Municipal Auditorium
Traffic Impact Analysis
New Orleans, Louisiana

Prepared by

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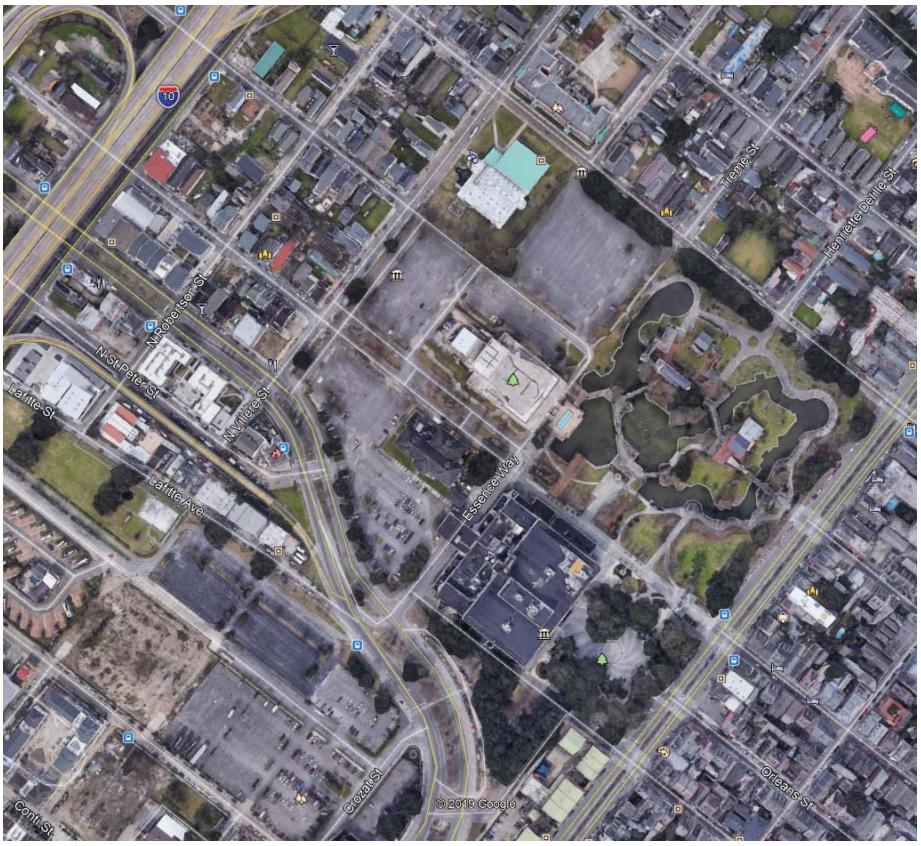

Prepared for

City of New Orleans
1300 Perdido St
New Orleans, LA 70112

In Association with

woodward

1000 South Jefferson Davis Pkwy
New Orleans, LA 70125

USI Project #: 19-058-2
27 October 2020

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Introduction

This study summarizes a traffic impact analysis (TIA) conducted to assess the feasibility of relocating City Hall to the site of the existing Municipal Auditorium in New Orleans, Louisiana. City Hall is currently located on the north side of Poydras Street between Lasalle Street and Loyola Avenue. The Municipal Auditorium building is currently unoccupied and is approximately one (1) mile from the current City Hall.

The objective of the study was to evaluate the impact of the proposed project on the surrounding street network. Existing and proposed conditions capacity analyses as well as a parking inventory was conducted to meet these objectives.

Figure 1 presents a vicinity map indicating the approximate site location.

Figure 1 – Vicinity Map
Source: Google Maps 2019

Study Area and Site Access

The study area is bounded by St. Louis Street, Essence Way, N. Villere Street and St. Phillip Street. The study intersections for the capacity analysis are:

- N. Villere Street at Basin Street
- Basin Street at Essence Way
- Crozat Street at Basin Street and Basin Street U-turn
- Orleans Avenue at S. Claiborne Avenue
- Orleans Avenue at the I-10 ramps
- Rampart Street at St. Peter Street

The area surrounding the proposed site is mostly commercial with residential housing on N. Villere Street and St. Philip Street. The study area street characteristics are listed below:

- Essence Way is a two-lane, two-way private road oriented in the northeast-southwest direction used to access the Municipal Auditorium and the surrounding buildings. Essence Way is gated at the Basin Street intersection.
- N. Villere Street is a two-lane, two-way 25 mph roadway oriented in the northeast-southwest direction. On-street parking is available on most of the western side of the roadway, which borders a residential neighborhood. The eastern side of the roadway has on street parking on about fifty percent of the roadway and borders the Municipal Auditorium.
- St. Philip Street is a one-way, one-lane 25 mph roadway oriented in the northwest-southeast direction. On-street parking is available on both sides of the roadway with residential land use on the north side and a parking lot and a community center on the south side.
- Crozat Street is a two-lane, two-way roadway bounded by Basin Street and St. Louis Street oriented in the northeast-southwest direction without on-street parking.
- Basin Street is a four-lane, two-way roadway with a bike lane in both directions with a speed limit of 35 mph. Pedestrian crosswalks are located across Basin Street at the intersections of N. Claiborne Avenue, Lafitte Street, N. Villere Street, St. Peter Street, Crozat Street, and N. Robertson Street. Basin St has on-street parking between N. Claiborne Ave and N Villere St.
- N. Claiborne Avenue is a four-lane, two-way roadway oriented in the northeast-southwest direction that also serves as a frontage road for Interstate 10 Eastbound and Westbound. N. Claiborne Avenue has curbside parking as well as parking beneath I-10 and a speed limit of 35 mph.
- Orleans Ave is a four-lane, two-way roadway oriented in the northwest-southeast direction and becomes Basin Street at the intersection of N. Claiborne Avenue. On-street parking is available on both sides of the roadway and the speed limit is 35 mph.

Current access to the Municipal Auditorium site area is via Essence Way at Basin Street as well as multiple entrances on N. Villere Street. Additionally, gated driveways on St. Philip Street and St. Peter Street exist but are closed.

The proposed site plan is presented in **Figure 2**.

