description:	Active
Drillers Name:	SIMPSON	Well Depth:	413
Casing Diameter:	4X3	Date Completed:	01-Jan-1952
Water Level:	0.00	Date Measured:	
Geological Unit:	122WMCK	Latitude:	311551
Longitude:	922614		

Water Wells Registration Dataset

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
1	W	0.30	1,561.84	68.16	WATER WELLS

Water Well No:	469038	Bio Analysis:	
Local Well:	949	Industrial:	
Alt Water Well:	079-949	Industrial 1:	
Well Status:	Plugged and Abandonded	Replacement:	
Sequence No:	01	Gravel Pac:	No
WWO Seq No:	255789	Ground Evel:	
Serial No:		Diameter O:	
Identification:	311614092252001	Authorized:	

Wells and Additional Sources Detail Report

Well Use:	O	Authorized 1:	
Well Subus:	PA	Cemented F:	
Well Depth:	66	Slot Length:	
Geologic Unit:	112RRVA	Slot Size:	
Water Level:	7.30	Extension:	
Date Measure:	12/02/69	Extension 1:	
Casing Dia:	1.25	Extension 2:	
Casing Material:	METAL	Create Date:	
Casing D1:		Create Use:	
Casing D2:		Update Date:	
Casing Len:		Update Use:	
Hole Depth:	0	Refresh Up:	
Elevation:	70	Elec Log:	
Yield:		Owners No:	
Drawdown:		Owner Stat:	
Source of:	A	Contact:	
Date Complete:	11/69	Section:	070
Plugged By:	U.S.G.S.	Township:	04N
Plugged 1:	002	Range:	01W
Date Plugg:	07/95	Quad No:	
Date of Ad:	1997-01-30	State Code:	22
Date Regis:		Parish No:	079
Screen Dia:	1.25	Parish Cod:	40
Screen Int:	63-66	Parish Name:	RAPIDES
Screen Type:		Y Coord:	311614
Screen D1:		X Coord:	922520
Screen D2:		Longitude:	-92.42222222
Mechanic A:		Latitude:	31.27055556
Chem Analysis:	Q		
Available:	Driller Log, Quality of Water, Water Level		
Aquifer Name:	RED RIVER ALLUVIAL AQUIFER		
Drill Log:	D		
Drillers Name:	U.S.G.S.		
Drillers:	002		
Use Desc:	plugged and abandoned observation		
Location City:			
Location Miles:	0.0		
Location Desc:			
Inspection:			
Inspector:			
Inspector 1:			
PA Remarks:			
PA Signature:			
PA Signature 1:			
PA Details:			
Remarks:			
Comments:			

Wells and Additional Sources Detail Report

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
3	W	0.32	1,675.99	59.04	WATER WELLS

Water Well No:	470546	Bio Analysis:	
Local Well:	5886Z	Industrial:	
Alt Water Well:	079-5886Z	Industrial 1:	
Well Status:	Plugged and Abandonded	Replacement:	
Sequence No:	04	Gravel Pac:	No
WWO Seq No:	225912	Ground Evel:	
Serial No:		Diameter O:	
Identification:	311614092252204	Authorized:	
Well Use:	W	Authorized 1:	
Well Subus:	PA	Cemented F:	
Well Depth:	8	Slot Length:	
Geologic Unit:	112RRVAC	Slot Size:	
Water Level:	0.00	Extension:	
Date Measure:		Extension 1:	
Casing Dia:	0.50	Extension 2:	
Casing Material:	METAL	Create Date:	
Casing D1:		Create Use:	
Casing D2:		Update Date:	
Casing Len:		Update Use:	
Hole Depth:	0	Refresh Up:	
Elevation:		Elec Log:	
Yield:		Owners No:	R949D
Drawdown:		Owner Stat:	
Source of:		Contact:	
Date Complete:		Section:	075
Plugged By:	PETRON, INC.	Township:	03N
Plugged 1:	328	Range:	01W
Date Plugg:	02/95	Quad No:	098C
Date of Ad:	1996-01-31	State Code:	22
Date Regis:		Parish No:	079
Screen Dia:		Parish Cod:	40
Screen Int:		Parish Name:	RAPIDES
Screen Type:		Y Coord:	311614
Screen D1:		X Coord:	922522
Screen D2:		Longitude:	-92.42277778
Mechanic A:		Latitude:	31.27055556
Chem Analysis:			
Available:			
Aquifer Name:	RED RIVER ALLUVIAL AQUIFER SURFICIAL CONFINING UNI		
Drill Log:			
Drillers Name:	UNKNOWN		
Drillers:	000		

Wells and Additional Sources Detail Report

Use Desc:	plugged and abandoned piezometer
Location City:	
Location Miles:	0.0
Location Desc:	
Inspection:	
Inspector:	
Inspector 1:	
PA Remarks:	
PA Signature:	
PA Signature 1:	
PA Details:	
Remarks:	
Comments:	

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
3	W	0.32	1,675.99	59.04	WATER WELLS

Water Well No:	470547	Bio Analysis:	
Local Well:	5887Z	Industrial:	
Alt Water Well:	079-5887Z	Industrial 1:	
Well Status:	Plugged and Abandonded	Replacement:	
Sequence No:	05	Gravel Pac:	No
WWO Seq No:	225912	Ground Evel:	
Serial No:		Diameter O:	
Identification:	311614092252205	Authorized:	
Well Use:	W	Authorized 1:	
Well Subus:	PA	Cemented F:	
Well Depth:	20	Slot Length:	
Geologic Unit:	112RRVAC	Slot Size:	
Water Level:	0.00	Extension:	
Date Measure:		Extension 1:	
Casing Dia:	0.50	Extension 2:	
Casing Material:	METAL	Create Date:	
Casing D1:		Create Use:	
Casing D2:		Update Date:	
Casing Len:		Update Use:	
Hole Depth:	0	Refresh Up:	
Elevation:		Elec Log:	
Yield:		Owners No:	R949E
Drawdown:		Owner Stat:	
Source of:		Contact:	
Date Complete:		Section:	075
Plugged By:	PETRON, INC.	Township:	03N
Plugged 1:	328	Range:	01W
Date Plugg:	02/95	Quad No:	098C
Date of Ad:	1996-01-31	State Code:	22

Wells and Additional Sources Detail Report

Date Regis:		Parish No:	079
Screen Dia:		Parish Cod:	40
Screen Int:		Parish Name:	RAPIDES
Screen Type:		Y Coord:	311614
Screen D1:		X Coord:	922522
Screen D2:		Longitude:	-92.42277778
Mechanic A:		Latitude:	31.27055556
Chem Analysis:			
Available:			
Aquifer Name:	RED RIVER ALLUVIAL AQUIFER SURFICIAL CONFINING UNI		
Drill Log:			
Drillers Name:	UNKNOWN		
Drillers:	000		
Use Desc:	plugged and abandoned piezometer		
Location City:			
Location Miles:	0.0		
Location Desc:			
Inspection:			
Inspector:			
Inspector 1:			
PA Remarks:			
PA Signature:			
PA Signature 1:			
PA Details:			
Remarks:			
Comments:			

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
3	W	0.32	1,675.99	59.04	WATER WELLS

Water Well No:	470543	Bio Analysis:	
Local Well:	5883Z	Industrial:	
Alt Water Well:	079-5883Z	Industrial 1:	
Well Status:	Plugged and Abandonded	Replacement:	
Sequence No:	01	Gravel Pac:	No
WWO Seq No:	225912	Ground Evel:	
Serial No:		Diameter O:	
Identification:	311614092252201	Authorized:	
Well Use:	W	Authorized 1:	
Well Subus:	PA	Cemented F:	
Well Depth:	2	Slot Length:	
Geologic Unit:	112RRVAC	Slot Size:	
Water Level:	0.00	Extension:	
Date Measure:		Extension 1:	
Casing Dia:	0.50	Extension 2:	
Casing Material:	METAL	Create Date:	

Casing D1:		Create Use:	
Casing D2:		Update Date:	
Casing Len:		Update Use:	
Hole Depth:	0	Refresh Up:	
Elevation:		Elec Log:	
Yield:		Owners No:	R949A
Drawdown:		Owner Stat:	
Source of:		Contact:	
Date Complete:		Section:	075
Plugged By:	PETRON, INC.	Township:	03N
Plugged 1:	328	Range:	01W
Date Plugg:	02/95	Quad No:	098C
Date of Ad:	1996-01-31	State Code:	22
Date Regis:		Parish No:	079
Screen Dia:		Parish Cod:	40
Screen Int:		Parish Name:	RAPIDES
Screen Type:		Y Coord:	311614
Screen D1:		X Coord:	922522
Screen D2:		Longitude:	-92.42277778
Mechanic A:		Latitude:	31.27055556
Chem Analysis:			
Available:			
Aquifer Name:	RED RIVER ALLUVIAL AQUIFER SURFICIAL CONFINING UNI		
Drill Log:			
Drillers Name:	UNKNOWN		
Drillers:	000		
Use Desc:	plugged and abandoned piezometer		
Location City:			
Location Miles:	0.0		
Location Desc:			
Inspection:			
Inspector:			
Inspector 1:			
PA Remarks:			
PA Signature:			
PA Signature 1:			
PA Details:			
Remarks:			
Comments:			

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
3	W	0.32	1,675.99	59.04	WATER WELLS

Water Well No:	470544	Bio Analysis:	
Local Well:	5884Z	Industrial:	
Alt Water Well:	079-5884Z	Industrial 1:	

Wells and Additional Sources Detail Report

Well Status:	Plugged and Abandonded	Replacement:	
Sequence No:	02	Gravel Pac:	No
WWO Seq No:	225912	Ground Evel:	
Serial No:		Diameter O:	
Identification:	311614092252202	Authorized:	
Well Use:	W	Authorized 1:	
Well Subus:	PA	Cemented F:	
Well Depth:	3	Slot Length:	
Geologic Unit:	112RRVAC	Slot Size:	
Water Level:	0.00	Extension:	
Date Measure:		Extension 1:	
Casing Dia:	0.50	Extension 2:	
Casing Material:	METAL	Create Date:	
Casing D1:		Create Use:	
Casing D2:		Update Date:	
Casing Len:		Update Use:	
Hole Depth:	0	Refresh Up:	
Elevation:		Elec Log:	
Yield:		Owners No:	R949B
Drawdown:		Owner Stat:	
Source of:		Contact:	
Date Complete:		Section:	075
Plugged By:	PETRON, INC.	Township:	03N
Plugged 1:	328	Range:	01W
Date Plugg:	02/95	Quad No:	098C
Date of Ad:	1996-01-31	State Code:	22
Date Regis:		Parish No:	079
Screen Dia:		Parish Cod:	40
Screen Int:		Parish Name:	RAPIDES
Screen Type:		Y Coord:	311614
Screen D1:		X Coord:	922522
Screen D2:		Longitude:	-92.42277778
Mechanic A:		Latitude:	31.27055556
Chem Analysis:			
Available:			
Aquifer Name:	RED RIVER ALLUVIAL AQUIFER SURFICIAL CONFINING UNI		
Drill Log:			
Drillers Name:	UNKNOWN		
Drillers:	000		
Use Desc:	plugged and abandoned piezometer		
Location City:			
Location Miles:	0.0		
Location Desc:			
Inspection:			
Inspector:			
Inspector 1:			
PA Remarks:			

Wells and Additional Sources Detail Report

PA Signature:
PA Signature 1:
PA Details:
Remarks:
Comments:

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
3	W	0.32	1,675.99	59.04	WATER WELLS

Water Well No:	470545	Bio Analysis:	
Local Well:	5885Z	Industrial:	
Alt Water Well:	079-5885Z	Industrial 1:	
Well Status:	Plugged and Abandonded	Replacement:	
Sequence No:	03	Gravel Pac:	No
WWO Seq No:	225912	Ground Evel:	
Serial No:		Diameter O:	
Identification:	311614092252203	Authorized:	
Well Use:	W	Authorized 1:	
Well Subus:	PA	Cemented F:	
Well Depth:	5	Slot Length:	
Geologic Unit:	112RRVAC	Slot Size:	
Water Level:	0.00	Extension:	
Date Measure:		Extension 1:	
Casing Dia:	0.50	Extension 2:	
Casing Material:	METAL	Create Date:	
Casing D1:		Create Use:	
Casing D2:		Update Date:	
Casing Len:		Update Use:	
Hole Depth:	0	Refresh Up:	
Elevation:		Elec Log:	
Yield:		Owners No:	R949C
Drawdown:		Owner Stat:	
Source of:		Contact:	
Date Complete:		Section:	075
Plugged By:	PETRON, INC.	Township:	03N
Plugged 1:	328	Range:	01W
Date Plugg:	02/95	Quad No:	098C
Date of Ad:	1996-01-31	State Code:	22
Date Regis:		Parish No:	079
Screen Dia:		Parish Cod:	40
Screen Int:		Parish Name:	RAPIDES
Screen Type:		Y Coord:	311614
Screen D1:		X Coord:	922522
Screen D2:		Longitude:	-92.42277778
Mechanic A:		Latitude:	31.27055556
Chem Analysis:			

Wells and Additional Sources Detail Report

Available:	
Aquifer Name:	RED RIVER ALLUVIAL AQUIFER SURFICIAL CONFINING UNI
Drill Log:	
Drillers Name:	UNKNOWN
Drillers:	000
Use Desc:	plugged and abandoned piezometer
Location City:	
Location Miles:	0.0
Location Desc:	
Inspection:	
Inspector:	
Inspector 1:	
PA Remarks:	
PA Signature:	
PA Signature 1:	
PA Details:	
Remarks:	
Comments:	

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
4	NNE	0.52	2,768.36	71.90	WATER WELLS

Water Well No:	468259	Bio Analysis:	
Local Well:	233	Industrial:	
Alt Water Well:	079-233	Industrial 1:	
Well Status:	Active	Replacement:	
Sequence No:	01	Gravel Pac:	No
WWO Seq No:	221333	Ground Evel:	
Serial No:		Diameter O:	
Identification:	311652092243001	Authorized:	
Well Use:	H	Authorized 1:	
Well Subus:		Cemented F:	
Well Depth:	390	Slot Length:	
Geologic Unit:	122WMCK	Slot Size:	
Water Level:	85.31	Extension:	
Date Measure:	08/10/38	Extension 1:	
Casing Dia:	6	Extension 2:	
Casing Material:		Create Date:	
Casing D1:		Create Use:	
Casing D2:		Update Date:	
Casing Len:		Update Use:	
Hole Depth:	0	Refresh Up:	
Elevation:	75	Elec Log:	
Yield:	13	Owners No:	
Drawdown:		Owner Stat:	
Source of:	A	Contact:	

Wells and Additional Sources Detail Report

Date Complete:	06/34	Section:	004
Plugged By:		Township:	04N
Plugged 1:		Range:	01E
Date Plugg:		Quad No:	
Date of Ad:	1991-07-17	State Code:	22
Date Regis:		Parish No:	079
Screen Dia:		Parish Cod:	40
Screen Int:	375-390	Parish Name:	RAPIDES
Screen Type:		Y Coord:	311652
Screen D1:		X Coord:	922430
Screen D2:		Longitude:	-92.40833333
Mechanic A:		Latitude:	31.28111111
Chem Analysis:	Q		
Available:	Quality of Water, Water Level		
Aquifer Name:	WILLIAMSON CREEK AQUIFER		
Drill Log:			
Drillers Name:	BLEVINS L A		
Drillers:	000		
Use Desc:	domestic		
Location City:			
Location Miles:	0.0		
Location Desc:			
Inspection:			
Inspector:			
Inspector 1:			
PA Remarks:			
PA Signature:			
PA Signature 1:			
PA Details:			
Remarks:			
Comments:			

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
7	ESE	0.35	1,858.24	73.24	WATER WELLS

Water Well No:	793010	Bio Analysis:	N
Local Well:	1660	Industrial:	
Alt Water Well:	079-1660	Industrial 1:	
Well Status:	Active	Replacement:	No
Sequence No:	00	Gravel Pac:	Yes
WWO Seq No:	146970	Ground Evel:	74
Serial No:		Diameter O:	30
Identification:	311606092240001	Authorized:	STUART LAMBUT
Well Use:	P	Authorized 1:	1/20/2023
Well Subus:	CP	Cemented F:	320
Well Depth:	350	Slot Length:	25

Wells and Additional Sources Detail Report

Geologic Unit:	122WMCK	Slot Size:	.05
Water Level:	66.5	Extension:	325
Date Measure:	09/23/2022	Extension 1:	40.81
Casing Dia:	20	Extension 2:	284.19
Casing Material:	STEEL	Create Date:	
Casing D1:		Create Use:	
Casing D2:	16	Update Date:	
Casing Len:	325	Update Use:	
Hole Depth:	350	Refresh Up:	
Elevation:		Elec Log:	E
Yield:	904	Owners No:	HWY 1 S
Drawdown:	195	Owner Stat:	No
Source of:	D	Contact:	
Date Complete:	09/23/2022	Section:	001
Plugged By:		Township:	03N
Plugged 1:		Range:	01E
Date Plugg:		Quad No:	
Date of Ad:		State Code:	22
Date Regis:	01/23/23	Parish No:	079
Screen Dia:	16	Parish Cod:	40
Screen Int:	325-350	Parish Name:	RAPIDES
Screen Type:	STEEL	Y Coord:	311606
Screen D1:		X Coord:	922400
Screen D2:		Longitude:	-92.4
Mechanic A:	M	Latitude:	31.26833333
Chem Analysis: Available:	Q		
Aquifer Name:	WILLIAMSON CREEK AQUIFER		
Drill Log:	D		
Drillers Name:	LAYNE CHRISTENSEN COMPANY		
Drillers:	010		
Use Desc:			
Location City:	HWY 1		
Location Miles:	0.15		
Location Desc:	NORTHWEST OF THE INTERSECTION OF LA HWY 1 SOUTH AND RAILROAD BRIDGE		
Inspection:	2/13/2023		
Inspector:	CHADWICK K WHITSTINE		
Inspector 1:			
PA Remarks:			
PA Signature:			
PA Signature 1:			
PA Details:			
Remarks:	20IN CASING: 0-320FT. 16IN CASING: 284.19-325FT		
Comments:			

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
9	ESE	0.53	2,806.23	74.90	WATER WELLS

Wells and Additional Sources Detail Report

Water Well No:	774845	Bio Analysis:	B
Local Well:	1643	Industrial:	
Alt Water Well:	079-1643	Industrial 1:	
Well Status:	Active	Replacement:	No
Sequence No:	00	Gravel Pac:	Yes
WWO Seq No:	138366	Ground Evel:	
Serial No:		Diameter O:	24
Identification:	311605092234401	Authorized:	GRINER, CHARLES H., JR.
Well Use:	P	Authorized 1:	5/24/2020
Well Subus:	P	Cemented F:	245
Well Depth:	340	Slot Length:	25
Geologic Unit:	122WMCK	Slot Size:	.030
Water Level:	52.30	Extension:	
Date Measure:	05/21/2020	Extension 1:	16
Casing Dia:	20	Extension 2:	245315
Casing Material:	STEEL	Create Date:	
Casing D1:		Create Use:	
Casing D2:		Update Date:	
Casing Len:	245	Update Use:	
Hole Depth:	360	Refresh Up:	
Elevation:		Elec Log:	E
Yield:	1300	Owners No:	HWY 1 WELL
Drawdown:	103	Owner Stat:	No
Source of:	D	Contact:	
Date Complete:	05/21/2020	Section:	004
Plugged By:		Township:	05N
Plugged 1:		Range:	01W
Date Plugg:		Quad No:	
Date of Ad:		State Code:	22
Date Regis:	05/29/2020	Parish No:	079
Screen Dia:	16	Parish Cod:	40
Screen Int:	245-340	Parish Name:	RAPIDES
Screen Type:	STEEL	Y Coord:	311604
Screen D1:		X Coord:	922344
Screen D2:		Longitude:	-92.39555556
Mechanic A:	M	Latitude:	31.26777778
Chem Analysis:	Q		
Available:			
Aquifer Name:	WILLIAMSON CREEK AQUIFER		
Drill Log:	D		
Drillers Name:	GRINER DRILLING SERVICE, INC.		
Drillers:	059		
Use Desc:	municipal public supply		
Location City:	RAIL ROAD TRACKS		
Location Miles:	1.3		
Location Desc:	HUDSON BLVD. 100' HWY 1		

Wells and Additional Sources Detail Report

Inspection:	11/9/2020
Inspector:	CHADWICK WHITSTINE
Inspector 1:	
PA Remarks:	
PA Signature:	
PA Signature 1:	
PA Details:	
Remarks:	
Comments:	

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
9	ESE	0.53	2,806.23	74.90	WATER WELLS

Water Well No:	755639	Bio Analysis:	N
Local Well:	1631	Industrial:	
Alt Water Well:	079-1631	Industrial 1:	
Well Status:	Plugged and Abandonded	Replacement:	No
Sequence No:	00	Gravel Pac:	Yes
WWO Seq No:	138366	Ground Evel:	
Serial No:		Diameter O:	12
Identification:	311604092234401	Authorized:	LABORDE, LARRY
Well Use:	T	Authorized 1:	7/11/2017
Well Subus:	A	Cemented F:	
Well Depth:	340	Slot Length:	20
Geologic Unit:	122WMCK	Slot Size:	25
Water Level:	54	Extension:	
Date Measure:	03/08/2017	Extension 1:	
Casing Dia:	6	Extension 2:	
Casing Material:	STEEL	Create Date:	
Casing D1:		Create Use:	
Casing D2:		Update Date:	
Casing Len:	320	Update Use:	
Hole Depth:	1547	Refresh Up:	
Elevation:		Elec Log:	E
Yield:	119	Owners No:	SOUTH TEST HOLE, 2017 PROJECT
Drawdown:	14.7	Owner Stat:	No
Source of:	D	Contact:	
Date Complete:	03/08/2017	Section:	001
Plugged By:		Township:	03N
Plugged 1:	004	Range:	01E
Date Plugg:	03/15/2017	Quad No:	
Date of Ad:		State Code:	22
Date Regis:	07/19/2017	Parish No:	079
Screen Dia:	4	Parish Cod:	40
Screen Int:	320-340	Parish Name:	RAPIDES
Screen Type:	STEEL	Y Coord:	311604

Wells and Additional Sources Detail Report

Screen D1:		X Coord:	922344
Screen D2:		Longitude:	-92.39555556
Mechanic A:	M	Latitude:	31.26777778
Chem Analysis:	Q		
Available:			
Aquifer Name:	WILLIAMSON CREEK AQUIFER		
Drill Log:	D		
Drillers Name:	CONTINENTAL DRILLING & SERVICE, INC.		
Drillers:	004		
Use Desc:	abandoned test hole		
Location City:	AYMOND RD. & HWY 1 SOUTH		
Location Miles:	0.0		
Location Desc:	135 FEET NORTH OF RAIL ROAD BRIDGE AND 157 FT WEST OF CENTER LINE OF HWY 1		
Inspection:	8/14/2017		
Inspector:	CHADWICK WHITSTINE		
Inspector 1:	THE INSPECTOR WAS UNABLE TO LOCATE THE WELL.		
PA Remarks:			
PA Signature:	LARRY LABORDE		
PA Signature 1:	7/11/2017		
PA Details:	PULLED 6" AND 4" SCREEN OUT OF THE HOLE. FILLED AQUIFER WITH CLEAN GRAVEL. RAN DRILL PIPE TO 300' AND C IRCULATED CEMENT BENTONITE BACK TO SURFACE.		
Remarks:			
Comments:			

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
11	ESE	0.80	4,245.14	71.77	WATER WELLS

Water Well No:	468260	Bio Analysis:	
Local Well:	234	Industrial:	
Alt Water Well:	079-234	Industrial 1:	
Well Status:	Active	Replacement:	
Sequence No:	01	Gravel Pac:	No
WWO Seq No:	259545	Ground Evel:	
Serial No:		Diameter O:	
Identification:	311549092233901	Authorized:	
Well Use:	H	Authorized 1:	
Well Subus:		Cemented F:	
Well Depth:	420	Slot Length:	
Geologic Unit:	122WMCK	Slot Size:	
Water Level:	22.00	Extension:	
Date Measure:	08/01/33	Extension 1:	
Casing Dia:	6	Extension 2:	
Casing Material:		Create Date:	
Casing D1:		Create Use:	
Casing D2:		Update Date:	
Casing Len:		Update Use:	
Hole Depth:	0	Refresh Up:	

Wells and Additional Sources Detail Report

Elevation:	75	Elec Log:	
Yield:		Owners No:	
Drawdown:		Owner Stat:	
Source of:	Z	Contact:	
Date Complete:	08/33	Section:	003
Plugged By:		Township:	03N
Plugged 1:		Range:	01E
Date Plugg:		Quad No:	
Date of Ad:	1991-07-17	State Code:	22
Date Regis:		Parish No:	079
Screen Dia:		Parish Cod:	40
Screen Int:		Parish Name:	RAPIDES
Screen Type:		Y Coord:	311549
Screen D1:		X Coord:	922339
Screen D2:		Longitude:	-92.39416667
Mechanic A:		Latitude:	31.26361111
Chem Analysis:	Q		
Available:	Quality of Water, Water Level		
Aquifer Name:	WILLIAMSON CREEK AQUIFER		
Drill Log:			
Drillers Name:	WHITE I B		
Drillers:	000		
Use Desc:	domestic		
Location City:			
Location Miles:	0.0		
Location Desc:			
Inspection:			
Inspector:			
Inspector 1:			
PA Remarks:			
PA Signature:			
PA Signature 1:			
PA Details:			
Remarks:			
Comments:			

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	ESE	0.79	4,168.86	73.91	WATER WELLS

Water Well No:	764982	Bio Analysis:	N
Local Well:	7524Z	Industrial:	
Alt Water Well:	079-7524Z	Industrial 1:	
Well Status:	Active	Replacement:	No
Sequence No:	01	Gravel Pac:	No
WWO Seq No:	147070	Ground Evel:	
Serial No:		Diameter O:	

Wells and Additional Sources Detail Report

Identification:	311552092233601	Authorized:	COCHRAN, THOMAS EUGENE
Well Use:	H	Authorized 1:	11/20/2018
Well Subus:		Cemented F:	12
Well Depth:	77	Slot Length:	20
Geologic Unit:	112RRVA	Slot Size:	.010
Water Level:	9	Extension:	
Date Measure:	10/20/2018	Extension 1:	
Casing Dia:	4	Extension 2:	
Casing Material:	PLASTIC	Create Date:	
Casing D1:		Create Use:	
Casing D2:		Update Date:	
Casing Len:	57	Update Use:	
Hole Depth:	77	Refresh Up:	
Elevation:		Elec Log:	N
Yield:		Owners No:	CAMP #2
Drawdown:		Owner Stat:	No
Source of:	D	Contact:	
Date Complete:	10/20/2018	Section:	003
Plugged By:		Township:	03N
Plugged 1:		Range:	01E
Date Plugg:		Quad No:	
Date of Ad:		State Code:	22
Date Regis:	11/16/2018	Parish No:	079
Screen Dia:	4	Parish Cod:	40
Screen Int:		Parish Name:	RAPIDES
Screen Type:	PLASTIC	Y Coord:	311552
Screen D1:		X Coord:	922336
Screen D2:		Longitude:	-92.39333333
Mechanic A:	N	Latitude:	31.26444444
Chem Analysis:	N		
Available:			
Aquifer Name:	RED RIVER ALLUVIAL AQUIFER		
Drill Log:	D		
Drillers Name:	TWIN CREEKS DRILLING		
Drillers:	478		
Use Desc:	domestic		
Location City:	ALEXANDRIA		
Location Miles:	4.0		
Location Desc:	INTERSECTION OF I-49 & HUDSON BLVD.		
Inspection:			
Inspector:			
Inspector 1:	THE INSPECTOR WAS UNABLE TO CONTACT THE OWNER TO INSPECT THE WELL.		
PA Remarks:			
PA Signature:			
PA Signature 1:			
PA Details:			
Remarks:			

Wells and Additional Sources Detail Report

Comments:

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	ESE	0.79	4,168.86	73.91	WATER WELLS

Water Well No:	764979	Bio Analysis:	N
Local Well:	7523Z	Industrial:	
Alt Water Well:	079-7523Z	Industrial 1:	
Well Status:	Active	Replacement:	No
Sequence No:	00	Gravel Pac:	No
WWO Seq No:	147070	Ground Evel:	
Serial No:		Diameter O:	
Identification:	311552092233601	Authorized:	COCHRAN, THOMAS EUGENE
Well Use:	H	Authorized 1:	11/18/2018
Well Subus:		Cemented F:	12
Well Depth:	77	Slot Length:	20
Geologic Unit:	112RRVA	Slot Size:	.010
Water Level:	9	Extension:	
Date Measure:	10/20/2018	Extension 1:	
Casing Dia:	4	Extension 2:	
Casing Material:	PLASTIC	Create Date:	
Casing D1:		Create Use:	
Casing D2:		Update Date:	
Casing Len:	57	Update Use:	
Hole Depth:	77	Refresh Up:	
Elevation:		Elec Log:	N
Yield:		Owners No:	CAMP #1
Drawdown:		Owner Stat:	No
Source of:	D	Contact:	
Date Complete:	10/20/2018	Section:	003
Plugged By:		Township:	03N
Plugged 1:		Range:	01E
Date Plugg:		Quad No:	
Date of Ad:		State Code:	22
Date Regis:	11/16/2018	Parish No:	079
Screen Dia:	4	Parish Cod:	40
Screen Int:		Parish Name:	RAPIDES
Screen Type:	PLASTIC	Y Coord:	311552
Screen D1:		X Coord:	922336
Screen D2:		Longitude:	-92.39333333
Mechanic A:	N	Latitude:	31.26444444
Chem Analysis:	N		
Available:			
Aquifer Name:	RED RIVER ALLUVIAL AQUIFER		
Drill Log:	D		
Drillers Name:	TWIN CREEKS DRILLING		

Wells and Additional Sources Detail Report

Drillers:	478
Use Desc:	domestic
Location City:	ALECANDRIA
Location Miles:	4.0
Location Desc:	INTERSECTION OF I-49 & HUDSON BLVD.
Inspection:	
Inspector:	
Inspector 1:	THE INSPECTOR WAS UNABLE TO CONTACT THE OWNER TO INSPECT THE WELL.
PA Remarks:	
PA Signature:	
PA Signature 1:	
PA Details:	
Remarks:	
Comments:	

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	E	0.66	3,459.30	80.55	WATER WELLS

Water Well No:	470827	Bio Analysis:	
Local Well:	6167Z	Industrial:	
Alt Water Well:	079-6167Z	Industrial 1:	
Well Status:	Active	Replacement:	
Sequence No:	01	Gravel Pac:	No
WWO Seq No:	209940	Ground Evel:	
Serial No:		Diameter O:	
Identification:	311629092232801	Authorized:	
Well Use:	W	Authorized 1:	
Well Subus:		Cemented F:	
Well Depth:	26	Slot Length:	
Geologic Unit:	112RRVAC	Slot Size:	
Water Level:	5.85	Extension:	
Date Measure:	08/08/96	Extension 1:	
Casing Dia:	2	Extension 2:	
Casing Material:	PLASTIC	Create Date:	
Casing D1:		Create Use:	
Casing D2:		Update Date:	
Casing Len:		Update Use:	
Hole Depth:	27	Refresh Up:	
Elevation:	76	Elec Log:	
Yield:		Owners No:	B-70
Drawdown:		Owner Stat:	
Source of:	D	Contact:	
Date Complete:	08/96	Section:	038
Plugged By:		Township:	04N
Plugged 1:		Range:	01E
Date Plugg:		Quad No:	098D

Wells and Additional Sources Detail Report

Date of Ad:	1997-08-08	State Code:	22
Date Regis:	06/97	Parish No:	079
Screen Dia:	2	Parish Cod:	40
Screen Int:	14-24	Parish Name:	RAPIDES
Screen Type:		Y Coord:	311629
Screen D1:		X Coord:	922328
Screen D2:		Longitude:	-92.39111111
Mechanic A:		Latitude:	31.27472222
Chem Analysis:			
Available:	Driller Log, Water Level		
Aquifer Name:	RED RIVER ALLUVIAL AQUIFER SURFICIAL CONFINING UNI		
Drill Log:	D		
Drillers Name:	C-K ASSOCIATES		
Drillers:	380		
Use Desc:	piezometer		
Location City:			
Location Miles:	0.0		
Location Desc:			
Inspection:			
Inspector:			
Inspector 1:			
PA Remarks:			
PA Signature:			
PA Signature 1:			
PA Details:			
Remarks:			
Comments:	PINEVILLE KRAFT PAPER MILL 3 FT STICK UP, 2 FT SUMP		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
14	NE	0.79	4,188.28	119.29	WATER WELLS

Water Well No:	470830	Bio Analysis:	
Local Well:	6170Z	Industrial:	
Alt Water Well:	079-6170Z	Industrial 1:	
Well Status:	Active	Replacement:	
Sequence No:	01	Gravel Pac:	No
WWO Seq No:	209940	Ground Evel:	
Serial No:		Diameter O:	
Identification:	311700092234201	Authorized:	
Well Use:	W	Authorized 1:	
Well Subus:		Cemented F:	
Well Depth:	37	Slot Length:	
Geologic Unit:	112RRVAC	Slot Size:	
Water Level:	33.08	Extension:	
Date Measure:	08/16/96	Extension 1:	
Casing Dia:	2	Extension 2:	

Casing Material:	PLASTIC	Create Date:	
Casing D1:		Create Use:	
Casing D2:		Update Date:	
Casing Len:		Update Use:	
Hole Depth:	37	Refresh Up:	
Elevation:	127	Elec Log:	
Yield:		Owners No:	B-73
Drawdown:		Owner Stat:	
Source of:	D	Contact:	
Date Complete:	08/96	Section:	037
Plugged By:		Township:	04N
Plugged 1:		Range:	01E
Date Plugg:		Quad No:	098D
Date of Ad:	1997-08-08	State Code:	22
Date Regis:	06/97	Parish No:	079
Screen Dia:	2	Parish Cod:	40
Screen Int:	25-35	Parish Name:	RAPIDES
Screen Type:		Y Coord:	311700
Screen D1:		X Coord:	922342
Screen D2:		Longitude:	-92.395
Mechanic A:		Latitude:	31.28333333
Chem Analysis:			
Available:	Driller Log, Water Level		
Aquifer Name:	RED RIVER ALLUVIAL AQUIFER SURFICIAL CONFINING UNI		
Drill Log:	D		
Drillers Name:	C-K ASSOCIATES		
Drillers:	380		
Use Desc:	piezometer		
Location City:			
Location Miles:	0.0		
Location Desc:			
Inspection:			
Inspector:			
Inspector 1:			
PA Remarks:			
PA Signature:			
PA Signature 1:			
PA Details:			
Remarks:			
Comments:	PINEVILLE KRAFT PAPER MILL 3 FT STICK UP, 2 FT SUMP		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
15	ENE	0.73	3,836.76	95.09	WATER WELLS

Water Well No:	469708	Bio Analysis:	
Local Well:	5048Z	Industrial:	

Wells and Additional Sources Detail Report

Alt Water Well:	079-5048Z	Industrial 1:	
Well Status:	Active	Replacement:	
Sequence No:	01	Gravel Pac:	No
WWO Seq No:	209940	Ground Evel:	
Serial No:		Diameter O:	
Identification:	311644092233001	Authorized:	
Well Use:	M	Authorized 1:	
Well Subus:		Cemented F:	
Well Depth:	34	Slot Length:	
Geologic Unit:	112RRVAC	Slot Size:	
Water Level:	10.60	Extension:	
Date Measure:	04/13/84	Extension 1:	
Casing Dia:	2	Extension 2:	
Casing Material:	PLASTIC	Create Date:	
Casing D1:		Create Use:	
Casing D2:		Update Date:	
Casing Len:		Update Use:	
Hole Depth:	40	Refresh Up:	
Elevation:	90	Elec Log:	
Yield:		Owners No:	B-17
Drawdown:		Owner Stat:	
Source of:	D	Contact:	
Date Complete:	03/84	Section:	038
Plugged By:		Township:	04N
Plugged 1:		Range:	01E
Date Plugg:		Quad No:	098
Date of Ad:	1991-07-16	State Code:	22
Date Regis:	07/84	Parish No:	079
Screen Dia:	2	Parish Cod:	40
Screen Int:	24-34	Parish Name:	RAPIDES
Screen Type:		Y Coord:	311644
Screen D1:		X Coord:	922330
Screen D2:		Longitude:	-92.39166667
Mechanic A:	M	Latitude:	31.27888889
Chem Analysis:			
Available:	Driller Log, Mechanical Analysis, Water Level		
Aquifer Name:	RED RIVER ALLUVIAL AQUIFER SURFICIAL CONFINING UNI		
Drill Log:	D		
Drillers Name:	STS		
Drillers:	245		
Use Desc:	monitor		
Location City:			
Location Miles:	0.0		
Location Desc:			
Inspection:			
Inspector:			
Inspector 1:			

Wells and Additional Sources Detail Report

PA Remarks:
PA Signature:
PA Signature 1:
PA Details:
Remarks:
Comments:

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
17	ESE	0.91	4,799.96	75.37	WATER WELLS

Water Well No:	468803	Bio Analysis:	
Local Well:	745	Industrial:	
Alt Water Well:	079-745	Industrial 1:	
Well Status:	Plugged and Abandonded	Replacement:	
Sequence No:	01	Gravel Pac:	No
WWO Seq No:	255789	Ground Evel:	
Serial No:		Diameter O:	
Identification:	311549092232901	Authorized:	
Well Use:	O	Authorized 1:	
Well Subus:	PA	Cemented F:	
Well Depth:	77	Slot Length:	
Geologic Unit:	112RRVA	Slot Size:	
Water Level:	20.64	Extension:	
Date Measure:	06/19/58	Extension 1:	
Casing Dia:	1.25	Extension 2:	
Casing Material:	METAL	Create Date:	
Casing D1:		Create Use:	
Casing D2:		Update Date:	
Casing Len:		Update Use:	
Hole Depth:	83	Refresh Up:	
Elevation:	76	Elec Log:	
Yield:		Owners No:	
Drawdown:		Owner Stat:	
Source of:	A	Contact:	
Date Complete:	06/58	Section:	003
Plugged By:	U.S.G.S.	Township:	03N
Plugged 1:	002	Range:	01E
Date Plugg:	12/03	Quad No:	
Date of Ad:	2004-11-10	State Code:	22
Date Regis:		Parish No:	079
Screen Dia:	1.25	Parish Cod:	40
Screen Int:	74-77	Parish Name:	RAPIDES
Screen Type:		Y Coord:	311549
Screen D1:		X Coord:	922329
Screen D2:		Longitude:	-92.39138889
Mechanic A:		Latitude:	31.26361111

Chem Analysis:	Q
Available:	Driller Log, Quality of Water, Water Level
Aquifer Name:	RED RIVER ALLUVIAL AQUIFER
Drill Log:	D
Drillers Name:	U.S.G.S.
Drillers:	002
Use Desc:	plugged and abandoned observation
Location City:	
Location Miles:	0.0
Location Desc:	
Inspection:	
Inspector:	
Inspector 1:	
PA Remarks:	
PA Signature:	
PA Signature 1:	
PA Details:	
Remarks:	
Comments:	

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	E	0.80	4,201.01	121.40	WATER WELLS

Water Well No:	469707	Bio Analysis:	
Local Well:	5047Z	Industrial:	
Alt Water Well:	079-5047Z	Industrial 1:	
Well Status:	Active	Replacement:	
Sequence No:	01	Gravel Pac:	No
WWO Seq No:	209940	Ground Evel:	
Serial No:		Diameter O:	
Identification:	311626092231901	Authorized:	
Well Use:	M	Authorized 1:	
Well Subus:		Cemented F:	
Well Depth:	49	Slot Length:	
Geologic Unit:	112RRVAC	Slot Size:	
Water Level:	40.60	Extension:	
Date Measure:	04/13/84	Extension 1:	
Casing Dia:	2	Extension 2:	
Casing Material:	PLASTIC	Create Date:	
Casing D1:		Create Use:	
Casing D2:		Update Date:	
Casing Len:		Update Use:	
Hole Depth:	56	Refresh Up:	
Elevation:	134	Elec Log:	
Yield:		Owners No:	B-16
Drawdown:		Owner Stat:	

Wells and Additional Sources Detail Report

Source of:	D	Contact:	
Date Complete:	03/84	Section:	044
Plugged By:		Township:	04N
Plugged 1:		Range:	01E
Date Plugg:		Quad No:	098
Date of Ad:	1991-07-16	State Code:	22
Date Regis:	07/84	Parish No:	079
Screen Dia:	2	Parish Cod:	40
Screen Int:	39-49	Parish Name:	RAPIDES
Screen Type:		Y Coord:	311626
Screen D1:		X Coord:	922319
Screen D2:		Longitude:	-92.38861111
Mechanic A:	M	Latitude:	31.27388889
Chem Analysis:			
Available:	Driller Log, Mechanical Analysis, Water Level		
Aquifer Name:	RED RIVER ALLUVIAL AQUIFER SURFICIAL CONFINING UNI		
Drill Log:	D		
Drillers Name:	STS		
Drillers:	245		
Use Desc:	monitor		
Location City:			
Location Miles:	0.0		
Location Desc:			
Inspection:			
Inspector:			
Inspector 1:			
PA Remarks:			
PA Signature:			
PA Signature 1:			
PA Details:			
Remarks:			
Comments:			

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
20	WSW	0.96	5,050.38	80.19	WATER WELLS

Water Well No:	468872	Bio Analysis:	
Local Well:	805	Industrial:	
Alt Water Well:	079-805	Industrial 1:	
Well Status:	Active	Replacement:	
Sequence No:	01	Gravel Pac:	No
WWO Seq No:	213563	Ground Evel:	
Serial No:		Diameter O:	
Identification:	311551092261401	Authorized:	
Well Use:	P	Authorized 1:	
Well Subus:	T	Cemented F:	

Wells and Additional Sources Detail Report

Well Depth:	413	Slot Length:	
Geologic Unit:	122WMCK	Slot Size:	
Water Level:	0.00	Extension:	
Date Measure:		Extension 1:	
Casing Dia:	4X3	Extension 2:	
Casing Material:		Create Date:	
Casing D1:		Create Use:	
Casing D2:		Update Date:	
Casing Len:		Update Use:	
Hole Depth:	0	Refresh Up:	
Elevation:	75	Elec Log:	
Yield:		Owners No:	
Drawdown:		Owner Stat:	
Source of:		Contact:	
Date Complete:	1952	Section:	044
Plugged By:		Township:	03N
Plugged 1:		Range:	01W
Date Plugg:		Quad No:	
Date of Ad:	1994-09-22	State Code:	22
Date Regis:		Parish No:	079
Screen Dia:	3	Parish Cod:	40
Screen Int:	393-413	Parish Name:	RAPIDES
Screen Type:		Y Coord:	311551
Screen D1:		X Coord:	922614
Screen D2:		Longitude:	-92.43722222
Mechanic A:		Latitude:	31.26416667
Chem Analysis:			
Available:			
Aquifer Name:	WILLIAMSON CREEK AQUIFER		
Drill Log:			
Drillers Name:	SIMPSON		
Drillers:	000		
Use Desc:	institution public supply		
Location City:			
Location Miles:	0.0		
Location Desc:			
Inspection:			
Inspector:			
Inspector 1:			
PA Remarks:			
PA Signature:			
PA Signature 1:			
PA Details:			
Remarks:			
Comments:			

Radon Information

This section lists any relevant radon information found for the target property.