PROJECT SITE

- A — ARMSTRONG PARK AND JAZZ PARK BUILDINGS*
- B — CONGO SQUARE*
- C — MAHALIA JACKSON THEATER*
- D — PUMP STATION*
- E — TREME CENTER*

** NOT IN PROJECT SCOPE*

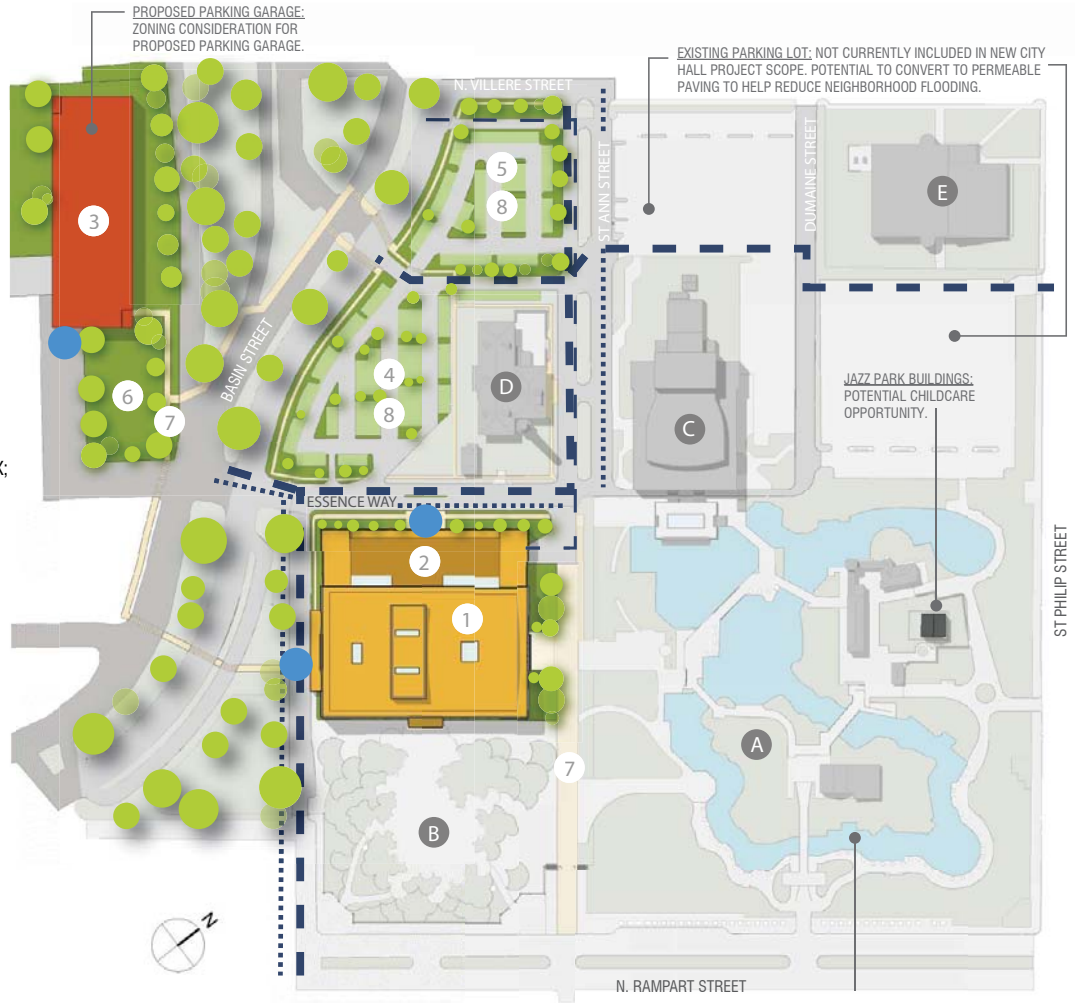
MUNICIPAL AUDITORIUM- CITY HALL- TOTAL 328,520 GSF
RESTORE BUILDING EXTERIOR; RESTORE CONCERT HALL SIDE & ANNEX; INFILL STAGE & AUDITORIUM SIDE OF BUILDING

1. EXISTING BUILDING RENOVATION & INFILL AT AUDITORIUM: 312,320 SF
2. ANNEX ADDITION: 16,200 SF

PROPOSED PARKING - 937 TOTAL SPACES

3. PARKING GARAGE - 700 CARS | 50 FT HT | 5 FLOORS
4. SURFACE PARKING LOT - 125 CARS
5. SURFACE PARKING LOT - 112 CARS
6. LANDSCAPING
7. PEDESTRIAN
8. PERMEABLE PAVING

- SERVICE ACCESS
- VEHICULAR ACCESS
- BIKE ACCESS
- MAIN ENTRANCE



Source: Woodward Design Group

Figure 2
Site Plan

Municipal Auditorium TIA
New Orleans, LA

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Data Collection

Vehicle turning movement counts, including pedestrian and bicycles, were collected at the study intersections. Counts were collected on a typical weekday with surrounding schools in session in September 2019. The count periods were 7:00-9:00 AM and 4:00-6:00 PM. From these periods, the peak hour of traffic activity was determined to be 7:30-8:30 AM and 4:45-5:45 PM. The count data is in the Appendix. The existing volumes for the peak hour are presented in **Figure 3**.

LEGEND:

- X — AM Peak Hour Vehicular Count
- (X) — PM Peak Hour Vehicular Count
- ○ — Unsignalized Intersection
- ● — Signalized Intersection
- ←– –→ — Pedestrian Crossing
- X — AM Peak Hour Pedestrian Count
- (X) — PM Peak Hour Pedestrian Count

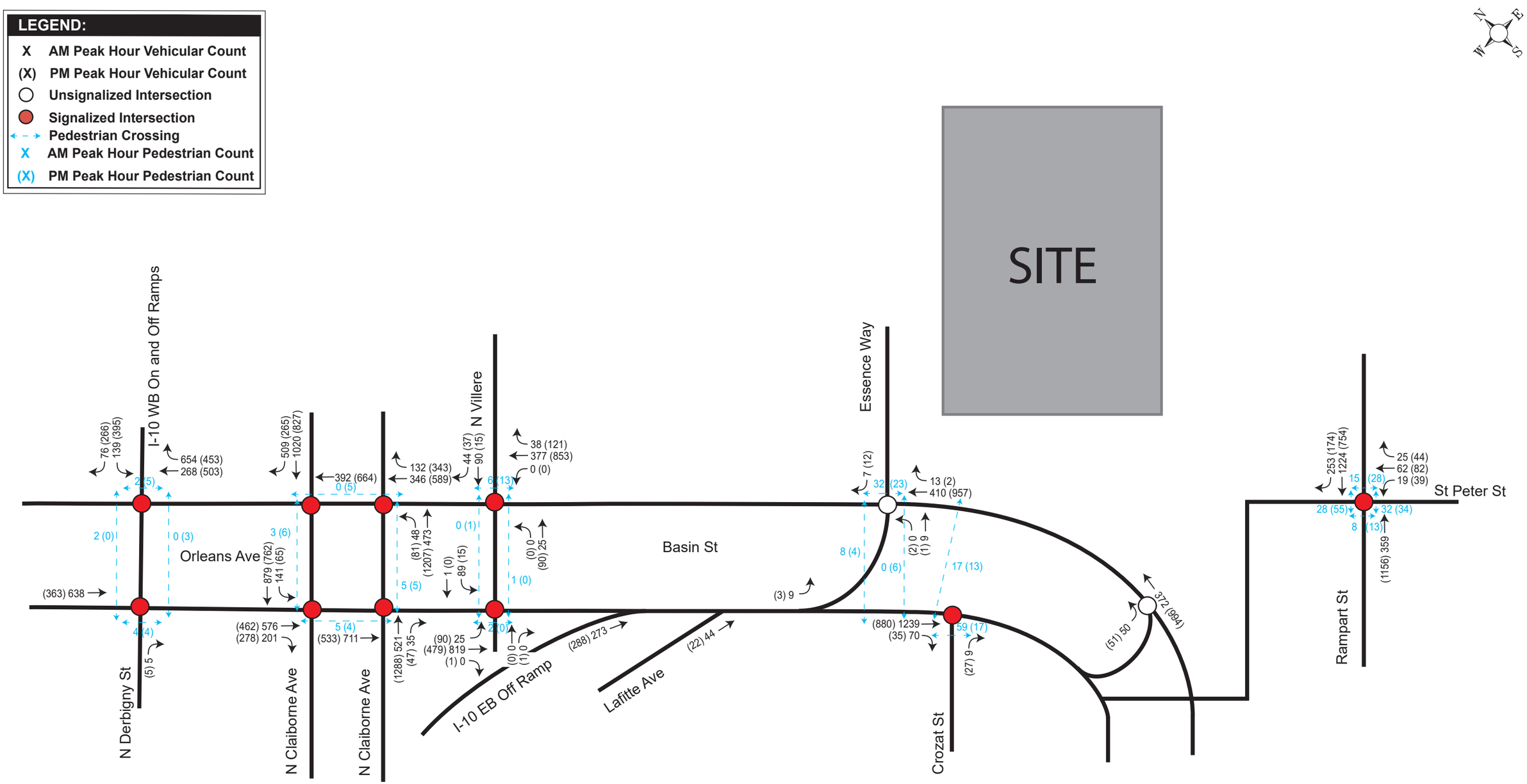

Figure 3
2019 Volumes

Municipal Auditorium TIA
New Orleans, LA

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Capacity Analysis

Capacity analysis was performed to determine operational condition in the AM and PM peaks respectively, with and without the project-related trips. This type of analysis is the industry standard for traffic impact studies and the methods are the widely accepted practice of evaluating impacts on traffic operations.

Levels of Service (LOS) represent a qualitative and quantitative evaluation of the traffic operation of a given intersection using procedures developed by the Transportation Research Board and contained in the *Highway Capacity Manual, Special Report 209*. The Highway Capacity Manual (HCM) procedures have been adapted to computer-based analysis packages, which include signalized and unsignalized intersection modules.

Intersection geometry, turning movement volumes and traffic control parameters were entered into HCS 7 software to determine the expected LOS and delay conditions.

For signalized and stop controlled intersections, the HCM bases LOS quality on average control delay (in terms of seconds per vehicle). Levels of Service range from LOS A, a condition of little or no delay to LOS F, a condition of capacity breakdown represented by heavy delay and congestion.

LOS B is characterized as stable flow. LOS C is considered to have a stable traffic flow, but is becoming susceptible to congestion with general levels of comfort and convenience declining noticeably. LOS D approaches unstable flow as speed and freedom to maneuver are severely restricted and LOS E represents unstable flow at or near capacity levels with poor levels of comfort and convenience. LOS E and F are considered to be unacceptable.

Tables 1 and 2 present the Level of Service criteria for unsignalized and signalized intersections, respectively.

Table 1
Level of Service Criteria:
Unsignalized Intersections

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

Table 2
Level of Service Criteria:
Signalized Intersections

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

Existing Conditions Analysis

The existing conditions capacity analyses were based on the existing volumes, intersection geometry, and traffic control. The signal timing and phasing plans were provided by the Louisiana Department of Transportation and Development (LADOTD) and if not available were estimated based on field observations. Signal timing information and analysis results are included in the Appendix. A summary of the existing LOS and delay conditions is presented in **Table 3**.

Table 3
Capacity Analysis
Existing Conditions - Intersection Analysis

Location	AM		PM	
	LOS	Delay (sec)	LOS	Delay (sec)
Orleans Ave at I-10 WB On and Off Ramps	**B**	**10.0**	**C**	**23.0**
Parking Lot Eastbound	E	58.2	E	57.7
I-10 Off/On Ramp Westbound	C	32.6	D	36.1
Orleans Ave Northbound	A	6.1	B	16.2
Orleans Ave Southbound	A	5.7	B	12.6
Claiborne Ave at Orleans Ave	**C**	**22.5**	**B**	**17.3**
*Claiborne Ave Westbound**	C	33.1	C	24.7
Basin St Northbound	B	11.0	B	12.4
Orleans Ave Southbound	A	7.2	A	9.1
Claiborne Ave at Basin St	**B**	**12.2**	**C**	**32.5**
*Claiborne Ave Eastbound**	C	32.6	D	51.9
Basin St Northbound	A	5.3	B	16.1
Orleans Ave Southbound	A	5.0	B	11.6
Villere St at Basin St	**A**	**9.4**	**B**	**11.9**
Villere St Eastbound	-	0.0	-	0.0
Villere St Westbound	C	30.9	C	27.3
Basin St Northbound	B	11.3	B	15.2
Basin St Southbound	A	5.0	A	4.9
Essence Way at Basin St	*Overall LOS Not Reported for Unsignalized*			
U-turn Eastbound	B	12.4	C	15.5
Essence Way Westbound	A	9.7	B	12.8
Crozat St at Basin St	**A**	**3.9**	**A**	**4.4**
Crozat St Eastbound	B	15.0	B	10.3
Basin St Southbound	A	3.9	A	4.3
Basin St U-turn	*Overall LOS Not Reported for Unsignalized*			
U-turn Eastbound	A	9.9	B	13.7
St Peter St at N Rampart St	**C**	**27.4**	**B**	**19.0**
N Peter St Westbound	B	18.5	B	19.6
N Rampart St Northbound	B	12.9	B	19.6
N Rampart St Southbound	C	31.6	B	18.1

*HCS software does not capture the interaction of the two sides of Claiborne Ave with respect to the left turn movements.

The results of the existing conditions capacity analysis indicated that most of the study intersections operate at acceptable levels of service. In general, delay was higher in the PM than the AM. The results of the analysis may not represent field conditions at Basin Street northbound because of the unbalanced lane utilization. The majority of the Basin Street northbound volume utilizes the right lane to turn right onto Claiborne Avenue or the I-10 westbound on ramp. There is also traffic in the left lane that creates friction by attempting to change lanes at the last minute to make these right turn movements. under the interstate overpass. This is not reflected in the analysis.

New Trips Generated By Relocation

The proposed City Hall is estimated to be 328,520 square feet and have 653 employees.

The estimated new trips generated by the development were determined using the 10th edition of the *ITE Trip Generation Manual*. The manual represents the summary of vehicle trip generation studies conducted by public and private sector entities for a wide variety of land uses. Data reported in the *ITE Trip Generation Manual* is considered appropriate for use in the estimation of traffic impacts resulting from land development and is accepted by the City of New Orleans in the preparation of traffic impact analyses.