Federal EPA Radon Zone for *RAPIDES* County: **3**

Zone 1: Counties with predicted average indoor radon screening levels greater than 4 pCi/L
Zone 2: Counties with predicted average indoor radon screening levels from 2 to 4 pCi/L
Zone 3: Counties with predicted average indoor radon screening levels less than 2 pCi/L

Federal Area Radon Information for *RAPIDES* County

No Measures/Homes:	47
Geometric Mean:	0.3
Arithmetic Mean:	0.6
Median:	0.5
Standard Deviation:	1.2
Maximum:	8
% >4 pCi/L:	2
% >20 pCi/L:	0
Notes on Data Table:	TABLE 1. Screening indoor radon data from the EPA/State Residential Radon Survey of Louisiana conducted during 1989-90. Data represent 2-7 day charcoal canister measurements from the lowest level of each home tested.

Appendix

Federal Sources

FEMA National Flood Hazard Layer — **FEMA FLOOD**

The National Flood Hazard Layer (NFHL) data incorporates Flood Insurance Rate Map (FIRM) databases published by the Federal Emergency Management Agency (FEMA), and any Letters Of Map Revision (LOMRs) that have been issued against those databases since their publication date. The FIRM Database is the digital, geospatial version of the flood hazard information shown on the published paper FIRMs. The FIRM Database depicts flood risk information and supporting data used to develop the risk data. The FIRM Database is derived from Flood Insurance Studies (FISs), previously published FIRMs, flood hazard analyses performed in support of the FISs and FIRMs, and new mapping data, where available.

Indoor Radon Data — **INDOOR RADON**

Indoor radon measurements tracked by the Environmental Protection Agency(EPA) and the State Residential Radon Survey.

Public Water Systems Violations and Enforcement Data — **PWSV**

This list of drinking water violations and enforcement actions is sourced from the U.S Environmental Protection Agency's (EPA) Enforcement and Compliance History Online (ECHO) system that incorporates Public Water Systems data from EPA's Safe Drinking Water Information System (SDWIS) database, as part of the national download of Safe Drinking Water Act (SDWA) data. SDWIS contains information on public water systems from the Public Water System Supervision (PWSS) Program, including monitoring, enforcement, and violation data related to requirements established by the SWDA. Address information provided in SWDIS may correspond either with the physical location of the water system, or with a contact address.

Radon Zone Level — **RADON ZONE**

Areas showing the level of Radon Zones (level 1, 2 or 3) by county. This data is maintained by the Environmental Protection Agency (EPA).

Safe Drinking Water Information System (SDWIS) — **SDWIS**

This national download of Safe Drinking Water Act (SDWA) data is sourced from the U.S Environmental Protection Agency's (EPA) Enforcement and Compliance History Online (ECHO) system that incorporates Public Water Systems data from EPA's Safe Drinking Water Information System (SDWIS) database. SDWIS contains information on public water systems from the Public Water System Supervision (PWSS) Program related to requirements established by the Safe Drinking Water Act (SDWA). Address information provided in SWDIS may correspond either with the physical location of the water system, or with a contact address.

Soil Survey Geographic database — **SSURGO**

The Soil Survey Geographic database (SSURGO) contains information about soil as collected by the National Cooperative Soil Survey at the Natural Resources Conservation Service (NRCS). Soil maps outline areas called map units. The map units are linked to soil properties in a database. Each map unit may contain one to three major components and some minor components.

U.S. Fish & Wildlife Service Wetland Data — **US WETLAND**

The U.S. Fish & Wildlife Service Wetland layer represents the approximate location and type of wetlands and deepwater habitats in the United States.

USGS Current Topo — **US TOPO**

US Topo topographic maps are produced by the National Geospatial Program of the U.S. Geological Survey (USGS). The project was launched in late 2009, and the term "US Topo" refers specifically to quadrangle topographic maps published in 2009 and later.

USGS Geology — **US GEOLOGY**

Seamless maps depicting geological information provided by the United States Geological Survey (USGS).

USGS National Water Information System — **FED USGS**

The U.S. Geological Survey's (USGS) National Water Information System (NWIS) is the nation's principal repository of water resources data. The data includes comprehensive information of well-construction details, time-series data for gage height, streamflow, groundwater level, and precipitation and water use data. This NWIS database information is obtained through the Water Quality Data Portal (WQP). The WQP

is a cooperative service sponsored by the USGS, the Environmental Protection Agency (EPA), and the National Water Quality Monitoring Council (NWQMC).

State Sources

Oil and Gas Wells **OGW**

This Oil and Gas Wells Database is made available by the Louisiana Department of Conservation and Energy (C&E), previously known as the Department of Energy and Natural Resources (DENR). The data contains general information and location information about Oil and Gas Wells regulated by C&E's Geological Oil and Gas Division.

Public Water Supply Wells **PWSW**

The Public Water Supply Wells (PWSW) data consist of all the public water supply wells in Louisiana. This data was made available by Louisiana Department of Natural Resources.

Water Wells Registration Dataset **WATER WELLS**

Once maintained by the Louisiana Department of Transportation and Development Office of Public Works, the Water Wells Registration Dataset tracks registered water wells and holes in the state of Louisiana. In January 2010, the Louisiana Department of Natural Resources Office of Conservation took over the responsibility of tracking water wells and maintenance of the Water Wells Registration Dataset.

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APPENDIX E

HISTORICAL AERIAL PHOTOGRAPHS

HISTORICAL AERIALS

Project Property: City of Alexandria Proposed Alternative No. 2
Sugar House Road
Alexandria LA 71302

Project No: 471-021 T7.0

Requested By: Providence

Order No: 26020200938

Date Completed: February 12,2026

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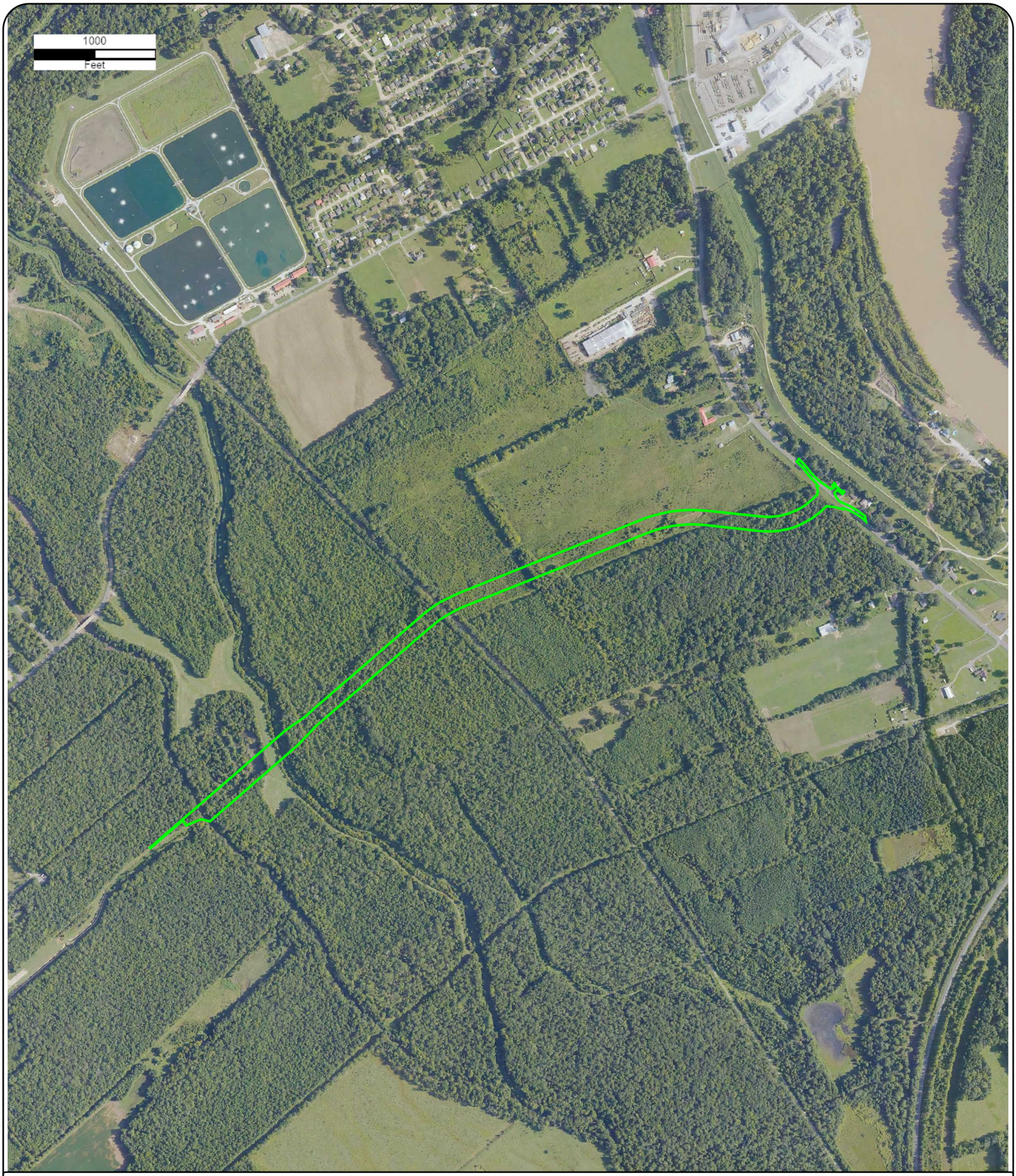
A division of Glacier Media Inc.
1.866.517.5204 | info@erisinfo.com | erisinfo.com

Date	Source	Scale	Comments
2025	United States Department of Agriculture	1" = 1000'	
2023	United States Department of Agriculture	1" = 1000'	
2021	United States Department of Agriculture	1" = 1000'	
2019	United States Department of Agriculture	1" = 1000'	
2017	United States Department of Agriculture	1" = 1000'	
2015	United States Department of Agriculture	1" = 1000'	
2013	United States Department of Agriculture	1" = 1000'	
2010	United States Department of Agriculture	1" = 1000'	
2009	United States Department of Agriculture	1" = 1000'	
2007	United States Department of Agriculture	1" = 1000'	
2006	United States Department of Agriculture	1" = 1000'	
2005	United States Department of Agriculture	1" = 1000'	
2004	United States Geological Survey	1" = 1000'	
1998	United States Geological Survey	1" = 1000'	
1990	United States Geological Survey	1" = 1000'	Best Copy Available
1981	United States Geological Survey	1" = 1000'	
1971	United States Geological Survey	1" = 1000'	
1962	Agricultural Stabilization & Conserv. Service	1" = 1000'	
1952	Army Mapping Service	1" = 1000'	Best Copy Available
1940	Agricultural Stabilization & Conserv. Service	1" = 1000'	

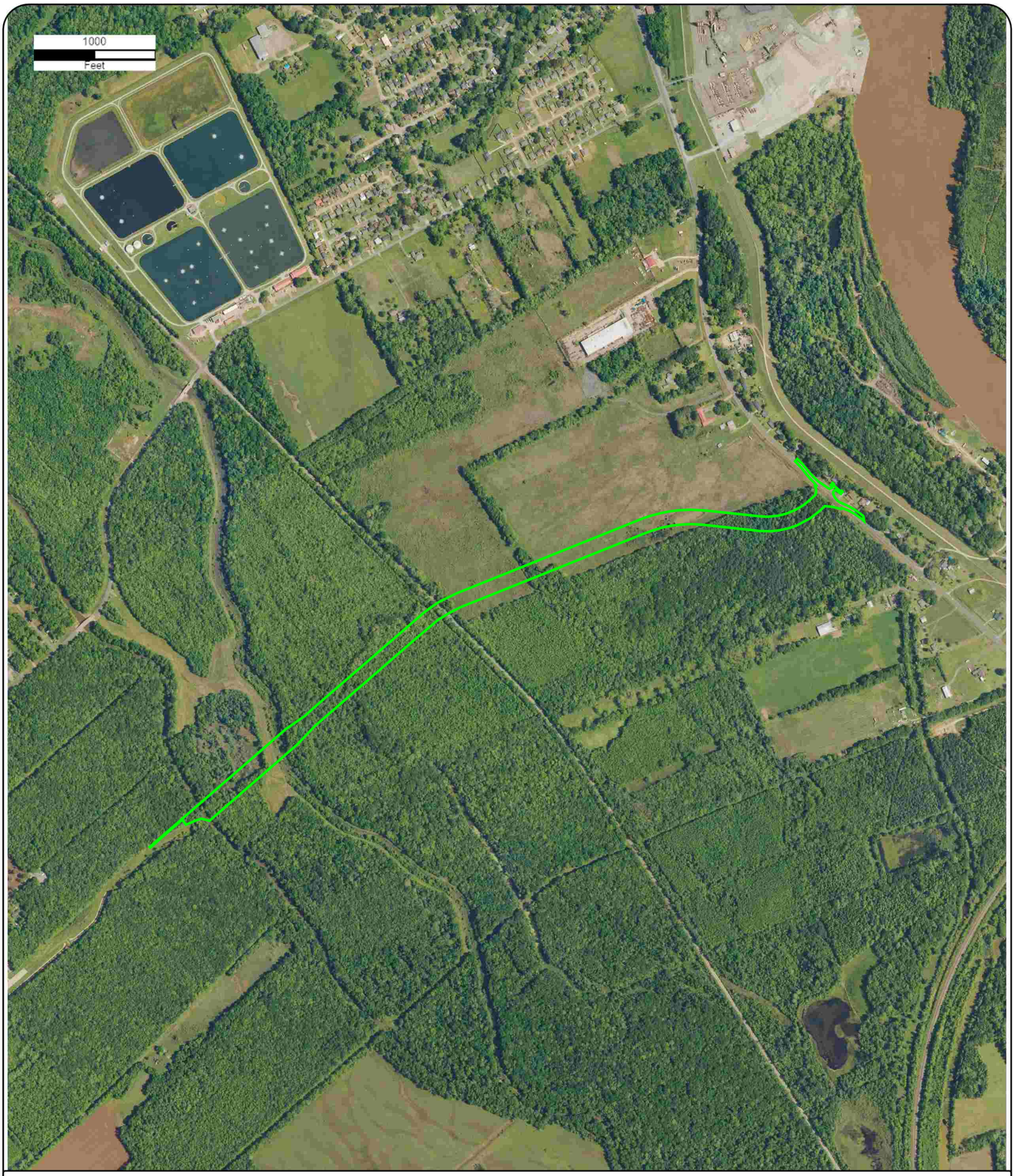


Year: 2025
Source: USDA
Scale: 1" = 1000'
Comment:

Address: Sugar House Road, Alexandria, LA
Approx Center: -92.4119409,31.27080269

Order No: 26020200938

ERIS

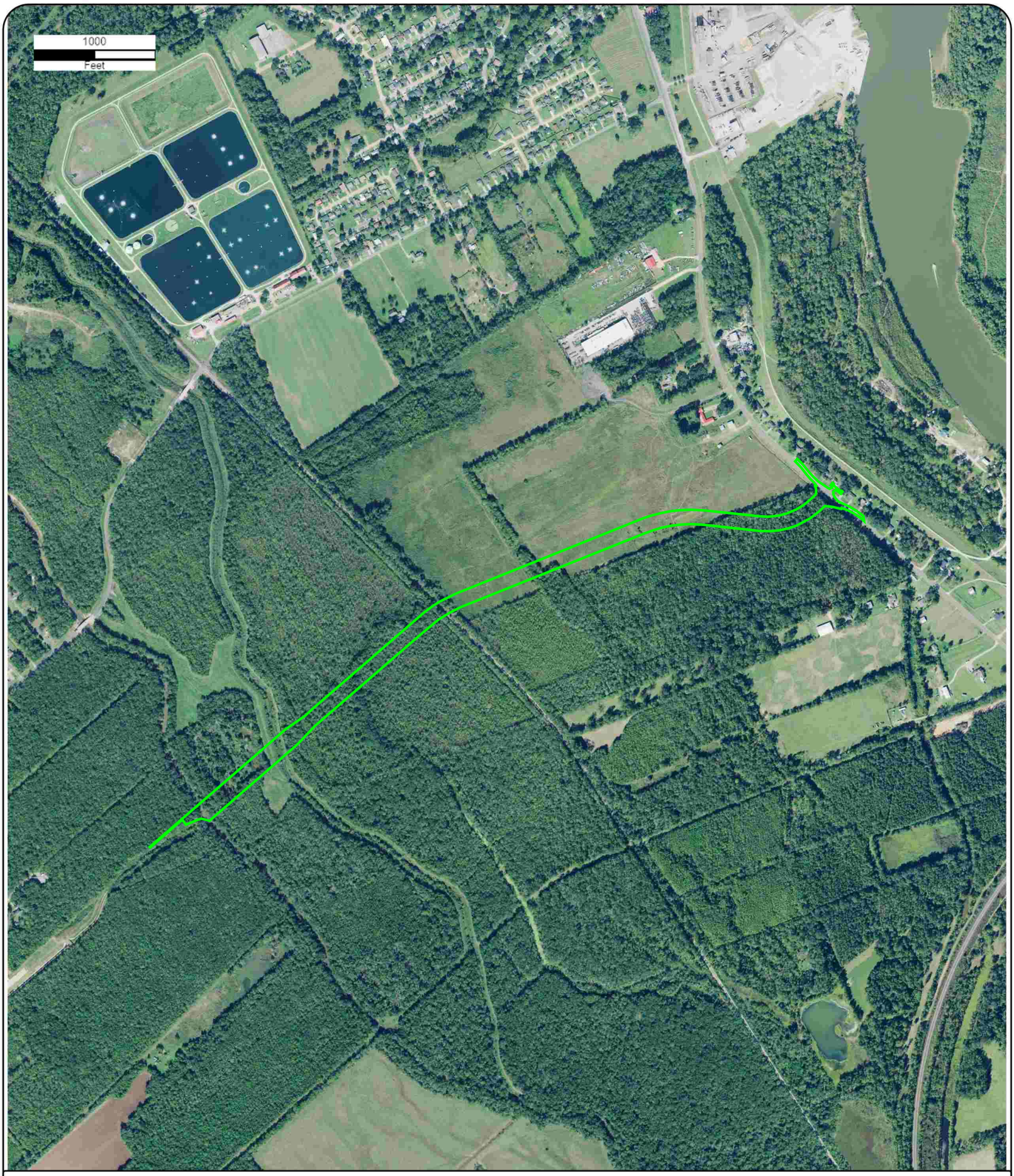


Year: 2023
Source: USDA
Scale: 1" = 1000'
Comment:

Address: Sugar House Road, Alexandria, LA
Approx Center: -92.4119409,31.27080269

Order No: 26020200938

ERIS

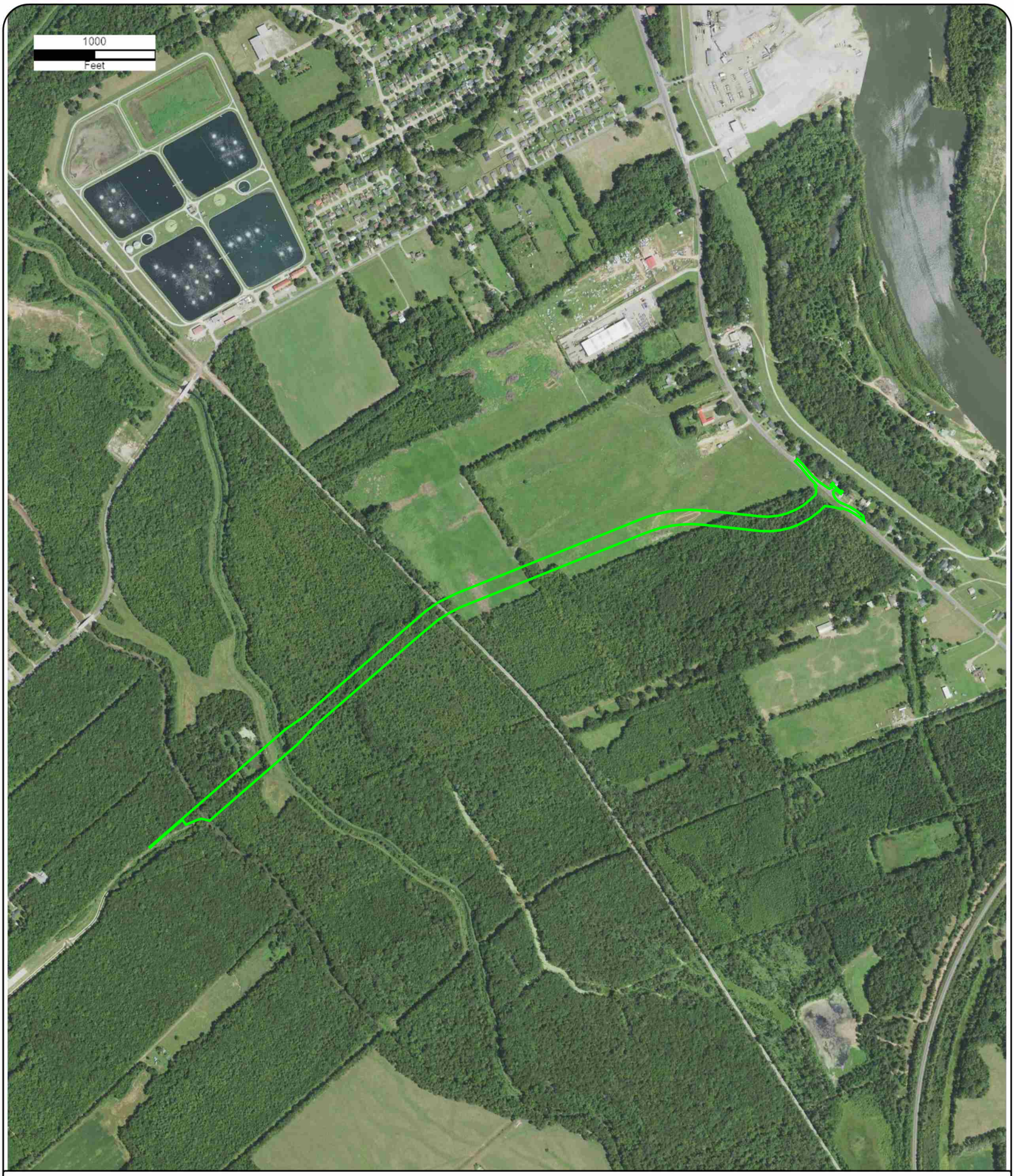


Year: 2021
Source: USDA
Scale: 1" = 1000'
Comment:

Address: Sugar House Road, Alexandria, LA
Approx Center: -92.4119409,31.27080269

Order No: 26020200938

ERIS

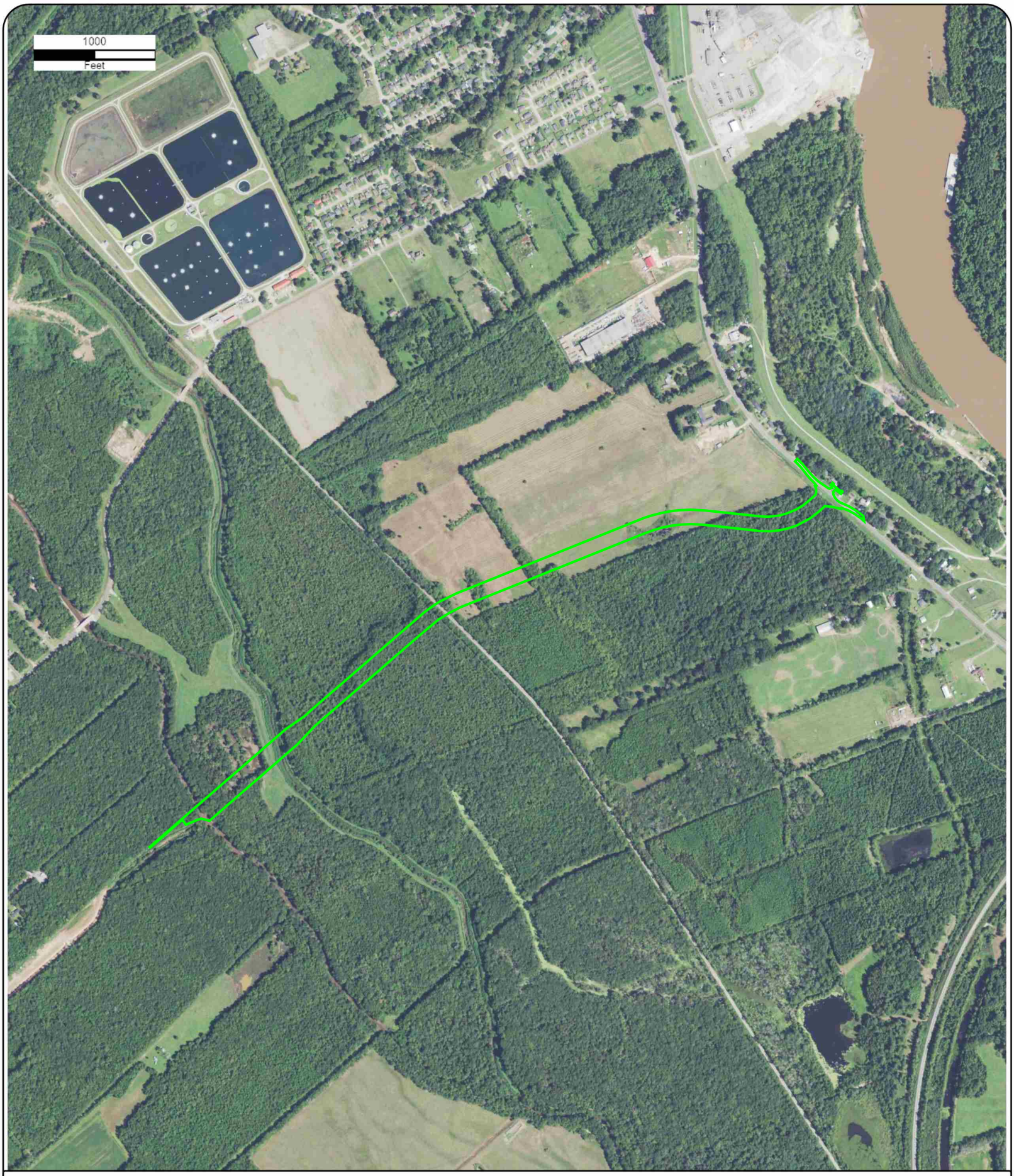


Year: 2019
Source: USDA
Scale: 1" = 1000'
Comment:

Address: Sugar House Road, Alexandria, LA
Approx Center: -92.4119409,31.27080269

Order No: 26020200938

ERIS

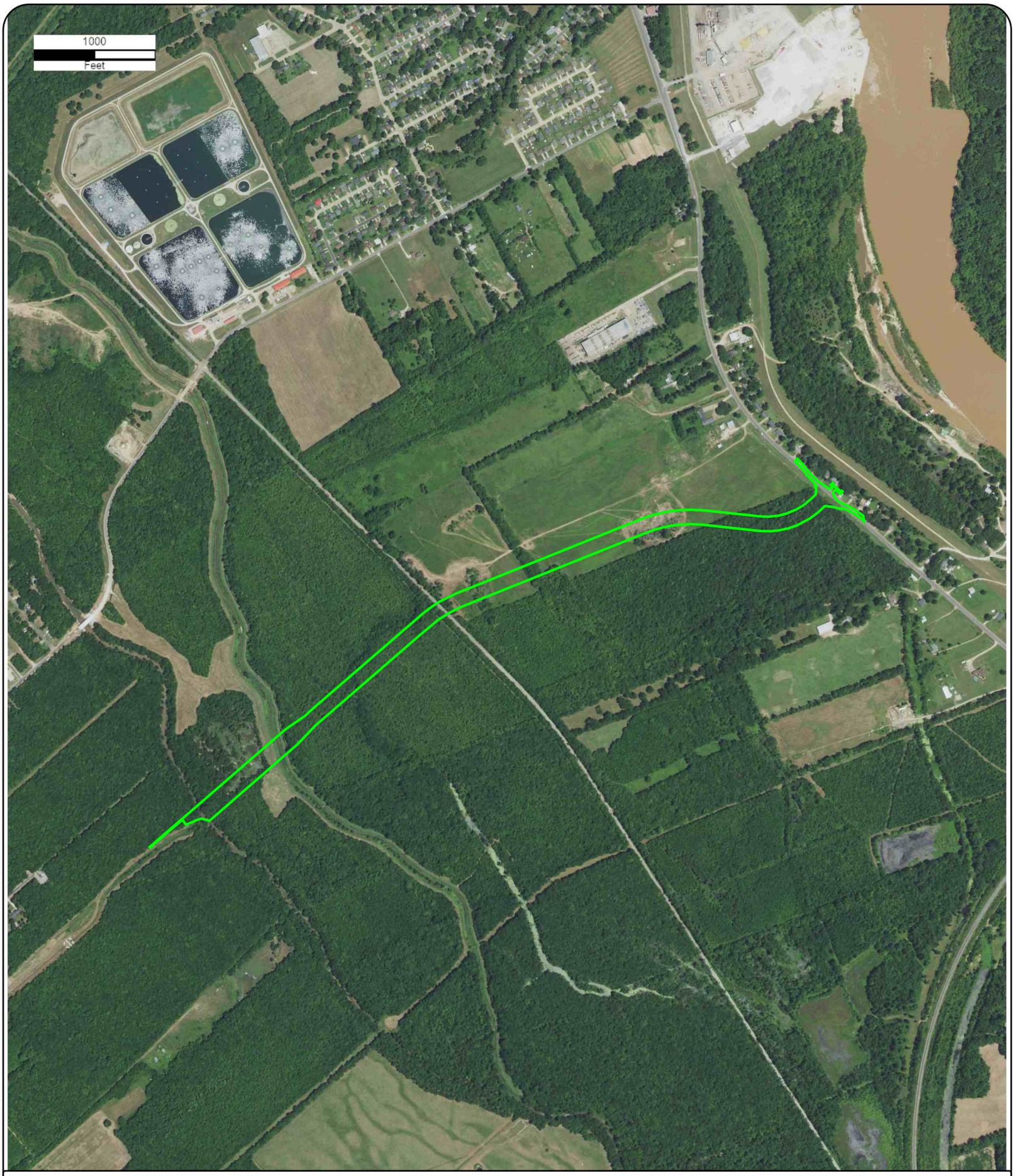


Year: 2017
Source: USDA
Scale: 1" = 1000'
Comment:

Address: Sugar House Road, Alexandria, LA
Approx Center: -92.4119409,31.27080269

Order No: 26020200938

ERIS



Year: 2015
Source: USDA
Scale: 1" = 1000'
Comment:

Address: Sugar House Road, Alexandria, LA
Approx Center: -92.4119409,31.27080269

Order No: 26020200938

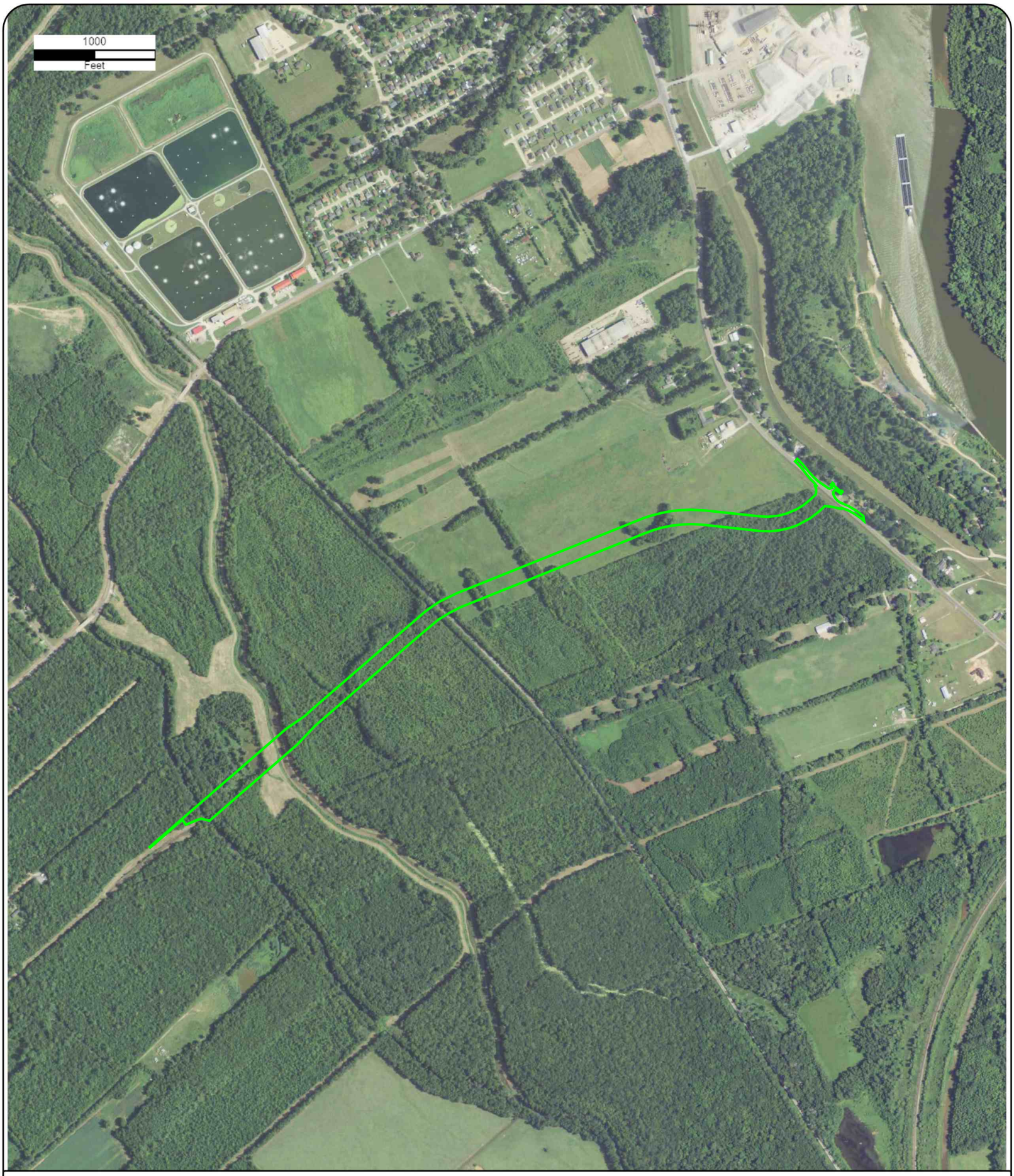
ERIS

Year: 2013
Source: USDA
Scale: 1" = 1000'
Comment:

Address: Sugar House Road, Alexandria, LA
Approx Center: -92.4119409,31.27080269

Order No: 26020200938

ERIS

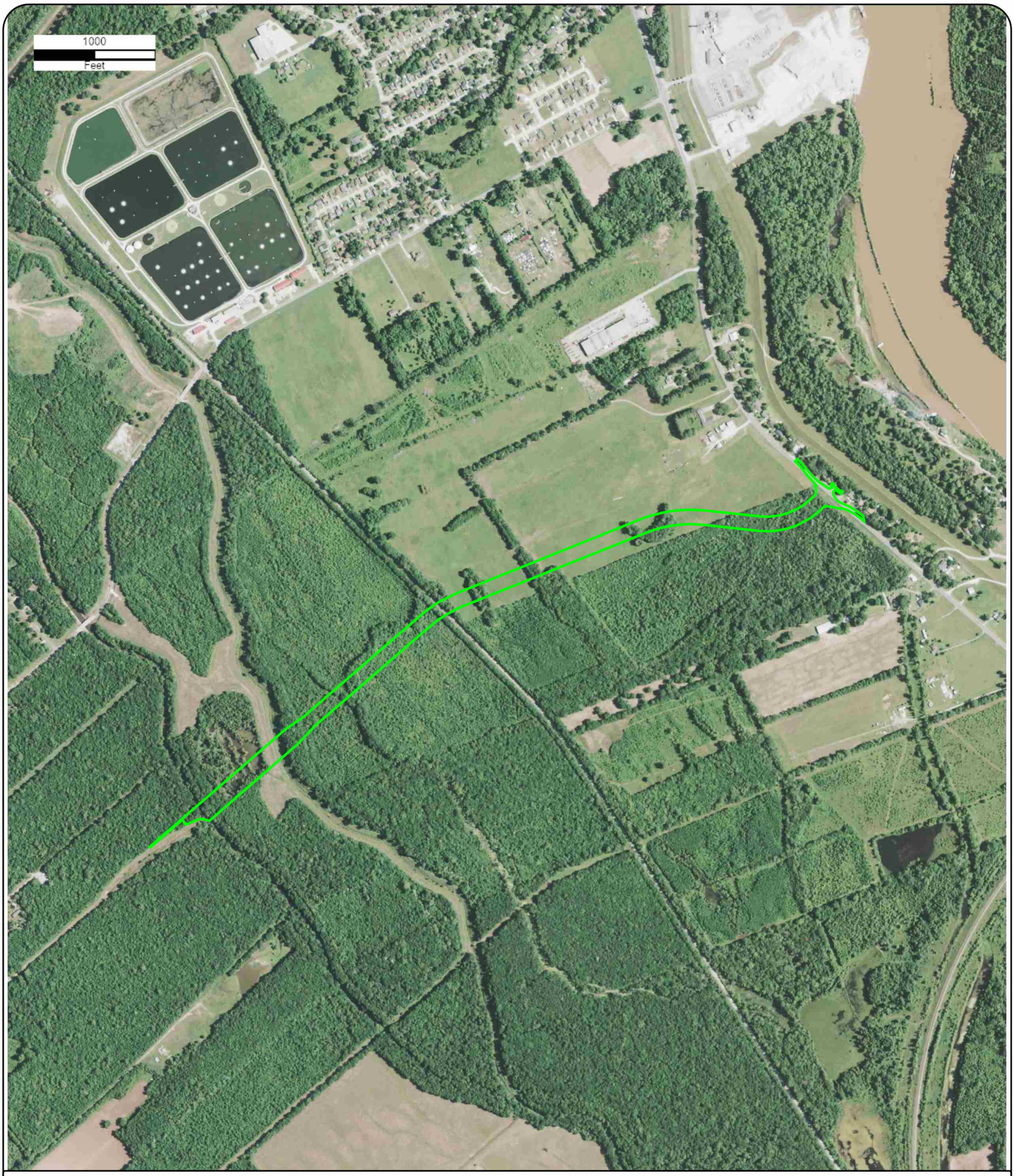


Year: 2010
Source: USDA
Scale: 1" = 1000'
Comment:

Address: Sugar House Road, Alexandria, LA
Approx Center: -92.4119409,31.27080269

Order No: 26020200938

ERIS



Year: 2009
Source: USDA
Scale: 1" = 1000'
Comment:

Address: Sugar House Road, Alexandria, LA
Approx Center: -92.4119409,31.27080269

Order No: 26020200938

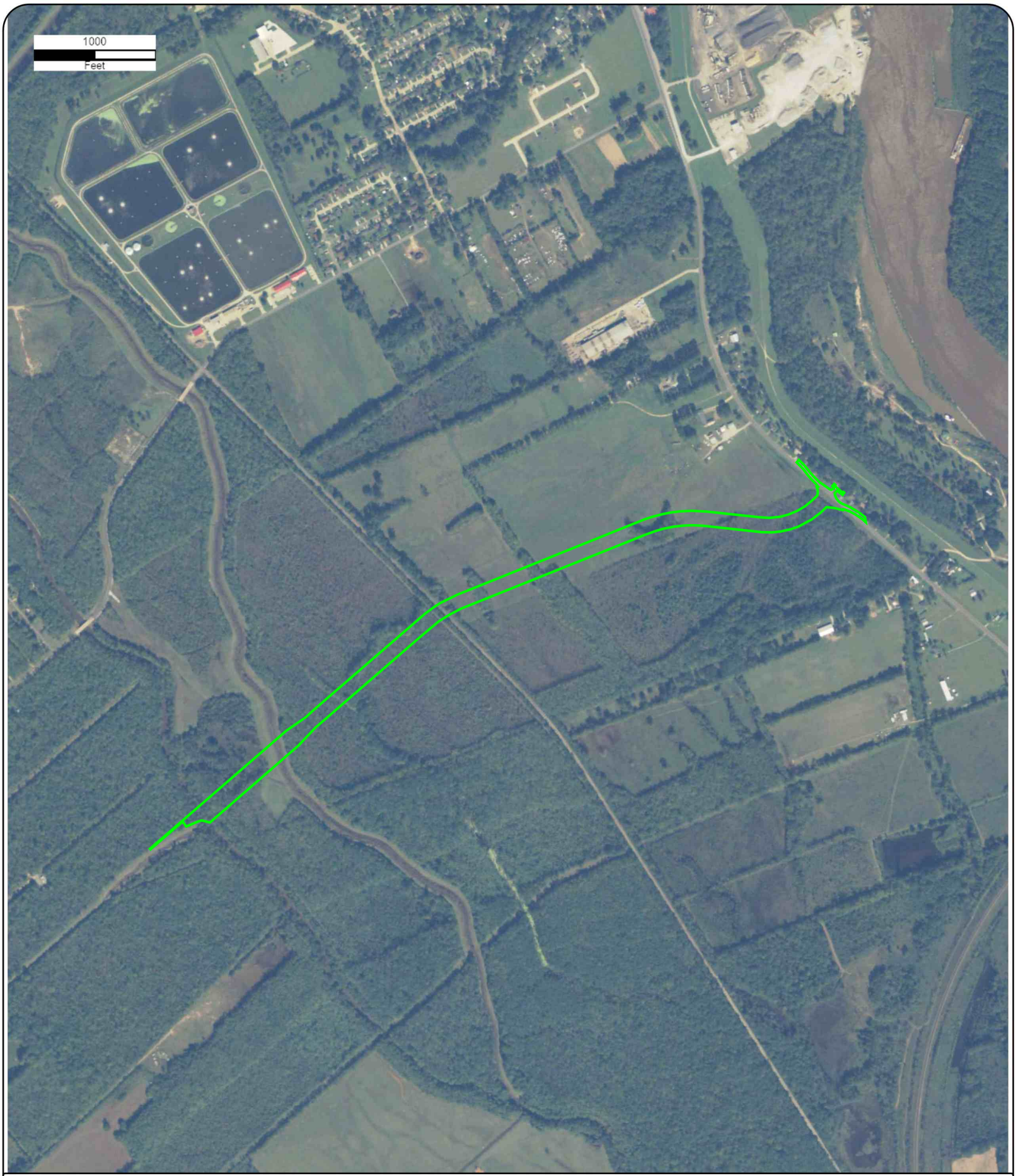
ERIS

Year: 2007
Source: USDA
Scale: 1" = 1000'
Comment:

Address: Sugar House Road, Alexandria, LA
Approx Center: -92.4119409,31.27080269

Order No: 26020200938

ERIS

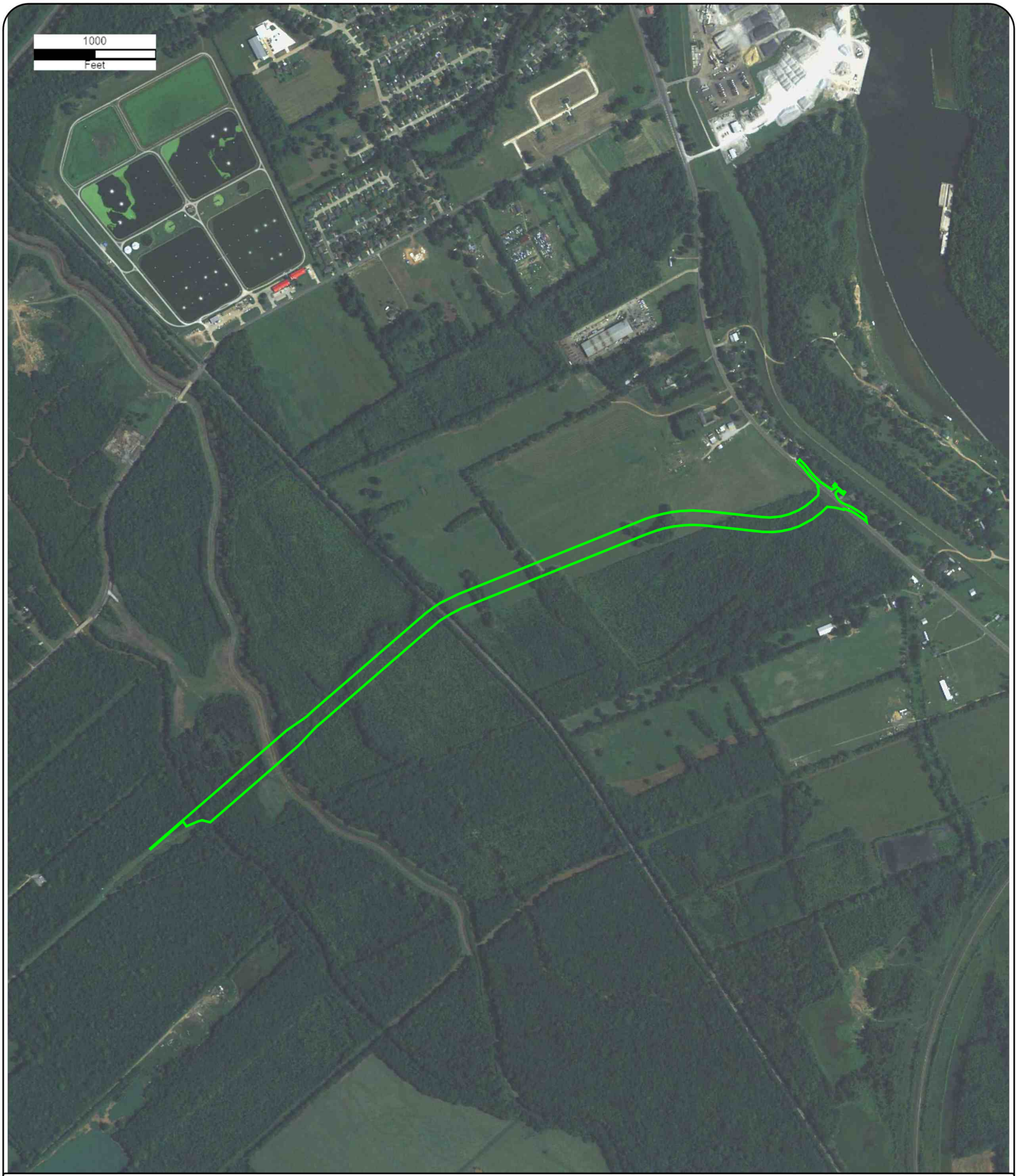


Year: 2006
Source: USDA
Scale: 1" = 1000'
Comment:

Address: Sugar House Road, Alexandria, LA
Approx Center: -92.4119409,31.27080269

Order No: 26020200938

ERIS



Year: 2005
Source: USDA
Scale: 1" = 1000'
Comment:

Address: Sugar House Road, Alexandria, LA
Approx Center: -92.4119409,31.27080269

Order No: 26020200938

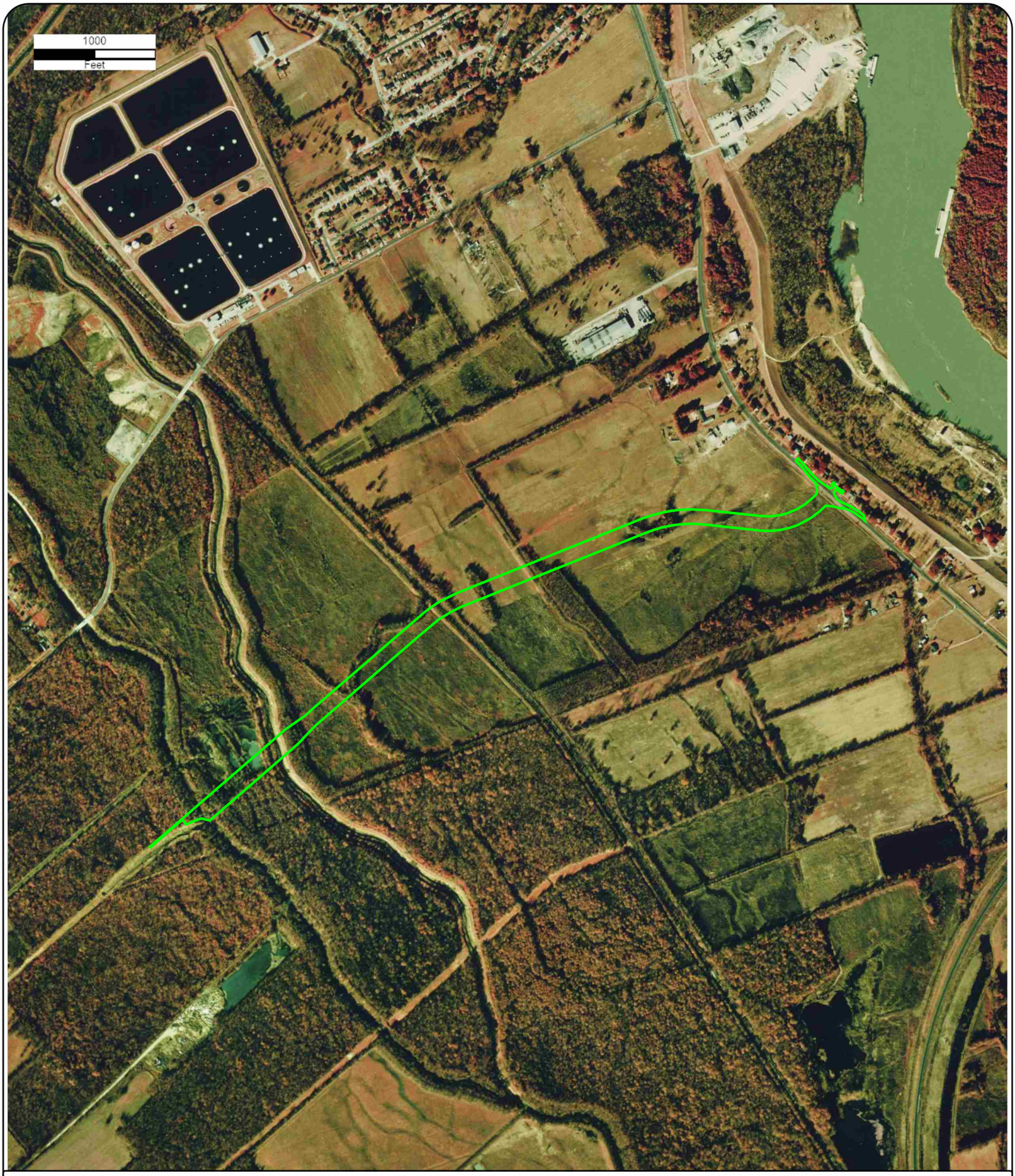
ERIS

Year: 2004
Source: USGS
Scale: 1" = 1000'
Comment:

Address: Sugar House Road, Alexandria, LA
Approx Center: -92.4119409,31.27080269

Order No: 26020200938

ERIS



Year: 1998
Source: USGS
Scale: 1" = 1000'
Comment:

Address: Sugar House Road, Alexandria, LA
Approx Center: -92.4119409,31.27080269

Order No: 26020200938

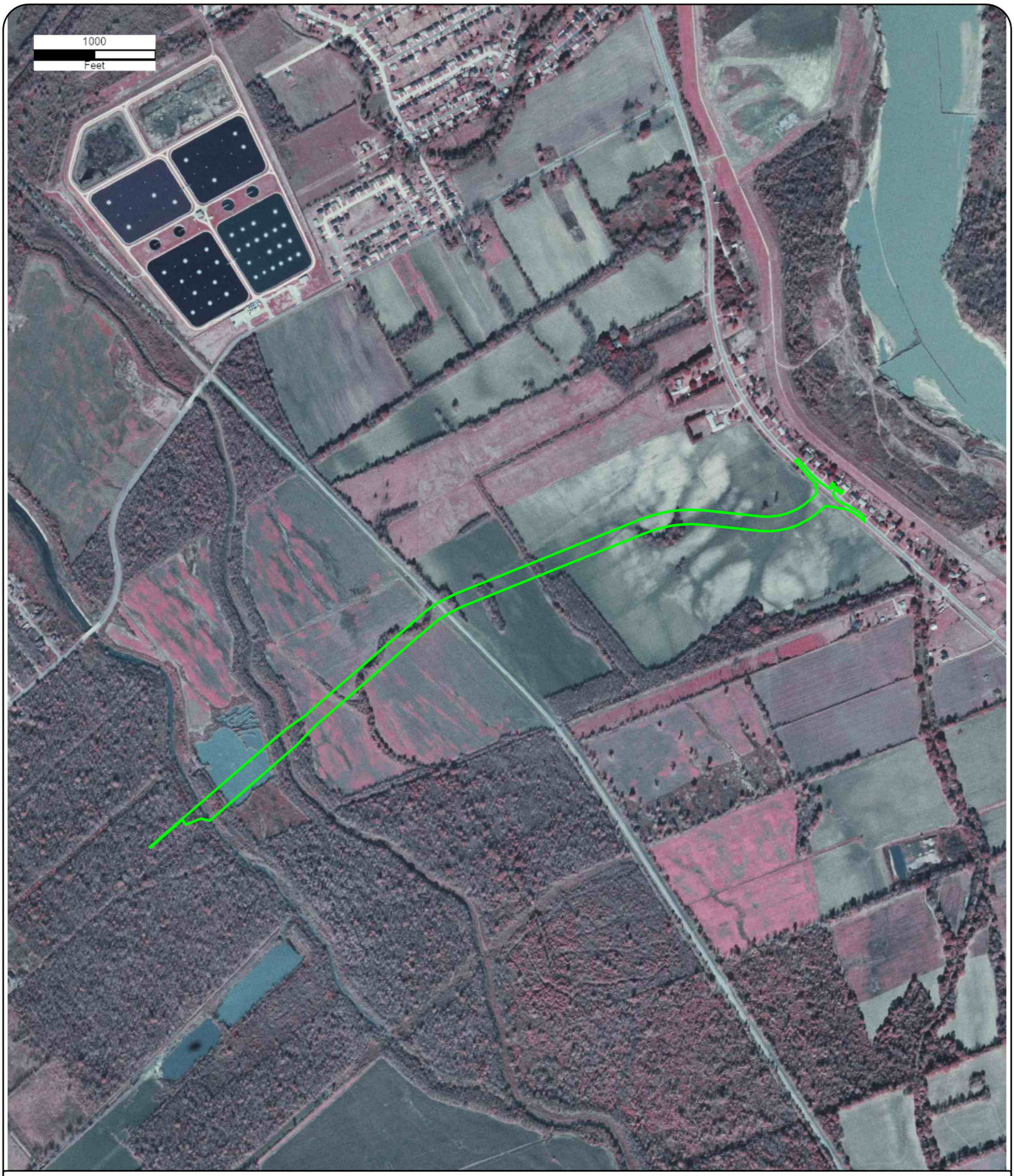
ERIS

Year: 1990
Source: USGS
Scale: 1" = 1000'
Comment: Best Copy Available

Address: Sugar House Road, Alexandria, LA
Approx Center: -92.4119409,31.27080269

Order No: 26020200938

ERIS

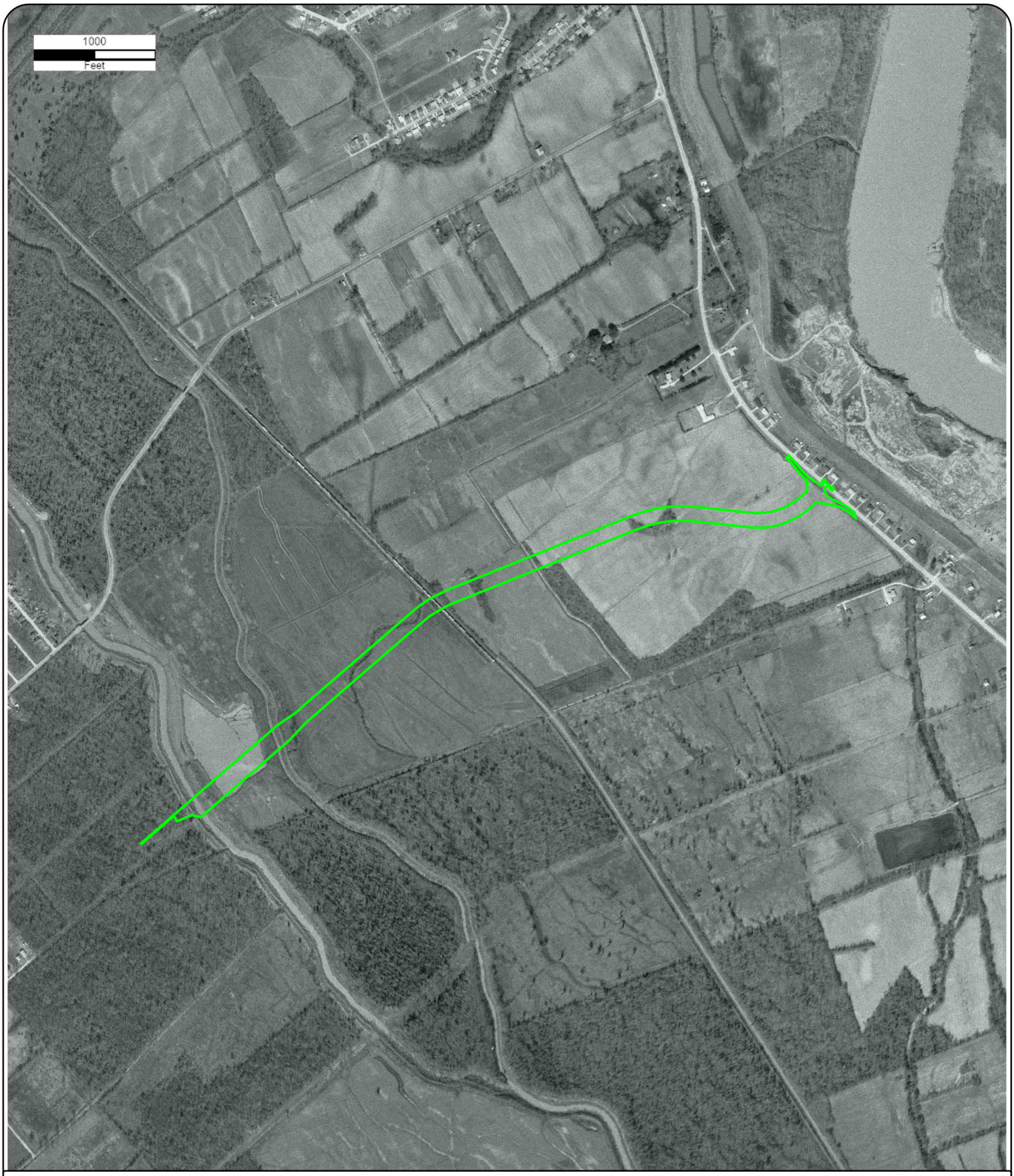


Year: 1981
Source: USGS
Scale: 1" = 1000'
Comment:

Address: Sugar House Road, Alexandria, LA
Approx Center: -92.4119409,31.27080269

Order No: 26020200938

ERIS

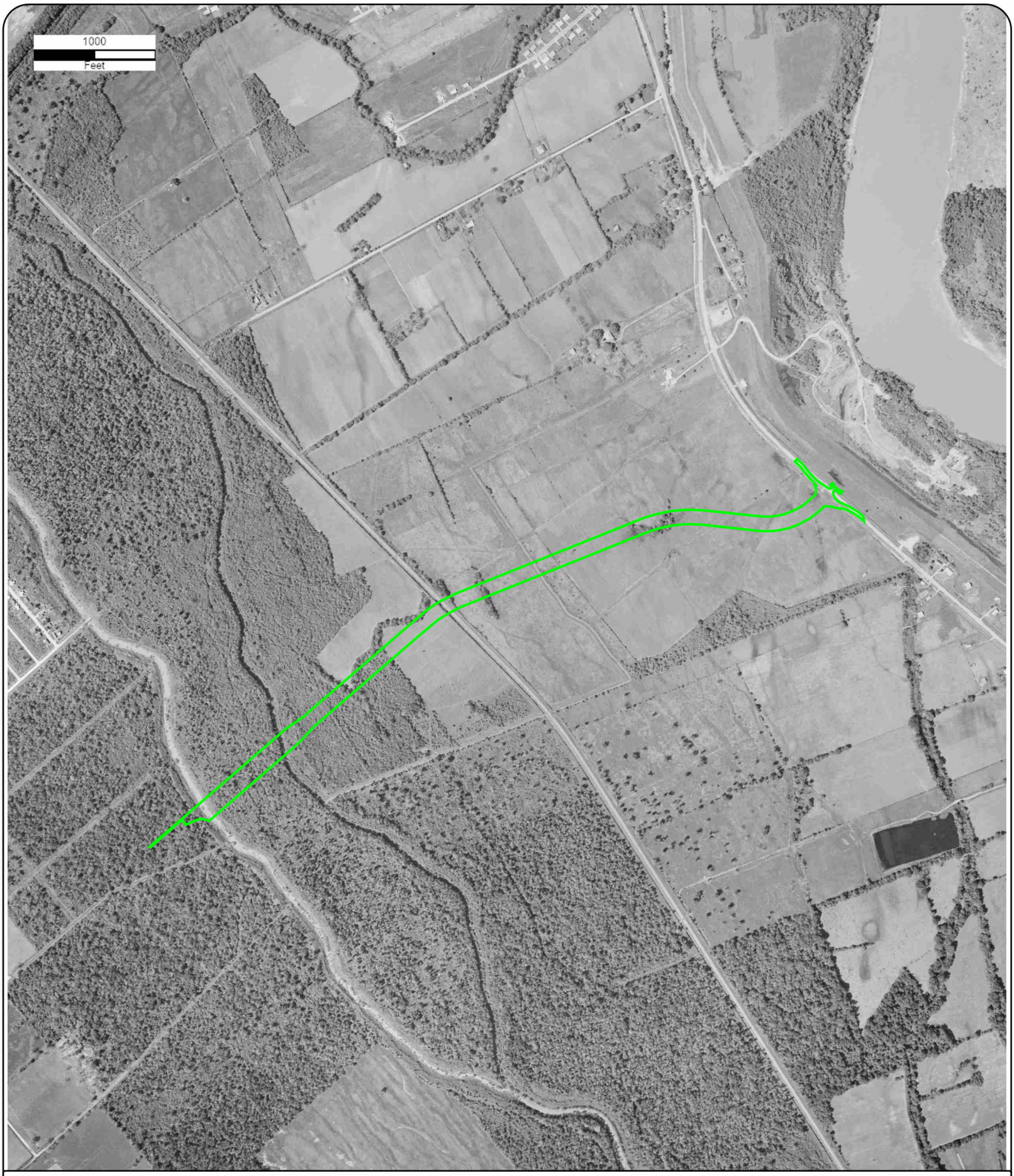


Year: 1971
Source: USGS
Scale: 1" = 1000'
Comment:

Address: Sugar House Road, Alexandria, LA
Approx Center: -92.4119409,31.27080269

Order No: 26020200938

ERIS

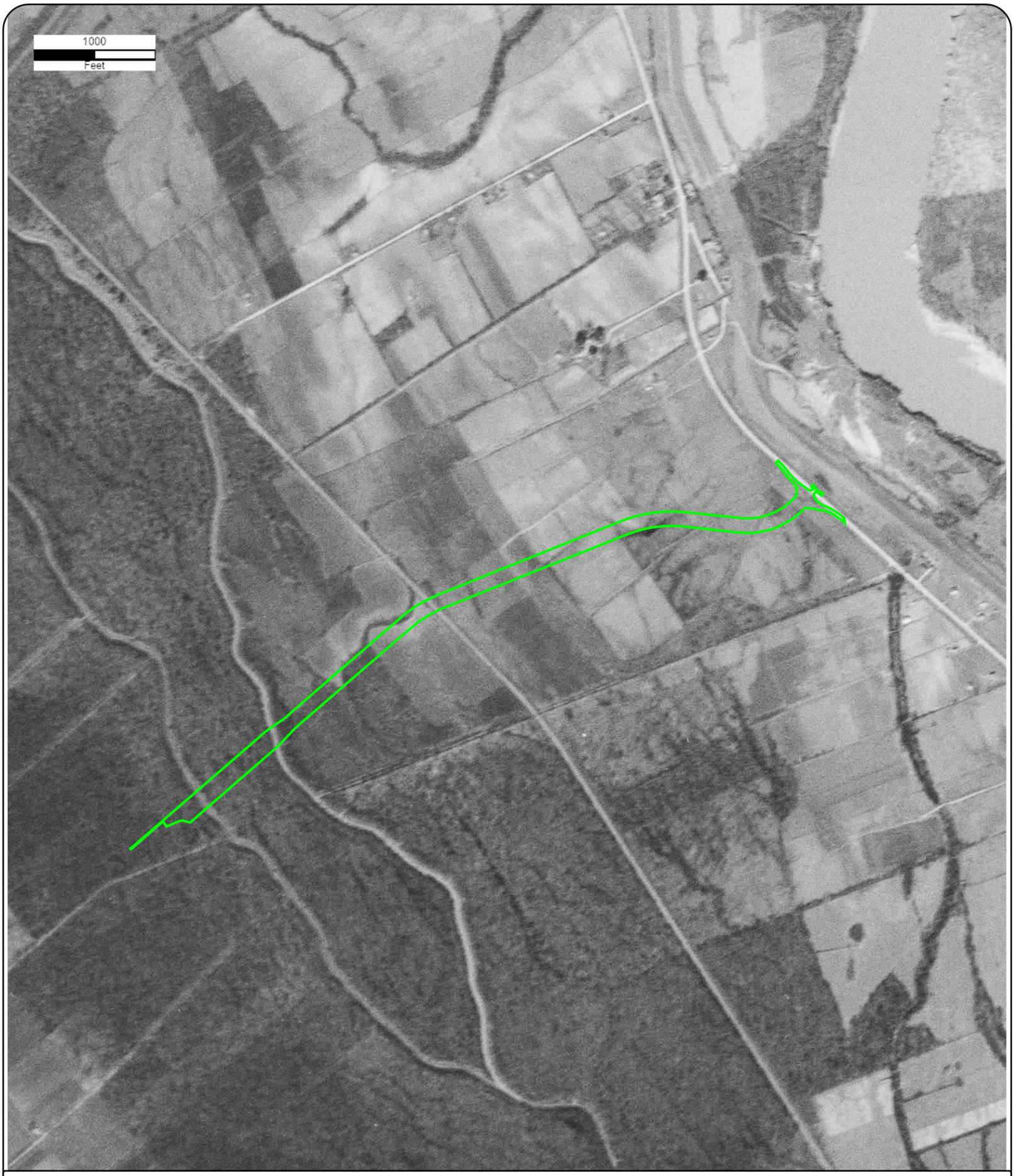


Year: 1962
Source: ASCS
Scale: 1" = 1000'
Comment:

Address: Sugar House Road, Alexandria, LA
Approx Center: -92.4119409,31.27080269

Order No: 26020200938

ERIS



Year: 1952
Source: AMS
Scale: 1" = 1000'
Comment: Best Copy Available

Address: Sugar House Road, Alexandria, LA
Approx Center: -92.4119409,31.27080269

Order No: 26020200938

ERIS

Year: 1940
Source: ASCS
Scale: 1" = 1000'
Comment:

Address: Sugar House Road, Alexandria, LA
Approx Center: -92.4119409,31.27080269

Order No: 26020200938

ERIS

APPENDIX F

HISTORICAL CITY DIRECTORY

CITY DIRECTORY

Project Property:	*City of Alexandria Proposed Alternative No. 2* *Sugar House Road* *Alexandria,LA 71302*
Project No:	*471-021 T7.0*
Requested By:	*Providence*
Order No:	*26020200938*
Date Completed:	*February 03, 2026*

Environmental Risk Information Services
A division of Glacier Media Inc.
1.866.517.5204 | info@erisinfo.com | erisinfo.com

February 03, 2026
RE: CITY DIRECTORY RESEARCH
Sugar House Road
Alexandria,LA 71302

Thank you for contacting ERIS for an City Directory Search for the site described above. Our staff has conducted a reverse listing City Directory search to determine prior occupants of the subject site and adjacent properties. We have provided the nearest addresses(s) when adjacent addresses are not listed. If we have searched a range of addresses, all addresses in that range found in the Directory are included.

Note: Reverse Listing Directories generally are focused on more highly developed areas. Newly developed areas may be covered in the more recent years, but the older directories will tend to cover only the "central" parts of the city. To complete the search, we have either utilized the ACPL, Library of Congress, State Archives, and/or a regional library or history center as well as multiple digitized directories. These do not claim to be a complete collection of all reverse listing city directories produced.

ERIS has made every effort to provide accurate and complete information but shall not be held liable for missing, incomplete or inaccurate information. To complete this search we used the general range(s) below to search for relevant findings. If you believe there are additional addresses or streets that require searching please contact us at 866-517-5204.

Search Criteria:
6500-7400 of 3rd St
all of Sugar House Rd
Search Notes:

Search Results Summary

Date	Source	Comment
2024	DIGITAL BUSINESS DIRECTORY	
2023	DIGITAL BUSINESS DIRECTORY	
2020	DIGITAL BUSINESS DIRECTORY	
2016	DIGITAL BUSINESS DIRECTORY	
2012	DIGITAL BUSINESS DIRECTORY	
2008	DIGITAL BUSINESS DIRECTORY	
2003	DIGITAL BUSINESS DIRECTORY	
2000	DIGITAL BUSINESS DIRECTORY	
1997	POLKS	
1992	POLKS	
1987	POLKS	
1982	POLKS	
1977	POLKS	
1972	POLKS	
1967	POLKS	
1964	POLKS	
1960	POLKS	
1957	POLKS	
1954	POLKS	
1947	CB PAGE DIR CO	
1942	CB PAGE DIR CO	
1938-39	INTERSTATE DIRECTORY CO	
1934-35	INTERSTATE DIRECTORY CO	
1929	INTERSTATE DIRECTORY CO	
1921	PIEDMONT DIR CO	

2024 3RD ST

SOURCE: DIGITAL BUSINESS DIRECTORY

6505 **SHANNON DENISE METOYER HAMMOND**...*RESIDENTIAL*
6511 **JOSEPH JONES**...*RESIDENTIAL*
6520 **PROGRESSIVE BAPTIST CHURCH**...*CHURCHES*
6605 **FRANCES LAWSON**...*RESIDENTIAL*
6609 **ERICK DUPAR**...*RESIDENTIAL*
6609 **GUSSIE DUPAR**...*RESIDENTIAL*
6617 **JACQUELINE PERRY**...*RESIDENTIAL*
6619 **CORINE CANNON**...*RESIDENTIAL*
6917 **SONETER WALKER**...*RESIDENTIAL*
7011 **ERICA JONES**...*RESIDENTIAL*
7011 **REGINALD BROWN**...*RESIDENTIAL*
7011 **REGINALD JONES**...*RESIDENTIAL*
7013 **BRENDA NORRIS**...*RESIDENTIAL*
7013 **CHRISTOPHER NORRIS**...*RESIDENTIAL*
7109 **ARCHIE GOTT**...*RESIDENTIAL*
7109 **JO BUTLER**...*RESIDENTIAL*
7215 **NICOLE BORDELON**...*RESIDENTIAL*
7218 **PAULA FAY AYMOND BARNES**...*RESIDENTIAL*
7305 **DONALD LEWIS**...*RESIDENTIAL*

2024 SUGAR HOUSE RD

SOURCE: DIGITAL BUSINESS DIRECTORY

3334 **ANDRE JAMES**...*RESIDENTIAL*
3342 **ARLINE JOHNSON**...*RESIDENTIAL*
3342 **FREDDIE SMITH**...*RESIDENTIAL*
3342 **VERLINE SMITH**...*RESIDENTIAL*
3422 **EASTER MAE DRUMMER**...*RESIDENTIAL*
3422 **LEON BUTLER JR**...*RESIDENTIAL*
3520 **CHRISTINE KIRK**...*RESIDENTIAL*
3550 **SHERYL VALLIEN-ADAMS**...*RESIDENTIAL*
3620 **EULA HOWARD**...*RESIDENTIAL*
3620 **JAQUITA CLARK**...*RESIDENTIAL*
3620 **MARVIN HOWARD**...*RESIDENTIAL*
3624 **PATRICIA GIBBS**...*RESIDENTIAL*
3628 **ANGLEAN BURNS**...*RESIDENTIAL*
3636 **FRANCES BEALL**...*RESIDENTIAL*
3800 **DELANDRIA VINCENT**...*RESIDENTIAL*
3901 **HEXION**...*CHEMICAL MANUFACTURING*
3901 **MOMENTIVE SPECIALTY CHEMICALS**...*CHEMICALS - WHOLESALE*
3941 **PATSY GIBSON**...*RESIDENTIAL*
3951 **CLINTON ANDERSON**...*RESIDENTIAL*
3951 **LERANITA WEBSTER**...*RESIDENTIAL*

2023 3RD ST

SOURCE: DIGITAL BUSINESS DIRECTORY

6505 **SHANNON DENISE METOYER HAMMOND**...*RESIDENTIAL*
6511 **JOSEPH JONES**...*RESIDENTIAL*
6520 **PROGRESSIVE BAPTIST CHURCH**...*CHURCHES*
6605 **FRANCES LAWSON**...*RESIDENTIAL*
6609 **COURTNEY DUPAR**...*RESIDENTIAL*
6609 **GUSSIE DUPAR**...*RESIDENTIAL*
6609 **JON BAKER**...*RESIDENTIAL*
6617 **JACQUELINE PERRY**...*RESIDENTIAL*
6619 **CORINE CANNON**...*RESIDENTIAL*
6805 **RONNIE DRAWSAND**...*RESIDENTIAL*
6817 **CHARLES JOHNSON**...*RESIDENTIAL*
6909 **LILLIE DIAZ**...*RESIDENTIAL*
6917 **SONETER WALKER**...*RESIDENTIAL*
7005 **ANNETTE GRIFFIN**...*RESIDENTIAL*
7005 **JAMES GRIFFIN**...*RESIDENTIAL*
7013 **BRENDA NORRIS**...*RESIDENTIAL*
7013 **CHRISTOPHER NORRIS**...*RESIDENTIAL*
7109 **ARCHIE GOTT**...*RESIDENTIAL*
7215 **GENE BORDELON**...*RESIDENTIAL*
7305 **DONALD LEWIS**...*RESIDENTIAL*

2023 SUGAR HOUSE RD

SOURCE: DIGITAL BUSINESS DIRECTORY

3334 **ANDRE JAMES**...*RESIDENTIAL*
3334 **DANIELLE WRIGHT**...*RESIDENTIAL*
3334 **FREDRIC JAMES**...*RESIDENTIAL*
3342 **FREDDIE SMITH**...*RESIDENTIAL*
3342 **VERLINE SMITH**...*RESIDENTIAL*
3422 **EASTER MAE DRUMMER**...*RESIDENTIAL*
3422 **LEON BUTLER JR**...*RESIDENTIAL*
3426 **RICKY BEAUREGARD**...*RESIDENTIAL*
3520 **CHRISTINE KIRK**...*RESIDENTIAL*
3550 **SHERYL VALLIEN-ADAMS**...*RESIDENTIAL*
3620 **EULA HOWARD**...*RESIDENTIAL*
3620 **JAQUITA CLARK**...*RESIDENTIAL*
3620 **MARVIN HOWARD**...*RESIDENTIAL*
3622 **MAXINE STANDFIELD**...*RESIDENTIAL*
3628 **ANGLEAN BURNS**...*RESIDENTIAL*
3636 **FRANCES BEALL**...*RESIDENTIAL*
3824 **BEVERLY BURNS**...*RESIDENTIAL*
3901 **HEXION**...*BOILERSREPAIRING & CLEANING*
3901 **HEXION**...*CHEMICALS-MANUFACTURERS*
3901 **MOMENTIVE SPECIALTY CHEMICALS**...*RESINS (WHLS)*
3901 **MOMENTIVE SPECIALTY CHEMICALS**...*RESINSMANUFACTURERS*
3941 **PATSY GIBSON**...*RESIDENTIAL*
3951 **CLINTON ANDERSON**...*RESIDENTIAL*

2020 3RD ST

SOURCE: DIGITAL BUSINESS DIRECTORY

6505 **SHANNON DENISE METOYER HAMMOND**...*RESIDENTIAL*
6511 **JOSEPH JONES**...*RESIDENTIAL*
6520 **PROGRESSIVE BAPTIST CHURCH**...*CHURCHES*
6605 **FRANCES LAWSON**...*RESIDENTIAL*
6609 **COURTNEY DUPAR**...*RESIDENTIAL*
6609 **GUSSIE DUPAR**...*RESIDENTIAL*
6609 **JON BAKER**...*RESIDENTIAL*
6617 **JACQUELINE PERRY**...*RESIDENTIAL*
6619 **CORINE CANNON**...*RESIDENTIAL*
6817 **CHARLES JOHNSON**...*RESIDENTIAL*
6909 **LILLIE DIAZ**...*RESIDENTIAL*
6917 **SONETER WALKER**...*RESIDENTIAL*
7005 **ANNETTE GRIFFIN**...*RESIDENTIAL*
7013 **BRENDA NORRIS**...*RESIDENTIAL*
7109 **ARCHIE GOTT**...*RESIDENTIAL*
7215 **GENE BORDELON**...*RESIDENTIAL*
7218 **PAULA FAY AYMOND BARNES**...*RESIDENTIAL*
7305 **DONALD LEWIS**...*RESIDENTIAL*

2020 SUGAR HOUSE RD

SOURCE: DIGITAL BUSINESS DIRECTORY

3334 **ANDRE JAMES**...*RESIDENTIAL*
3342 **FREDDIE SMITH**...*RESIDENTIAL*
3422 **LEON BUTLER JR**...*RESIDENTIAL*
3426 **RICKY BEAUREGARD**...*RESIDENTIAL*
3520 **CHRISTINE KIRK**...*RESIDENTIAL*
3550 **SHERYL VALLIEN-ADAMS**...*RESIDENTIAL*
3620 **EULA HOWARD**...*RESIDENTIAL*
3620 **JAQUITA CLARK**...*RESIDENTIAL*
3622 **MAXINE STANDFIELD**...*RESIDENTIAL*
3628 **ANGLEAN BURNS**...*RESIDENTIAL*
3636 **FRANCES BEALL**...*RESIDENTIAL*
3636 **JEFFERY BELL**...*RESIDENTIAL*
3824 **ADDIE WASHINGTON**...*RESIDENTIAL*
3901 **HEXION**...*BOILERSREPAIRING & CLEANING*
3901 **HEXION**...*CHEMICALS-MANUFACTURERS*
3901 **MOMENTIVE SPECIALTY CHEMICALS**...*RESINSMANUFACTURERS*
3901 **MOMENTIVE SPECIALTY CHEMICALS**...*RESINS (WHLS)*
3941 **PATSY GIBSON**...*RESIDENTIAL*

2016 3RD ST

SOURCE: DIGITAL BUSINESS DIRECTORY

6511 **JOSEPH JONES**...*RESIDENTIAL*
6511 **NELLIE JONES**...*RESIDENTIAL*
6605 **FRANCES LAWSON**...*RESIDENTIAL*
6609 **JON BAKER**...*RESIDENTIAL*
6617 **JACQUELINE PERRY**...*RESIDENTIAL*
6617 **WILLIAM PERRY**...*RESIDENTIAL*
6817 **CHARLES JOHNSON**...*RESIDENTIAL*
6817 **MARGARET JOHNSON**...*RESIDENTIAL*
6909 **LILLIE DIAZ**...*RESIDENTIAL*
6917 **SONETER WALKER**...*RESIDENTIAL*
7005 **ANNETTE GRIFFIN**...*RESIDENTIAL*
7005 **JAMES GRIFFIN**...*RESIDENTIAL*
7013 **BRENDA NORRIS**...*RESIDENTIAL*
7013 **CHRISTOPHER NORRIS**...*RESIDENTIAL*
7013 **SONJA NORRIS**...*RESIDENTIAL*
7109 **ARCHIE GOTT**...*RESIDENTIAL*
7109 **PEARLINE GOTT**...*RESIDENTIAL*
7215 **GENE BORDELON**...*RESIDENTIAL*
7218 **PAUL BARNES**...*RESIDENTIAL*
7218 **PAULA FAY AYMOND BARNES**...*RESIDENTIAL*
7305 **DONALD LEWIS**...*RESIDENTIAL*
7305 **JUDY LEWIS**...*RESIDENTIAL*

2016 SUGAR HOUSE RD

SOURCE: DIGITAL BUSINESS DIRECTORY

3334 **DANIELLE WRIGHT**...*RESIDENTIAL*
3334 **QUINCY WRIGHT**...*RESIDENTIAL*
3342 **FREDDIE SMITH**...*RESIDENTIAL*
3342 **VERLINE SMITH**...*RESIDENTIAL*
3422 **LEON BUTLER JR**...*RESIDENTIAL*
3426 **RICKY BEAUREGARD**...*RESIDENTIAL*
3550 **SHERYL VALLIEN-ADAMS**...*RESIDENTIAL*
3620 **EULA HOWARD**...*RESIDENTIAL*
3620 **JAQUITA CLARK**...*RESIDENTIAL*
3620 **MARVIN HOWARD**...*RESIDENTIAL*
3620 **PATSY HOWARD**...*RESIDENTIAL*
3622 **MAXINE STANDFIELD**...*RESIDENTIAL*
3622 **RANDOLPH STANDFIELD**...*RESIDENTIAL*
3624 **JAMES JOHNSON**...*RESIDENTIAL*
3628 **ANGLEAN BURNS**...*RESIDENTIAL*
3636 **FRANCES BEALL**...*RESIDENTIAL*
3636 **JEFFERY BELL**...*RESIDENTIAL*
3636 **THURMAN BELL**...*RESIDENTIAL*
3824 **ADDIE WASHINGTON**...*RESIDENTIAL*
3901 **HEXION**...*CHEMICALS-MANUFACTURERS*
3901 **MOMENTIVE SPECIALTY CHEMICALS**...*CHEMICALS (WHLS)*
3901 **MOMENTIVE SPECIALTY CHEMICALS**...*RESINS (WHLS)*
3941 **PATSY GIBSON**...*RESIDENTIAL*
3941 **RANDY GIBSON**...*RESIDENTIAL*
3951 **CLINTON ANDERSON**...*RESIDENTIAL*
3951 **LERANITA WEBSTER**...*RESIDENTIAL*

2012 3RD ST

SOURCE: DIGITAL BUSINESS DIRECTORY

6511 **NELLIE JONES**...*RESIDENTIAL*
6617 **JACQUELINE PERRY**...*RESIDENTIAL*
6617 **WILLIAM PERRY**...*RESIDENTIAL*
6717 **KIMBERLY JONES**...*RESIDENTIAL*
6717 **THOMAS ATKINS**...*RESIDENTIAL*
6817 **CHARLES JOHNSON**...*RESIDENTIAL*
6909 **ANA DIAZ**...*RESIDENTIAL*
6909 **GUIDO DIAZ**...*RESIDENTIAL*
6909 **JOHN MURILLO**...*RESIDENTIAL*
6909 **LILLIE DIAZ**...*RESIDENTIAL*
7005 **ANNETTE GRIFFIN**...*RESIDENTIAL*
7005 **JAMES GRIFFIN**...*RESIDENTIAL*
7011 **E LARVADAIN**...*RESIDENTIAL*
7111 **KEVIN DUCOTE**...*RESIDENTIAL*
7215 **GENE BORDELON**...*RESIDENTIAL*
7218 **PAULA BARNES**...*RESIDENTIAL*
7305 **JUDY LEWIS**...*RESIDENTIAL*
7305 **JULIA TELSEE**...*RESIDENTIAL*

2012 SUGAR HOUSE RD

SOURCE: DIGITAL BUSINESS DIRECTORY

3334 **QUINCY WRIGHT**...*RESIDENTIAL*
3342 **SMITH VERLINE**...*RESIDENTIAL*
3342 **VERLINE SMITH**...*RESIDENTIAL*
3520 **SALLY ADAMS**...*RESIDENTIAL*
3550 **SHERYL ADAMS**...*RESIDENTIAL*
3622 **MAXINE STANDFIELD**...*RESIDENTIAL*
3622 **STANDFIELD RANDOLPH**...*RESIDENTIAL*
3901 **MOMENTIVE SPECIALTY CHEMICALS**...*CHEMICALS (WHLS)*
3951 **CLINTON ANDERSON**...*RESIDENTIAL*
3951 **LERANITA WEBSTER**...*RESIDENTIAL*

2008 3RD ST

SOURCE: DIGITAL BUSINESS DIRECTORY

6505 **JASON HAMMOND**...*RESIDENTIAL*
6511 **JOSEPH JONES**...*RESIDENTIAL*
6605 **KENNETH LAWSON**...*RESIDENTIAL*
6608 **ROBERT T TOOMEY**...*RESIDENTIAL*
6610 **ARLIS & SUSAN L DUDLEY**...*RESIDENTIAL*
6615 **F C THOMAS**...*RESIDENTIAL*
6617 **WILLIAM PERRY**...*RESIDENTIAL*
6619 **CORINE CANNON**...*RESIDENTIAL*
6619 **L R LOONEY**...*RESIDENTIAL*
6623 **MICHAEL J BYRNES**...*RESIDENTIAL*
6632 **ANNA A HEBERT**...*RESIDENTIAL*
6635 **R E ALLEN**...*RESIDENTIAL*
6636 **WILLIAM A LANIER**...*RESIDENTIAL*
6639 **S SEPULVADO**...*RESIDENTIAL*
6717 **T J ATKINS**...*RESIDENTIAL*
6805 **MARVIN HOWARD**...*RESIDENTIAL*
6819 **M STEWART**...*RESIDENTIAL*
6905 **MARVIN BRANCH**...*RESIDENTIAL*
7011 **LASHONDA FRANKLIN**...*RESIDENTIAL*
7011 **THERESA FRANKLIN**...*RESIDENTIAL*
7215 **ANN BORDELON**...*RESIDENTIAL*
7215 **BORDELON TREE SVC**...*TREE SERVICE*
7215 **DANIEL T CARNEY**...*RESIDENTIAL*
7215 **GENE BORDELON**...*RESIDENTIAL*
7215 **MICHAEL BORDELON**...*RESIDENTIAL*
7215 **NORRIS M BORDELON**...*RESIDENTIAL*
7215 **ROY MYERS**...*RESIDENTIAL*
7215 **TERRY BORDELON**...*RESIDENTIAL*
7215 **TRAVIS & STEPHANIE BORDELON**...*RESIDENTIAL*
7218 **PAUL BARNES**...*RESIDENTIAL*
7305 **DONALD & JUDY R LEWIS**...*RESIDENTIAL*
7305 **JULIA TELSEE**...*RESIDENTIAL*