Trips were estimated using data presented for land use "733 Government Office Complex" using the independent variable of square footage. The square footage for the City Hall was used to project the trips for the proposed site. **Table 4** summarizes entering and exiting vehicle trips estimated for the proposed site. The trip generation calculations are included in the Appendix.

Table 4
Proposed Vehicle Trip Generation

Land Use	Square Footage	Projected AM Trips			Projected PM Trips		
		Enter	Exit	Total	Enter	Exit	Total
733 Government Office Complex	328,520	623	77	**700**	286	640	**926**

Trip Distribution

The directional trip distribution of new trips to the site was estimated based on proposed entrances to the site, main arterial/connector roadways surrounding the site, and engineering judgment.

Entering and *exiting* the site, the majority (approximately 90%) of project trips were estimated to use the main entrances/exits on N St Peter St and Essence Way and the remainder (approximately 10%) of the project trips were routed onto N. Villere Street. A

lower percentage is expected to use N. Villere Street since it services a residential area and is not the main entrance.

The estimated distribution of site trips is presented in **Figure 4**. The projected pedestrian volumes, combination of existing volumes and project trips are presented in the projected volume **Figure 5**.

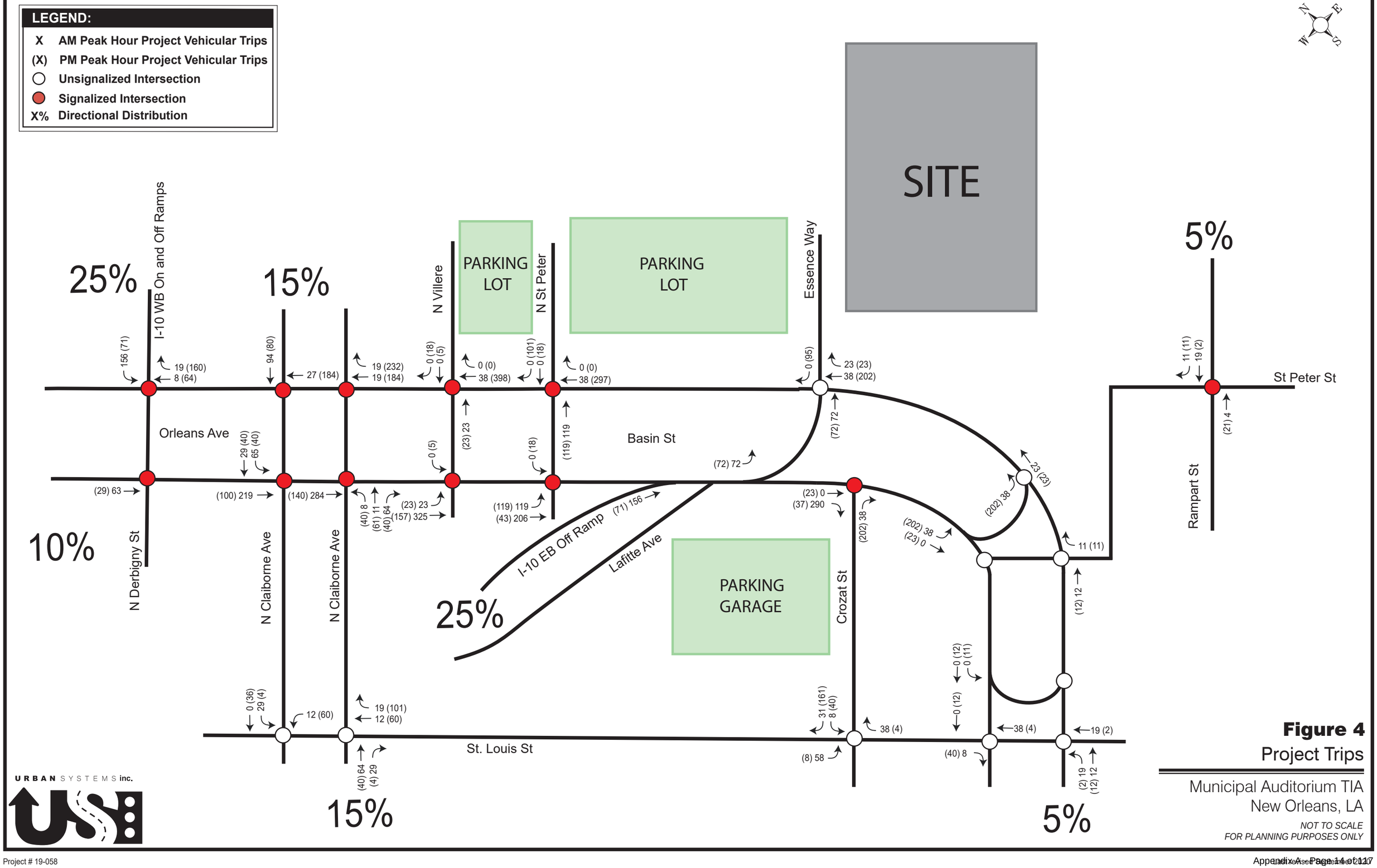

Figure 4
Project Trips

Municipal Auditorium TIA
New Orleans, LA

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LEGEND:

- X — AM Peak Hour Projected Vehicular Volume
- (X) — PM Peak Hour Projected Vehicular Volume
- Unsignalized Intersection
- Signalized Intersection
- Pedestrian Crossing
- X — AM Peak Hour Projected Pedestrian Volume
- (X) — PM Peak Hour Projected Pedestrian Volume

Figure 5
Projected Volumes

Municipal Auditorium TIA
New Orleans, LA

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Projected Conditions Capacity Analysis

Intersection capacity analyses were conducted for the study intersections based on the projected AM and PM peak volumes. The analyses were based on the existing intersection geometry and traffic control and included the new trips from the proposed site relocation. **Tables 5 and 6** presents the existing vs. projected LOS and delay. The analysis reports are included in the Appendix.

Table 5
AM Existing vs. Projected Conditions – Intersection Analysis

Location	Existing		Projected	
	LOS	Delay (sec)	LOS	Delay (sec)
Orleans Ave at I-10 WB On and Off Ramps	**B**	**10.0**	**B**	**12.9**
Parking Lot Eastbound	E	58.2	E	58.2
I-10 Off/On Ramp Westbound	C	32.6	C	31.9
Orleans Ave Northbound	A	6.1	A	7.7
Orleans Ave Southbound	A	5.7	A	7.3
Claiborne Ave at Orleans Ave	**C**	**22.5**	**C**	**23.9**
*Claiborne Ave Westbound**	C	33.1	D	37.1
Basin St Northbound	B	11.0	B	11.2
Orleans Ave Southbound	A	7.2	A	9.5
Claiborne Ave at Basin St	**B**	**12.2**	**B**	**12.4**
*Claiborne Ave Eastbound**	C	32.6	C	31.9
Basin St Northbound	A	5.3	A	5.9
Orleans Ave Southbound	A	5.0	A	6.0
Villere St at Basin St	**A**	**9.4**	**A**	**9.1**
Villere St Westbound	C	30.9	C	30.7
Basin St Northbound	B	11.3	B	11.5
Basin St Southbound	A	5.0	A	5.8
Essence Way at Basin St	*Overall LOS Not Reported for Unsignalized*			
U-turn Eastbound	B	12.4	B	14.6
Essence Way Westbound	A	9.7	A	9.9
Crozat St at Basin St	**A**	**3.9**	**A**	**4.5**
Crozat St Eastbound	B	15.0	B	13.6
Basin St Southbound	A	3.9	A	4.2
Basin St U-turn	*Overall LOS Not Reported for Unsignalized*			
U-turn Eastbound	A	9.9	B	10.3
St Peter St at N Rampart St	**C**	**27.4**	**C**	**27.4**
N Peter St Westbound	B	18.5	B	18.5
N Rampart St Northbound	B	12.9	B	12.9
N Rampart St Southbound	C	31.6	C	31.6
N St. Peter St at Basin St	**-**	**-**	**A**	**6.6**
St. N Peter St Eastbound	-	-	C	25.6
St. N Peter St Westbound	-	-	C	25.6
Basin St Northbound	-	-	A	4.3
Basin St Southbound	-	-	A	7.4

*HCS software does not capture the interaction of the two sides of Claiborne Ave with respect to the left turn movements.
- Existing condition not analyzed.

Table 6
PM Existing vs. Projected Conditions – Intersection Analysis

Location	Existing		Projected	
	LOS	Delay (sec)	LOS	Delay (sec)
Orleans Ave at I-10 WB On and Off Ramps	**C**	**23.0**	**C**	**23.7**
Parking Lot Eastbound	E	57.7	E	57.7
I-10 Off/On Ramp Westbound	D	36.1	D	35.8
Orleans Ave Northbound	B	16.2	B	18.4
Orleans Ave Southbound	B	12.6	B	12.9
Claiborne Ave at Orleans Ave	**B**	**17.3**	**B**	**18.2**
*Claiborne Ave Westbound**	C	24.7	C	26.4
Basin St Northbound	B	12.4	B	13.5
Orleans Ave Southbound	A	9.1	B	10.7
Claiborne Ave at Basin St	**C**	**32.5**	**D**	**40.9**
*Claiborne Ave Eastbound**	D	51.9	E	70.9
Basin St Northbound	B	16.1	B	17.7
Orleans Ave Southbound	B	11.6	B	12.3
Villere St at Basin St	**B**	**11.9**	**B**	**15.7**
Villere St Westbound	C	27.3	C	28.0
Basin St Northbound	B	15.2	C	20.4
Basin St Southbound	A	4.9	A	5.9
Essence Way at Basin St	*Overall LOS Not Reported for Unsignalized*			
U-turn Eastbound	C	15.5	C	24.6
Essence Way Westbound	B	12.8	C	17.7
Crozat St at Basin St	**A**	**4.4**	**A**	**7.0**
Crozat St Eastbound	B	10.3	B	11.0
Basin St Southbound	A	4.3	A	6.1
Basin St U-turn	*Overall LOS Not Reported for Unsignalized*			
U-turn Eastbound	B	13.7	C	24.2
St Peter St at N Rampart St	**B**	**19.0**	**B**	**19.2**
N Peter St Westbound	B	19.6	B	19.6
N Rampart St Northbound	B	19.6	B	19.9
N Rampart St Southbound	B	18.1	B	18.3
N St. Peter St at Basin St	**-**	**-**	**A**	**8.1**
St. N Peter St Eastbound	-	-	C	25.6
St. N Peter St Westbound	-	-	C	30.2
Basin St Northbound	-	-	A	6.2
Basin St Southbound	-	-	A	7.8

*HCS software does not capture the interaction of the two sides of Claiborne Ave with respect to the left turn movements.
- Existing condition not analyzed.

The results of the projected analysis presented in **Tables 5** and **6** indicate an increase in delay at certain approaches. The analysis results may not represent field conditions at Basin Street northbound because of the unbalanced lane utilization described previously.

The intersection of Claiborne Avenue at Orleans Avenue/Basin Street had an increase in delay as most project trips traverse this intersection. In the PM peak, queues at this intersection are projected to extend down Basin Street past the N Robertson St intersection.

Recommendations and Conclusions

The impacts to the surrounding intersections and roadways due to the relocation of City Hall to the current Municipal Auditorium site were analyzed. The current intersections and roadways operate mostly within acceptable levels of service. The addition of project related trips would cause the levels of service to degrade at several intersections, most notably at the intersection of Claiborne Avenue and Orleans Avenue/Basin Street.

It is recommended that the main entrance and exit be on Basin Street to limit the use of residential streets. It is recommended that the main entrance and exit be fully evaluated for signalization. The intersection analysis should be revisited when a site plan, including entrance and exit points, is finalized.

Appendix

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Miovision Scout
Intersection Count
New Orleans, LA
Orleans Parish

File Name : A_I_10_wb_off_and_on_ramp_at_orleans
Site Code : 19-058
Start Date : 9/18/2019
Page No : 1

Groups Printed- All Vehicles (no classification) - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