2008 SUGAR HOUSE RD

SOURCE: DIGITAL BUSINESS DIRECTORY

3334 **QUINCY E WRIGHT**...*RESIDENTIAL*
3342 **VERLINE SMITH**...*RESIDENTIAL*
3422 **PEARL BUTLER**...*RESIDENTIAL*
3618 **RICHARD WILLIAMS**...*RESIDENTIAL*
3622 **RANDOLPH STANFIELD**...*RESIDENTIAL*
3901 **HEXION SPECIALTY CHEMICALS INC**...*RESINS-MANUFACTURERS*
3941 **PATSY GIBSON**...*RESIDENTIAL*

2003 3RD ST

SOURCE: DIGITAL BUSINESS DIRECTORY

6505 **JOSEPH DAWSON**...*RESIDENTIAL*
6511 **JOSEPH JONES**...*RESIDENTIAL*
6520 **JACK'S HEAD START CTR**
6600 **ROBERT LEWIS CONTRACTORS**
6605 **HARDY CROOKS**...*RESIDENTIAL*
6605 **JOE H VINCENT**...*RESIDENTIAL*
6605 **KENNETH LAWSON**...*RESIDENTIAL*
6606 **MARCUS & KAYLA GROSSIE**...*RESIDENTIAL*
6608 **ROBERT T TOOMEY**...*RESIDENTIAL*
6609 **GUSSIE W MRS DUPAR**...*RESIDENTIAL*
6610 **JOHN D ANDERSON**...*RESIDENTIAL*
6612 **GREG CARTER**...*RESIDENTIAL*
6612 **REID FERGUSON**...*RESIDENTIAL*
6615 **F C THOMAS**...*RESIDENTIAL*
6619 **CORINE CANNON**...*RESIDENTIAL*
6619 **L R LOONEY**...*RESIDENTIAL*
6620 **TONIE BRADLEY**...*RESIDENTIAL*
6623 **MICHAEL J BYRNES**...*RESIDENTIAL*
6631 **HENRY MAGNON**...*RESIDENTIAL*
6631 **TONYA & KELLI MAGNON**...*RESIDENTIAL*
6632 **ANNA A HEBERT**...*RESIDENTIAL*
6635 **R E ALLEN**...*RESIDENTIAL*
6636 **WILLIAM A LANIER**...*RESIDENTIAL*
6643 **DIANE WILLIAMS**...*RESIDENTIAL*
6713 **GEORGE JACOBS**...*RESIDENTIAL*
6715 **ST MARY'S TRAINING SCHOOL**
6717 **T J ATKINS**...*RESIDENTIAL*
6719 **ST MARY'S DAY SCHOOL**...*PUBLIC ELEMENTARY AND SECONDARY SCHOOLS*
6805 **MARVIN HOWARD**...*RESIDENTIAL*
6905 **MARVIN BRANCH**...*RESIDENTIAL*
6909 **LILLIE M DIAZ**...*RESIDENTIAL*
7005 **WILLIE QUEEN**...*RESIDENTIAL*
7011 **LASHONDA FRANKLIN**...*RESIDENTIAL*
7011 **THERESA FRANKLIN**...*RESIDENTIAL*
7013 **A BRIGHTER DAY**
7111 **PETE DUCOTE**...*RESIDENTIAL*
7215 **ANN BORDELON**...*RESIDENTIAL*
7215 **BORDELON ENTERPRISES**...*ELECTRIC POWER SYSTEMS CONTRACTORS*
7215 **DANIEL T CARNEY**...*RESIDENTIAL*
7215 **GENE BORDELON**...*RESIDENTIAL*
7215 **JAMES T GURGAINERS**...*RESIDENTIAL*
7215 **NORRIS M BORDELON**...*RESIDENTIAL*
7218 **PAUL BARNES**...*RESIDENTIAL*
7305 **DONALD R & JUDY LEWIS**...*RESIDENTIAL*
7305 **JULIA TELSEE**...*RESIDENTIAL*

2003 SUGAR HOUSE RD

SOURCE: DIGITAL BUSINESS DIRECTORY

3334 **QUINCY E WRIGHT**...*RESIDENTIAL*
3342 **VERLINE SMITH**...*RESIDENTIAL*
3422 **PEARL BUTLER**...*RESIDENTIAL*
3520 **R ADAMS**...*RESIDENTIAL*
3620 **VERONDA FRENCH**...*RESIDENTIAL*
3622 **RANDOLPH STANFIELD**...*RESIDENTIAL*
3901 **BORDEN ADHESIVE & RESIN DIV**
3901 **HEXION SPECIALTY CHEMICALS**

2000 3RD ST

SOURCE: DIGITAL BUSINESS DIRECTORY

6505 **JOSEPH DAWSON**...*RESIDENTIAL*
6511 **JOSEPH JONES**...*RESIDENTIAL*
6520 **JACK'S HEAD START CTR**
6600 **ROBERT LEWIS CONTRACTORS**
6605 **HARDY CROOKS**...*RESIDENTIAL*
6605 **JOE H VINCENT**...*RESIDENTIAL*
6605 **KENNETH LAWSON**...*RESIDENTIAL*
6608 **ROBERT T TOOMEY**...*RESIDENTIAL*
6610 **JOHN D ANDERSON**...*RESIDENTIAL*
6619 **CORINE CANNON**...*RESIDENTIAL*
6619 **LELTON R LOONEY**...*RESIDENTIAL*
6620 **JEAN'S NURSERY**
6620 **TONIE BRADLEY**...*RESIDENTIAL*
6623 **MICHAEL J BYRNES**...*RESIDENTIAL*
6631 **HENRY MAGNON**...*RESIDENTIAL*
6632 **ANNA A HEBERT**...*RESIDENTIAL*
6635 **ROGER E ALLEN**...*RESIDENTIAL*
6636 **WILLIAM A LANIER**...*RESIDENTIAL*
6717 **THOMAS J ATKINS**...*RESIDENTIAL*
6905 **MARVIN BRANCH**...*RESIDENTIAL*
7011 **FAYE & MITCHELL GREEN**...*RESIDENTIAL*
7111 **PETE DUCOTE**...*RESIDENTIAL*
7215 **ANN BORDELON**...*RESIDENTIAL*
7215 **B & B METAL ROOFING**
7215 **BORDELON TREE SVC**
7215 **DANIEL T CARNEY**...*RESIDENTIAL*
7215 **GENE BORDELON**...*RESIDENTIAL*
7215 **JASON & DEBBI DAIGREPONT**...*RESIDENTIAL*
7215 **NORRIS MARY BORDELON**...*RESIDENTIAL*
7218 **PAUL BARNES**...*RESIDENTIAL*
7305 **DOANLD R LEWIS**...*RESIDENTIAL*

2000 SUGAR HOUSE RD

SOURCE: DIGITAL BUSINESS DIRECTORY

3250 **ROGER ADAMS**...*RESIDENTIAL*
3334 **QUINCY E WRIGHT**...*RESIDENTIAL*
3342 **VERLINE SMITH**...*RESIDENTIAL*
3420 **DEBRA ANN ILES**...*RESIDENTIAL*
3422 **PEARL BUTLER**...*RESIDENTIAL*
3622 **R STANFIELD**...*RESIDENTIAL*
3622 **RANDOLPH STANDFIELD**...*RESIDENTIAL*
3901 **BORDEN ADHESIVE & RESIN DIV**

1997 3RD ST

SOURCE: POLKS

@ NEW ... cont'd

3D ST
4005 Foster Jesse & Rose [9]+ ... 443-7789
4104 Elie Agnes Rose [8] ... 445-2610
4110 Vacant
4111 Not Verified
4115 Brown Sam [5] ... 445-5664
4116 Rachel Luke [2] ... 445-1820
4119-4120 Not Verified (2 Hses)
4123 Williams Kenenth
4124 Williams Vernon Jr [6]
4125-4126 Vacant (2 Hses)
4206 Johnson Frances L [9]+ ... 443-6131
4207 Maze Lee A Jr & Alma [9]+ ... 442-0250
Maze Lee A III ... 442-0250
Lowe Millie ... 442-0250
Maze Kevin ... 442-0250
4211 Carter Alfreda ... 443-6474
4215 Elie Alma [5] ... 445-6132
4215b Elie Ruby L [9]+ ... 443-5617
4219 Smith Jake [9]+ ... 445-4861
4223 Lowe John D & Martha [9]+ ... 445-0373
+ *DASPIT BEGINS*
4301 Frances Russel [9]+ ... 445-2742
Frances Rose W ... 445-2742
4304 Molette Ella S [9]+ ... 442-1212
4305 Vacant
4308 Sweazie Verrida R & Carlis [5] ... 445-8839
4312 Davis Rachel ... 448-8808
4316 Not Verified
4317 A & W FOOD MART ... 445-0247
4321 Carter Lee D [9]+ ... 448-0303
+ *BENNET INTERSECTS*
4401 Not Verified
4404 Joffrion Mary J [9]+ ... 442-4059
4408 Miller Michael & Marzie [2] ... 445-7236
4409 Crane George V [9]+ ... 443-1748
4411 Brevelle Irene R [9]+ ... 445-5860
+ *LONGFELLOW DR INTERSECTS*
4503 Miles Joe Jr [9]+ ... 473-1900
4510 CALVARY TABERNACLE U P C ch ... 443-5959
+ *EVANGELINE LA INTERSECTS*
4602 Boykins David [9]+ ... 487-4600
Boykins David W ... 487-4600
4609 Teague Reginald E ... 448-8537
4614 Lawson Joseph Jr [9]+ ... 445-2005
+ *GABRIEL DR INTERSECTS*
4703 Douglas Edward C & Yvonne [9]+ ... 443-2910
Douglas Roscoe A ... 443-2910
4711 Vacant
+ *CHARLES EDWARD CT INTERSECTS*
+ *RICHMOND DR INTERSECTS*
4811 Bell Arthur [9]+ ... 442-3963
4815 Atkins Henry H & Laura [9]+ ... 445-1156
4900 SECOND NEW LIGHT BAPTIST CHURCH churches ... 442-3728
5000 PECAN GROVE TRAINING CENTER ... 448-0291
5003 Jones Clarence Sr ... 448-7061
5005 Lamartiniere Eva [9]+ ... 448-0784
5005b-5103 Vacant (2 Hses)
5106 James Elijah J [9]+ ... 443-0276
James Bubba ... 443-0276
+ *AVEYELLES ST INTERSECTS*
5107 Prescott Hosea & Genevieve [9]+ ... 445-9976
5109 Braud Terrance B [3] ... 473-0164
5111 Vacant
5207 Sanders Camille ... 487-6959
5211 FIRST STOP ... 443-3752
5215 White Mabel [7] ... 442-6411
White Reuben D ... 442-6411
5215b Allen Bridget [2]
5303 COLLINS ASPHALT ... 443-5252
5311 LUHR BROTHERS INC heavy constn & limestone ... 487-9263
5712 ACCURATE INDUSTRIES ineville la ... 445-8624
6028-6149 Vacant (2 Hses)
6155 Dauzat Wilford J ... 445-2745
6411 Colson Maurice ... 445-2607
6415 Metoyer Joseph ... 448-3885
Metoyer S D ... 448-3885

3RD ST cont'd

6505 Dawson Joseph ... 448-6287
6511 Jones Joseph ... 473-2306
6520 JACK & JILL ... 443-4710
6600 LEWIS ROBERT office ... 442-6134
BUSINESSES 113 HOUSEHOLDS 146

3RD ST (PINEVILLE)-FROM 808 ERION ST SOUTHEAST 32

· ZIP CODE 71360
101 Hammack James T & Deborah [2]
103 Dubroc Anderson S ... 448-9984
105 Diggs Joseph Sr [2]
107 Williams Mattie L [8] ... 473-0789
108 Not Verified
+ *EDENBORN ST INTERSECTS*
+ *ST JOSEPH ST INTERSECTS*
401 Nall Robert E & Daisy [2]
403 Not Verified
403 Ha Canh N
Ha Dep N
404 Van Dike Oscar
Boston Adrienne
405 Not Verified
+ *MELROSE INTERSECTS*
HOUSEHOLDS 9

3RD ST (TIOGA)-FROM TIOGA RD NORTH 502

· ZIP CODE 71360
302 Moulard Paul [2] ... 487-4480
403 Ha Em Ngoc [2] ... 487-6056
+ *SECOND ST INTERSECTS*
+ *CEMETERY RD INTERSECTS*
HOUSEHOLDS 2

3RD ST (WHITEHALL TERRACE)-FROM 2128 AIRBASE RD WEST 160

· ZIP CODE 71303
6605 Crooks Hardy [2] ... 445-0198
Lauzson Kenneth ... 445-0695
Vincent Joe Hayes ... 445-9278
6606 Grossie Marcus & Kayla [9]+ ... 473-8591
6608 Toomey Robert T [9]+ ... 445-8088
6609 Dupar Gussie W ... 487-4742
6610 Anderson John D [9]+ ... 448-8959
6612 Carter Greg ... 449-4771
Ferguson Reid ... 449-4771
6615 Thomas Forrest C & Katherine [9]+ ... 442-0761
6619 Cannon Corine [2] ... 443-2414
Looney L R ... 443-4922
6620 Bradley Tonie [2] ... 445-9984
6623 Byrnes Michael J [9]+ ... 443-9758
6624 Vacant
6630 Not Verified
6631 Magnon Henry N & Janet [9]+ ... 448-8214
Magnon Tonya ... 448-8214
6632 Hebert Anna A [9]+ ... 445-8068
6635 Allen R E [9]+ ... 443-7936
6636 Lanier Veronica [2] ... 445-2119
6639 Vacant
7011 Franklin Theresa ... 442-7420
Franklin La Shonda ... 442-7420
+ *CAPPEL RD INTERSECTS*
HOUSEHOLDS 20

3RD ST N - 6A

· ZIP CODE 71301
+ *GUM ST INTERSECTS*
104 REHABILTATION HOSPITAL OF ALEXANDRIA ... 449-1370
+ *PINE INTERSECTS*
211 BORRERO J internal medicine ... 473-1921
218 Vacant
220 NICKELS TRANSMISSION stge compound ... 445-4961
+ *COTTON ST BEGINS*
313 Vacant
333 YELLOW FREIGHT SYSTEM trucking ... 523-6349
500 FARMERS MARKET ... 448-9250
503 CARR AND OSBORNE PLMB contr ... 445-2931

1997 SUGAR HOUSE RD

SOURCE: POLKS

STONES WAY DR (T) cont'd

Sherman Denise ... 640-2859
927 Cooper Kirk D & Sally [2] ... 640-9643
Cooper Wes ... 640-9643
931 Daniel David & Denise [2] ... 641-1101
932 Brevelle Carl & Theresa [2] ... 640-4474
938 Brown Roger L [2] ... 640-5696
939 George W Ralph & Bernice [2] ... 640-5015
943 Allen Don D [2] ... 640-5719
944 Mucha Rick ... 641-9584
947 Not Verified
950 McCain Kenneth [2] ... 640-6917
951 Clark Kenneth D [2] ... 640-0002
956 Hankins Carl ... 640-6691
963 Chandler P J [2] ... 640-0783
979 Sparrow Patrick [2] ... 640-3300
980 Sassaman Greg P ... 641-1892
989 Bailey Sonny & Carolyn [2] ... 640-4041
995 Close Frank [2] ... 640-9270
998 Emberly A Geo [2] ... 640-1149
999 Craig Gary P & Pat [2] ... 640-1145
+ *SUMMIT DR INTERSECTS*
1001 Carter Charles H Jr [2] ... 640-4812
1008 Gagnard Bryan & Angela [2] ... 640-8588
1009 Smith James G [2] ... 640-4590
1012 Bennett George T & Deanie [2] ... 640-5144
1013 Hicks Paul ... 640-2977
1017 Torres Oscar [2] ... 640-9811
1020 Ceasar B A & Carol [2] ... 640-4625
1024 Higgs G L [2] ... 640-6668
+ *E SUMMIT DR INTERSECTS*
HOUSEHOLDS 29

STOVALL RD -FROM HWY 28 W SOUTH 214

103-127 Vacant (10 Hses)
127b Davidson Travis & Annita [3] ... 449-1739
128-142 Vacant (10 Hses)
144 Willis Kenneth ... 445-1257
147 Vacant
200 MID STATE MAINTENANCE & ALIGNMENT trks & trlr ... 445-1018
208 PARISH SHERIFF ... 445-5872
209-210 Vacant (2 Hses)
220 Phillips Cecil E & Melba [2] ... 473-8308
Phillips Boot ... 473-8308
Phillips Cecil E Jr ... 473-8308
292 Lachney Kenny ... 449-1306
298 Vacant
295 Margheim Dirk [2] ... 443-8592
300-303 Vacant (2 Hses)
304 Windham Donna [2] ... 487-0952
305 Murphy Pete W ... 473-9056
Murphy Trina ... 473-9056
308 Mullivan Bob [2] ... 442-4444
312 Gray Lloyd & Minter [2] ... 443-5579
Gray Lloyd Jr ... 443-5579
Warden Susan ... 443-5579
314 Chumney Jack L & Connie ... 443-4412
Chumney Alicia D ... 443-4412
315 Erverson David J & Marion [2] ... 442-0473
316 Roberts Wayne ... 443-1152
318 Bass Margie M ... 473-8605
Bass Virgie ... 473-8605
324 James Danny R & Audrey ... 448-0854
328 Hukel John [2] ... 484-6149
332 Searcy Raymond & Rena [2] ... 442-7285
336 Perry Norma J ... 443-1615
340 Baron Shep [2] ... 442-6915
344 Wainwright Freeman K [2] ... 484-2735
348 Lacour Barbara [2] ... 449-9724
352 LYNNWOOD ADULT CARE INC adult residentail care ... 442-4915
356 Jolly Jasper & Lisa [2] ... 442-3628
360 Hughes Irma R [2] ... 487-6817
Caraway Don R ... 487-6817
364 Parker Dana [2] ... 442-2613
368 Desselle Byran K [3] ... 443-3329
372 Avenaut Luis A & Magda
378 Chelette Donald Huey & Cheri [2] ... 443-7863
381 Harmon Rev Jerry & Carolyn [2] ... 442-6507
384 Borrero Jamie Q & Marion ... 473-1921
+ *HWY 28 S INTERSECTS*
BUSINESSES 3 HOUSEHOLDS 28

STRACENER ST -FROM RAPIDES AV NORTHWEST 6

· ZIP CODE 71301
801 GENE'S USED PARTS & WRECKER SERV ... 487-8850

STRACENER ST cont'd

805 Vaughn Gene J & Sonya ... 448-9761
808 Crouch Russel G & Jean [8] ... 473-8663
812 Vacant
813 Zumwalt Sherlie R ... 487-3180
816 Vacant
817 ENTERPRISE BAPTIST CHURCH churches ... 448-8316
Bohannon Maggaline D [9]+ ... 442-8938
820 Rachal Freda [8] ... 442-5773
824 Haines Orrville & Freda [2] ... 443-7748
+ *YOIST INTERSECTS*
901 Sellers Thomas J ... 448-4404
902 Thompson Louis W & Carol ... 445-8474
Thompson Lewis G ... 445-8474
909 Dauzart Sherry B [2] ... 443-4366
Dauzart Josh B ... 443-4366
912 Bagwell Ronald W [2] ... 442-0894
913 Vacant
914 Martin Jay [2] ... 487-6569
917 Dickerson Willis J Jr [4] ... 445-2721
920 Hayes Johnnie F & Gina [2] ... 487-0208
921 Vacant
927 Burge Dewey [9]+ ... 448-3377
929 Donaldson J ... 478-8427
930 Smith Mildred S [9]+ ... 443-1142
+ *FURBY INTERSECTS*
1001 Dickerson Willis B [6] ... 445-1886
Dickerson Betty J ... 445-1886
1002 Rachal Herbert [2] ... 448-0114
1005 Vacant
1006 Janos William Jr ... 448-3078
1009 Bagwell Marguerite T [9]+ ... 442-0894
Brook Nancy ... 442-0894
Bagwell Marilyn D ... 442-0894
Bagwell Rodney ... 442-0894
1010 Shelton O T [4] ... 442-6727
1014 Rogers J Allen ... 445-5383
1017 Basco Willie [2] ... 442-8987
1017½-1021 Vacant (2 Hses)
1022 Not Verified
+ *ODOM INTERSECTS*
1124 SOUTHERN SPRING & BRAKE SERV ... 473-4595
+ *ENTERPRISE RD BEGINS*
+ *COLE BEGINS*
BUSINESSES 3 HOUSEHOLDS 23

STRATOSPHERE LA -FROM MURTOUGH AV NORTHEAST 200

· ZIP CODE 71303
+ *MUSTANG AV INTERSECTS*

SUGAR HOUSE RD - 24A

· ZIP CODE 71301
3315 Williams Linda
3334 Wright Quincy E [8] ... 445-4692
3342 Smith Verline H [6] ... 445-5342
Smith Bobby ... 445-5342
3422 Butler Pearl D [9]+ ... 448-0576
Johnson Dorothy J ... 448-0576
Dunbar David ... 448-0576
+ *LINCOLN RD ENDS*
3520 Adams Sally M [9]+ ... 487-8708
3620 Howard Julius L [2]
+ *GREEN MEADOW ST INTERSECTS*
3622 Standfield Randolph H & Maxine [8] ... 442-5057
3628 Franklin Charles J
+ *EDDIE WILLIAMS AV INTERSECTS*
+ *RAILROAD AV INTERSECTS*
+ *MORGAN ENDS*
+ *WELLS BLVD ENDS*
HOUSEHOLDS 7

SUMMIT DR (TIOGA)-FROM STONES WAY DR NORTH 505

· ZIP CODE 71360
+ *STONES WAY DR INTERSECTS*

SUMMIT DR E (TIOGA)-FROM STONES WAY DR NORTH 505

· ZIP CODE 71360
+ *STONES WAY DR INTERSECTS*

SUNBURST LA (PINEVILLE)-FROM PINE LAKE DR NORTH 233

· ZIP CODE 71301
141 PINE HIGHLAND APARTMENTS ... 445-3213

King Alf Rev
3024 Vacant
3030 Baker Roland M @ 442-3425
UNIVERSITY INTERSECTS
3104 Hair Connection the beauty salon 448-8507
3105★Fairley Roosevelt
3107 Vacant
3108 Francois Spellman @
3109 Sampract O C Auto Shop auto repr
3112 Pearce Margie @
3113-3120 Vacant (4 Hses)
DOUGLAS INTERSECTS
3200 Shadow Glen General Machine Shop & Grinding new & used parts 442-3666
3203 Pel State Oil Co gas sta 445-0221
3213 Lawson David @
3215 Vacant
3217 No Return
3220★La Cour Cheryl 487-4890
WOODARD INTERSECTS
3301★Cohea Inez @ 473-4363
3305 Vacant
3305½★Trowel Robt Jr @ 448-8076
3306 Vacant
3307 Trowell Robt @ 448-8076
3311 Rapides Parish Library martin luther king jr br 487-2453
MAIN ST INTERSECTS
3500 Hodges W H & Co Inc livestock auction 442-6628
Hodges Cafe restr
3505-3525 Vacant (3 Hses)
3535★Foster Essie W 445-8939
GREEN OAK AV INTERSECTS
3606 Joe's Grocery 445-1791
3609 Vacant
3616 Rachal Mary E 445-1791
3617½ Vacant
3618 T & R Automotive auto reprs 448-1774
3619 Slocum Construction Inc excavating 443-1763
3620 Lavalais Josephine @
3629 Kim's Unisex Salon 442-6294
3630 No Return
3630½ Apartments
1★Smith Rose
2 Vacant
3 Bonnetts Terry K 442-4322
4 Vacant
3633 Allen Pamela
3634 Express Lane No 3 gas sta & liquor store 448-8823
AUGUSTA INTERSECTS
3703 Spain Josephine @ 445-1440
3706 Rocky T's Fish Market
3709 Vacant
Grove★Brown Gwendolyn F 484-9607
3711 Norman Mary @
3712 Reynolds Ethel 445-9160
3717 Cyriaque Audrey @ 448-1125
3719 Young Barbara
3720 Vacant
3727 De Groat Hardware Co 442-3891
3729 Lubri Care Plus auto repr 443-4010
3734 Joffrion's Welding Service 445-7337
3740 Pel State Oil Co 487-1224
3741 M & M Meat Market No 1 445-0400

WILLOW GLEN RIVER RD BEGINS
3800 Vacant
3806 Jerry's Drive Inn dairy bar 445-8419
3812 Johnny's Grocery grocers-retail
3825 Murphy's Auto Salvage 445-6264
Ponthieux Murphy J 445-6264
3935 Vacant
3939 Coaty Dave @ 448-3967
3942 Brandon Randy
129 3946 Wilson Nancy C @
HAROLD GLENN INTERSECTS
4000 West Hershey @
4004 Vacant
4005 Foster Jesse @ 443-7789
4104 Elie Agnes R 445-2610
4110 Lavalais Gloria J
4111 Brown's Body Shop auto repr
4115★Brown Sam 445-5664
4116 Rachal Luke @ 445-1820
4120 Miles Bernice @ 448-8952
4123 No Return
4124 Williams Vernon Jr @ 443-6131
4125 Vacant
4206 Johnson Frances L @ 443-6131
4207 Maze Lee A Jr @ 442-0250
4211★Carter Alfreda @ 473-2734
4215★Elie Thelma @ 445-6132
4215b Elie Bernell 443-5617
4219 Smith Jake @ 443-5200
4223 Lowe John D 445-0373
DASPIT BEGINS
4301 Francis Rose T @ 445-2742
4304 Molette Ella S @ 442-1212
4305 Beavers Leroy 443-6832
4308★Sweazie Verrida R @ 445-8839
4312 Davis Rachel B 448-8808
4316 Goff Leona V @ 487-6923
4317 Pookie's Grocery 445-9766
4321 Carter Lee D @ 448-0303
BENNET INTERSECTS
4401 Vacant
4404 Joffrion Mary E @ 442-4059
4408 Wright Margie
4409 Crane Geo V @ 443-1748
4411 Brevelle Irene R @ 445-5860
LONGFELLOW DR INTERSECTS
4503 Miles Joe M Jr 473-1900
EVANGELINE LA INTERSECTS
4602 Boykins David 487-4600
4609 Scott Andrea C
4614 Lawson Joseph Jr @ 445-2005
GABRIEL DR INTERSECTS
4703 Douglas Edw C @ 443-2910
4711 Robinson Julian L 445-1829
CHARLES EDWARD CT INTERSECTS
RICHMOND DR INTERSECTS
4811 Bell Mary T @ 442-3963
4815 Atkins Henry H @ 445-1156
MARKEVILLE HWY INTERSECTS
4900 No Return
5000 Pecan Grove Training Center 448-0291
5003 Liotta Joseph P @ 443-2294
5005 Lamartiniere Eva L @ 448-0784
5005b Lamartiniere Jimmy 448-3940
5103 Thomas Joseph T
5106 James Elijah J @ 443-0276
5107 Prescott Hosea @ 445-9976
5207 Robinson Charles B @ 487-6959
5211 Vacant
5215 White Mable 445-0883
5215b Vacant
AVOYELLES DR INTERSECTS

160

3D ST (WHITEHALL TERRACE)–FROM 2128 AIRBASE RD WEST

ZIP CODE 71301
AIRBASE RD INTERSECTS
6605 Crooks Rosa L @ 445-0198
6606 Grossie Jas @ 442-8409
6608 Toomey Robt T @ 445-8088
6610 Anderson John D @ 448-8959
6612 Bowman Elvis @
6615 Thomas Forrest C @ 442-0761
6619 Looney Lelton R @ 443-4922
6620 Vacant
6623 Byrnes Michl J @ 443-9758
6624 Vacant
6630 Snyder Denise
6631 Magnon Henry @ 448-8214
6632 Hebert Anna A @ 445-8068
6635 Allen R E @ 443-7936
6636 Lanier Veronica A @ 445-2119
6639 Gonzales Luz @ 442-4645
29 6643 Vacant
CAPPEL ST INTERSECTS

6

3D ST N (A CONTINUATION OF 3D ST)–TO A DEAD END

ZIP CODE 71301
GUM ST INTERSECTS
BROAD ST INTERSECTS
104 Vacant
PINE INTERSECTS
211 Vacant
220 Auto-Tech stge compound 442-5648
COTTON ST BEGINS
305-313 Vacant (2 Hses)
333 Yellow Freight System trucking 487-4245
Vacant
400 City Sanitation Dept 473-1283
401 City Municipal Transit System 473-1273
500 Farmers Market 448-9079
503 Carr & Osborne Plumbing contr 445-2931
539 Bordelon's Used Cars 442-0944
Rear Dave's Auto Repr 442-0312
BEVERLY DR INTERSECTS
601 Ralph's Industrial Electronics 443-4517
613 Cleve & Hilda's Rendezvous night club 443-6776

3103 Fox Jimmy @ 442-5089
3107 Berlin Alf E Jr @ 443-4084
3111 Peterman David @
3115 Richards Carrol W @ 443-5277
MARYLAND ST INTERSECTS
3203 Pippin Edwin @ 448-4123
3207 Ray's Rentals Properties 443-4506
Moreau F Ray @ 443-4506
TEXAS ST INTERSECTS

6

STRACENER ST –FROM RAPIDES AV NORTHWEST

ZIP CODE 71301
801 Vacant
803★Vanasselberg John S
808 Crouch Russel @ 473-8663
812 Aldredge John E 442-0663
813 Bass Margie @ 445-0037
816 Vacant
817 Bohannon Maggaline D @ 442-8938
820 Rachal Freda 442-5773
824 Haynes Orville @ 443-7748
825 Enterprise Baptist Church 448-8316
YOIST INTERSECTS
901 Moreau J M @ 442-1027
902 Thompson Lewis W @ 445-8474
912 Bagwell Ronald W @
913 Vacant
914 Faul Larry W @ 442-9741
917 No Return
920 Vacant
921 Ratteree Todd
927 Burge Dewey @ 448-3377
929 Vacant
930 Smith Mildred S @ 443-1142
FURBY INTERSECTS
1001 Dickerson W B @ 445-1886
1002 No Return
1005★Vintson Hazel 449-1709
1006 No Return
53 1009 Bagwell Wilson C @ 442-0894
1010 Price Ruth E 445-1075
1014 Juneau Justin @ 448-8719
1017 Basco Burbus @ 443-2709
1017½ Basco Willie L @ 442-8987
1021-1026 Vacant (3 Hses)
1030 Lacombe Louis 445-6795
ODOM INTERSECTS
1100 Enterprise Park
1108-1120 Vacant (4 Hses)
1124 Southern Spring & Brake Serv 473-4595
ENTERPRISE RD BEGINS
COLE INTERSECTS

24

SUGAR HOUSE RD –FROM PRINCESS DR SOUTHWEST

5 ZIP CODE 71302
3315★Madden Gloria 484-2724
3334 Wright Grover C @ 445-4692
SUGAR HOUSE RD ENDS
3342 Smith Verline H 445-5342
3422 Butler Pearl D @ 448-0576
LINCOLN RD INTERSECTS
3520 Adams Roger @ 487-8708
LINCOLN RD INTERSECTS
3620 Howard Julius 487-3763
3622 Stanfield Janitorial Service 442-5057
GREEN MEADOW ST BEGINS
Standfield Pest Control & Detail 442-5057
Standfield's Hood Exhaust Service 442-5057
Standfield Randolph @ 587-1187
3628 Franklin Chas J
NEW YORK AV INTERSECTS
HWY CONSTRUCTION I-49
3901 Borden Packaging & Industrial Product 445-6115

RAILROAD AV INTERSECTS
DUHON LA INTERSECTS
MORGAN ENDS
WELLS BLVD ENDS

233

SUNBURST LA (PINEVILLE)–FROM PINE LAKE DR NORTH IN A CIRCLE

ZIP CODE 71301
141 Pine Highland Apartments 445-3213
1100 Burke Alice
1101-1103 Vacant (3 Hses)
1104 Crews Skipper @
1105 Vacant
1106 Luneau Robt D 445-9025
1107 Burnes Jerry 442-7988
1200 Lemmons Kim
1201 Gray David 443-1264
1202 Keene Vicki L 442-3310
1203-1205 Vacant (3 Hses)
1206 Biondo Craig 443-4015
1207 Ellis Wanda G 443-0538
1300 Vacant
1301★Naramore Michl
1302-1304 Vacant (3 Hses)
1305 Bihm Sandy A 473-0086
1306 Ferrier Jimmie E 443-4437
1307 Mahr Eldon 487-8626
1400 Vacant
1401★Maggener Darrell 473-8954
1402-1600 Vacant (7 Hses)
1601★Hayes J E 640-4268
1602★Reynolds Fred G 448-0944
1603 Vacant
1604 Carbo Lois L 473-9899
1605 Vacant
1606 Besson Steve 487-9759
1607 Vacant
1608★Mc Cobbie Johnelle
1609 Vacant
1610 Halliburton Dan 473-0343
1611 Thomas Kirk 487-1706
1612★Parker Thos 448-1438
1613-1615 Vacant (3 Hses)
1700★Roshto D 442-8152
1701★Lanolette Suzanne 448-3315
1702★Mc Osker Robt 484-9163
1704-1705 Vacant (2 Hses)
1706★Sturgeon Chas E 443-3848
1707★Cyrus David 443-5503
1708-1710 Vacant (3 Hses)
1711★Mc Grew Mark 473-8296
1712 Vacant
1713★Sturgeon Louis 448-0492
1714-1715 Vacant (2 Hses)
1800★Gunter Julie 442-8417
1801★Gill Ajit 445-3148
1802-1807 Vacant (6 Hses)

233

SUNNY HILL DR (PINEVILLE)–FROM HOLLOWAY PRAIRIE RD SOUTH 1 NORTHEAST OF BRADLEY AV

ZIP CODE 71360
102 Cooley W S @ 443-2876
103★Poche Todd T
104 Cooley Eunice @ 443-0833
110 Cardwell B T @ 445-9241
111 Lord Donald K @ 442-5579
112 Strickland Randy 487-1514
114 Vance L C @ 443-0910
BEVERLY LOOP INTERSECTS
201 Calvert Henry H @ 445-9544
205 No Return
208 Vacant
209 Burr Roy W @ 448-3799
212-213 No Return (2 Hses)
217 Smith Jim E @ 445-8923
NORTH SUNNY HILL DR INTERSECTS
BEVERLY LOOP INTERSECTS
300 Tate John W Jr @ 442-0182
301 Wilkerson Byron W @ 445-4129
304 Cross John W @ 445-0939
305 Williamson Alvis C @ 445-8371
307 Vacant
309★Dauzart Melissa A
23 311 Vacant
313★Lacaze Thos W
315-319 Vacant (3 Hses)
321 Thompson Leonard Jr
323 Potts Gary 443-4886

RANGE NOT LISTED

STIMSON AV-Contd
ROOSEVELT INTERSECTS
3003 Cataldie Anthony J © 442-7089
3004 Elsing Fred B © 442-1909
3007 No Return
3008 Silvert Herbert L © 442-4189
3011 Hirsch John acct © 442-4395
Tumlinson Jack M
3012 Stevens Ashby B © 443-6525
3015 Denley Thos 487-0277
3016 Van Zandt Robt W © 442-8569
3019 Katz Jerry S © 445-5158
3020 Hixson Evelyn W Mrs © 442-5291
3023 Broadwell Robt 442-5774
3024 Reid Lester R © 445-7520
TENNESSEE AV INTERSECTS
3103 Fox Jimmy © 442-5089
3107 Berlin Alf E Jr © 443-4084
3111 Ates Howard M © 445-2327
3115 Bath Reynolds © 442-3481
MARYLAND ST INTERSECTS
3203 Pippin Edwin ©
3207 Nugent F P © 442-9362
TEXAS ST INTERSECTS

6

STRACENER ST -FROM RAPIDES NORTHWEST

ZIP CODE 71301
801 Gene Used Parts 487-8850
803 Vaughn Gene J 487-8850
805 Vacant
808 Monnier Yvonne C Mrs © 442-0121
812 Aldredge John E © 442-0663
813 Lasyone Don © 445-5222
815 Vacant
817 Bohannon Magalene © 442-8938
824 Haynes Orville © 443-7748
825 Enterprise Baptist Church 448-8316
YOIST INTERSECTS
901 Fitzgerald Marie ©
912 Bagwell Ronald W ©
913 Vacant
914 Vacant
917 Dickerson Willis J © 445-2721
920★Banks James 473-4616
921 Cawthon Mike 442-5536
927★Burge Dewey
929 Schellenger Ronald © 487-0333
930 Smith Mildred S Mrs © 443-1142
FURBY INTERSECTS
1001 No Return
1002 Vacant
1005 Robins Ruby M 443-4650
1009 Bagwell Wilson C © 442-0894
1010★Horn Clifton 445-3443
1014 Juneau Justin
1017 Basco Burbus Mrs © 443-2709
1017½ Basco Willie L
1021 Rapides Machine & Manufacturing Co 448-3077
1022★Antee Charlene M 487-0615
1026★Juneaue Camille 448-6085
1030 Lacombe Louis 445-6795
ODOM INTERSECTS
1100 Enterprise Park
1110 Jim's Body Shop 473-2184
1120 Little Joe's Auto Serv 473-0702
1124 Southern Spring & Brake auto 473-4595
ENTERPRISE RD BEGINS

24

SUGAR HOUSE RD -FROM PRINCESS ST SOUTHWEST

ZIP CODE 71301
3334 Wright Grover C © 445-4692
3342 Smith Verline H Mrs © 445-5342
3422 Butler Pearl D Mrs © 448-0576
3520★Adams Roger © 487-0848
LINCOLN RD INTERSECTS
3620 Howard Julius 487-9393
GREEN MEADOW ST BEGINS
3622 Standfield Janitorial Service 443-0261
Standfield's Hood Exhaust Service 443-0261
Stanfield Randolph 443-0261
3628 Vacant
NEW YORK AV INTERSECTS
3901 Perkins Industries Inc 445-6115
MAC AUTHER INTERSECTS
4122 Phillips German © 448-8801
4126 Vacant
4132 Vacant
4310 Jefferson Harrison © 473-2639
4312 Vacant
NEW YORK AV INTERSECTS
4612 Central Moving & Storage 442-5877
Chicola Moving & Storage 442-5877

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RAILROAD AV INTERSECTS
DUHON LA INTERSECTS
MORGAN ENDS
WELLS BLVD ENDS
MAC ARTHUR DR INTERSECTS

233

SUNBURST LA (PINEVILLE)-FROM PINE LAKE DR NORTH IN A CIRCLE

ZIP CODE 71301
141 Pine Highland Apartments 445-3213
1100 Vacant
1101 Poche Michl 473-0678
1102 Smith Marty A 442-8036
1103★Barkdull John P
1104 Ducote Carl A © 445-0135
1105 Vacant
1106★Cripps Ray 442-5710
1107 No Return
1200★Jenkins Danie 442-6599
1201 Clampit Chas S 443-0434
1202 Guillot Gregory 448-0372
1203 No Return
1204 Vacant
1205 Jones Eddie 445-7877
1300 Brevelle Nancy M 443-7679
1301 Bernard Vickie 442-5294
1302 Vacant
1303 Konnaris Pam
1304★Huval Jimmy
1305 Wakeman Paul 443-6531
1306 Brossett Johnny 442-9529
1307 Savoy Mike
1400★Fields Lee E Rev 443-6452
1401★Burnett Steph
1402 Venable Stewart
1403 No Return
1404 No Return
1405 Morris Whitney 473-4021
1406 Vacant

1982 3RD ST

SOURCE: POLKS

RANGE NOT LISTED

1982 SUGAR HOUSE RD

SOURCE: POLKS

STIMSON AV—Contd
2826 Hayden Walter T © 443-6805
ROOSEVELT INTERSECTS
3003 Cataldie Anthony J © 442-7089
3004 Elsing Fred B © 442-1909
3007 Risinger Wm C © 442-2753
3008 Silvert Herbert L © 442-4189
3011 Hirsch John acct © 442-4395
3012 Stevens Ashby B © 443-6525
3015 Denley David 487-0277
3016 Van Zandt Robt W © 442-8569
3019 Wertz Robt M © 442-0216
3020 Hixson Evelyn W Mrs © 442-5291
3023 David George A
3024 Stanley Gertrude H Mrs © 445-5434
TENNESSEE AV INTERSECTS
3107 Berlin Alf E Jr © 443-4084
3111 Ates Howard M © 445-2327
3115★Jones S Ross Rev
MARYLAND ST INTERSECTS
3203 Vacant
3207 Nugent Vergie W © 442-9362
TEXAS ST INTERSECTS

6

STRACENER ST —FROM RAPIDES NORTHWEST

ZIP CODE 71301
801 J D's Auto Salvage 445-8989
Ackerman
805 Barnett Frank
808 Monnier Yvonne C Mrs © 442-0121
812 Vacant
813 Gallien Marie O 445-7027
815 Shelby Pest Control 445-8001
816 Vacant
817 Bohannon Dollie M 442-8938
820 Rhams Randy L 443-9058
824 Haynes James O © 443-7748
825 Enterprise Baptist Church 448-8316
YOIST INTERSECTS
901★Morean Judia M
902 Carr James
912★Satcher W B
913 Dunn Lydia H Mrs © 442-8791
914 Mayeaux Jimmie ©
917 Dickerson Willis J © 445-2721
920 Guillot Noble B Mrs 448-8705
921★Carruth John
927 Burge Dewey
929 Mc Kay Michl D © 473-2981
930 Smith Carl © 443-1142
FURBY INTERSECTS
1001 Vacant
1002 Gray Jim Mrs © 445-4361
1005★Bonner Steve
1009 Bagwell Wilson C ©
1010 Vacant
1014★Fontenot Douglas
1017 Basco Burbus Mrs © 443-2709
1017½ Basco Willie L
1021 Rapides Machine & Mfg Co 448-3077
1022 Vaughn Wm 487-0615
1026 Mayo Ella M © 445-7279
1030 Lacombe Louis 445-7637
ODOM INTERSECTS
1100 Enterprise Park
1110 Gene's Welders & Fabricators)
1120★Coby Royal
1124 Vacant
ENTERPRISE RD BEGINS

24

SUGAR HOUSE RD —FROM PRINCESS ST SOUTHWEST

ZIP CODE 71301
3315 Veal Lonnie R
3326 Vacant
3334 Wright Grover C © 445-4692
3342 Smith Verline H Mrs © 445-5342
3422 Butler Pearl D Mrs © 448-0576
LINCOLN RD INTERSECTS
3620 Howard Julius 487-9393
3622 Stanfield Hood Exhaust Service 487-1187
Stanfield Randolph 443-0261
Stanfield & Sons Janitorial Service 443-0261
3628 Raymo Cordelia C Mrs © 445-2798
NEW YORK AV INTERSECTS
3901 Gulf Adhesives 445-6115
MAC AUTHER INTERSECTS
4122 Phillips German 448-8801
4126 Bayonne Willie © 443-2817
4132 Joseph Jinith
4202 Joseph Clarence © 445-1356
4206 Johnson Jessie © 442-3765
4210 Vacant
4214 Adams Roger © 487-8708
4306 Four Star Baptist Church
4306a Williams Hazel Mrs © 448-8413
4310 Vacant
4312 Bayonne Francis 443-0996
4404 Vacant
4412 Vacant
NEW YORK AV INTERSECTS
4612 Central Moving & Storage 443-9055
Chicola Moving & Storage Co 442-5877
4612b Bonded Warehouse Of Monroe 448-1520

23

RAILROAD AV INTERSECTS
DUHON LA INTERSECTS
MORGAN ENDS
WELLS BLVD ENDS
MAC ARTHUR DR INTERSECTS

233

SUNBURST LA (PINEVILLE)—FROM PINE LAKE DR NORTH IN A CIRCLE

ZIP CODE 71301
141 Pine Highland Apartments 445-3213
1100★Elliott
1101★Norris Jacqueline 487-0688

1977 3RD ST

SOURCE: POLKS

RANGE NOT LISTED

1977 SUGAR HOUSE RD

SOURCE: POLKS

STRACENER ST—Contd

1017 Basco Burbus Mrs © 443-2709
1021 Optimist Boys Club
1022 Altizer Donald
1026 Mayo's Saw Shop 445-7279
Mayo Charlie D © 445-7279
1030 Lacombe Louis 445-7637
ODOM INTERSECTS
1100 Enterprise Park
1106 No Return
1110 Dion Auto Service 442-3508
Rear Gayle Ann Mrs
1120 Vaughn John © 443-6159
1124 Vaughn John Fabricators stl fabricator
ENTERPRISE RD BEGINS

24

SUGAR HOUSE RD —FROM PRINCESS ST SOUTHWEST

ZIP CODE 71301
3315★Veal Lonnie R
3320 Vacant
3326 Vacant
3334 Wright Grover C © 445-4692
3342 Smith Verline H Mrs © 445-5342
3422 Butler Pearl D Mrs © 448-0576
LINCOLN RD INTERSECTS
3610★Dabney Florence
3620 Howard Julius
3622 Stanfield Hood Exhaust Service 443-0261
Stanfield Randolph 443-0261
3628 Raymo Cordelia C Mrs © 445-2798
NEW YORK AV INTERSECTS
3901 Gulf Adhesives 445-6115
3902 Central Bonded Warehouse & Transfer 487-1144
WEST ST INTERSECTS
4114 No Return
4122 Phillips German
4126 Bayonne Willie © 443-2817
4132 Steward Johnny R
4202 Joseph Clarence © 445-1356
4206 Johnson Jessie © 442-3765
4210 Adams Clarence © 445-4705
4214 Adams Roger © 442-9977
4306 Four Star Baptist Church
4306a Williams Hazel Mrs © 448-8413
4310 Sandifer Jesse © 443-6146
4402 Vacant
4404 Vacant
4412★Anderson James 445-8437

23

RAILROAD AV INTERSECTS
DUHON LA INTERSECTS
MORGAN ENDS
WELLS BLVD ENDS
4903 Vacant
4907★Robinson Annise 487-4475
MAC ARTHUR DR INTERSECTS

15

SUNSET DR (FAIRWAY TERRACE) FROM 2800 MONROE ST SOUTH

ZIP CODE 71301
102 Alexandria Housing Authority (Fairway Terrace) 442-4766
Wheeler Myrtle Mrs 442-5810
103 King Ronald 443-8983
104 Procell Wm F 442-1947
105★Barringer Louie M 448-0742
106★Grieff Pearlie J
107 Vacant
108 Miller Verley 442-1551
109 Vacant
110 Hasley Jessie
111 Vacant
112 Deshotel Eliz Mrs 445-2188
113★Tolbert Francis A 442-2373
114★Mc Daniel Kathleen 442-7052
116 Carey Ollie W 443-6952
118 No Return
120 Carter Helen R 443-9536
122 Herron Louise
123 Methvin Mary E Mrs
124 No Return
125 Vacant
126 No Return
127 De Loach Vera M 445-9032
128 Friday Virginia 442-0194
129★Vavespere Lee L
130★Warren Martin 445-7900
131 Howell Willie 445-6103
132 Mc Gough Mary K Mrs 442-9703
133 Vacant
134 No Return
136 Lachney Effie Mrs 445-7487
138 Lilly Cassie W 445-8942
140 Scott Bernice Mrs 445-5676
142 Pharis John R
143★Henderson Annie
144 Gilchrist Odile Mrs
145 Corley Callie M Mrs 445-2995
146 Vacant
147 Flowers Alice M Mrs 443-5960
148 Vacant
149 Blankenship Wayne
150 Easom Jean
151 Bynog Hazel
152★Weekley Hazel L 487-1611
153 Vacant
154 Vacant
156★Sacier Ethel 442-3025
158 Vacant
160 Jones Helen M
162★Rayder Ollie Lee
163 Cheatham Hazel C 445-6316
164 Meeks Wm
165 Vacant
166 Drottz Bertha E Mrs 445-8636
167 Hoffman Louise Mrs 443-0597
168 Vacant
169 Howell James H 442-5695

RANGE NOT LISTED

33

STEPHEN ST (PINEVILLE)—FROM 215 WADLEY RD SOUTHWEST

ZIP CODE 71360
103 Dyer Ollie H Mrs © 445-4492
104 Ferguson Charles © 442-2510
107 Bardwell Geo W © 443-5323
RAY INTERSECTS
206 Vacant
207 Vacant
214 Breville Raoul © 443-5289
225 Green Wm W © 442-5331
DOROTHY INTERSECTS
301 Vacant
303 Lavespere Gary W © 445-8127
306 Baker James F © 443-9553
307 Robbins Jack Jr
308 Froust Ellis L © 443-1171
309 Kimball Beatrice H Mrs © 443-5890
310 Thompson Edith L Mrs ©

125

STERKX RD —FROM MAC ARTHUR DR NORTHEAST

ZIP CODE 71301
1 Scallan Ettie B Mrs © 442-2796
Rear Scallan James L © 442-1438
2 Stafford Kath Mrs 445-3105
GOVERNMENT ST BEGINS
48 Vacant
88 Lewis Pearl A Mrs ©
90 Green Paul © 443-6110
92 Vacant
92½ Bell Berta L Mrs 442-9444
94 Vacant
OLCUTT ST ENDS
BALDWIN AV ENDS
EMPIRE DR ENDS
INDUSTRIAL ST BEGINS
REDWOOD DR ENDS
1830 Vacant
1833 Gravier & Harper genl contrs 442-3392
1907 Blevins Inc machinists 442-4155
1909 Dewitt Martha Mrs © 443-1604
LEE ST INTERSECTS

15

STIMSON AV —FROM 517 KIMBALL ST WEST

ZIP CODE 71301
2804 Modern Market Repair & Replacement Co 443-1471
Shelfo Joseph © 443-1471
2806 Bialy Leon S © 442-3988
2811 Calcott Walter L © 442-7980
2816 Callahan Louis L © 445-3896
2817 Marye H Luckett © 442-7836
2821 Ruddell Emily B Mrs © 442-1648
2826 Hayden Walter T © 443-6805
ROOSEVELT INTERSECTS
3003 Cataldie Anthony J © 442-7089
3004 Elsing Fred B © 442-1909
3007 Risinger Wm C © 442-2753
3008 Silvert Herbert L © 442-4189
3011 Hirsch John acct © 442-4395
3012 Stevens Ashby B © 443-6525
3015 Denley Malcolm L © 443-7020
3016 Van Zandt Robt W timber dealer © 442-8569
3019 Wertz Robt M © 442-0216
3020 Hixson Evelyn W Mrs © 442-5291
3023 Patten Albert B 442-1061
Wilson Lena S Mrs © 442-6469
3024 Stanley Gertrude H Mrs © 442-4719
TENNESSEE AV INTERSECTS
3107 Berlin Alf E Jr © 443-4084
3111 Ates Howard M © 445-2327
3115 Ratelle Robt E Rev 443-2339
MARYLAND ST INTERSECTS
3203 Harrison Wm H © 442-0929
TEXAS ST INTERSECTS

6

STRACENER ST —FROM RAPIDES NORTHWEST

ZIP CODE 71301
805 Couvillion Leah C Mrs © 443-0672
808 Couvillion Mirror Works 442-5635
808a Monnier Yvonne C Mrs © 442-0121
812 Goodman Everett © 442-0119
813 Eross Robt 445-2750
815 Shelby Pest Control 442-4294
816 Vacant
817 Bohannon Dolly S Mrs © 442-8938
820 Whaley John
824 Vacant
825 Enterprise Baptist Church
YOIST INTERSECTS
901 Crump Nettie D Mrs © 442-9543
902 Clintons Bobby R
906 Miller Florestine Mrs © 445-1065
909 Vacant
912 Rabun R M © 445-3348
913 Dunn Lydia H Mrs © 442-8791
914 Barroes James ©
917 Dickerson Willis B © 445-2721
919 Vacant
920 Vacant
921 No Return
927 Pilcher Wm P
929 Clay Edw H © 445-6623
930 Smith Carl © 443-1142
FURBY INTERSECTS
1002 Gray James N © 445-4361
1005 Cooley Homer ©
1006 Vacant
1009 Bagwell Wilson C ©
1010 Bordelon Amanda G Mrs 445-3366
1014 Crump Lawrence R 445-3281
1017 Basco Edmond E © 443-2709
1022 Vacant
1026 Mayo's Saw Shop 445-7279
Mayo Charlie D © 445-7279
ODOM INTERSECTS
1100 Enterprise Park
1102 Stiles Richd 442-3039
1106 Barn John © 443-6459
1120 Mayeux Sonnie
ENTERPRISE RD BEGINS

24

SUGAR ST (SAMTOWN)—FROM MORRIS ST SOUTHEAST

ZIP CODE 71301

24

SUGAR HOUSE RD —FROM PRINCESS ST SOUTHWEST

ZIP CODE 71301
3315 Thomas Carl 445-6193
3334 Wright Grover C ©
3342 Smith Verline H Mrs © 443-7350
3422 Butler Pearl D Mrs © 443-2576
3610 Wright Hans Jr 445-1595
3620 Vacant
3622 Stanfield Randolph 443-0261
3624 Vacant
3628 Raymo Cordelia C Mrs © 445-2798
LINCOLN RD INTERSECTS
3901 Gulf Adhesives 445-6115
3902 Honore H L Drug & Specialty Co whol 442-6793
4114 Franklin Charles
4122 Williams Theo

1972 SUGAR HOUSE RD-B

SOURCE: POLKS

SUGAR HOUSE RD—Contd
SHELL RD INTERSECTS
4126 Bayonne Willie © 443-2817
4132 Johnson Nelson
4202 Joseph Clarence © 445-1356
4206 Johnson Jessie © 442-3765
4210 Adams Clarence © 445-4705
4214 Adams Roger © 442-9977
4306 Four Star Baptist Church
4310 Sandifer Jesse © 443-6146
WEST INTERSECTS
4402 Dunbar Doc 443-1041
4404a Vacant
4404b Vacant
4412 Anderson James 445-8437

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RAILROAD AV INTERSECTS
DUHON LA INTERSECTS
MORGAN ENDS
4903 Henderson Thelma ©
4907 Williams Edw
WELLS BLVD ENDS
5017 Vacant
Gulf Adhesives pet distrs 445-6115
MAC ARTHUR DR INTERSECTS

15

SUNSET DR (FAIRWAY TERRACE)
FROM 2800 MONROE ST SOUTH

ZIP CODE 71301
102 Alexandria Housing Authority (Fairway Terrace)
Wheeler Myrtle Mrs 442-5810
103 Collins D Lawrence
104 Procell Wm F 442-1947
105 Vacant
106 Grieff Pearl J Mrs 445-6057
107 Vacant
108 Mc Cullen Daisy Mrs
109 Mc Call Jessie J Mrs 442-8076
110 Mc Cracken Esther Mrs
111 Lee Jeanette Mrs
112 Vacant
113 Corley Callie Mae Mrs
114 Brister Dianne L Mrs 443-6124
116 Vacant
118 Donnley Donald
120 Vacant
122 Vallery Gladys Mrs 442-1915
123 Methvin Mary E Mrs
124 Fergerson Alberta S Mrs 442-5228
125 Campbell Bobbie J Mrs
126 Johnson Lucille S Mrs 442-2355
127 Vacant
128 Vacant
129 Miller Wm H
130 Mc Donald James H 445-5970
131 Setliff Joseph R
132 Mc Gough Mary K Mrs 442-9703
133 Deville Genevieve A Mrs
134 Strong Mary Mrs
136 Lachney Effie Mrs 445-7487
138 Little Ruth Mrs
140 Scott Bernice Mrs 445-5676
142 Gallion Azalea Mrs 443-2533
143 Guin Bernice Mrs
144 Gilchrist Odile Mrs
145 Vacant
146 Brana Wallace 448-8779
147 Marsh Rosaline Mrs
148 Herron Hattie B Mrs
149 Charries Lonna Mrs
150 Dupey Lorenza W Mrs 443-3989
151 Strother Mildred Mrs 445-8423
152 Watson Edw
153 Vacant
154 Sams Barbara G Mrs 445-9910
156 Chevalier Sadie L Mrs
158 Mays Dan
160 Mc Donald Mary J Mrs 442-3461
162 Gruss Volker 445-6164
163 Mc Neese Andrew R
164 Vacant
165 Sanchez Robt F
166 Drottz Bertha E Mrs 445-8636
167 Hoffman Louise Mrs 443-0597
168 Vacant
169 Howell James H 442-5695
170 Artus Alf C 448-8201
171 Myers Posie H Mrs
172 Edwards Eva Mrs
173 Carmouche Eunice Mrs
174 Vacant
176 Webb John M
178 Dennis Yvonne M Mrs
180 Vacant
202 Smith Pearl W Mrs
203 Terrell Nora Mrs 442-9487
204 Walker Thos 443-0707
205 Holton Hilda M Mrs 448-8178
206 Wall Audrey M Mrs
207 Hornbleton Etta K Mrs 448-8832
208 Vacant
209 Vacant
210 Westbrook Lucille L Mrs 445-7479
212 Herrington David
214 Jones Pauline Mrs
216 Strother Beverly Mrs 445-2380
218 Richey Louise Mrs
220 Cope Wiley
221 Alexandria Housing Authority (Fairway Terrace) 442-4766
222 Hines Ronald E 445-9170
223 Sanson Kenneth 448-8024
224 Kyle Edwina Mrs
225 Desoto Fallis A 445-7415
226 Vacant
227 Hilton Leslie E Mrs 443-6006
228 Vacant
229 Watson Vergie E Mrs 442-2497
230 Arnold Nellie C Mrs 445-3708
232 Myers Lucille M Mrs 445-0681
234 Scribber Rita B Mrs
236 Elliott Lettie A Mrs
238 Vacant
240 Vacant

1967 3RD ST

SOURCE: POLKS

RANGE NOT LISTED

1967 SUGAR HOUSE RD-A

SOURCE: POLKS

33

STEPHEN ST (PINEVILLE)-FROM 215 WADLEY RD SOUTH, 3 WEST OF BRAGG ST

---ZIP CODE 71360
103 DYER OLLIE H MRS ●
104 FERGUSON CHARLES A ● 442-2510
105 VACANT
107 BARDWELL GEO W ● 443-5323
---RAY INTERSECTS
207 VACANT
208 CUPPLES CARL W ● 442-7370
209 AYMOND RICHD A ● 443-8182
214 BREVILLE RAOUL ● 443-5289
225 GREEN WM W ● 442-5331
---DOROTHY INTERSECTS
300 VACANT
301 VACANT
303 LAVESPERE ANDREW ● 445-2115
306 KILE DREWEY A ● 443-7069
307 VACANT
308 FROUST ELLIS L ● 443-1171
309 KIMBALL BEATRICE H MRS ● 443-5890

22

STERKX RD -FROM 3300 LEE ST SOUTH 1 NORTH OF MPRR

---ZIP CODE 71301
---MAC ARTHUR DR INTERSECTS
SCALLAN HUNTER H ● 442-2796
REAR SCALLAN JAMES L ● 442-1438
---CULPEPPER RD INTERSECTS
24 KIMBERLIN GLADYS MRS 442-6107
48 HARDY CHARLES 443-6093
88 LEWIS ALBERT ●
90 GREEN PAUL ● 443-6110
92 GREEN ROGERS P 445-6705
92½ BELL BERTA L MRS 442-9444
94 DIXON OLLIE T MRS 443-6288
---OLCUTT INTERSECTS
1830 RACHAL MITCHELL
1833 GRAVIER & HARPER GENL CONTRS 442-3392
1907 BLEVINS INC MACHINISTS 442-4155
1909 DEWITT A F ● 443-1604
1910 VACANT
1913 VACANT

15

STIMSON AV -FROM KIMBALL ST WEST 2 NORTH OF MADONNA DR

---ZIP CODE 71301
2804 MODERN POULTRY CO 443-1471
SHELFO JOSEPH ● 443-1471
2806 BIALY LEON S ● 442-3988
2811 CALCOTT WALTER L ● 442-7980
2816 VACANT
2817 MARYE H LUCKETT ● 442-7836
2821 RUDDELL VERTIS E ● 442-1648
2826 HAYDEN WALTER T ● 443-6805
---ROOSEVELT INTERSECTS
3004 ELSING FRED B ● 442-1942
3007 RISINGER WM C ● 442-2753
3008 SILVERT HERBERT L ● 442-4189
3011 BARNETT JOSEPH 443-3636
HIRSCH JOHN ● 442-4395
3012 STEVENS ASHBY B ● 443-6525
3015 DENLEY MALCOLM L ● 443-7020
3016 VAN ZANDT ROBT W TIMBER DEALER ● 442-8569
3019 WERTZ ROBT M ● 442-0216
3020 HIXSON EVELYN W MRS ● 442-5291
3023 PATTEN ALBERT B 442-1061
WILSON LENA S MRS ● 442-6469
3024 BRIDGEMAR GEO L ● 442-2189
3107 BERLIN ALF E JR ● 443-4084
3111 PEACH JOHN H JR ● 442-3515
3115 RATELLE ROBT E REV 443-2339
3203 HARRISJN WM H ● 442-0929

6

STRACENER ST (ENTERPRISE ADDITION)-FROM BAYOU RAPIDS NORTHWEST, 1 SOUTHEAST OF RAILROAD AV

---ZIP CODE 71301
805 COUVILLION LEAH C MRS ●
808 COUVILLION MIRROR WORKS 442-5635
MONNIER YVONNE C MRS ● 442-0121
812 GOODMAN EVERETT ● 442-0119
813 STRACENER BERYL G 445-3554
815 VACANT
816 VACANT
817 BOHANNON SHELBY E ● 442-8938
820 NUGENT DANNY R ● 443-9035
824 HAYNES JAMES O ● 442-0802
825 ENTERPRISE BAPTIST CHURCH 443-2619
---YOIST INTERSECTS
901 CRUMP NETTIE D MRS ● 442-9543
902 WEATHERSBY JOHN H
906 MILLER FLORESTINE MRS ● 445-1065
909 HANSEN NELS A ● 442-3496
912 RABUN R M 445-3348
913 DUNN LYDIA H MRS ● 442-8791
917 DICKERSON WILLIS B ● 445-2721
919 COOLEY HOMER R
920 BARKER BARNEY M ● 442-6696
929 CLAY EDW H ●
930 SMITH CARL ● 443-1142
---FARBY INTERSECTS
1001 HINES ARLEY T ● 442-1319
1002 GRAY JIM N ●
1005 SELPH BENJ 445-5706
1006 BROWN GEO A ●
1009 BAGWELL WILSON C ●
1010 BORDELON AMANDA G MRS 445-3366
1014 CROMPT LAWRENCE ● 445-3281
1017 BASCO EDMOND E ● 413-2709
1022 BORDELON DEWEY
1026 MC CAIN WM F JR ● 443-2796
---ODOM INTERSECTS
1100 ENTERPRISE PARK
1102 MC KINLEY BILLY 442-3039
1106 MOSS AUDIE L MRS ● 443-3232
THOMPSON MALINDA
1120 FAYSON HENRY 445-6672
1202 VACANT
---ENTERPRISE RD BEGINS

24

SUGAR ST (SAMTOWN)-FROM MORRIS ST SOUTHEAST 1 WEST OF LINCOLN RD

---ZIP CODE 71301

24

SUGAR HOUSE RD -FROM MAC ARTHUR DR NORTH, 5 EAST OF LEE ST

---ZIP CODE 71301
51 PRICE JESSE
51½ VACANT
3342 SMITH VERLINE MRS ● 443-7350
3422 BUTLER LEON ● 443-2576
3610 JONES ALBERTA
3622 STANDFIELD RANDOLPH ● 443-0261
3624 HOWARD JULIUS ● 443-5813
3628 RAYMO GENERAL R ● 445-2798
---LINCOLN RD INTERSECTS
3902 HONORE H L DRUG & SPECIALTY CO WHOL 442-6793
4114 VACANT
4122 NORRIS SPENSER ●
---SHELL RD INTERSECTS

1967 SUGAR HOUSE RD-B

SOURCE: POLKS

SUGAR HOUSE RD—Contd

4126 BAYONNE WILLIE ● 443-2817
4132 REUELS VIRGINIA MRS ● 445-1696
4202 JOSEPH CLARENCE ● 445-1356
4206 JOHNSON JESSIE MRS ●
4210 ADAMS CLARENCE ● 445-4705
4214 ADAMS ROGER ● 442-9977
4306 PRUE LEMAN
4310 SANDIFER JESSE ● 443-6146
---WEST INTERSECTS
4402 BROWN RICHD
4412 ANDERSON JAMES

23

---MORGAN ENDS
4903 BENNETT ELVIS N
4907 SMITH CECIL E
---WELLS ENDS
5009 STELLEY L J
5017 HENNEN JACK

15

SUNSET DR (FAIRWAY TERRACE)-FROM 2800 MONROE ST SOUTH

---ZIP CODE 71301
102 BARRINGTON ERNESTINE
103 VACANT
104 VACANT
105 VACANT
106 GRIEFF PEARL J
107 VACANT
108 ROBINSON MAX L 442-3415
109 VACANT
110 VACANT
111 CARSON LAMAR 445-6303
112 KINDER BERTHA MRS 445-4067
113 WHITE ERNEST
114 DAMICO ANTHONY J JR
116 VACANT
122 HUNT COLA M MRS 443-5109
123 GASKINS OLEN R
124 VACANT
125 KIMBELL BOBBIE MRS
126 JOHNSON LUCILLE S MRS 442-2355
127 WHEELER MYRTLE W MRS 442-5810
128 VACANT
129 HARRELL JOSEPH E 443-5498
130 MC DONALD JAMES H
131 VACANT
132 VACANT
133 VACANT
134 MOREAU MARY H MRS
136 LOMDIER SHIRLEY A MRS 442-6115
138 VACANT
140 HUFFMAN JERRY F 445-2541
142 POWELL GLORIA 445-2718
143 VACANT
144 VACANT
145 VAN ATTA VERA MRS
146 GUIN BERNICE J MRS
147 VACANT
148 JOHNSON RITA A MRS
149 VACANT
150 DUPONT ALINE C MRS 443-1678
151 VACANT
152 HOLLIS GLADYS M MRS 445-2506
153 VACANT
154 VACANT
156 WOOTEN CLIFFORD
158 GEORGE ROSALIE 443-7923
160 WILLIS ROY
162 CHARRIER JERRY G
163 VACANT
164 VACANT
165 LACHNEY EFFIE MRS
166 CONNELL LEE S
167 BLOCKER MARY 445-2169
168 CONNELLA FANNIE 442-2075
169 HOWELL JAMES H 442-4034
170 ESTES LEE E 445-6301
171 VACANT
172 VACANT
173 VACANT
174 AINESWORTH E LOUISE MRS
176 FRIDAY F M 442-1947
178 STANFORD RAY A
180 VACANT
202 SMITH JOHN 442-4829
203 JOHNSON THOS E
204 BRYANT KIRBY L
205 GARLINGTON C C
206 VACANT
207 JETER ROBT H 442-4229
208 STROTHER DENNIS
209 BEEBE CHARLES H
210 WESTBROOK A R
212 VACANT
214 VACANT
218 BLESSING RONNIE
220 VACANT
221 ALEXANDRIA HOUSING AUTHORITY (FAIRWAY TERRACE) 442-4766
222 VACANT
223 BENNETT BRUCE M 442-1004
224 VACANT
225 DESOTO FALLIS A 443-0115
226 VACANT
227 MAC DANIEL P
228 EDWARD WILLIE
229 WATSON VERGIE E MRS 442-2497
230 ARNOLD N C
232 GONZALES WM
234 RUSHING LEE
236 COTTON BETTY 443-4903
238 KIETH JOHNNIE L MRS 443-2436
240 VACANT

28

SUNSHINE AL -FROM 2512 MAIN ST SOUTH 1 EAST OF BROADWAY

---ZIP CODE 71301

33A

SUNSHINE DR (PINEVILLE)-FROM 1907 COTTON ST WEST AND NORTH IN SEMI-CIRCLE

---ZIP CODE 71360
104 VACANT
106 DUNCAN CECIL P 445-5015

22

SUTHY ST -FROM MAC ARTHUR DR NORTH TO WEST OF MPRR

--ZIP CODE 71301
---OLCUTT INTERSECTS
4903 JONES EDW ● 443-6048
4911 JOHNSON WM JR ● 442-8182
4913 HARRIS HENDERSON JR 442-4030
4914 BEAUREGARD NAPOLEON ● 443-2777
4915 SARPY ABNER ●
4917 DORSEY DAVID REV ● 442-3692
4918 LEE ROBT C ●
4922 WOODS WILLIE ● 443-1412
4923 FISHER HARLEY MRS ●
4927 GOODMAN MURPHY ● 443-6187
4931 CHENEY FREDDIE 445-1935
4934 LOPEZ ANASTACIO 443-8328
4938 HARRIS HARRISON ● 445-5355
4939 GIBBS TOM ● 443-5145
5003 GEYSTAN JOE ●
5004 BAYONE VICTOR 442-1944
5007 BROWN WILLIE I ● 443-7836
5008 BOWIE BERTRAND ● 442-4113
5011 CHANEY BEATRICE MRS ● 443-8734
5015 REED LUNA ● 443-6275
5016 HAMILTON ELLEN MRS
5019 RIDDLEY STELLA MRS ●
5020 BOWIE GEO L ● 443-0760

1964 3RD ST

SOURCE: POLKS

RANGE NOT LISTED

1964 SUGAR HOUSE RD

SOURCE: POLKS

STRACENER (Enterprise Addn)--Contd
1106--Contd

Paul Teressie Mrs 443-0753
1120 Reeves Chas P HI5-2376
Enterprise rd begins

24

SUGAR (Samtown)—From Morris southeast, 1 west of Lincoln rd

23

SUGAR HOUSE ROAD—From MacArthur dr north, 5 east of Lee
(Numbers reversed)
5017 Reed Jack D
5009 Lachney John
Wells av ends
4907 Smith Cecil E
4903 Gilchrist Odile V Mrs
Morgan ends

24

Shell rd intersects
4126 Bayonne Willie ® 443-2817
4603(37) Price Leman
20 Kirk Rigous
4202 Joseph Clarence ® 445-1356
4200 Jackson Arth
4132 Atkins Wilma F Mrs ® 445-1696
320 Vacant
4214 Adams Roger ® 442-9977
4310 Sandifer Jesse 443-6146
326 Vacant
3902 Honore H L Drug & Specialty Co 442-6793
3624 Under Constn
3628 Raymo General R ® 445-2798
Lincoln rd intersects
4122 Smith Robt ® 445-1856
4114 Franklin Georgia H Mrs 442-4860
West intersects
4412 Vacant
4210 Adams Clarence ® 445-4705
4402 Rosenthal Lee L 445-3872

SUNSET DRIVE (Fairway Terrace)—From 2800 Monroe south
102 Shaw Wm M
103 Carson Lamar L
104 Sims Monette C Mrs
105 Briggs Alton J 443-7682
106 Murrell Harvey S
107 West Louise Mrs
108 Lee Barnell Mrs
109 Feazell Lionel
110 Thiels A J
111 Simpson Marion F
112 Kinter Bertha Mrs
113 White Ernest
114 Damico Anthony J
116 Vacant
118 Poe Robt E 443-4783
120 No Return
122 Hunt Cola M Mrs 443-5109
123 Vacant
124 Vacant
125 Dorsey Darlene D Mrs 443-8849
126 Johnson Lucille S Mrs 442-2355
127 Wheeler Myrtle W Mrs 442-5810
128 Speers Alfred F 443-8615
129 McCollum Thomas A
130 McDonald James H 445-5865
131 Johnson Marion L
132 Van Asselberg Betty
133 Chambers Clarence 445-4935
134 Moreau Mary H Mrs
136 Vacant
138 Lacombe Geo O
140 Vacant
142 Chelette Theralee V Mrs 443-8518
143 Ruttedge Rudolph
144 Vacant
145 Kilton Jackson jr 445-3239
146 Brackett Chas S Rev
147 No Return
148 Desotell Kenneth G 443-7946
149 Lacombe Blanche B Mrs
150 Dupont Allie M Mrs 443-1678
151 O'Neal Emmett A 443-7174
152 Hollis G J 445-2506
153 Durbin David B
154 Vacant
156 Mudge Edwin S
158 Popilowski Steve
160 Fleury Benford B 443-1086
162 Kramer Donald
163 Webb Mack H 442-9336
164 Vacant
165 Hammond Joseph A
166 Connella Lee S
167 Roberts Verna H Mrs 445-5873
168 Brannon Edw 443-2635
169 Howell Jas H 442-4034
170 Estes Lee E 445-6301
171 Drake Frank W
172 Antee Jess W ®
173 Garlington Chas C
174 Saber Delton M
176 Dillon James E
178 Yates F B 442-4279
180 Vacant
202 Cooley Kay H 445-1336
203 No Return
204 No Return
205 No Return
206 Rousseau Chas D
207 Jeter Robt H 442-4229
208 Vacant
209 Beebe Chas H
210 Bradford John W
212 DeSoto Fallis A
214 Fryar Marlin L
216 Vacant
218 Vacant
220 Feazell Howard R 443-9586
221 Alexandria Housing Authority (Fairway Ter) 442-4766
222 Loden Danl B 443-5493
223 Vacant
224 Vacant
225 Stickles Ivy 442-6451
226 Aaron Virginia Mrs 442-5581
227 Vacant
228 Edwards Willie V Mrs 443-5733
229 Watson Vergie E Mrs 442-2497
230 Ainsworth Lloyd

RANGE NOT LISTED

STRACENER (E A)–Contd
917 Dickerson Willis B ◎ ΔHI5-2721
920 Barker Barney M ◎ ΔHI2-6696
921 Desselle Dennis L ΔHI3-1256
929 Vacant
Furby intersects
1001 Barker Jas B ◎ ΔHI3-3254
1002 Rogers Stanford W ΔHI5-6877
1005 No Return
1006 Brown Geo A ◎
1009 Bagwell Wilson C ◎
1010 Bordelon Amanda G Mrs
1014 Slocum Beulah Mrs ΔHI5-1229
1017 Huggins Cecil A ◎ ΔHI2-8031
1022 Slocum Harold P ΔHI3-5793
1023 Optimist Boy's Club ΔHI2-5833
1026 McCain Wm F ◎ ΔHI3-2796
Odom intersects
1100 Enterprise Park
1102 Branscome Fred K
Fletcher Gordon L
1104 Vacant
1106 Moss Dewey L ◎ ΔHI2-7512
1120 Cooper Shelby ΔHI2-4848
Enterprise rd begins

24

SUGAR (Samtown)–From Morris southeast, 1 west of Lincoln rd

23

SUGAR HOUSE ROAD–From MacArthur dr north, 5 east of Lee (numbers irregular)
5017 Parker Robt E
5009 Vacant
Wells av ends
4907 Cotton Junior
Vacant
4903 Gilchrist Odile V Mrs
Morgan ends

24

Shell rd intersects
4310 Bayonne Willie ◎ ΔHI3-2817
37 Price Lee
41 Vacant
4202 Joseph Clarence ◎ ΔHI5-1356
4132 Atkins Geo ◎ ΔHI5-1696
320 Vacant
4214 Adams Roger ◎ ΔHI2-9977
324 Vacant
3420 Hurts Joe
3902 Honore H L Drug & Specialty Co ΔHI2-6793
326 Bradley Willis ◎
3628 Raymo General R ◎
Lincoln rd intersects
45 Smith Robt ◎ ΔHI5-1856
4412 Wilkins Anna C Mrs ◎ ΔHI3-6082
4114 Franklin Georgia H Mrs ◎ ΔHI2-4860
4210 Adams Clarence ◎ ΔHI3-6054
44 Vacant

15

SUNSET DRIVE (Fairway Terrace)–From 2800 Monroe south
102 Cain Hardy R
103 Dauzat Hamilton
104 Ebare Edgar E ΔHI3-1365
105 Wolfe Ernest M
106 Rachal Chas J
107 Vacant
108 Lee Barnell Mrs
109 Broussard Freeman P
110 Odom Patk jr
111 Chaffin Gerald H
112 No Return
113 Hickey Robt H
114 Thompson Millie Mrs ΔHI2-5286
116 Barton D'Metra Mrs ΔHI5-5193
118 Brown Irene Mrs ΔHI3-5357
120 Vercher Edw ΔHI2-5332
122 Hunt Cola M Mrs ΔHI3-5109
123 Stroud Theo A
124 Daniel Alice J Mrs ΔHI5-2618
125 Rabalais Marion
126 Johnson Lucille S Mrs ΔHI2-2355
127 Wheeler Myrtle W Mrs ΔHI2-5810
128 Vandervort Jack V
129 Jakubiak Richd L
130 Dunn Millard C ΔHI2-7808
131 Wilson Bascom L ΔHI2-7309
132 Stokes C J
133 Chambers Clarence ΔHI3-9653
134 James Gilbert
136 Vacant
138 Durham Omeria F Mrs ΔHI5-1238
140 Will Jack B
142 Rachal Melo
143 Kimbrell Joseph P
144 Williams Jasper ΔHI3-1204
145 Carpenter James M ΔHI3-2474
146 Tucker Bobbie L ΔHI3-6717
147 Miller Richd M
148 Bare Grace L Mrs ΔHI2-3225
149 Korhn Albena Mrs ΔHI3-0560
150 Jeffus Eva M Mrs
151 O'Neal Emmett A ΔHI3-7474
152 McDuffie Eula ΔHI2-3883
153 Chelette Therlee V Mrs
154 Dunn Claudia M Mrs
156 Walding Thelma E Mrs ΔHI5-3900
158 Polk Elmer M
160 Galloway Bobbie L ΔHI3-4211
162 Ussery Robt R
163 Scott James D
164 Wheat E Lorette
165 Clark Leurena Mrs ◎
166 Belgard Ray
167 Roberts Eddie F
168 Dunn Jas T
169 Howell Jas H ΔHI2-4034
170 Vacant
171 Drake Frank W
172 Cooper W A
173 Garlington Chas C
174 Pilcher Bonnie C Mrs ΔHI3-0594
176 Vercher Lonnie
178 Vercher Paul F
180 Baggett Thos P Rev ΔHI3-5459
202 Nugent Vernal M
203 Johnson John T ΔHI5-2331
204 Vacant
205 Murphy Freddy D

RANGE NOT LISTED

15

STIMSON AV—From Kimball west, 2 north of Madonna dr

2804 Primeaux Estelle N Mrs @ 3-7892
2811 Calcott Walter L @ 2-7980
2814 Under Constn
2816 Kahn Moyse @ 2-7085
2817 Marye H Luckett @ 2-7836
2821 Ruddell Verdis E @ 2-1648
2826 Coleman Geo C @ 2-5373

Roosevelt intersects

3004 Elsing Fred B @ 2-1942
3007 Risinger Wm C @ 2-2753
3008 Silvert Herbert @ 4187
3011 Hirsch John @ acct 4395
Barnett Joseph 3-3636
3012 Sherrill Robt J @ 3-6124
3015 Denley Malcolm L @ 3-7020
3016 VanZandt Robt W timber contr @ 8569
3030 Foster R Pierce @ 3-6219
3024 Williams Bobbie L @ 3-4671
3109 Wertz Robt M @ 2-0216
3111 Nelson Ragan K @ 3-4604
3117 Berlin Alf E @ 3-4084

6

STRACENER (Enterprise Addn)—From Bayou Rapides northwest, 1 southeast Railroad av

805 Couvillion Leah Mrs @
808 Couvillion Mirror Wks 2-5635
Couvillion Jas @ 2-5635
812 Goodman Everett @ 2-0119
813 Cockerham Bill Rev 3-2619
816 Skeles Essie M Mrs @
817 Bohannon H F @ 8938
820 Miller John D @
825 Enterprise Bapt Ch 3-2619
824 Rachal Melo 2-1659

Yoist intersects

901 Crump J Douglas @ 9543
902 Haynes James O @ gro 3-2319
906 Brady Clyde C
909 Hansen Nels A @ 2-3496
912 Cooley Roy H @
913 Dunn Mary Mrs
917 Dickerson Willis B @ 5-2721
920 Barker Barney M @ 6696
921 Wainwright Roy B 2-3075
929 Barbin Geo J 3-7989

Furby intersects

1001 Barker James B @ 3-3254
1002 Gray Vaughn A 8035
1005 Holland Chas H 3-7656
1006 Brown Geo A @
1009 Bagwell Wilson C @
1010 Lambert Jimmy 5-2816
1014 Slocum Beulah Mrs 5-1229
1017 Huggins Cecil A @ 8031
1022 Slocum Harold P 3-5793
1023 Optimist Boy's Club 2-5833
1026 Bordelon Edw J @ 2-5423

Odom intersects

1100 Enterprise Pk
1104 Vacant
1106 Moss Dewey L @ 2-7512
1120 Fruge Chester J 3-0839

24

SUGAR (Samtown)—From Morris southeast, 1 west of Lincoln rd

23

SUGAR HOUSE ROAD—From Baton Rouge hwy north, 5 east of Lee extd

— Gremillion Arth F
— Lambright L C 2-7267
— Lemoine Joseph R
— Gilchrist Odile V Mrs

Duhon la ends

— Ammen Chas Co toilet preparations 2-5347

T&PRR intersects

24

Shell rd intersects

— Adams Roger @ 9977
— Bradley Willis @
— Strong Moses
— Byrd John @

Lincoln rd intersects

— Raymo General R @
45 LeGras Jas
31 Wilkins Anna C Mrs @ 3-6082
— Franklin Georgia H Mrs @
44 Vacant
— Adams Clarence @ 3-6054
— Sandifer Jesse @ 3-6157

Lincoln rd intersects

15

SUNSET DRIVE (Fairway Terrace)—From 2800 Monroe south

102 Johnson Vernon 3-3494
103 Lovell Otha L
104 Almgren Elden A 3-6938
105 Trussell Joseph H
106 Wilson Bascom L 2-7409
107 Gilcrease Cecil C 3-8127
108 Mobley Katie M Mrs 2-7788
109-11 Vacant
110 Vickers Herman 3-8153
112 Nugent Shelby L
113 Cunningham Howard S
114 Vanasselberg Betty S Mrs
116 Coyle Lindell L
118 Dupur Belton J
120 Zanelotti Lelia E Mrs
122 Hunt Cola M Mrs 3-5109
123 Butler John B
124 Daniel Alice J Mrs 3-9611
125 Miller Claude L
126 Johnson Lucille S Mrs 2-2355
127 Wheeler Myrtle W Mrs 2-5810
128 Monk Jewel P Mrs 3-8155
129 Vacant
130 Dunn Millard C
131 Walding John E 3-6810
132 McDonald Effie Mrs 5-2580
133 Chambers Clarence 3-9653
134 Stokes Hazel B Mrs 3-7420
136 Ducote Leonard J
138 Durham Omeria F Mrs 5-1238
140 Williams Cath J Mrs
142 Clark Lorena J Mrs 2-3109
143 Rikard B Virgil
144 Williams Jasper 3-1204

RANGE NOT LISTED

STANFORD—Contd
1707 Brook Vernon B @ 5529
1708 Bomar W E 2-1826
1710 Carroll Guy 2-0921
1711 Newell Franklin K 7105
1714 Matheson J M @ 4518
1717 Wilson Edw @ 3-2466
1718 Hawthorne H M @ 4966
1719 Rush H J jr @ 2-3119
Warshauer intersects
1801 Bordelon Worthy M @ 2-1101
1802 Beason W E @ 6942
1804 Gorham Harvey 3-3177
1806 Dean Robt 3-3682
1811 Johnson Thos 2-4742
1812 Guillott J B @ 6244
1813 LaCour Arth L @ 7274
1815 Hendricks Cora Mrs @ 8730
1819 Gremillion J Wayne 2-3877
1820 Vacant
1821 Brown J N @ 3-2697
1822 Lanier Lona L Mrs @ 6849
1822½ Corley Wm E
1823 Carter W W @ 9930
1832 Hansen N A @ 2-3496
N City Park intersects

22

STEPHEN AVENUE—From Leo west to Edwards av south Edwards av

21

STERKX—(Changed to Van)

22

STERKX ROAD—From 3300 Lee south, 1 northwest MP Lines
1828 McGlothin Ernest M
1830 Haworth Philip A @ 3-2610
1831 Harwood Nolan
1833 Gravier J F @ 2-3392
Gravier & Harper genl contr 2-3392
1837 Davis Essie N Mrs 2-3393
1907 Derbon Canning Co 3-1347
Fraering Brokerage Co Inc 3-1347
— Brown Thos
— Jones Verta Mrs
— Dewitt Andrew T 3-1604
— Dixon Pless
— Tea Maude 2-2339
— Alcutt Tannie @
— Lewis Albert @
— Green Paul
— Jackson Chas
— Jones Verta
— Dixon Pless
— Brown Thos
— Scallon Jas L @ 2-1438
— Scallon Hunter H @
Villa dr ends
Griffin Benilee @ 2-2794
Horseshoe dr intersects

15

STIMSON AV—From Kimball west, 2 north of Madonna dr
2804 Primeaux Ely 7793
2811 Calcott W L @ 7980
2816 Kahn Moyse @ 7085
2817 Marye H L @ 7836
2821 Ruddell V E @ 2-1648
2826 Coleman G C @ 5373
3004 Elsing F B @ 2-1942
3007 Risinger W C @

15

STINSON AV (See Stimson av)

6

STRACENER (Enterprise Addn)—From Bayou Rapides northwest, 1 southeast Railroad av
101 Ch of God
105 Couvillion Leah Mrs @
106 Couvillion Mirror Wks 5635
Couvillion Jas @
108 Goodman Everett @ 2-0119
109 Hammons O T Rev 2-1694
110 Skelles M Mrs @
110½ Skelles R O jr
111 Bohannon H F @ 8938
113 Enterprise Bapt Ch 2-1694
114 Miller J D @ 2-0192
116 Wilson Agnes B Mrs
Yoist intersects
201 Crump J D @ 9543
202 Haynes Gro & Mkt 3-2319
Slayer F R
204 Brady C C
205 Moreau Ida G Mrs @ 2-5821
206 Cooley R H @
207 Dunn W S @ 5786
209 Wainwright R B
210 Barker Barney M @ 6696
213 Vallery A T 6797
217 Clay E H 2-2911
Furby intersects
301 Barker J B @ 3-3254
302 Vallery J A @ 5596
303 Bagwell W C
304 Brown Geo A @
305 Ussery Fred A @ 7697
306 Goff H A
308 Johnson R V 2-1415
309 Huggins C A @ 8031
313 Optimist Boy's Club 5833
314 Slocum Harold P
316 Bordelon E J @ 5423
318 Dozier Wm @
Odom intersects
400 Enterprise Pk
402 Holland C H @ 6354
406 Moss D L @ 7512
410 Tennyson Emma V Mrs @ 7642

24

SUGAR (Samtown)—From Morris southeast, 1 west of Lincoln rd

23

SUGAR HOUSE ROAD—From Baton Rouge hwy north, 5 east of Lee extd
Harrison Clinton
Chatelain Marion 3-3493
Wells blvd ends
Smith Ferrell R @
Morse Beulah G Mrs 8926
Morgan ends
Ammen Chas Co toilet preparations 5347
T&PRR intersects

24

Shell rd intersects
1 Stanfield ——

1947 3RD ST

SOURCE: CB PAGE DIR CO

RANGE NOT LISTED

1947 SUGAR HOUSE RD

SOURCE: CB PAGE DIR CO

STREET NOT LISTED

1942 3RD ST

SOURCE: CB PAGE DIR CO

RANGE NOT LISTED

1942 SUGAR HOUSE RD

SOURCE: CB PAGE DIR CO

STREET NOT LISTED

1938-39 3RD ST

SOURCE: INTERSTATE DIRECTORY CO

RANGE NOT LISTED

1938-39 SUGAR HOUSE RD

SOURCE: INTERSTATE DIRECTORY CO

STREET NOT LISTED

1934-35 3RD ST

SOURCE: INTERSTATE DIRECTORY CO

RANGE NOT LISTED

1934-35 SUGAR HOUSE RD

SOURCE: INTERSTATE DIRECTORY CO

STREET NOT LISTED

1929 3RD ST

SOURCE: INTERSTATE DIRECTORY CO

RANGE NOT LISTED

1929 SUGAR HOUSE RD

SOURCE: INTERSTATE DIRECTORY CO

STREET NOT LISTED

1921 3RD ST

SOURCE: PIEDMONT DIR CO

RANGE NOT LISTED

1921 SUGAR HOUSE RD

SOURCE: PIEDMONT DIR CO

STREET NOT LISTED

APPENDIX G

SANBORN MAPS

FIRE INSURANCE MAPS

Project Property: City of Alexandria Proposed Alternative No. 2
Sugar House Road Alexandria LA 71302
Project No: 471-021 T7.0
Requested By: Providence
Order No: 26020200938
Date Completed: February 03, 2026

Please note that no information was found for your site or adjacent properties.