	I-10 wb off ramp Southbound					orleans ave Westbound					n derbiny Northbound					orleans ave Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	43	0	47	1	91	118	51	0	0	169	1	0	0	0	1	0	74	0	0	74	335
07:15 AM	56	0	40	0	96	119	64	0	0	183	2	0	0	0	2	0	89	0	0	89	370
07:30 AM	27	0	38	1	66	158	73	0	0	231	1	0	0	1	2	0	147	0	0	147	446
07:45 AM	19	0	32	1	52	180	56	0	0	236	2	0	0	2	4	0	170	0	2	172	464
Total	145	0	157	3	305	575	244	0	0	819	6	0	0	3	9	0	480	0	2	482	1615
08:00 AM	17	0	29	0	46	173	79	0	0	252	1	0	0	1	2	0	175	0	0	175	475
08:15 AM	13	0	40	0	53	143	60	0	0	203	1	0	0	0	1	0	146	0	0	146	403
08:30 AM	19	0	22	1	42	117	60	0	0	177	0	0	0	1	1	0	142	0	0	142	362
08:45 AM	24	0	21	3	48	136	55	0	0	191	0	0	0	1	1	0	125	0	0	125	365
Total	73	0	112	4	189	569	254	0	0	823	2	0	0	3	5	0	588	0	0	588	1605
04:00 PM	49	0	75	0	124	127	91	0	0	218	1	0	0	0	1	0	87	0	0	87	430
04:15 PM	63	0	88	0	151	115	122	0	0	237	2	0	0	0	2	0	101	0	0	101	491
04:30 PM	58	0	77	0	135	114	105	0	0	219	0	0	0	0	0	0	106	0	0	106	460
04:45 PM	65	0	98	0	163	103	99	0	1	203	1	0	0	2	3	0	83	0	0	83	452
Total	235	0	338	0	573	459	417	0	1	877	4	0	0	2	6	0	377	0	0	377	1833
05:00 PM	53	1	76	2	132	127	137	0	1	265	0	0	0	0	0	0	91	0	0	91	488
05:15 PM	71	0	102	3	176	115	134	0	1	250	1	0	0	2	3	0	92	0	0	92	521
05:30 PM	77	0	119	0	196	108	133	0	0	241	3	0	0	0	3	0	97	0	0	97	537
05:45 PM	53	0	79	4	136	103	127	0	0	230	2	0	0	1	3	0	92	0	0	92	461
Total	254	1	376	9	640	453	531	0	2	986	6	0	0	3	9	0	372	0	0	372	2007
Grand Total	707	1	983	16	1707	2056	1446	0	3	3505	18	0	0	11	29	0	1817	0	2	1819	7060
Apprch %	41.4	0.1	57.6	0.9		58.7	41.3	0	0.1		62.1	0	0	37.9		0	99.9	0	0.1		
Total %	10	0	13.9	0.2	24.2	29.1	20.5	0	0	49.6	0.3	0	0	0.2	0.4	0	25.7	0	0	25.8	
All Vehicles (no classification)	707	1	983	0	1691	2056	1432	0	0	3488	18	0	0	0	18	0	1808	0	0	1808	7005
% All Vehicles (no classification)	100	100	100	0	99.1	100	99	0	0	99.5	100	0	0	0	62.1	0	99.5	0	0	99.4	99.2
Bicycles on Road																					
% Bicycles on Road	0	0	0	0	0	0	1	0	0	0.4	0	0	0	0	0	0	0.5	0	0	0.5	0.3
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	1	1	0	0	0	4	4	0	0	0	0	0	5
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	33.3	0	0	0	0	36.4	13.8	0	0	0	0	0	0.1
Pedestrians																					
% Pedestrians	0	0	0	100	0.9	0	0	0	66.7	0.1	0	0	0	63.6	24.1	0	0	0	100	0.1	0.4

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File Name : A_I_10_wb_off_and_on_ramp_at_orleans
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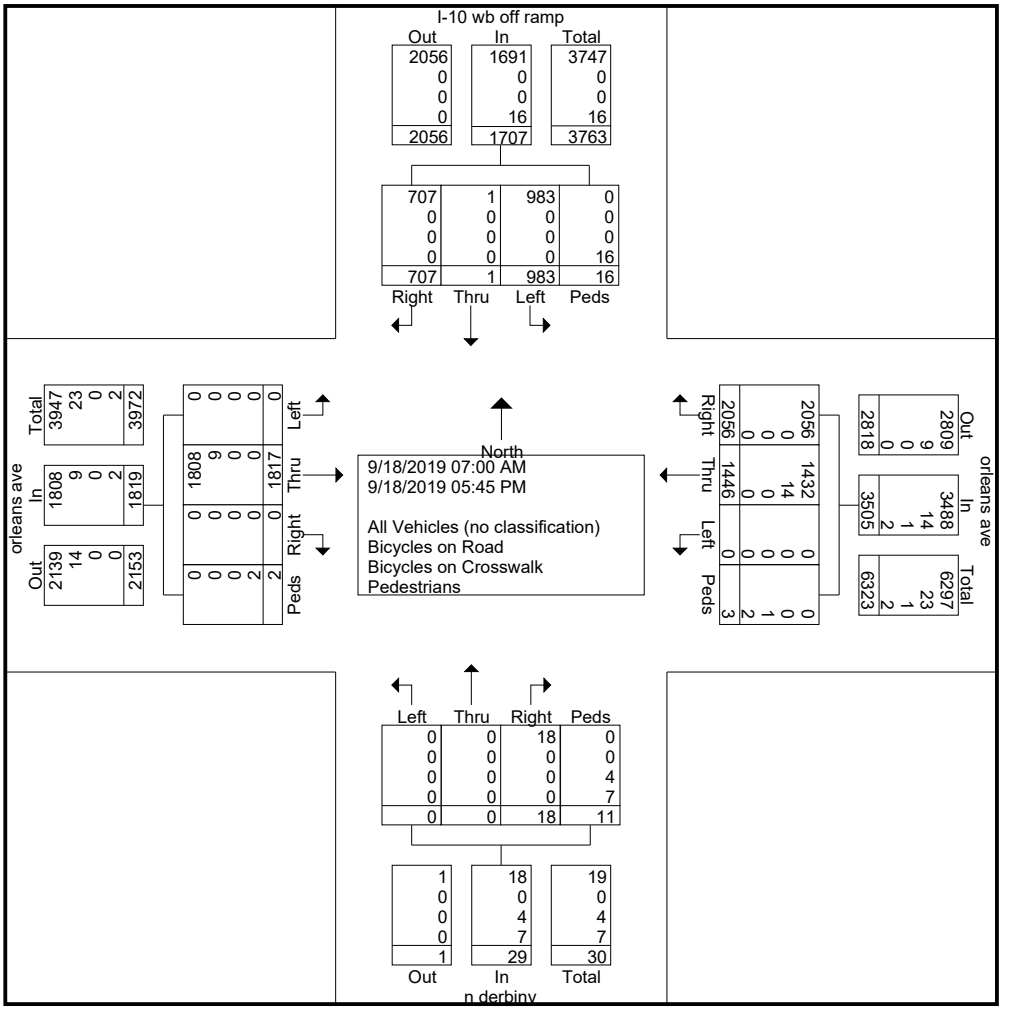
Start Date : 9/18/2019
Page No : 2



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New Orleans LA, 70112
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File Name : A_I_10_wb_off_and_on_ramp_at_orleans
Site Code : 19-058
Start Date : 9/18/2019
Page No : 3

	I-10 wb off ramp Southbound					orleans ave Westbound					n derbiny Northbound					orleans ave Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	**27**	0	38	**1**	**66**	158	73	0	0	231	1	0	0	1	2	0	147	0	0	147	446
07:45 AM	19	0	32	1	52	**180**	56	0	0	236	**2**	0	0	**2**	**4**	0	170	0	**2**	172	464
08:00 AM	17	0	29	0	46	173	**79**	0	0	**252**	1	0	0	1	2	0	**175**	0	0	**175**	**475**
08:15 AM	13	0	**40**	0	53	143	60	0	0	203	1	0	0	0	1	0	146	0	0	146	403
Total Volume	76	0	139	2	217	654	268	0	0	922	5	0	0	4	9	0	638	0	2	640	1788
% App. Total	35	0	64.1	0.9		70.9	29.1	0	0		55.6	0	0	44.4		0	99.7	0	0.3		
PHF	.704	.000	.869	.500	.822	.908	.848	.000	.000	.915	.625	.000	.000	.500	.563	.000	.911	.000	.250	.914	.941
All Vehicles (no classification)	76	0	139	0	215	654	264	0	0	918	5	0	0	0	5	0	634	0	0	634	1772
% All Vehicles (no classification)	100	0	100	0	99.1	100	98.5	0	0	99.6	100	0	0	0	55.6	0	99.4	0	0	99.1	99.1
Bicycles on Road	0	0	0	0	0	0	1.5	0	0	0.4	0	0	0	0	0	0	0.6	0	0	0.6	0.4
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	25.0	11.1	0	0	0	0	0	0.1
% Bicycles on Crosswalk																					
Pedestrians	0	0	0	100	0.9	0	0	0	0	0	0	0	0	75.0	33.3	0	0	0	100	0.3	0.4
% Pedestrians																					