Environmental Risk Information Services
A division of Glacier Media Inc.
1.866.517.5204 | info@erisinfo.com | erisinfo.com

APPENDIX H

HISTORICAL TOPOGRAPHIC MAPS

TOPOGRAPHIC MAPS

Project Property:	City of Alexandria Proposed Alternative No. 2
	Sugar House Road
	Alexandria LA 71302
Project No:	471-021 T7.0
Requested By:	Providence
Order No:	26020200938
Date Completed:	February 03, 2026

Environmental Risk Information Services
A division of Glacier Media Inc.
1.866.517.5204 | info@erisinfo.com | erisinfo.com

We have searched USGS collections of current topographic maps and historical topographic maps for the project property. Below is a list of maps found for the project property and adjacent area. Maps are from 7.5 and 15 minute topographic map series, if available.

Year	Map Series
2024	7.5
2021	7.5
2018	7.5
2015	7.5
2012	7.5
1998	7.5
1992	7.5
1979	7.5
1972	7.5
1957	7.5
1957	15
1941	15

Topographic Map Symbology for the maps may be available in the following documents:

Pre-1947

Page 223 of 1918 Topographic Instructions

Page 130 of 1928 Topographic Instructions

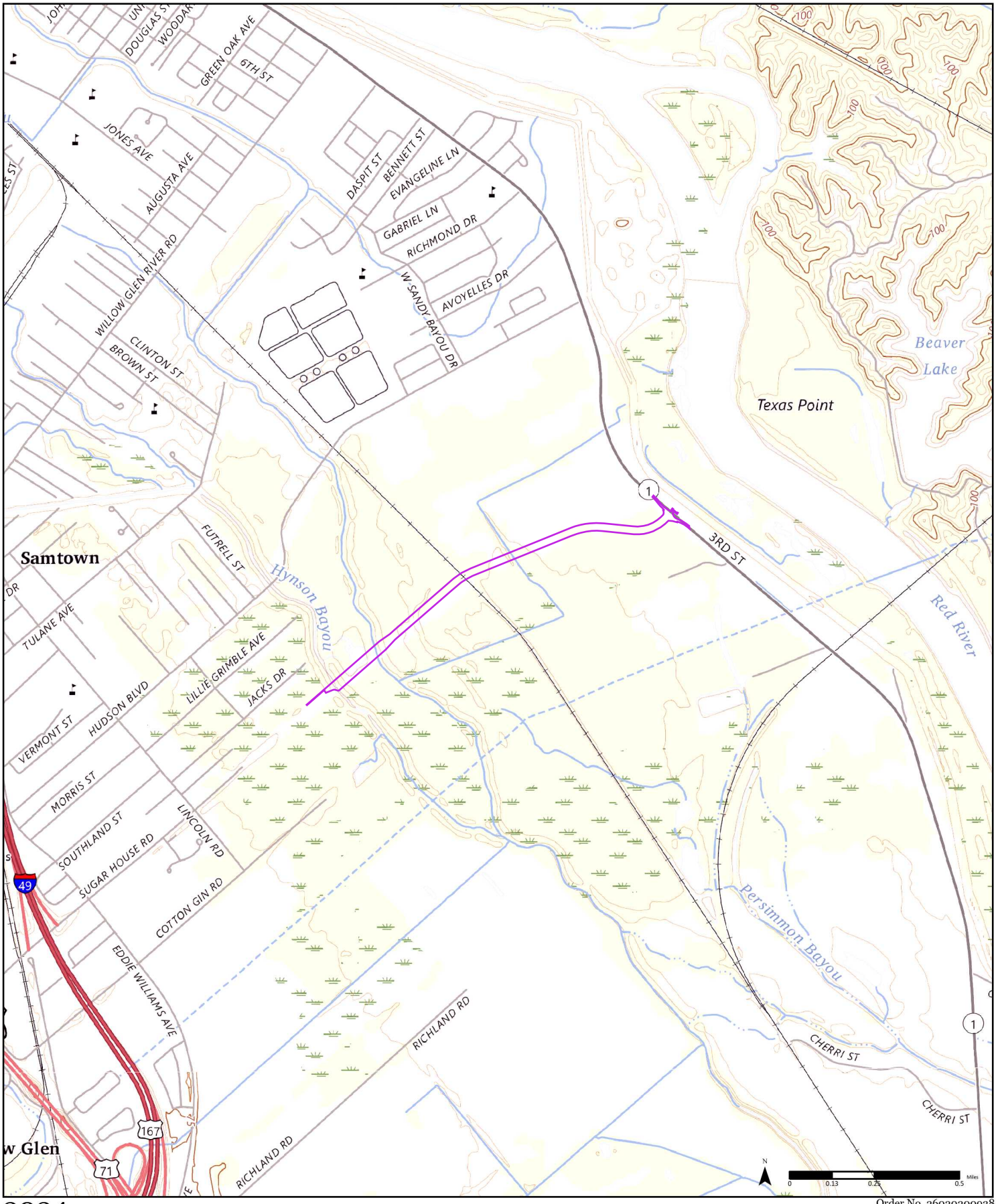
1947-2009

Topographic Map Symbols

2009-present

US Topo Map Symbols

Topographic Maps included in this report are produced by the USGS and are to be used for research purposes including a phase I report. Maps are not to be resold as commercial property.
No warranty of Accuracy or Liability for ERIS: The information contained in this report has been produced by ERIS Information Inc.(in the US) and ERIS Information Limited Partnership (in Canada), both doing business as 'ERIS', using Topographic Maps produced by the USGS. This maps contained herein does not purport to be and does not constitute a guarantee of the accuracy of the information contained herein. Although ERIS has endeavored to present you with information that is accurate, ERIS disclaims, any and all liability for any errors, omissions, or inaccuracies in such information and data, whether attributable to inadvertence, negligence or otherwise, and for any consequences arising therefrom. Liability on the part of ERIS is limited to the monetary value paid for this report.

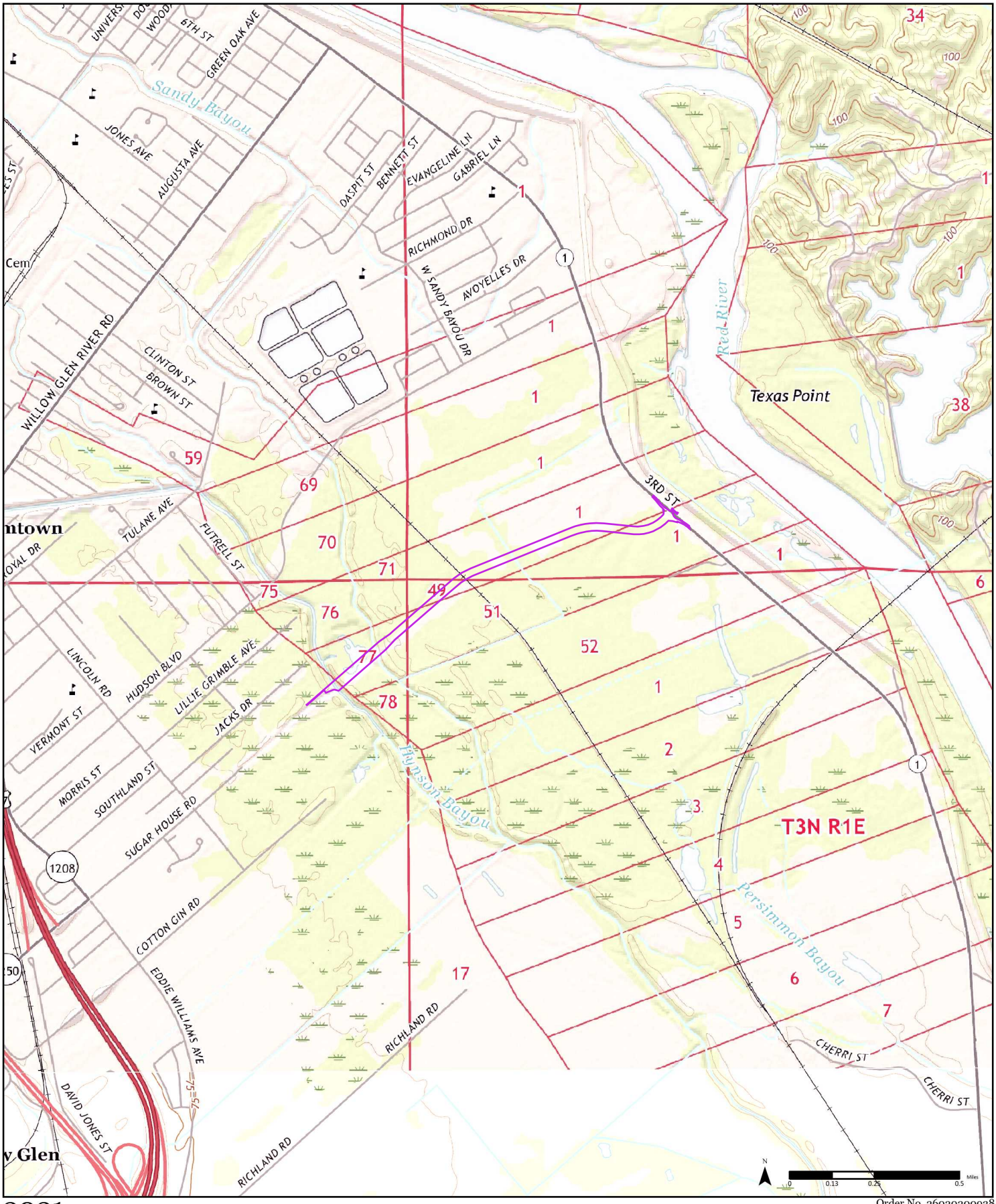


2024

Order No. 26020200938

Available Quadrangle(s): Alexandria, LA
Woodworth East, LA

Source: USGS 7.5 Minute Topographic Map



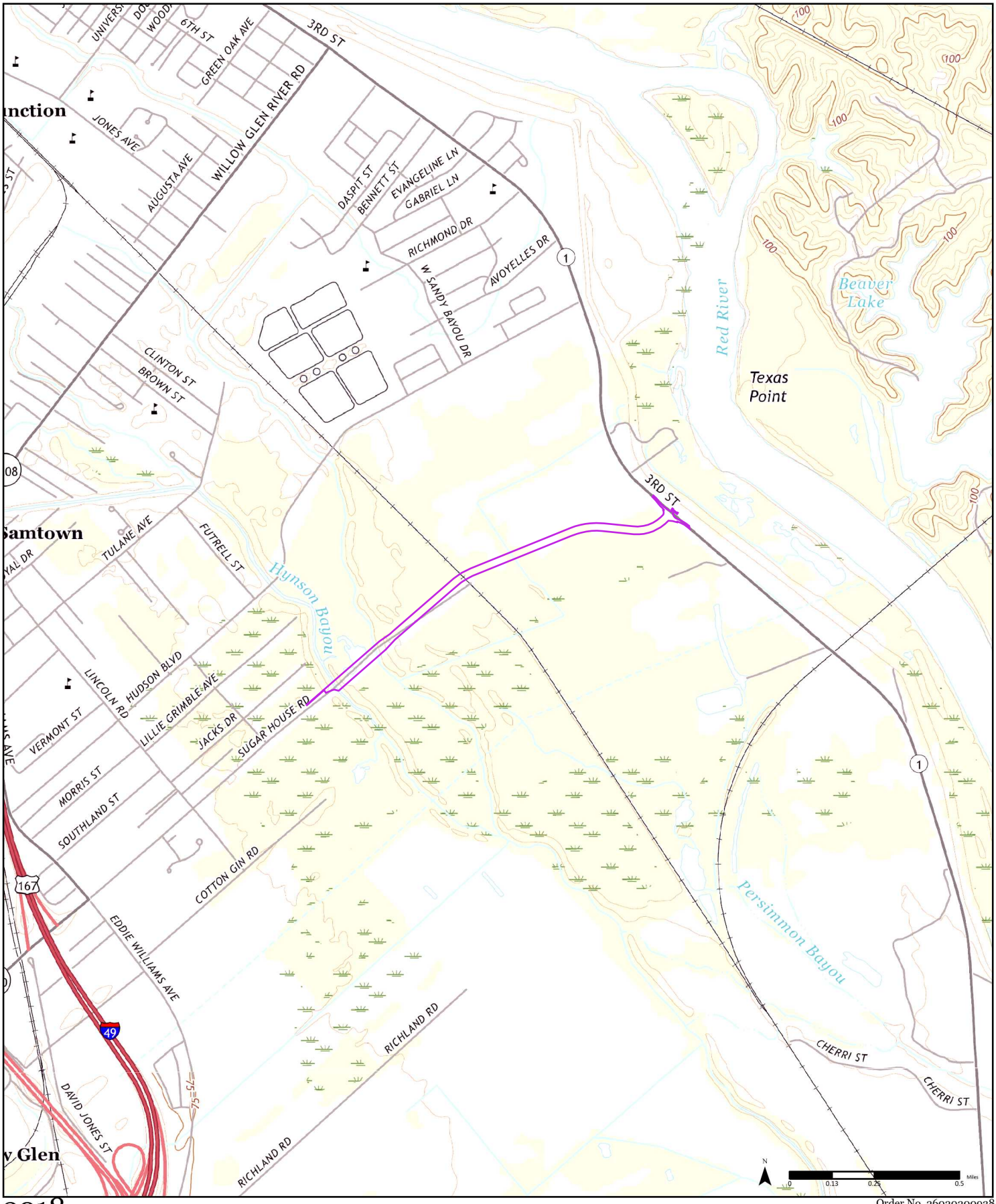
2021

Order No. 26020200938

Available Quadrangle(s): Alexandria, LA
Woodworth East, LA

Source: USGS 7.5 Minute Topographic Map

ERIS

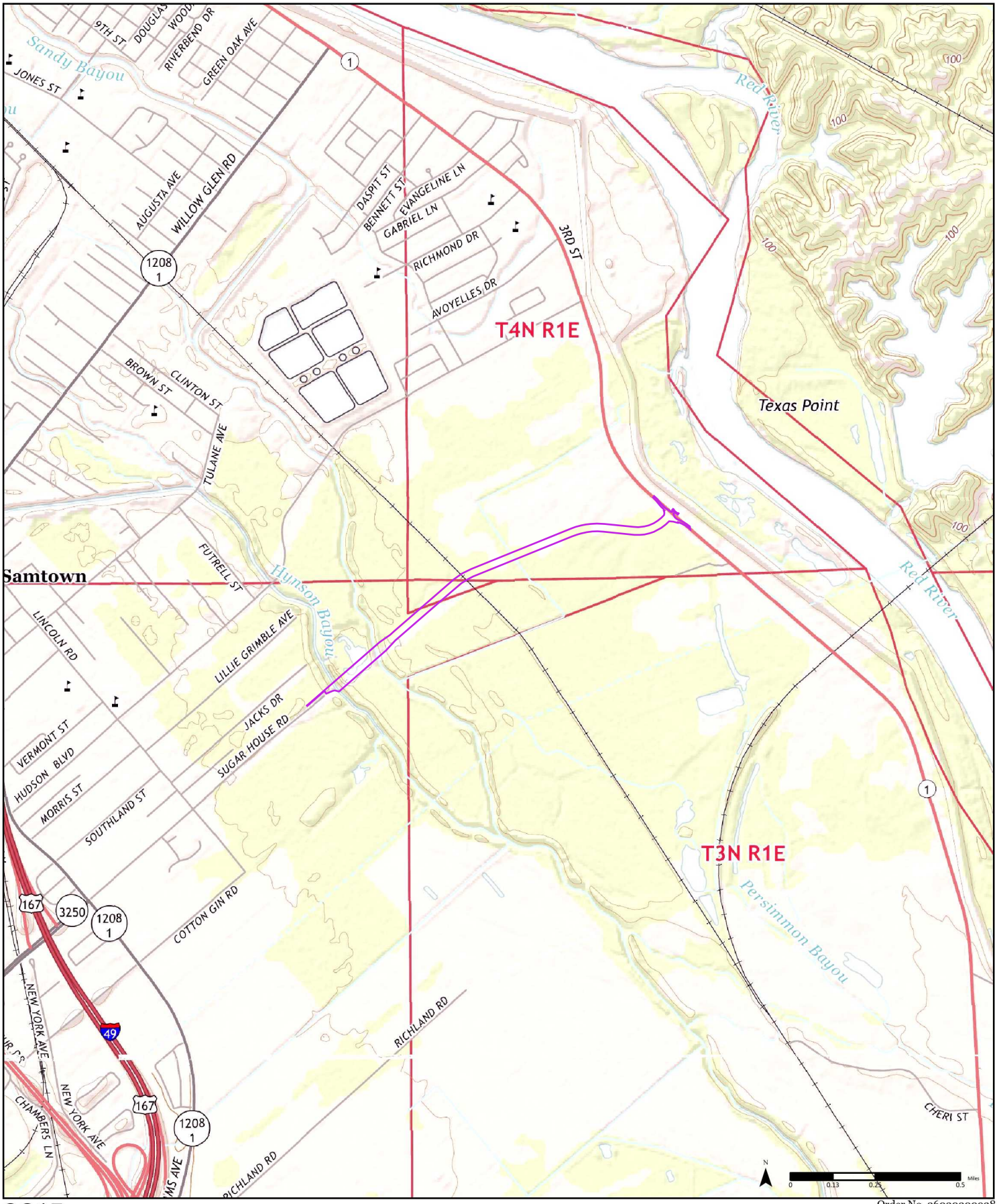


2018

Order No. 26020200938

Available Quadrangle(s): Alexandria, LA
Woodworth East, LA

Source: USGS 7.5 Minute Topographic Map



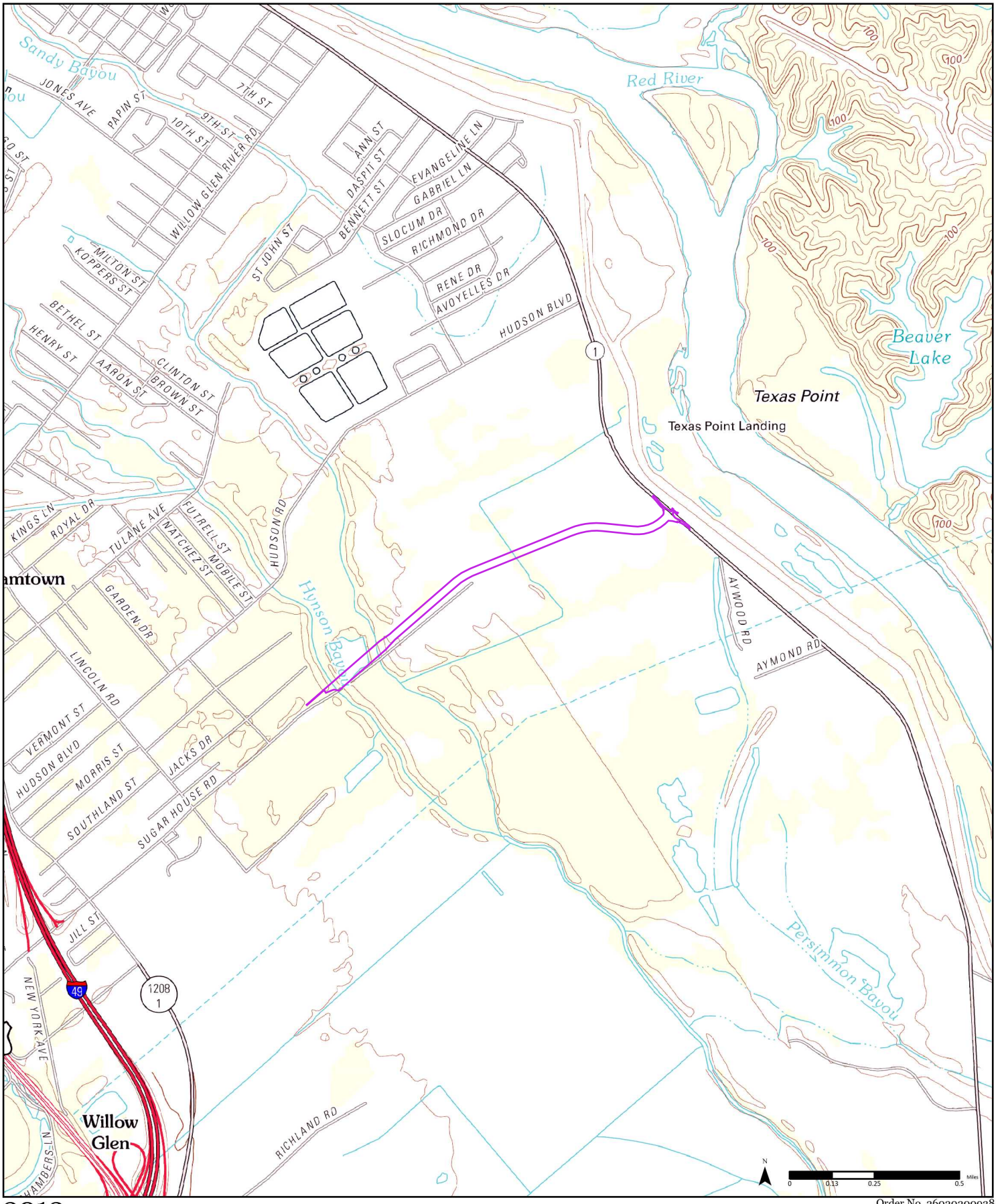
2015

Order No. 26020200938

Available Quadrangle(s): Alexandria, LA
Woodworth East, LA

Source: USGS 7.5 Minute Topographic Map

ERIS



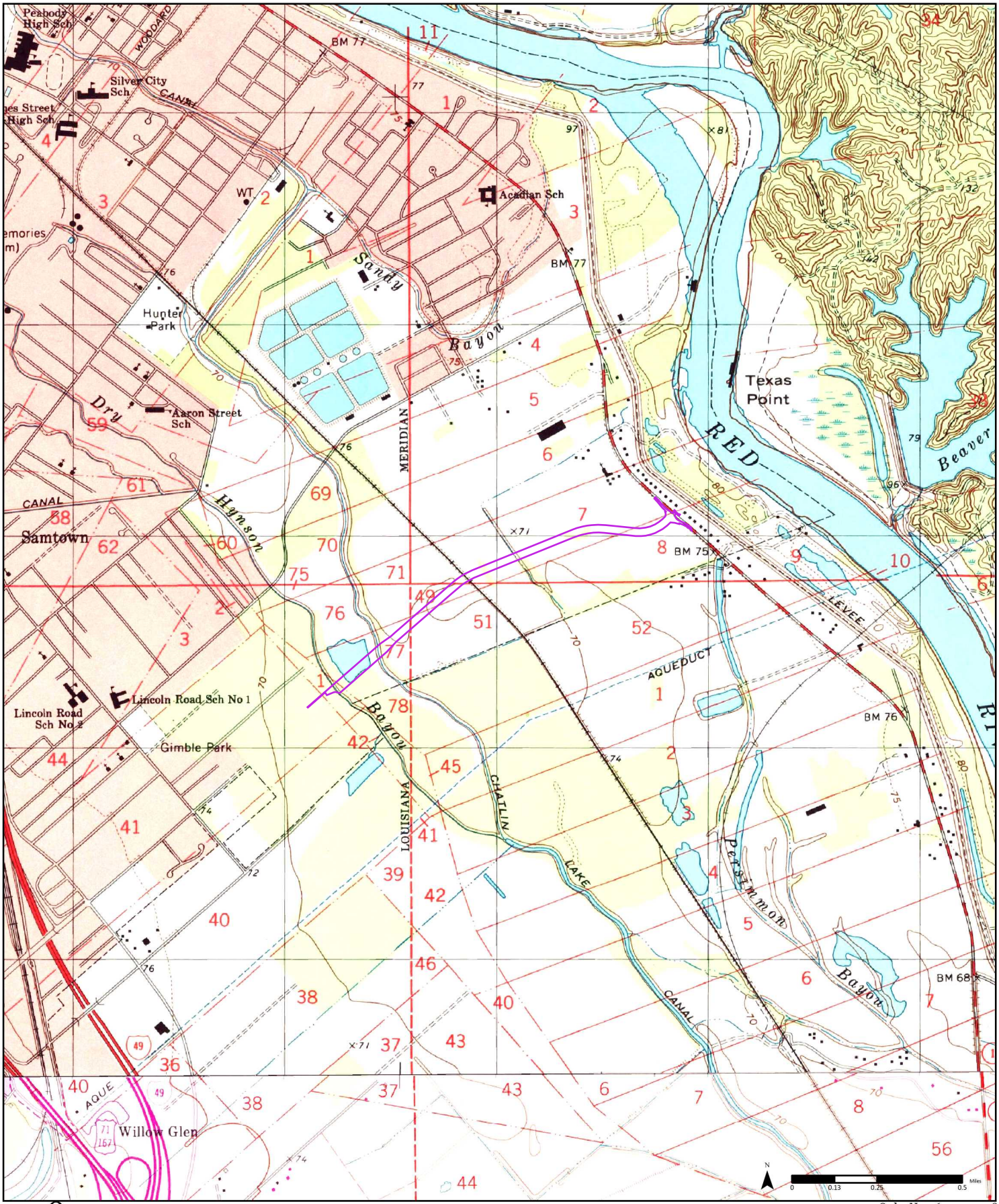
2012

Order No. 26020200938

Available Quadrangle(s): Alexandria, LA
Woodworth East, LA

Source: USGS 7.5 Minute Topographic Map

ERIS



1998

(1-1992) *Aerial Photo Year: 1990*
Photo Revision Year: 1992

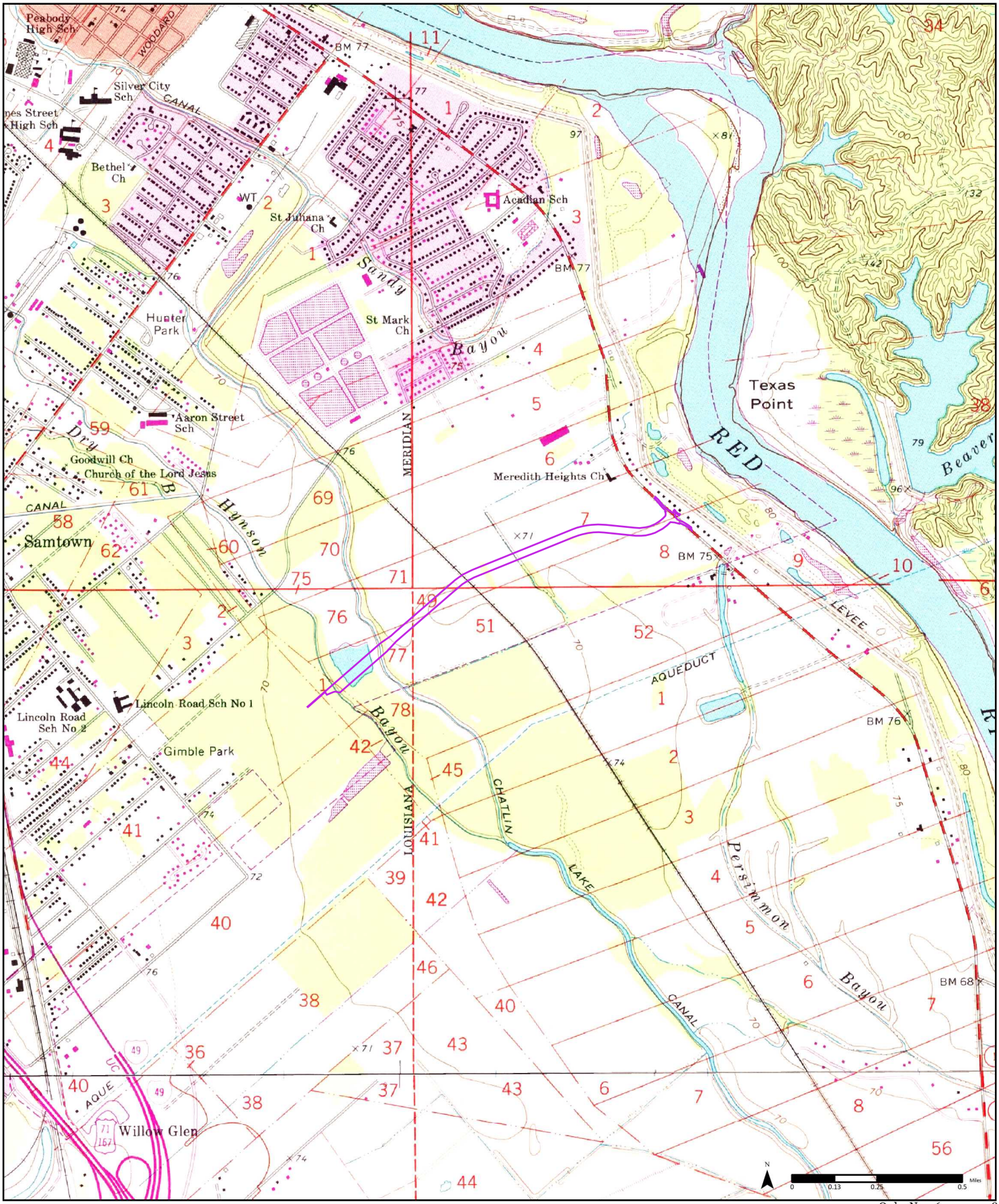
(2-1998) *Aerial Photo Year: 1998*

Order No. 26020200938

Available Quadrangle(s): Alexandria, LA(2-1998)
Woodworth East, LA(1-1992)

Source: USGS 7.5 Minute Topographic Map

ERIS



1992

(1-1992)
Aerial Photo Year: 1990
Photo Revision Year: 1992

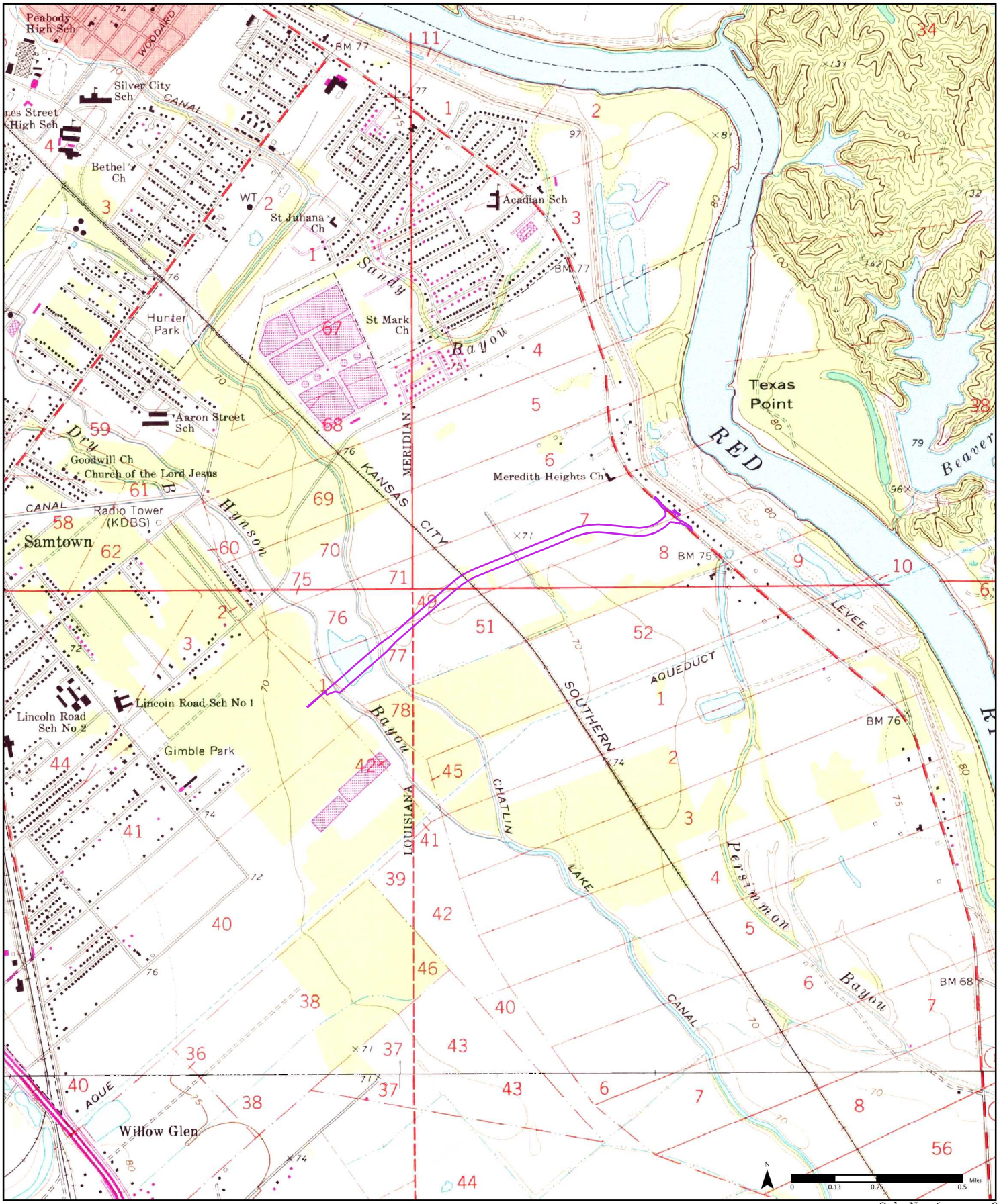
(2-1992)
Aerial Photo Year: 1990
Photo Revision Year: 1992

Order No. 26020200938

Available Quadrangle(s): Alexandria, LA(1-1992)
Woodworth East, LA(2-1992)

Source: USGS 7.5 Minute Topographic Map

ERIS



1979

(1-1979) *Aerial Photo Year: 1977* *Photo Revision Year: 1979*

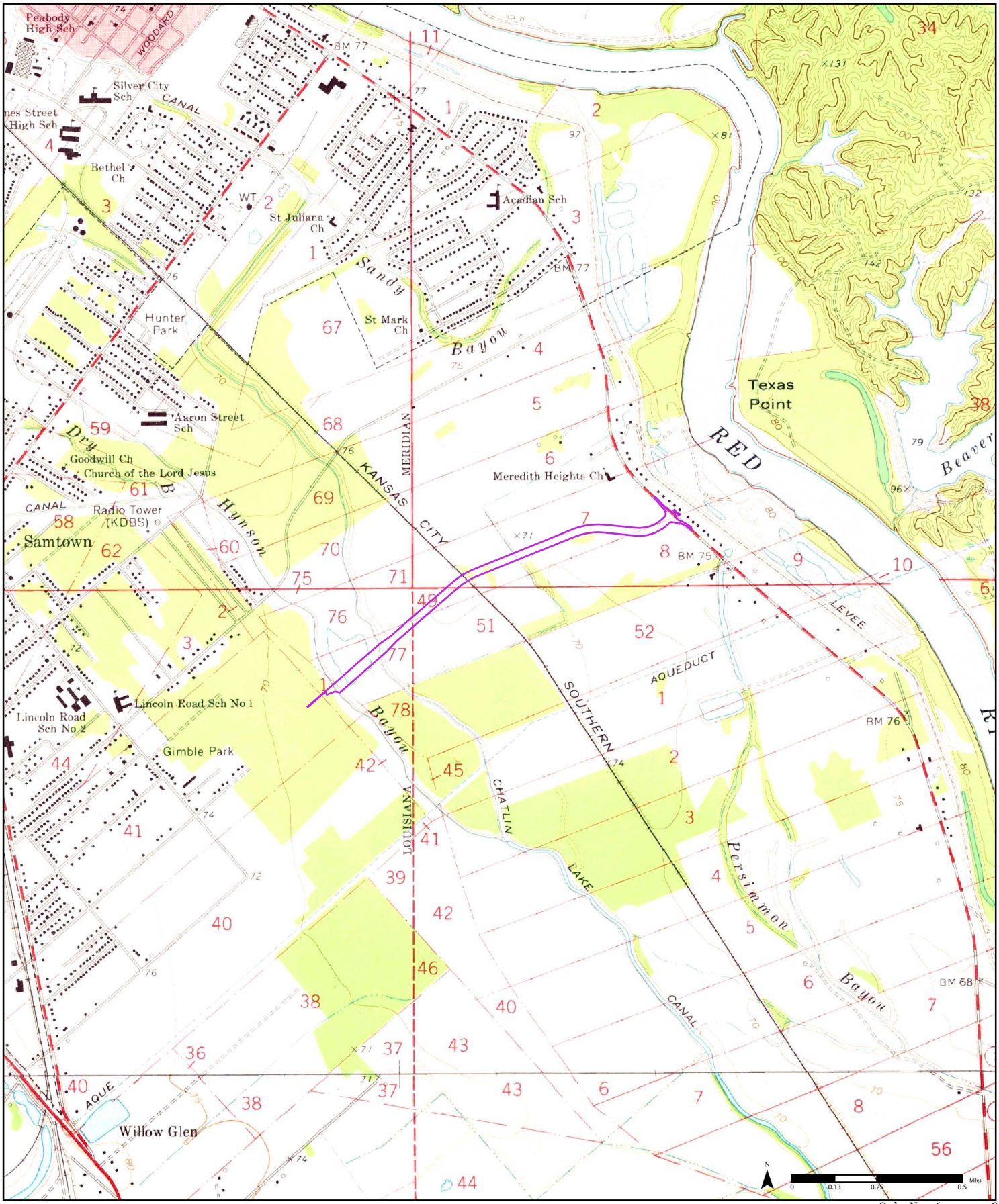
(2-1979) *Aerial Photo Year: 1977* *Photo Revision Year: 1979*

Order No. 26020200938

Available Quadrangle(s): Alexandria, LA(1-1979)
Woodworth East, LA(2-1979)

Source: USGS 7.5 Minute Topographic Map

ERIS



1972

(1-1972) *Aerial Photo Year: 1971*

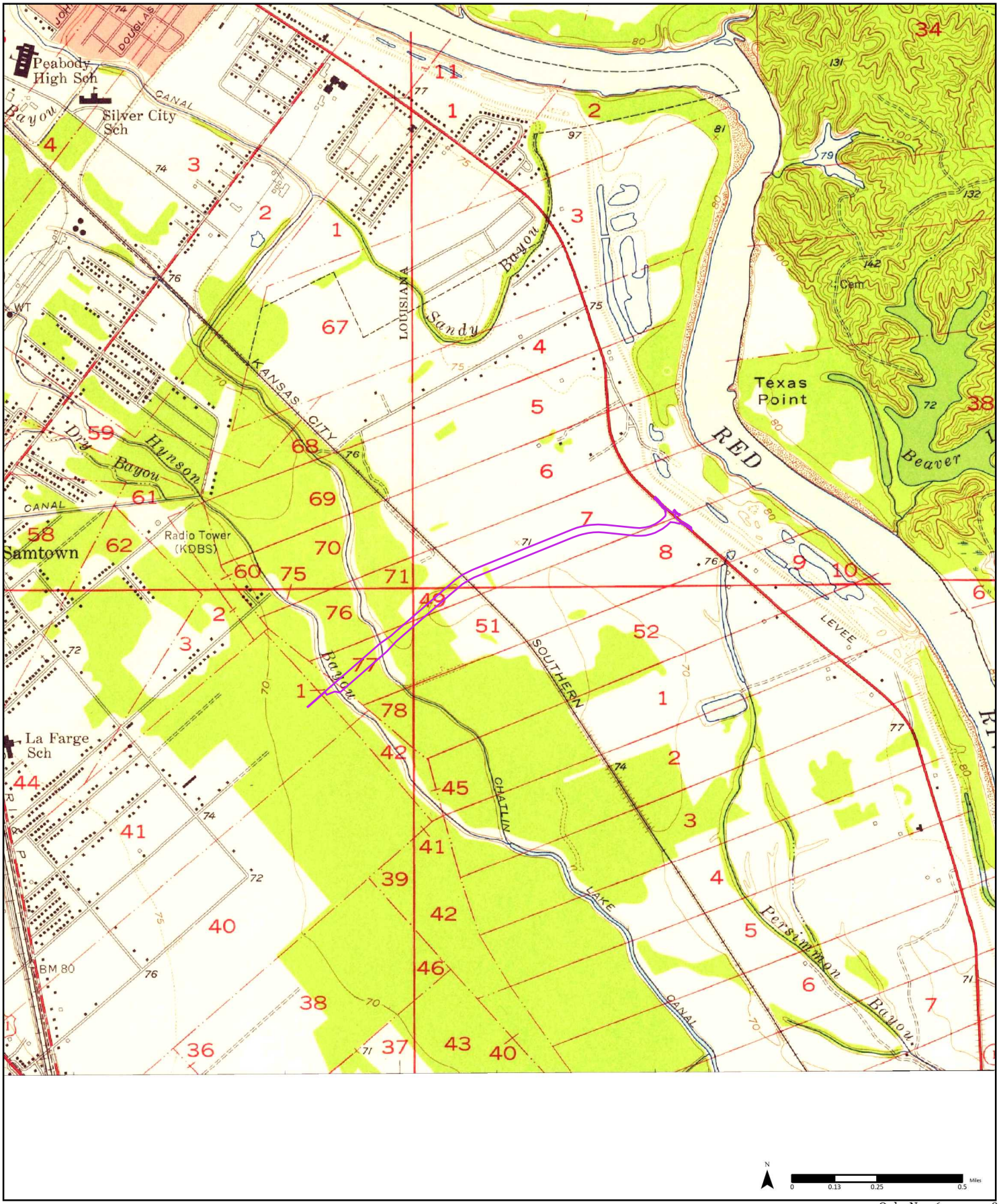
(2-1972) *Aerial Photo Year: 1971*

Order No. 26020200938

Available Quadrangle(s): Alexandria, LA(1-1972)
Woodworth East, LA(2-1972)

Source: USGS 7.5 Minute Topographic Map

ERIS



1957 (1-1957)

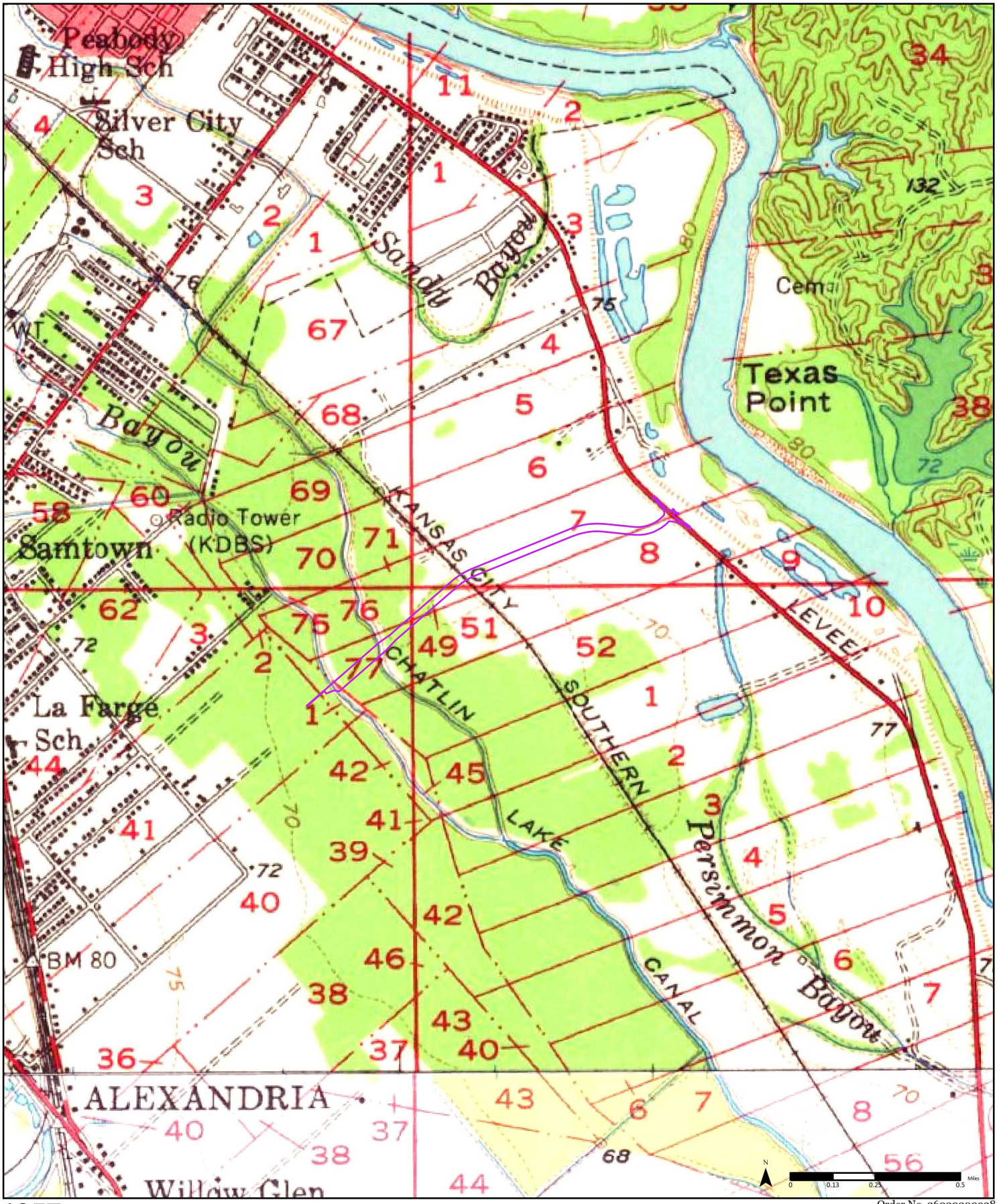
Aerial Photo Year: 1955

Order No. 26020200938

Available Quadrangle(s): Alexandria, LA(1-1957)

Source: USGS 7.5 Minute Topographic Map

ERIS



1957

(1-1957) *Aerial Photo Year: 1955*

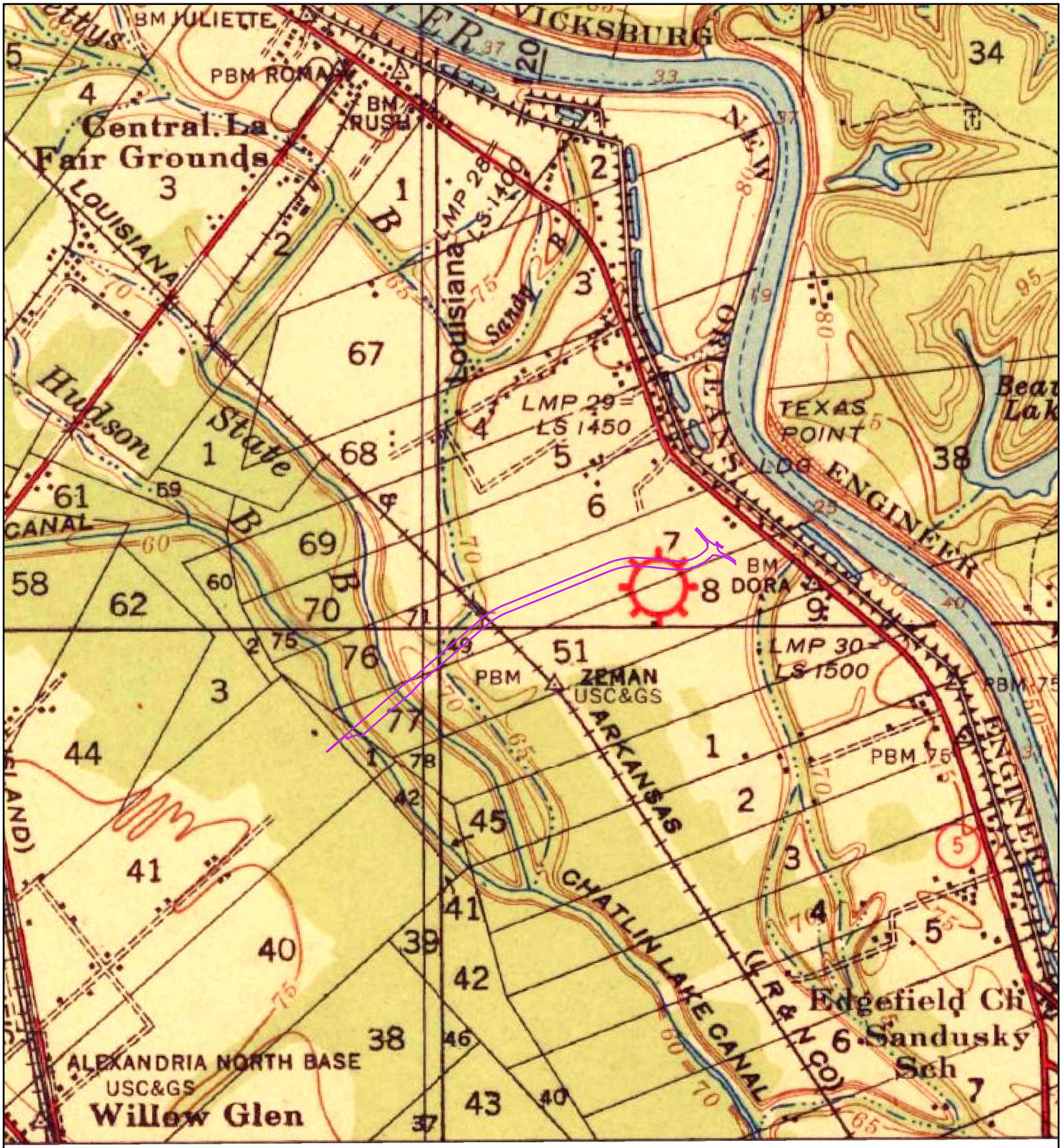
(2-1957) *Aerial Photo Year: 1955*

Order No. 26020200938

Available Quadrangle(s): Alexandria, LA(2-1957)
Lecompte, LA(1-1957)

Source: USGS 15 Minute Topographic Map

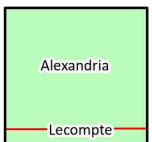
ERIS



1941

Order No. 26020200938

Available Quadrangle(s): Alexandria, LA



Source: USGS 15 Minute Topographic Map

APPENDIX I

PHOTOGRAPHIC DOCUMENTATION

Project Name:	City of Alexandria Proposed Alternative No. 2	**Project No:**	471-021 T7.0
Site Location:	Sugar House Road, Alexandria, LA		

Photograph ID:
1

Photograph Tag:

Survey Date:
11-FEB-26

Comments:

Eastern property boundary along Highway one

Photograph ID:
2

Photograph Tag:

Survey Date:
11-FEB-26

Comments:

Lowland area

Project Name:	City of Alexandria Proposed Alternative No. 2	**Project No:**	471-021 T7.0
Site Location:	Sugar House Road, Alexandria, LA		

Photograph ID:
3

Photograph Tag:

Survey Date:
11-FEB-26

Comments:

Pioneer Northern property boundary

Photograph ID:
4

Photograph Tag:

Survey Date:
11-FEB-26

Comments:

Non labeled 55 gallon drum full of liquid.

Project Name: City of Alexandria Proposed Alternative No. 2 **Project No:** 471-021 T7.0

Site Location: Sugar House Road, Alexandria, LA

Photograph ID:
5

Photograph Tag:

Survey Date:
11-FEB-26

Comments:

Contents of drum has oily sheen and smells petroleum based.

Photograph ID:
6

Photograph Tag:

Survey Date:
11-FEB-26

Comments:

Photo of contents of drum oily substance with visible sheen.

Project Name:	City of Alexandria Proposed Alternative No. 2	**Project No:**	471-021 T7.0
Site Location:	Sugar House Road, Alexandria, LA		

Photograph ID:
7

Photograph Tag:

Survey Date:
11-FEB-26

Comments:

Water crossing.

Photograph ID:
8

Photograph Tag:

Survey Date:
11-FEB-26

Comments:

Rail road tracks near center of property

Project Name:	City of Alexandria Proposed Alternative No. 2	**Project No:**	471-021 T7.0
Site Location:	Sugar House Road, Alexandria, LA		

Photograph ID:
9

Photograph Tag:

Survey Date:
11-FEB-26

Comments:

Pipeline crossing near center of Property.

Photograph ID:
10

Photograph Tag:

Survey Date:
11-FEB-26

Comments:

Low area center of Property.

Project Name:	City of Alexandria Proposed Alternative No. 2	**Project No:**	471-021 T7.0
Site Location:	Sugar House Road, Alexandria, LA		

Photograph ID:
11

Photograph Tag:

Survey Date:
11-FEB-26

Comments:

Wetland area

Photograph ID:
12

Photograph Tag:

Survey Date:
11-FEB-26

Comments:

Bayou crossing property.
Misc. debris.

Project Name:	City of Alexandria Proposed Alternative No. 2	**Project No:**	471-021 T7.0
Site Location:	Sugar House Road, Alexandria, LA		

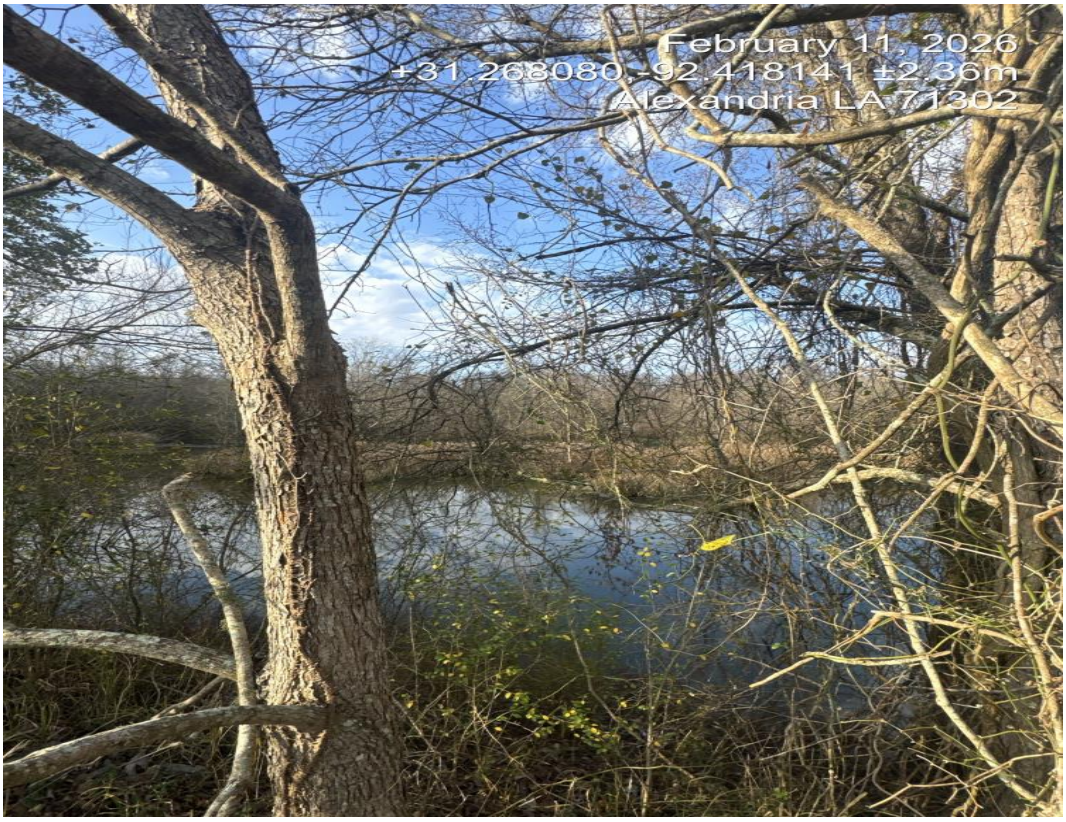
Photograph ID:
13

Photograph Tag:

Survey Date:
11-FEB-26

Comments:

Pond/Flooded timber.



Photograph ID:
14

Photograph Tag:

Survey Date:
11-FEB-26

Comments:

Water crossing near western boundary.

APPENDIX J

LANDOWNER MAILING LIST

APPENDIX J

LANDOWNER MAILING LIST

NAME	LINE 2	ADDRESS	CITY, St.ATE, ZIP	SEND VIA EMAIL
Duane M. Carmouche Et Al		215 Rosalie Drive	Alexandria, LA 71302	
Mike Wilkinson	City of Alexandria	625 Murray Street, Suite 5	Alexandria, LA 71301	
Lillie Mae Bobb Diaz		58900 St. Louis Rd.	Alexandria, LA 71301	
Highway 1 Auto Truck and Equipment Parts		6136 Grand Oak Drive	Alexandria, LA 71301	
Jerry R. Johnson		2026 North Macarthur	Alexandria, LA 71301	
Sagrado Gonzales Mendoza Et Al		6136 Grand Oak Drive	Alexandria, LA 71301	anetamertow@gmail.com
Charlie DeWayne Mims		6905 Lower Third Street	Alexandria, LA 71301	
TNT Legacy LLC		703 Woodwind Drive	Alexandria, LA 71303	
TXI Operations LP		Post Office Box 54788	Lexington, KY 40555	

APPENDIX H

PUBLIC OUTREACH SUMMARY

Sugar House Road Extension Project

Connecting I-49 to LA1

The City of Alexandria, in partnership with the Louisiana Department of Transportation and Development (LADOTD), hosted a public meeting on November 13, 2025 to provide updates on the restart of the Sugar House Road Extension Project. Community members, local officials, and stakeholders received information on the route alternatives while also engaging directly with project representatives. Public comments were accepted through December 6, 2025.

PRE-MEETING PROMOTION

Media releases were sent on September 18th, November 3rd and 11th. This outreach generated coverage including:

WNTZ
DOTD, Alexandria to publicly discuss Sugar House Road extension plan | WNTZ-TV FOX 48 | CenLANow.com

Fox48
https://www.cenlanow.com/local-news/dotd-alexandria-to-publicly-discuss-sugar-house-road-extension-plan/

KALB
https://www.kalb.com/2025/11/13/sugar-house-expansion-project-meeting-be-held-thursday-night/

KALB
https://www.kalb.com/video/2025/11/13/sugar-house-road-public-meeting/

KALB
https://www.kalb.com/2025/11/14/ladotd-city-alexandria-break-down-proposed-sugar-house-expansion-project/

KLAX
Restart of Sugar House Road Extension Project in Alexandria, LA | News | klax-tv.com

PUBLIC MEETING ADVERTISEMENT
Town Talk Legal Section
Friday, October 31, and
Friday, November 7, 2025

CANVASING
Delivered to residents in person on November 7, 2025 along:
Sugar House Road
Eddie Williams Avenue
Green Meadow Street
Lincoln Road

SOCIAL MEDIA POST
Created for the City of Alexandria Facebook page
(23,000 followers)

MEDIA COVERAGE OF THE MEETING
KALB LADOTD, City of Alexandria hear public feedback on Sugar House Expansion Project

ATTENDEES/COMMENTS

Attendees
42

Comments submitted
36

- 5 — **No route preference**
- 0 — **Route Alternative #1**
- 31 — **Route Alternative #2**

December 2025

NOVEMBER 13, 2025 OPEN HOUSE DOCUMENTATION

Sugar House Road Extension Project
Alexandria, LA

STATE PROJECT NO. H.008271
FEDERAL AID PROJECT NO. H008271

Abstract

This document summarizes the November 13, 2025, Open House public meeting held at the Frank O. Hunter Basketball Gym in Alexandria to share information and collect feedback concerning build alternatives for the Sugar House Road Extension Project.

Prepared by Franklin Associates
Submitted December 22, 2025

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Alexandria Louisiana

PROVIDENCE

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1. Purpose 3
2. Outreach and Promotion 3
3. Meeting Delivery 8
4. Exhibits 12
5. Public Feedback 16
   A. Comment Form 16
   B. Online Commenting 16
   C. Analysis of Comments 16
6. Appendices 17
   A. Sign-in Sheets and Database
   B. Public Comments
   C. Proof of Publication
   D. Exhibit Enlargements
   E. On-Screen Presentation

1. PURPOSE

This public meeting was held on November 13, 2025, in partnership with the City of Alexandria and the Louisiana Department of Transportation and Development (LADOTD).

The event was hosted to provide updates on the restart of the Sugar House Road Extension Project, which is designed to connect I-49 to LA1. Community members, local officials, and stakeholders received information regarding the proposed route alternatives.

During the event, a looping video providing an overview of the project was played for attendees. Guests also viewed project exhibits and had the opportunity to engage directly with project representatives, who were available to explain the materials, answer questions, and respond to concerns.

Guests were invited to submit their feedback regarding the proposed routes. Following the event, public comments continued to be accepted through December 6, 2025.

2. OUTREACH AND PROMOTION

A. Media Releases

Franklin Associates (Franklin) created and distributed two media releases in support of the public meeting. The first, designed to alert the public to the restart of the project, was sent on Thursday, Sept. 18, 2025, through Franklin's media notification channels. It was also shared by MyDOTD. Text of the media release was as follows:

FOR IMMEDIATE RELEASE
Media Contact: Angi Noote, Public Information Officer
Phone: 225.999.7221
Email: Angela@FranklinAssociates.com

Sugar House Road Extension Project Environmental Study Resumed

Alexandria, LA — The City of Alexandria is seeking environmental approval from the Louisiana Department of Transportation and Development and the Federal Highway Administration to move forward for funding and construction of the extension of Sugar House Road from I-49 to Louisiana Highway 1.

The project originally launched with early-stage assessments several years ago and is now moving forward with renewed momentum and a commitment to community collaboration.

The City will conduct a public meeting this fall to present possible route alternatives for the Sugarhouse Road Extension. A date, time, and location are being finalized. This meeting will include a presentation about the status of the project and provide residents with an opportunity to ask questions and comment on the proposed route alternatives.

Attendees at the meeting will have the opportunity to speak directly with project engineers and planners, review maps and visual materials, and share feedback that will help shape the final design.

###

A follow-up press release was sent to media outlets on Monday, Nov. 3, and Tuesday, Nov. 11, 2025.

FOR IMMEDIATE RELEASE
Media Contact: Angi Noote, Public Information Officer
Phone: 225.999.7221
Email: Angela@FranklinAssociates.com

Sugar House Road Extension Project Open House Set for Nov. 13
Public is invited to provide input and learn about route alternatives

Alexandria, LA — The public is invited to attend an open house meeting regarding the Sugar House Road Extension Project on Thursday, Nov. 13 from 5:30 – 7 p.m. at the Frank O. Hunter Gymnasium located at 2399 Willow Glen River Road in Alexandria.

The City of Alexandria is seeking environmental approval from the Louisiana Department of Transportation and Development and the Federal Highway Administration to move forward for funding and construction of the long-planned extension of Sugar House Road from I-49 to Louisiana Highway 1.

The project originally launched with early-stage assessments several years ago and is now moving forward with renewed momentum and a commitment to community collaboration.

This open house will include a presentation about the status of the project and provide residents with an opportunity to ask questions and comment on the proposed route alternatives.

Attendees at the meeting will have the opportunity to speak directly with project engineers and planners, review maps and visual materials, and share feedback that will help shape the final design.

###

The release was shared by LADOTD on its website and social media pages and the City of Alexandria's social media.

This media outreach resulted in pre-event coverage on WNTZ, Fox48, KALB, and KLAX. KALB sent a reporter to the meeting and produced a story on the event.

B. Paid Ads

Paid advertisements ran in the legal section of the Town Talk on Oct. 31 and Nov. 7, 2025 as shown below.

Schedule for ad number LLOU0397122

Fri Oct 31, 2025
Alexandria Town Talk All Zones
Fri Nov 7, 2025
Alexandria Town Talk All Zones

H.008271 SUGAR HOUSE ROAD EXTENSION PROJECT, ALEXANDRIA, LA
OPEN HOUSE PUBLIC MEETING
STATE PROJECT NO. H.008271
RAPIDES PARISH

An Open House Public Meeting has been scheduled as follows:
Thursday, November 13, 2025
4:00 – 7:00 p.m.
Frank O. Hunter Basketball Gym
2399 Willow Glen River Rd
Alexandria, LA 71302

The City of Alexandria and the Louisiana Department of Transportation and Development (LADOTD) are conducting an open house public meeting for the proposed Sugar House Road Extension Project. The proposed project develops a connector route between LA 1, I-49 and highways US 167 and US 71.

The purpose of the meeting is to provide information about the project and to obtain input from interested parties. There will be exhibits highlighting route alternatives and additional project information. Representatives from the project team will be available at the open house to answer questions and discuss issues related to the project.

Verbal and written comments on the project can be submitted at the meeting. Comments can be submitted via the comment form here: http://bit.ly/3WqLNPs. Comments can also be mailed or emailed to the project team at the address shown below, postmarked by December 6, 2025.

Should you require special assistance, due to a disability, to participate in this public meeting, please contact the project team by mail at the address shown below, or by telephone at 225.999.7221 at least five working days prior to the meeting.

Mailing Address for Comments:
Sugar House Road Extension Project
c/o Franklin Associates – Attn: Angi Noote
250 S. Foster Drive
Baton Rouge, LA 70806
Email Address for Comments:
Angela Noote – Franklin Associates
angela@franklinassociates.com
October 31, November 7 2025
LLOU0397122

See Appendix C for Proof of Publication Affidavits.

C. Postcards

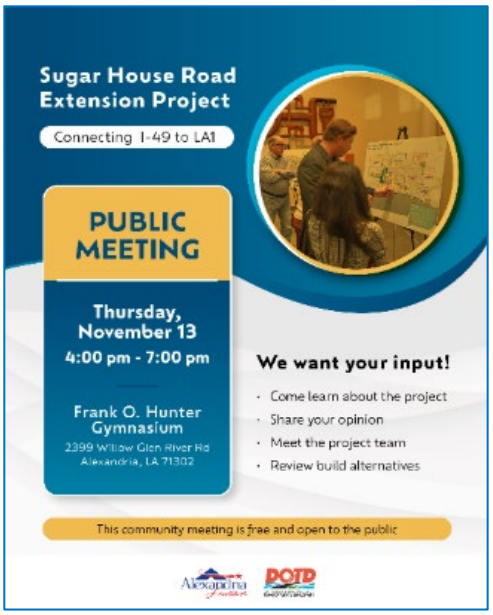
Postcards were created that doubled as event invitations and comment cards. The week of Oct. 20, about 100 residences on Sugar House Road and the surrounding neighborhoods were canvassed, with postcards put into the hands of residents or left on their doors. If they chose to, they could fill out the comment card and mail it to the address printed on the postcard.

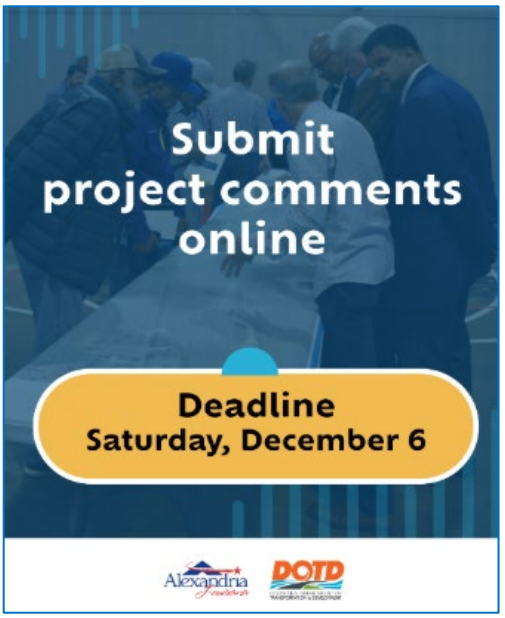
D. Fliers

Printed flyers were provided to the City of Alexandria for distribution to residents visiting the municipal office

E. Social Media

Social media graphics to promote the meeting and to encourage submission of public comments were created and provided to the City of Alexandria to post for its 23,000 Facebook followers.





3. MEETING DELIVERY

A. Venue Description

The public meeting was hosted at the Frank O. Hunter Basketball Gym, located at 2399 Willow Glen River Rd. in Alexandria, LA. The gymnasium provided a spacious, open-floor layout that easily accommodated the meeting's open-house format. This expansive space allowed for the clear arrangement of the project exhibits and the continuous looping video presentation, ensuring attendees had ample room to review the proposed route alternatives and comfortably engage in one-on-one conversations with the project team.

B. Meeting Format

An open house meeting format was selected for the event with the understanding that it provided the greatest opportunity for attendees to receive personal attention and have their questions answered by a member of the project team.

Attendees started their information exploration with a looping video with a detailed voiceover providing an overview of the project and the vision at completion. After completing the video presentation, attendees proceeded to the exhibits hall where they could freely move among any of exhibit stations. Attendees were provided with a handout that included a history of the project and the purpose of the table stations. Each exhibit was staffed by one or more knowledgeable members of the project team. Upon completion, attendees were provided an opportunity to submit their comments and feedback by digital, hardcopy, or recorded voice, including post-meeting commenting via a data form.

C. Meeting Presentation

The Open House provided a history of the project to bring attendees up to date and reintroduce the Sugar House Road Extension Project. A looping video played throughout the event, and 10 stations were set up around the room to inform and engage participants and elicit feedback.

D. Staffing Plan/Run of Show

The staffing plan was developed through meetings between Franklin, Providence, Meyer, Meyer, Lacroix & Hixson, and City and personnel. The meeting was staffed by representatives from Franklin Associates, LADOTD, Providence, MMLH, and the City of Alexandria.

RUN OF SHOW

Host	Franklin Associates / Providence
Team on site	**FRANKLIN:** Angi Noote, Johnathan Hill, Stephanie James, Cris LaCroix **PROVIDENCE**: Kerry Oriol, Chad Turner **LADOTD:** Robin Daigle **MMLH:** Keith Hillman **CITY OF ALEXANDRIA:** Mike Wilkinson
Logistics	Angi Noote
Media	Angi Noote
3 hours prior to meeting start	Venue set up (FA) • Outdoor directional signage as needed • Sign-in table positioned, including contactless sign-in option • Comment card placement • Setup tables and easels for exhibits (approximately 8 exhibits) • A/V setup for video • MMLH bringing exhibits 2-7, Franklin bringing signage, Alternatives Comparison • Pens at comment table • 6 laptops connected to site Wi-Fi at tables (supplied by venue) for online input capturing near exhibits (power will be provided) • One monitor and HDMI cord for mapping station (power will be provided) • Name tag distribution Review run of show, script, exhibits and a/v with all team members
30 minutes prior to meeting start	All arrangements made for meeting, personnel in place for meeting for final setups
4-7 PM	Open House walk-thru event Exhibit stations manned by project staff and/or DOTD staff
7 PM	Team breaks down exhibits, cleans up and departs

Stations/Exhibits	**Topic**	**Staffing on Site**	**Contact**
	Welcome/Registration	Franklin	Franklin

	Project Exhibit	None	MMLH
	Build Alternative 1	Providence/MMLH	MMLH
	Build Alternative 2	Providence/MMLH	MMLH
	Cross Sections Alt 1	Providence/MMLH	MMLH
	Cross Sections Alt 2	Providence/MMLH	MMLH
	Environmental Constraints Map	Providence	MMLH
	Build Alternatives Impact Comparison Table	Providence	Franklin
	Project Delivery	Franklin	Franklin
	Comments	Franklin & Court Reporter	Franklin

Logistics coordinator – signage on site/setup flow	FA - Angi
Site setup/takedown	All
Event photography	FA – Cris, Angi
Site Escalation Handler/Floater*	FA – Johnathan

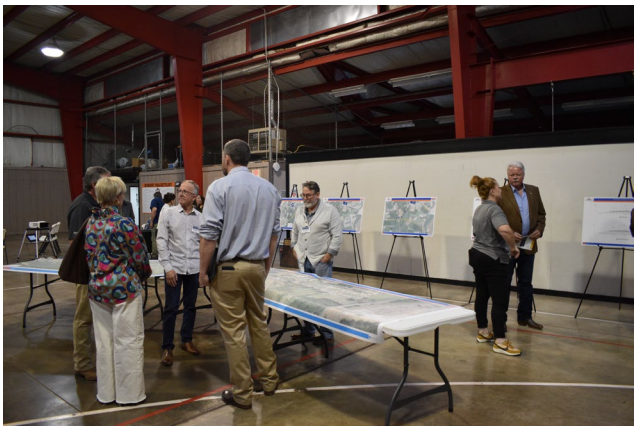
CONTINGENCIES

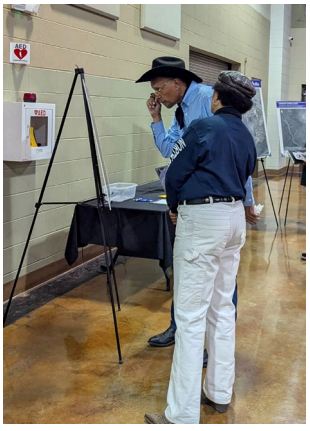
In case of:	*Alternative is:*	*Coordinated by:*
Onsite danger presents itself	Security Officer onsite becomes lead, all personnel defer to officer.	Johnathan
Onsite medical emergency occurs	Venue staff notified. Fire/ambulance contacted.	Johnathan

E. Attendance

The November 13, 2025, Open House event was attended by 42 attendees, which included Sugar House area residents, local officials and project partners.

F. Representative Photos





G. Media Coverage

WNTZ – DOTD, Alexandria to publicly discuss Sugar House Road extension plan
Fox48 – DOTD, Alexandria to publicly discuss Sugar House Road extension plan
KALB – Sugar House Extension Project meeting Thursday night
KALB – Sugar House Road Public Meeting
KALB – LADOTD, City of Alexandria break down proposed Sugar House Road project
KLAX – Restart of Sugar House Road Extension Project in Alexandria

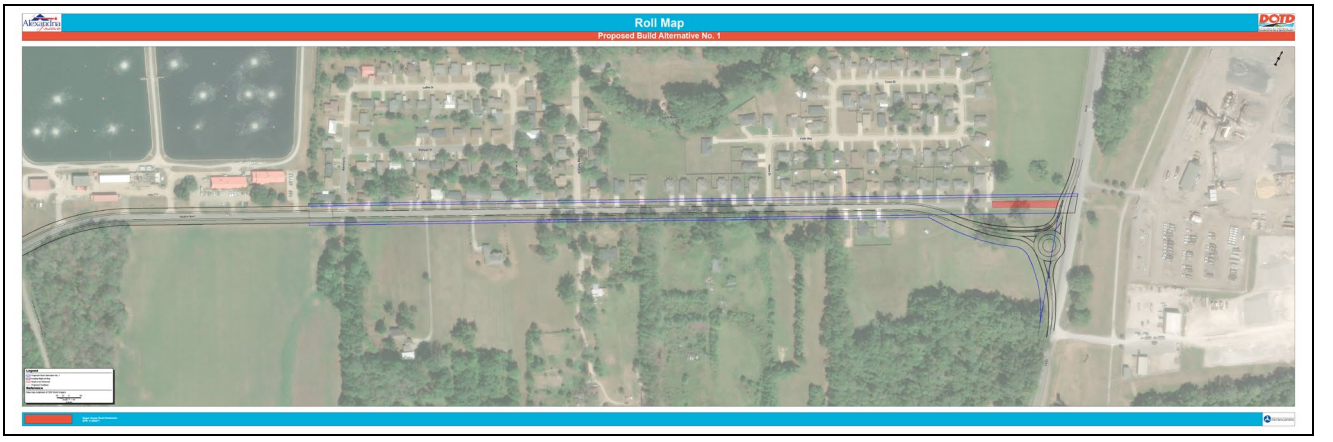
4. EXHIBITS

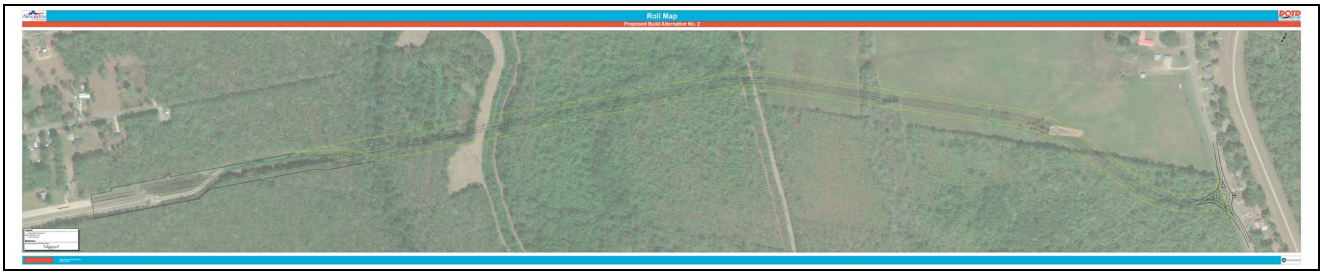
A. Exhibits and Handout

a. Video presentation

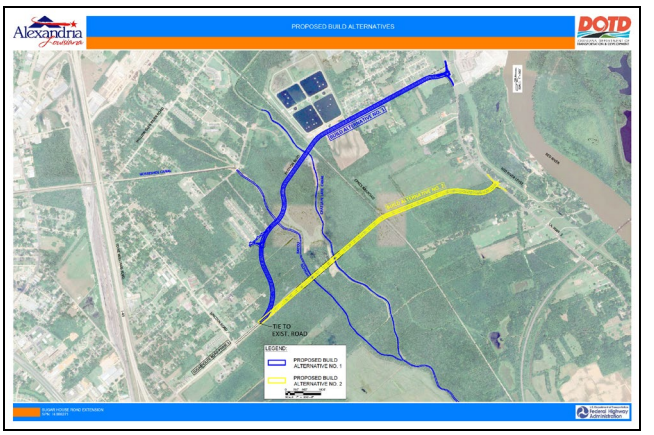
i. The meeting video presentation can be viewed online at: https://dotd.la.gov/media/l24daocg/sugar-house-public-mtg-ppt-2025-video_final.mp4

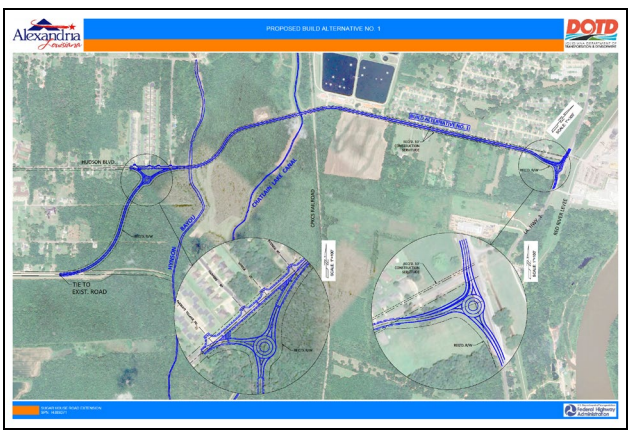
b. Roll Plot Maps

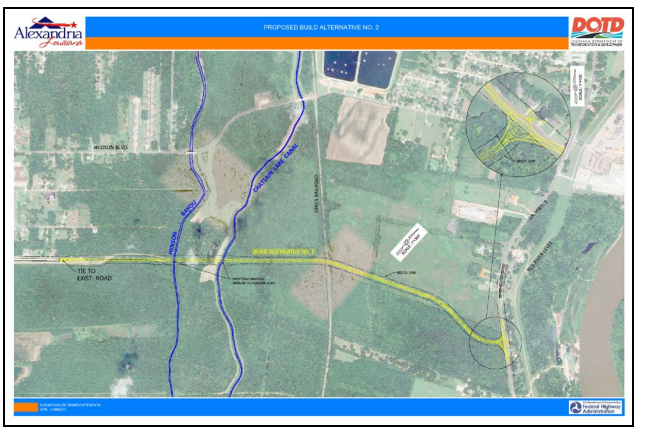




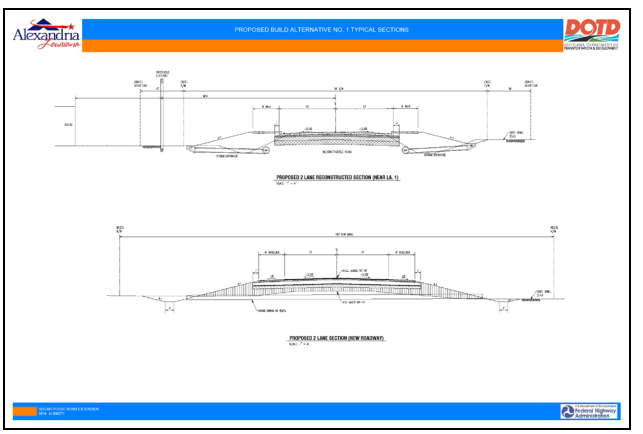
c. Build Alternatives

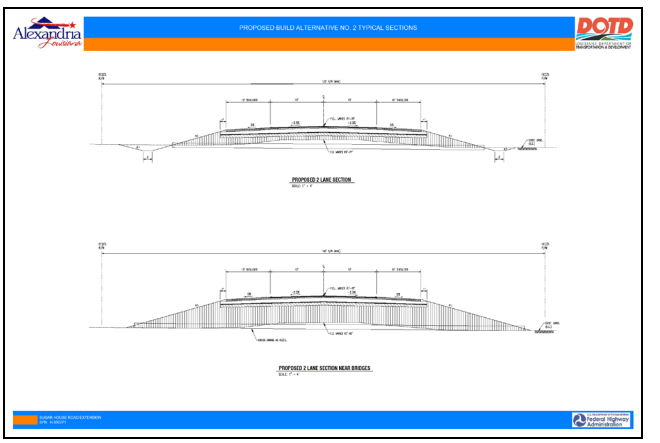




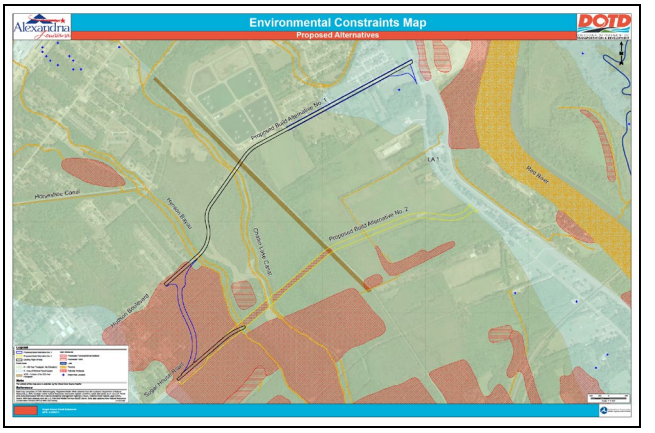


d. Cross Sections

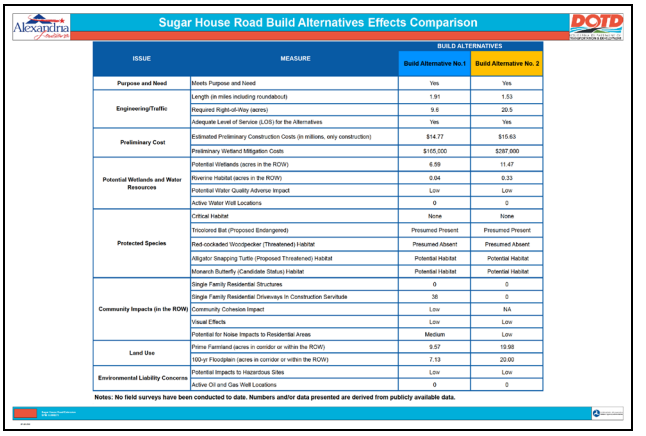




e. Environmental Constraints



f. Build Alternatives Effects Comparison Table

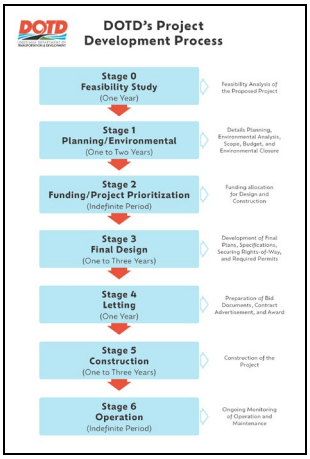


Sugar House Road Build Alternatives Effects Comparison

ISSUE	MEASURE	BUILD ALTERNATIVES	
		Build Alternative No.1	Build Alternative No. 2
Purpose and Need	Meets Purpose and Need	Yes	Yes
Engineering/Traffic	Length (in miles including roundabout)	1.91	1.53
	Required Right-of-Way (acres)	9.6	20.5
	Adequate Level of Service (LOS) for the Alternatives	Yes	Yes
Preliminary Cost	Estimated Preliminary Construction Costs (in millions, only construction)	$14.77	$15.63
	Preliminary Wetland Mitigation Costs	$165,000	$287,000
Potential Wetlands and Water Resources	Potential Wetlands (acres in the ROW)	6.99	11.47
	Riverine Habitat (acres in the ROW)	0.04	0.33
	Potential Water Quality Adverse Impact	Low	Low
	Active Water Well Locations	0	0
Protected Species	Critical Habitat	None	None
	Tricolored Bat (Proposed Endangered)	Presumed Present	Presumed Present
	Red-cockaded Woodpecker (Threatened) Habitat	Presumed Absent	Presumed Absent
	Alligator Snapping Turtle (Proposed Threatened) Habitat	Potential Habitat	Potential Habitat
	Monarch Butterfly (Candidate Status) Habitat	Potential Habitat	Potential Habitat
Community Impacts (in the ROW)	Single Family Residential Structures	0	0
	Single Family Residential Driveways In Construction Servitude	36	0
	Community Cohesion Impact	Low	NA
	Visual Effects	Low	Low
	Potential for Noise Impacts to Residential Areas	Medium	Low
Land Use	Prime Farmland (acres in corridor or within the ROW)	9.57	19.98
	100-yr Floodplain (acres in corridor or within the ROW)	7.13	20.00
Environmental Liability Concerns	Potential Impacts to Hazardous Sites	Low	Low
	Active Oil and Gas Well Locations	0	0

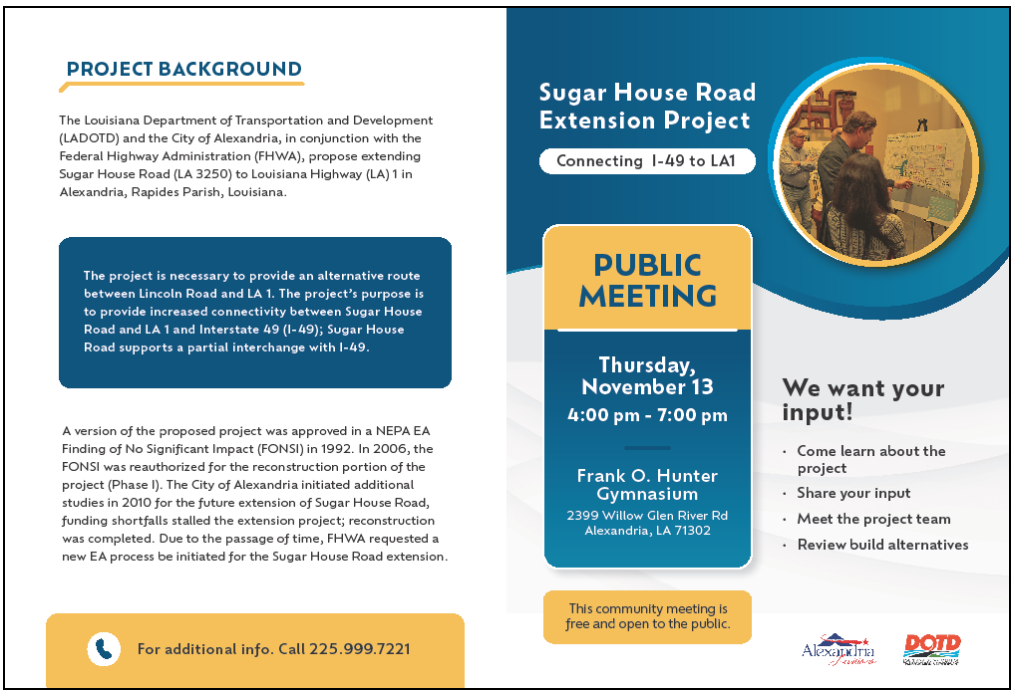
Notes: No field surveys have been conducted to date. Numbers and/or data presented are derived from publicly available data.

g. Project Process



The meeting visuals can be viewed on the LADOTD website at: https://dotd.la.gov/about/office-of-project-delivery/planning/environmental/project-pages/district-08-alexandria/

h. Handout



PROJECT BACKGROUND

The Louisiana Department of Transportation and Development (LADOTD) and the City of Alexandria, in conjunction with the Federal Highway Administration (FHWA), propose extending Sugar House Road (LA 3250) to Louisiana Highway (LA) 1 in Alexandria, Rapides Parish, Louisiana.