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

File Name : A_I_10_wb_off_and_on_ramp_at_orleans
Site Code : 19-058
Start Date : 9/18/2019
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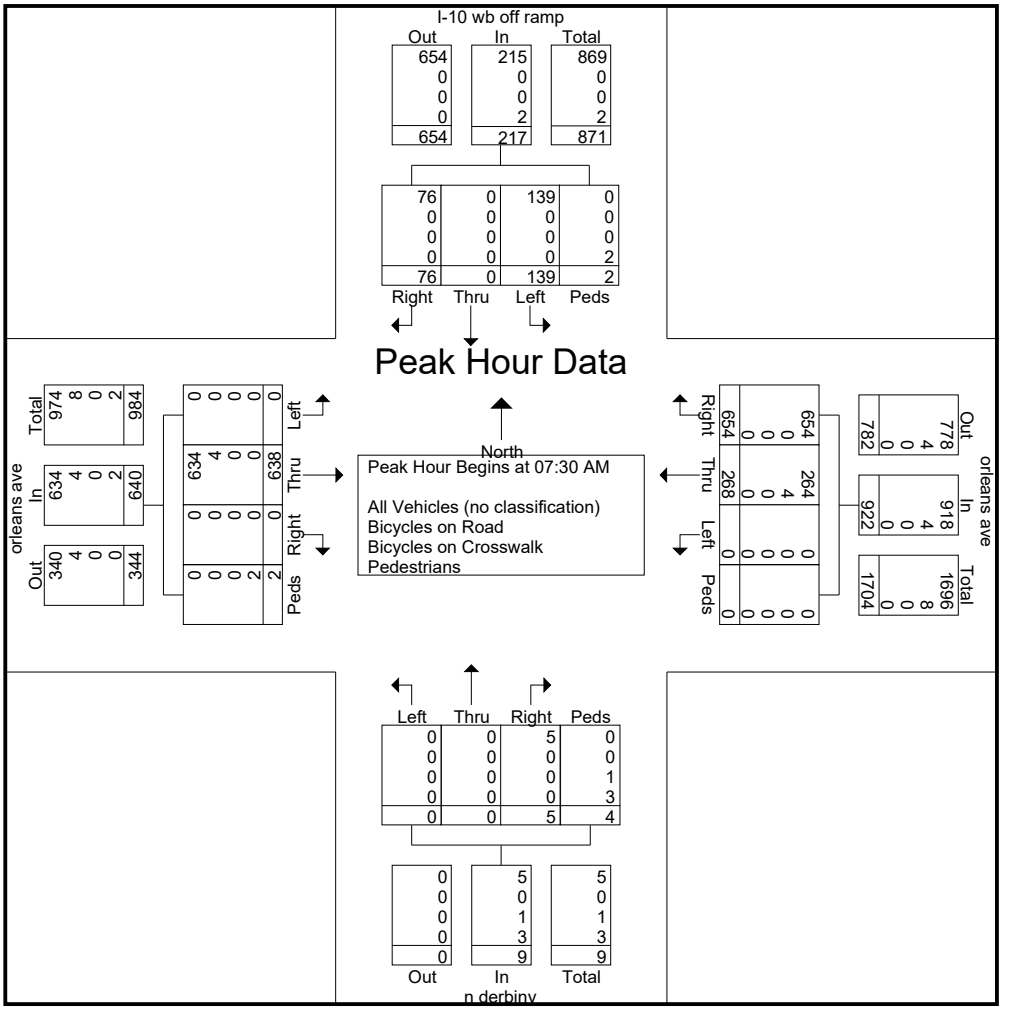

urban SYSTEMS **INC**
2000 Tulane Ave, Suite 200
New Orleans LA, 70112
504-523-5511