The project is necessary to provide an alternative route between Lincoln Road and LA 1. The project's purpose is to provide increased connectivity between Sugar House Road and LA 1 and Interstate 49 (I-49); Sugar House Road supports a partial interchange with I-49.

A version of the proposed project was approved in a NEPA EA Finding of No Significant Impact (FONSI) in 1992. In 2006, the FONSI was reauthorized for the reconstruction portion of the project (Phase I). The City of Alexandria initiated additional studies in 2010 for the future extension of Sugar House Road, funding shortfalls stalled the extension project; reconstruction was completed. Due to the passage of time, FHWA requested a new EA process be initiated for the Sugar House Road extension.

For additional info. Call 225.999.7221

Sugar House Road Extension Project

Connecting I-49 to LA1

PUBLIC MEETING

Thursday, November 13

4:00 pm - 7:00 pm

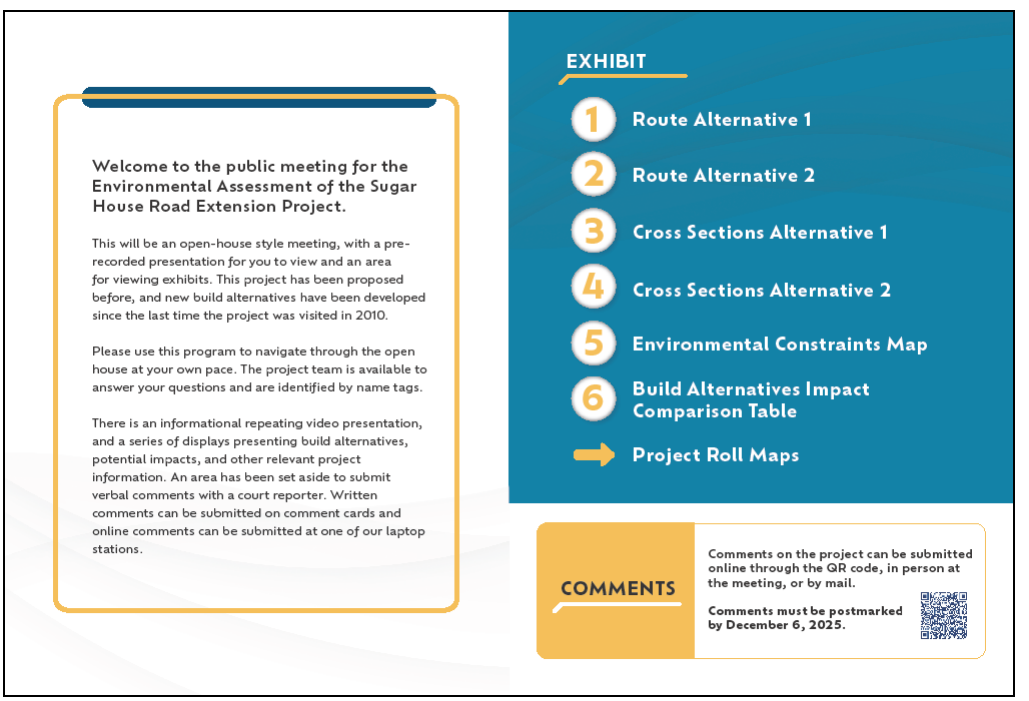
Frank O. Hunter Gymnasium

2399 Willow Glen River Rd
Alexandria, LA 71302

This community meeting is free and open to the public.

We want your input!

- Come learn about the project
- Share your input
- Meet the project team
- Review build alternatives



Welcome to the public meeting for the Environmental Assessment of the Sugar House Road Extension Project.

This will be an open-house style meeting, with a pre-recorded presentation for you to view and an area for viewing exhibits. This project has been proposed before, and new build alternatives have been developed since the last time the project was visited in 2010.

Please use this program to navigate through the open house at your own pace. The project team is available to answer your questions and are identified by name tags.

There is an informational repeating video presentation, and a series of displays presenting build alternatives, potential impacts, and other relevant project information. An area has been set aside to submit verbal comments with a court reporter. Written comments can be submitted on comment cards and online comments can be submitted at one of our laptop stations.

EXHIBIT

1. Route Alternative 1
2. Route Alternative 2
3. Cross Sections Alternative 1
4. Cross Sections Alternative 2
5. Environmental Constraints Map
6. Build Alternatives Impact Comparison Table

Project Roll Maps

COMMENTS

Comments on the project can be submitted online through the QR code, in person at the meeting, or by mail.

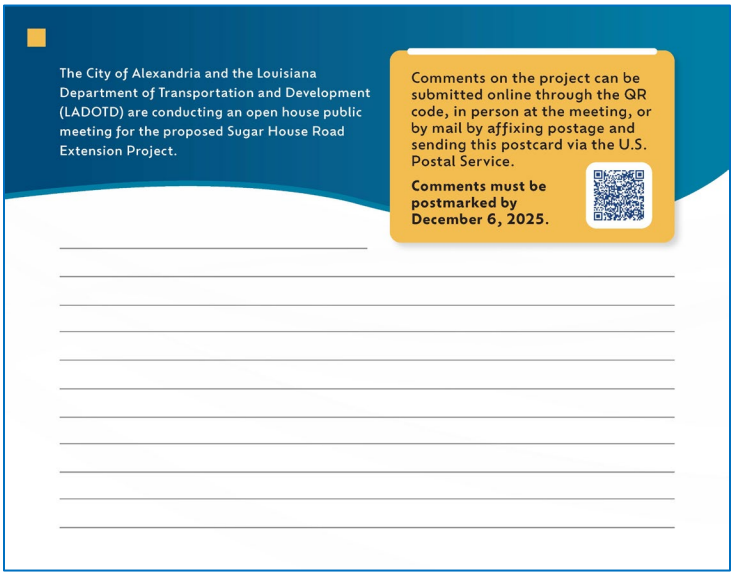
Comments must be postmarked by December 6, 2025.

5. PUBLIC FEEDBACK

The public comment area was located at several tables where Franklin representatives were available to assist attendees in comment submittal. A court reporter was on hand to take any verbal comments.

A. Comment Form

Postcards with designated comment areas were available for attendees to fill out at the meeting or take home and submit by mail.



B. Online Commenting

Attendees were provided options to comment at three computer kiosks with Franklin staff available to assist or via a QR code directing attendees to the online comment portal with their phones.

C. Analysis of Comments

At the close of the comment period, 40 comments had been received. The table below lists the break-down of comments per topic as identified by the submitter. The meeting comment period ended December 6, 2025.

39	Comments Submitted
0	For those with a preference, listed Route 1 as preferred
32	For those with a preference, listed Route 2 as preferred

The comment spreadsheet can be found in Appendix B.

6. APPENDICES

A. Manual Sign-in Sheets
B. Public Comments
C. Proof of Publication
D. Exhibit Enlargements
E. On-Screen Presentation

APPENDIX A

H.008271 SUGAR HOUSE ROAD EXTENSION Sign-in – November 13, 2025

SIGN-IN SHEET

Name	Email	Zip Code	Phone Number	Affiliation (Resident, Business, Elected Official, Media, Agency Representative, Project Team Member)
1. Jae McBride	jmcbride@rapc.info		318 487 5401, ext 21	RAPC
2. Jonathan Bolen	jbolen@rapcmpo	71301	318 487 5401, ext 12	RAPC
3. Dail Gill	dailgill@cityofalexla.com		(318) 449-5000	COA
4. Clay Robertson	crob82@aol.com	71302	(318) 451-0649	
5. Kay Michiels	kay.michiels@cityofalex.com	71485	(318) 446-1813	COA
6. Chris Farris	chris.farris@la.gove	71301	(318) 561-5261	LADOTD
7. JONATHAN LACHNEY	JONATHAN.LACHNEY@LA.GOV	71301	(318) 561-5103	LA DOTD
8.				
9.				
10.				
11.				
12.				

H.008271 SUGAR HOUSE ROAD EXTENSION Sign-in – November 13, 2025

SIGN-IN SHEET

	Name	Email	Zip Code	Phone Number	Affiliation (Resident, Business, Elected Official, Media, Agency Representative, Project Team Member)
1.	Jules R Green	julesgreen13@yahoo.com	71301	318-613-0636	COA
2.	Rylan Sharbono	rylan.sharbono@la.gov	71301	318-561-5184	DOTD
3.	Dale Craig	dale.craig@la.gov	71301	318 561 5105	LA DOTD
4.	Joseph Montalvo	Joseph.Montalvo@la.gov	71301	318-561-5102	LA DOTD
5.	Ben Russo	brusso@clrport.com	71303	318-473-1848	CLRP
6.					
7.					
8.					
9.					
10.					
11.					
12.					

H.008271 SUGAR HOUSE ROAD EXTENSION Sign-in – November 13, 2025

SIGN-IN SHEET

Name	Email	Zip Code	Phone Number	Affiliation (Resident, Business, Elected Official, Media, Agency Representative, Project Team Member)
1. Michael Gormanous	michael.gormanous@la.gov	71303	318-229-1865	LA DOTD
2.				
3.				
4.				
5.				
6.				
7.				
8.				
9.				
10.				
11.				
12.				

H.008271 SUGAR HOUSE ROAD EXTENSION Sign-in – November 13, 2025

SIGN-IN SHEET

Name	Email	Zip Code	Phone Number	Affiliation (Resident, Business, Elected Official, Media, Agency Representative, Project Team Member)
1. Mike Overton	20jr49@yahoo.com	71302	318-729323	RAPT
2.				
3.				
4.				
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9.				
10.				
11.				
12.				

H.008271 SUGAR HOUSE ROAD EXTENSION Sign-in – November 13, 2025

SIGN-IN SHEET

Name	Email	Zip Code	Phone Number	Affiliation (Resident, Business, Elected Official, Media, Agency Representative, Project Team Member)
Doug Davis	awordwithdoug@privacyservice.us	71301	318-592-9717	Chamber Infrastr. Comm.
1. Jay Luneau	Jay@Luneaubecklaw.com	71303	318-451-7528	Senate
2. Skylar Nichols	skylar.nichols2@la.gov	70454	(225) 458-4503	DOTD
3. Ed Larvadain III	edlarviiiabellsouth.net			
4. Malcolm Larvadain	malcolmfordist1@gmail.com	71301	318-308-0097	
5. Linda Drew McMahon	lindadrewmcmahon@gmail.com	71302	318-452-5899	Resident
6. Jacques Roy				Mayor
7. J.T. Herin	carolina01@msn.com	71302		Resident
8. Cynthia Perry	cdperryd3@gmail.com	71302	318-790-3711	Council member
9. Jack A. Henton	jack@involvedinitall.com	71301	318.290.0070	
10.				
11.				
12.				

9. Email File 8. this is her district

H.008271 SUGAR HOUSE ROAD EXTENSION Sign-in – November 13, 2025

SIGN-IN SHEET

	Name	Email	Zip Code	Phone Number	Affiliation (Resident, Business, Elected Official, Media, Agency Representative, Project Team Member)
1.	Keith Hillman	keith.hillman@mmlh.com	71303	(318) 448-0888	MMLH Engineers
2.	Josh Barrett	josh.barrett@mmlh.com	71303	"	"
3.	ERIN BUCHANAN	ERIN.BUCHANAN@LA.GOV	71112	(318) 347-2076	LA DOTD PUBLIC AFFAIRS
4.	Candice Chenoy	candice.chenoy@yahoo.com	71302	318-792-6798	SamTown/Woodside Comm.
5.	Rodney K. Traylor	RAPIDTUNE Auto@SUDDENLINK.COM	71301	318-794-6083	WOODSIDE COUM.
6.	Cyprell Smith		71302	318-6035391	Resident
7.	Justin Moreau	justin.moreau@la.gov	71303	318-561-5270	LA DOTD Area Engineer (Construction)
8.	Marcus Connella	Marcus.Connella@cityofalex.com	71303	318-449-5010	City of Alexandria
9.	Joseph R Tett	JRTett12000@yahoo.com	71301	(318) 451-2072	Resident
10.	Ryan Richard	ryan.richard@la.gov	70802	(225) 379-1389	DOTD
11.	Justin Accardo	justin.accardo@la.gov	70802	225-379-1939	DOTD
12.	Daniel Smith	daniel.smith@cityofalex.com	71301	318-473-1375	COA

APPENDIX B

First Name	Last Name	Email	Comments
			Route 2
		ckhcarpenter@hotmail.com	Preferred Route -- Route 2
			I am voting for Route Alternative 2 for District 3
			I choose Route alternative 2
			Route alternative 2 is the best project for Sugar House Road
			The Sugarhouse Rd. extension project in District 3 appears to include several noteworthy improvements which will enhance transportation efficiency and safety. Project 2 will support local economies and increase accessibility.
sylvia	Adkins	sylviaadkins@bellsouth.net	Route 2
Juanita	Banks		Route 2
Ricky	Beauregard	ricky. beauregard1966@gmail.com	
Bronda	Brown	porterbronda3@gmail.com	Route 2
Lloyd	Carpenter	carpenterlloyd@msn.com	Preferred Route -- Route 2
Candice	Cheney	candicecheney@yahoolcom	I prefer route 2. Samtown/Woodside comm.
Linda	Dotson		Route 2
Wilford	Dotson		I would like to stay with the original plan which is Route 2. I see no need to change
Sandra	Dotson		We should stay with Plan 2 the original plan
Julius R.	Green		Option #2
Charlotte	Harris		
Brenda	Harvey	brendaharvey@hotmail.com	Route 2
Benny	Hayes		We prefer Route 2
Anita	Hayes		We prefer Route 2
J.T.	Herring	carolina_01@msn.com	Would like to know where I can view the proposed project outline, start point, end point, on and off ramp areas to I-49, etc., would like to get some overhead video and photos of the proposed areas for historical purposes. Would be captured by drone. Something that could also be shared at the public meeting.
Tommy	Hines		Route 2
Jackson	Hurst	ghostlightmater@yahoo.com	I approve and support LaDOTD's Sugerhouse Rd. Extension Project.
Chango	Jackson	Tribeslow@gmail.com	Where can we find out more information about this project?
Joseph R	Jett	jrjett12000@yahoo.com	I think route # 2 would be the the best for not with peoples lives.
Doris	Jonah		Hudson Rd. is not safe!
Rhonda	King	rhonda_m_king21@hotmail.com	proceed with proposition 2 to carry Sugar House Road on out to 3rd.
Ed	Kividian III	edlariii@bellshouth.net	I select Option #2. This is the best option. the other options are very intrusive with the current homeowners. This option will allow growth in the City of Alexandria. This option will bring opportunities for the growth of business in this area.
Cynthia	McGinnis	cmcginnis_us@yahoo.com	
Linda Drew	McMahon	lindadrewmcmahon@gmail.com	My preference is Option 2 through Sugarhouse Road to avoid disruption of the young families currently living on Hudson Blvd. Hudson hardly seems a serious option with no shoulders.
Ollie	Overton	oojr48@yahoo.com	Rt. #2
Ben	Russo	brusso@clrport.com	I prefer #2 The shortest route.
Jarrell	Scott, Sr.		Route 2
Carl	Shorter		Route 2 is preferred!
Lynell	Smith		Route #2
Rodney	Taylor	rapidtuneauto@suddenlinkmail.com	Would rather see Build Alternative 2, use Sugar House Road please
Mae	Williams	angelalice52@yahoo.com	Preferred Route -- Route 2
Dr. Norvella	Williams	fieryvella@gmail.com	Preferred Route 2. Hudson Rd is not safe for the residents
Quincy	Wright		Continue with proposition 2 , the extension of Sugar House Road.

The City of Alexandria and the Louisiana Department of Transportation and Development (LADOTD) are conducting an open house public meeting for the proposed Sugar House Road Extension Project.

Comments on the project can be submitted online through the QR code, in person at the meeting, or by mail by affixing postage and sending this postcard via the U.S. Postal Service.

Comments must be postmarked by December 6, 2025.

Preferred Route - Route 2
Email: Carpenter.lloyd@msn.com
318-481-4322

The City of Alexandria and the Louisiana Department of Transportation and Development (LADOTD) are conducting an open house public meeting for the proposed Sugar House Road Extension Project.

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Comments must be postmarked by December 6, 2025.

Route 2
JARRELL Scott Sr.
4201 JANE ST.
Alexandria, La. 71302

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Comments must be postmarked by December 6, 2025.

Mrs Doris Jonah
6411 Mil. Mar Blvd
Alex, La
71302

318-473-8963

Hudson Rd is not Safe!

The City of Alexandria and the Louisiana Department of Transportation and Development (LADOTD) are conducting an open house public meeting for the proposed Sugar House Road Extension Project.

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Comments must be postmarked by December 6, 2025.

#2 is preferred!
CARL SHORTER
803 Apple White St
Alexandria, LA 71302

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Comments must be postmarked by December 6, 2025.

Route 2

Bronda Brown

1404 Shirland Ave Apt A

Alexandria, La. 71301

318-266-2834

porterbronda3@gmail.com

The City of Alexandria and the Louisiana Department of Transportation and Development (LADOTD) are conducting an open house public meeting for the proposed Sugar House Road Extension Project.

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Comments must be postmarked by December 6, 2025.

Linda H. Dotson

3001 Fox Run

Alex. La.

Route 2.

The City of Alexandria and the Louisiana Department of Transportation and Development (LADOTD) are conducting an open house public meeting for the proposed Sugar House Road Extension Project.

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Comments must be postmarked by December 6, 2025.

Route 2

Anita Banks

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Comments must be postmarked by December 6, 2025.

Route 2

Tommy L. Hines
5216 Robinson Drive
Alexandria, La 71301

The City of Alexandria and the Louisiana Department of Transportation and Development (LADOTD) are conducting an open house public meeting for the proposed Sugar House Road Extension Project.

Comments on the project can be submitted online through the QR code, in person at the meeting, or by mail by affixing postage and sending this postcard via the U.S. Postal Service.

Comments must be postmarked by December 6, 2025.

The Sugarhouse Rd. extension project in District 3 appears to include several noteworthy improvements, which will enhance transportation efficiency and safety. Project 2 will support local economies, and increase accessibility.

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Route 2

We prefer Route 2

Anita Hayes
128 Cook Ave.
Alex. La. 71301

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Route 2 -

We prefer Route 2 -

Benny Hayes
128 Cook Ave
Alex La 71301

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Route 2

Charlotte Harris

1022 Schilling Dr.

Alexandria 71303

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Route 2

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Route 2

Sylvia Adkins
1804 Polk St
Alexandria, LA 71301

sylviaadkins@bellsouth.net
318 613-8396

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Route 2

Brenda Harvey
3203 Redwood Dr.
Alexandria, Louisiana 71301

brendaharvey@hotmail.com

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Preferred Route 2

Dr. Norvella Williams fieryvella@gmail.com
1015 Legacy Loop
Pineville, LA 71360
318-613-2441

- Hudson Rd is not safe for the residents.

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Perferred Route - Route 2

Mae Williams
6409 Bayou Crossing Dr
Alex, LA 71303
Angelalee52@yahoo.com

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I am voting for Route Alternative 2 for District 3.

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Preferred Route - Route 2

Email: ckhcarpenter@hotmail.com
318-481-4224

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Comments must be postmarked by December 6, 2025.

I would like to stay
with the original plan which is Route 2
I see know need to change.
Thank you

Wilford Dotson
New Scott Olly Baptist
Church

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We should stay with Plan 2 the oringinal plan

Sandra F. Dotson
New Scott Olly
B.C.

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Route Alternative 2 is the best Project for Sugarhouse Road

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I choose Route Alternative 2

APPENDIX C

LocaliQ
Louisiana
GANNETT

PO Box 631825 Cincinnati, OH 45263-1825

AFFIDAVIT OF PUBLICATION

Franklin Associates
250 South Foster Drive
Baton Rouge LA 70806

STATE OF WISCONSIN, COUNTY OF BROWN

The Town Talk, a newspaper published in the city of Alexandria, in the Parish of Rapides, State of Louisiana, and personal knowledge of the facts herein state and that the notice hereto annexed was Published in said newspapers in the issue:

10/31/2025, 11/07/2025

and that the fees charged are legal.
Sworn to and subscribed before on 11/07/2025

Amy Talbott
Legal Clerk

Nicole Jacobs
Notary, State of WI, County of Brown

8-21-26
My commission expires

Publication Cost:	$420.86	
Tax Amount:	$0.00	
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Order No:	11787991	# of Copies:
Customer No:	1566858	0
PO #:	LLOU0397122	

THIS IS NOT AN INVOICE!

Please do not use this form for payment remittance.

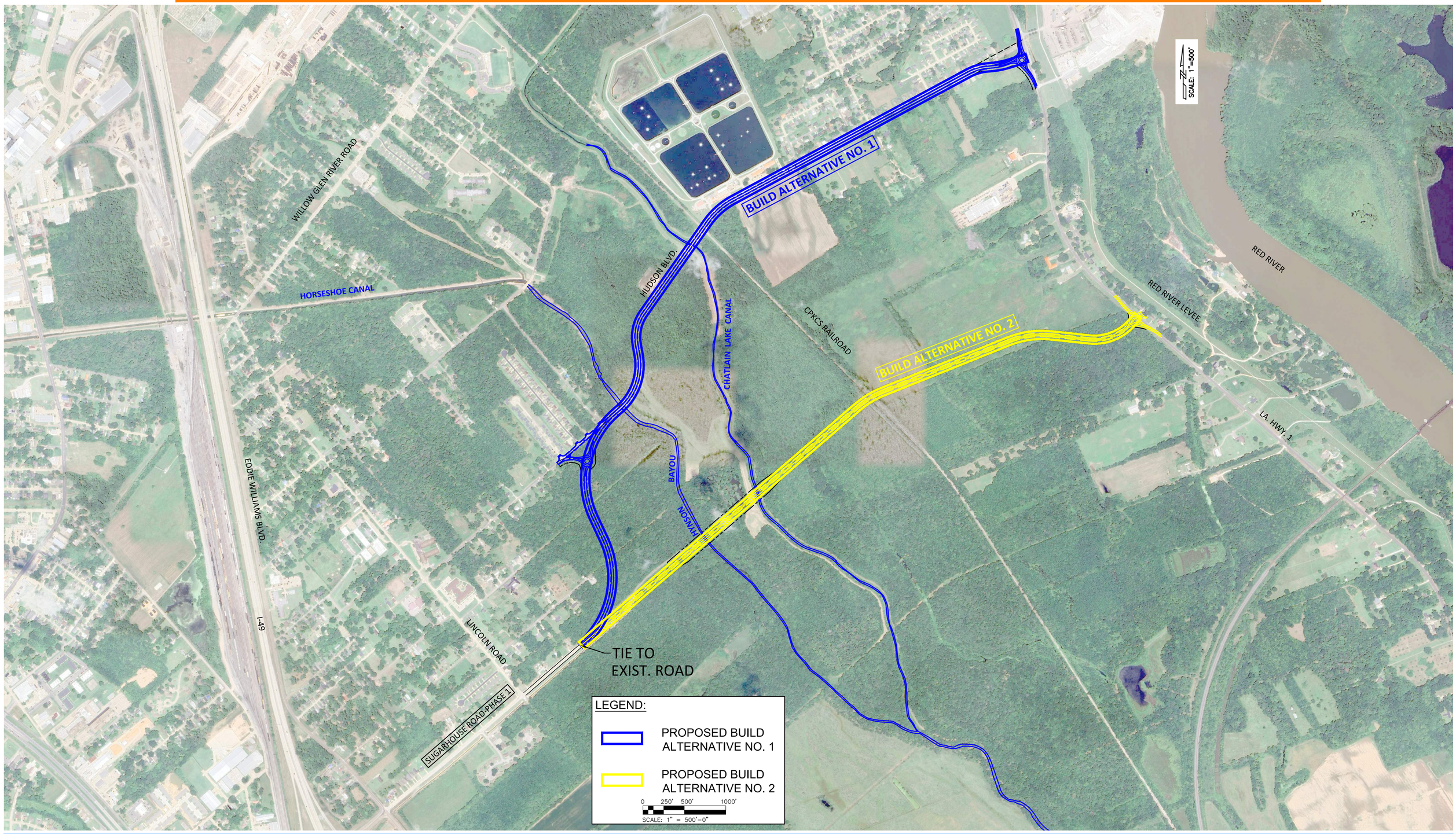
NICOLE JACOBS
Notary Public
State of Wisconsin

APPENDIX D

Roll Map

Proposed Build Alternative No. 2

PROPOSED BUILD ALTERNATIVES



SUGAR HOUSE ROAD EXTENSION
SPN: H.008271

PROPOSED BUILD ALTERNATIVE NO. 1

Alexandria Louisiana

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

BUILD ALTERNATIVE NO. 1

HUDSON BLVD.

REQ'D. 10' CONSTRUCTION SERVITUDE

REQ'D. R/W

REQ'D. R/W

CHATLAIN LAKE CANAL

CPKCS RAILROAD

HYNSON BAYOU

TIE TO EXIST. ROAD

SCALE: 1"=300'

SCALE: 1"=100'

FUTRELL ST.

MOBILE ST.

NATCHEZ ST.

OAKMONT VILLAGE DR.

REQ'D. R/W

SCALE: 1"=100'

REQ'D. 10' CONSTRUCTION SERVITUDE

REQ'D. R/W

LA. HWY. 1

RED RIVER LEVEE

SUGAR HOUSE ROAD EXTENSION
SPN: H.008271

U.S. Department of Transportation
Federal Highway Administration

PROPOSED BUILD ALTERNATIVE NO. 2

HUDSON BLVD.

BAYOU HYNSON

CHATLAIN LAKE CANAL

CPKCS RAILROAD

BUILD ALTERNATIVE NO. 2

TIE TO
EXIST. ROAD

PROPOSED BRIDGES
SIMILAR TO HUDSON BLVD.

REQ'D. R/W

SCALE: 1"=300'

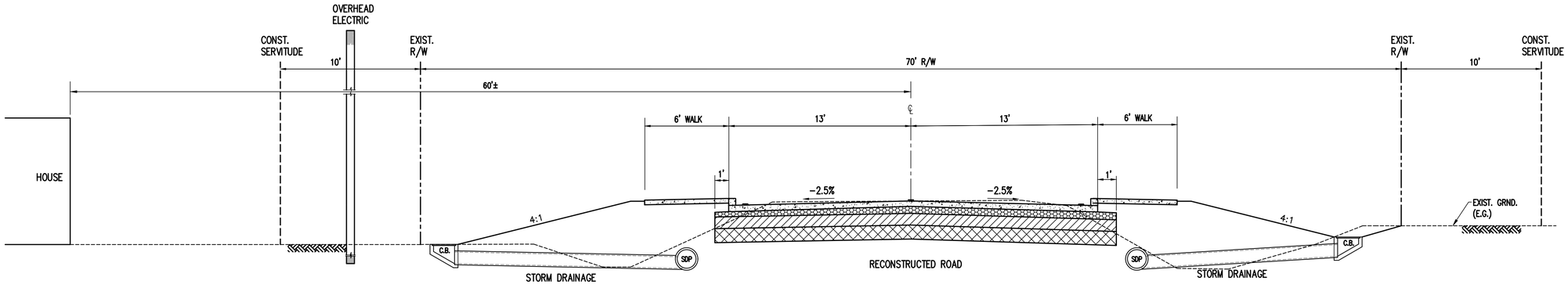
REQ'D. R/W

SCALE: 1"=100'

LA. HWY. 1

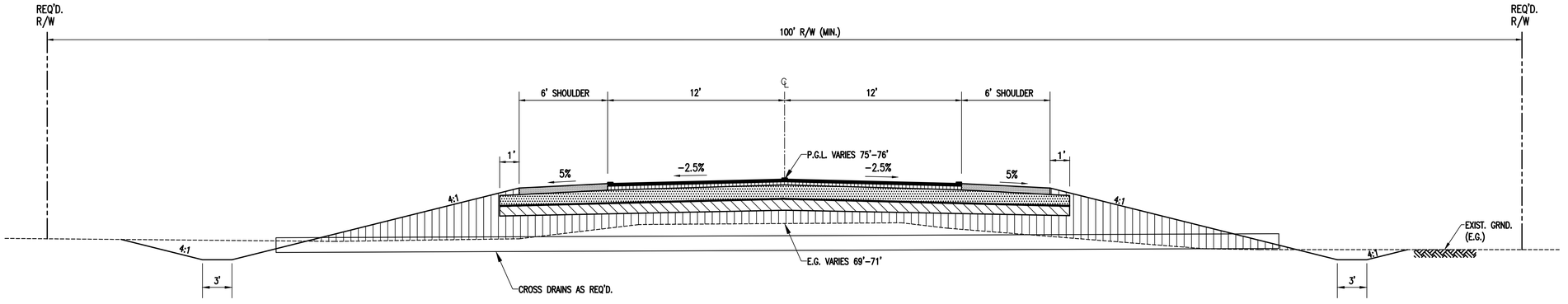
RED RIVER LEVEE

SUGAR HOUSE ROAD EXTENSION
SPN: H.008271



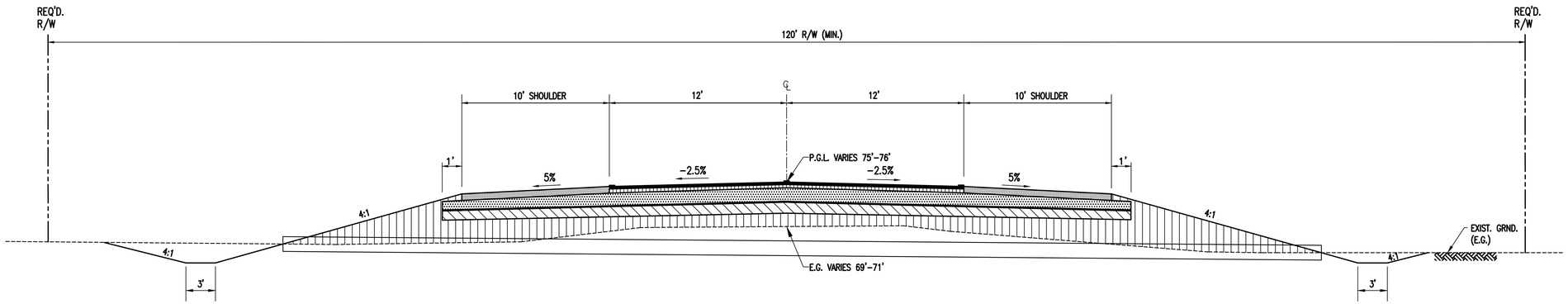
PROPOSED 2 LANE RECONSTRUCTED SECTION (NEAR LA. 1)

SCALE: 1" = 4'



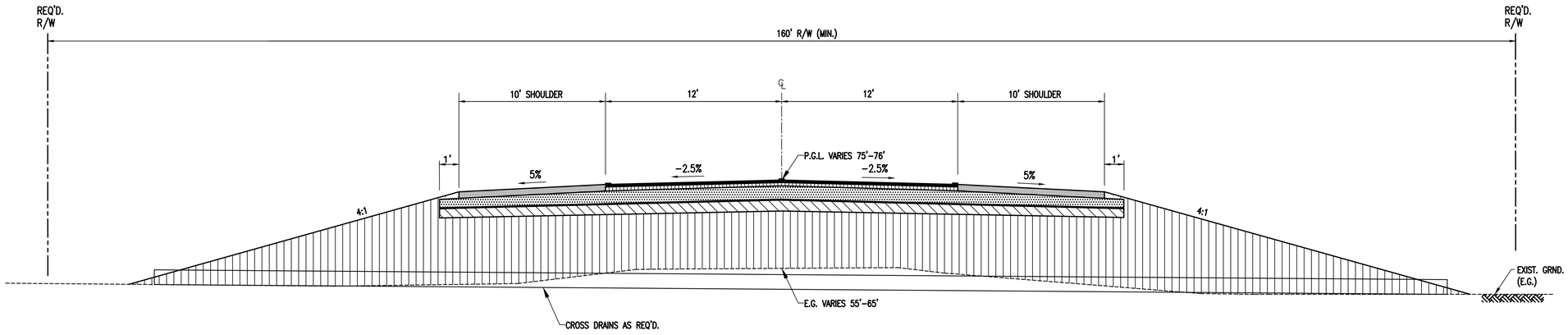
PROPOSED 2 LANE SECTION (NEW ROADWAY)

SCALE: 1" = 4'



PROPOSED 2 LANE SECTION

SCALE: 1" = 4'



PROPOSED 2 LANE SECTION NEAR BRIDGES

SCALE: 1" = 4'

Environmental Constraints Map

Proposed Alternatives

Proposed Build Alternative No. 1

Proposed Build Alternative No. 2

LA 1

Red River

Horseshoe Canal

Hynson Bayou

Chatlin Lake Canal

Hudson Boulevard

Sugar House Road

N

400 200 0 400

Scale: 1" = 400'

Legend

- Proposed Build Alternative No. 1
- Proposed Build Alternative No. 2
- Existing Right-of-Way

Flood Zone

- A - 100-Year Floodplain (No Elevation)
- X - Area of Minimal Flood Hazard
- X500 - Outside of the 500-Year Floodplain

NWI Wetlands

- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Riverine
- Potential Wetlands
- Water Well Location

Note

The entirety of the map area is underlain by the Chicot Sole Source Aquifer

Reference

Base map comprised of ESRI World Imagery. Registered Water Wells obtained from the Louisiana Department of Natural Resources (LDNR) Strategic Online Natural Resources Information System (SONRIS) water well server as of 10/22/25. Flood zone data downloaded from the Federal Emergency Management Agency's (FEMA) National Flood Hazard Layer (NFHL) Viewer. NWI Data obtained from the U.S. Fish and Wildlife Service ArcGIS Server. Soils data obtained from Natural Resources Conservation Service (NRCS) Web Soil Survey.

471-021-C009

Sugar House Road Extension
SPN: H.008271

U.S.Department of Transportation
Federal Highway Administration

Sugar House Road Build Alternatives Effects Comparison

ISSUE	MEASURE	BUILD ALTERNATIVES	
		Build Alternative No.1	Build Alternative No. 2
Purpose and Need	Meets Purpose and Need	Yes	Yes
Engineering/Traffic	Length (in miles including roundabout)	1.91	1.53
	Required Right-of-Way (acres)	9.6	20.5
	Adequate Level of Service (LOS) for the Alternatives	Yes	Yes
Preliminary Cost	Estimated Preliminary Construction Costs (in millions, only construction)	$14.77	$15.63
	Preliminary Wetland Mitigation Costs	$165,000	$287,000
Potential Wetlands and Water Resources	Potential Wetlands (acres in the ROW)	6.59	11.47
	Riverine Habitat (acres in the ROW)	0.04	0.33
	Potential Water Quality Adverse Impact	Low	Low
	Active Water Well Locations	0	0
Protected Species	Critical Habitat	None	None
	Tricolored Bat (Proposed Endangered)	Presumed Present	Presumed Present
	Red-cockaded Woodpecker (Threatened) Habitat	Presumed Absent	Presumed Absent
	Alligator Snapping Turtle (Proposed Threatened) Habitat	Potential Habitat	Potential Habitat
	Monarch Butterfly (Candidate Status) Habitat	Potential Habitat	Potential Habitat
Community Impacts (in the ROW)	Single Family Residential Structures	0	0
	Single Family Residential Driveways In Construction Servitude	38	0
	Community Cohesion Impact	Low	NA
	Visual Effects	Low	Low
	Potential for Noise Impacts to Residential Areas	Medium	Low
Land Use	Prime Farmland (acres in corridor or within the ROW)	9.57	19.98
	100-yr Floodplain (acres in corridor or within the ROW)	7.13	20.00
Environmental Liability Concerns	Potential Impacts to Hazardous Sites	Low	Low
	Active Oil and Gas Well Locations	0	0

Notes: No field surveys have been conducted to date. Numbers and/or data presented are derived from publicly available data.

DOTD's Project Development Process

Stage 0
Feasibility Study
(One Year)

Feasibility Analysis of the Proposed Project

Stage 1
Planning/Environmental
(One to Two Years)

Details Planning, Environmental Analysis, Scope, Budget, and Environmental Closure

Stage 2
Funding/Project Prioritization
(Indefinite Period)

Funding allocation for Design and Construction

Stage 3
Final Design
(One to Three Years)

Development of Final Plans, Specifications, Securing Rights-of-Way, and Required Permits

Stage 4
Letting
(One Year)

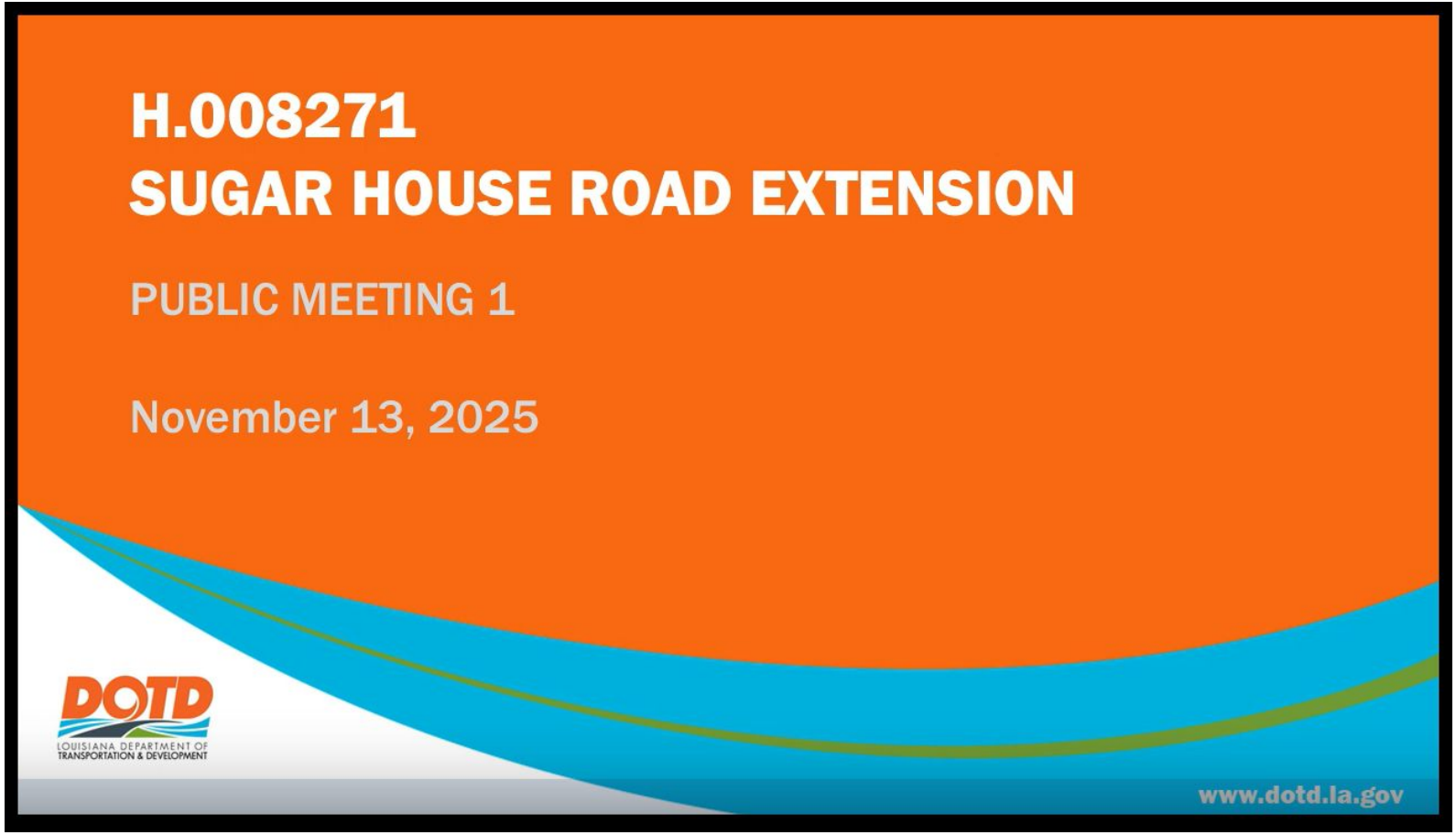
Preparation of Bid Documents, Contract Advertisement, and Award

Stage 5
Construction
(One to Three Years)

Construction of the Project

Stage 6
Operation
(Indefinite Period)

Ongoing Monitoring of Operation and Maintenance



dotd.la.gov/media/l24daocg/sugar-house-public-mtg-ppt-2025-video_final.mp4