File Name : A_I_10_wb_off_and_on_ramp_at_orleans
Site Code : 19-058
Start Date : 9/18/2019
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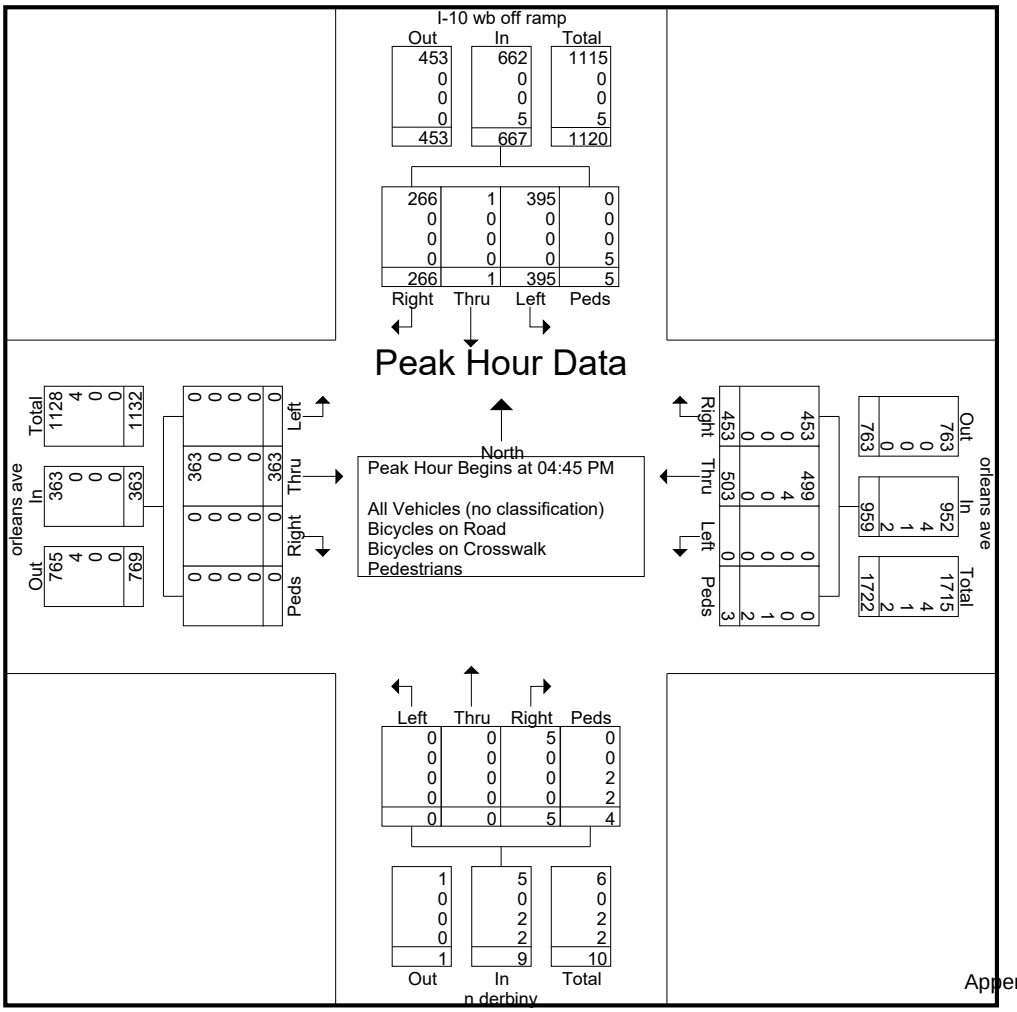
	I-10 wb off ramp Southbound					orleans ave Westbound					n derbiny Northbound					orleans ave Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	65	0	98	0	163	103	99	0	**1**	203	1	0	0	**2**	**3**	0	83	0	0	83	452
05:00 PM	53	**1**	76	2	132	**127**	**137**	0	1	**265**	0	0	0	0	0	0	91	0	0	91	488
05:15 PM	71	0	102	**3**	176	115	134	0	1	250	1	0	0	2	3	0	92	0	0	92	521
05:30 PM	**77**	0	**119**	0	**196**	108	133	0	0	241	**3**	0	0	0	3	0	**97**	0	0	**97**	**537**
Total Volume	266	1	395	5	667	453	503	0	3	959	5	0	0	4	9	0	363	0	0	363	1998
% App. Total	39.9	0.1	59.2	0.7		47.2	52.5	0	0.3		55.6	0	0	44.4		0	100	0	0		
PHF	.864	.250	.830	.417	.851	.892	.918	.000	.750	.905	.417	.000	.000	.500	.750	.000	.936	.000	.000	.936	.930
All Vehicles (no classification)	266	1	395	0	662	453	499	0	0	952	5	0	0	0	5	0	363	0	0	363	1982
% All Vehicles (no classification)	100	100	100	0	99.3	100	99.2	0	0	99.3	100	0	0	0	55.6	0	100	0	0	100	99.2
Bicycles on Road																					
% Bicycles on Road	0	0	0	0	0	0	0.8	0	0	0.4	0	0	0	0	0	0	0	0	0	0	0.2
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	3
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	33.3	0.1	0	0	0	50.0	22.2	0	0	0	0	0	0.2
Pedestrians																					
% Pedestrians	0	0	0	100	0.7	0	0	0	66.7	0.2	0	0	0	50.0	22.2	0	0	0	0	0	0.5



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

Miovision Scout
Intersection Count
New Orleans, LA
Orleans Parish

File Name : B_N_claiborne_at_orleans North
Site Code : 19-058
Start Date : 9/18/2019
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Groups Printed- All Vehicles (no classification) - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

	n claiborne Southbound					basin Westbound					n claiborne Northbound					orleans ave Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	102	262	18	0	382	0	67	1	0	68	0	0	0	0	0	45	82	0	0	127	577
07:15 AM	101	253	18	0	372	0	86	0	0	86	0	0	0	0	0	51	81	0	1	133	591
07:30 AM	126	228	42	0	396	0	99	0	0	99	0	0	0	0	0	44	137	0	0	181	676
07:45 AM	133	192	42	0	367	0	95	0	1	96	0	0	0	2	2	54	145	0	1	200	665
Total	462	935	120	0	1517	0	347	1	1	349	0	0	0	2	2	194	445	0	2	641	2509
08:00 AM	134	189	27	0	350	0	111	1	0	112	0	0	0	0	0	52	152	0	1	205	667
08:15 AM	116	270	30	0	416	0	87	0	0	87	0	0	0	3	3	51	142	0	1	194	700
08:30 AM	88	265	35	0	388	0	85	0	1	86	0	0	0	1	1	44	116	0	2	162	637
08:45 AM	109	266	32	0	407	0	80	0	0	80	0	0	0	1	1	41	98	0	1	140	628
Total	447	990	124	0	1561	0	363	1	1	365	0	0	0	5	5	188	508	0	5	701	2632
04:00 PM	71	172	14	0	257	0	149	0	0	149	0	0	0	0	0	60	107	0	0	167	573
04:15 PM	70	149	22	0	241	0	157	0	0	157	0	0	0	0	0	71	114	0	0	185	583
04:30 PM	72	161	9	0	242	0	155	0	0	155	0	0	0	0	0	70	112	0	0	182	579
04:45 PM	65	190	20	0	275	0	141	0	0	141	0	0	0	1	1	64	111	0	0	175	592
Total	278	672	65	0	1015	0	602	0	0	602	0	0	0	1	1	265	444	0	0	709	2327
05:00 PM	66	180	15	1	262	0	182	0	0	182	0	0	0	1	1	62	112	0	1	175	620
05:15 PM	69	203	15	3	290	0	169	3	0	172	0	0	0	1	1	68	121	0	2	191	654
05:30 PM	65	189	15	0	269	0	172	0	0	172	0	0	0	0	0	84	118	0	3	205	646
05:45 PM	63	155	13	4	235	1	166	0	0	167	0	0	0	2	2	66	109	0	0	175	579
Total	263	727	58	8	1056	1	689	3	0	693	0	0	0	4	4	280	460	0	6	746	2499
Grand Total	1450	3324	367	8	5149	1	2001	5	2	2009	0	0	0	12	12	927	1857	0	13	2797	9967
Apprch %	28.2	64.6	7.1	0.2		0	99.6	0.2	0.1		0	0	0	100		33.1	66.4	0	0.5		
Total %	14.5	33.4	3.7	0.1	51.7	0	20.1	0.1	0	20.2	0	0	0	0.1	0.1	9.3	18.6	0	0.1	28.1	
All Vehicles (no classification)	1449	3324	367	0	5140	1	1994	5	0	2000	0	0	0	0	0	927	1848	0	0	2775	9915
% All Vehicles (no classification)	99.9	100	100	0	99.8	100	99.7	100	0	99.6	0	0	0	0	0	100	99.5	0	0	99.2	99.5
Bicycles on Road																					
% Bicycles on Road	0.1	0	0	0	0	0	0.3	0	0	0.3	0	0	0	0	0	0	0.5	0	0	0.3	0.2
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	2
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	16.7	16.7	0	0	0	0	0	0
Pedestrians																					
% Pedestrians	0	0	0	100	0.2	0	0	0	100	0.1	0	0	0	83.3	83.3	0	0	0	100	0.5	0.3

urban SYSTEMS **INC**
2000 Tulane Ave, Suite 200
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504-523-5511

File Name : B_N_claiborne_at_orleans North
Site Code : 19-058
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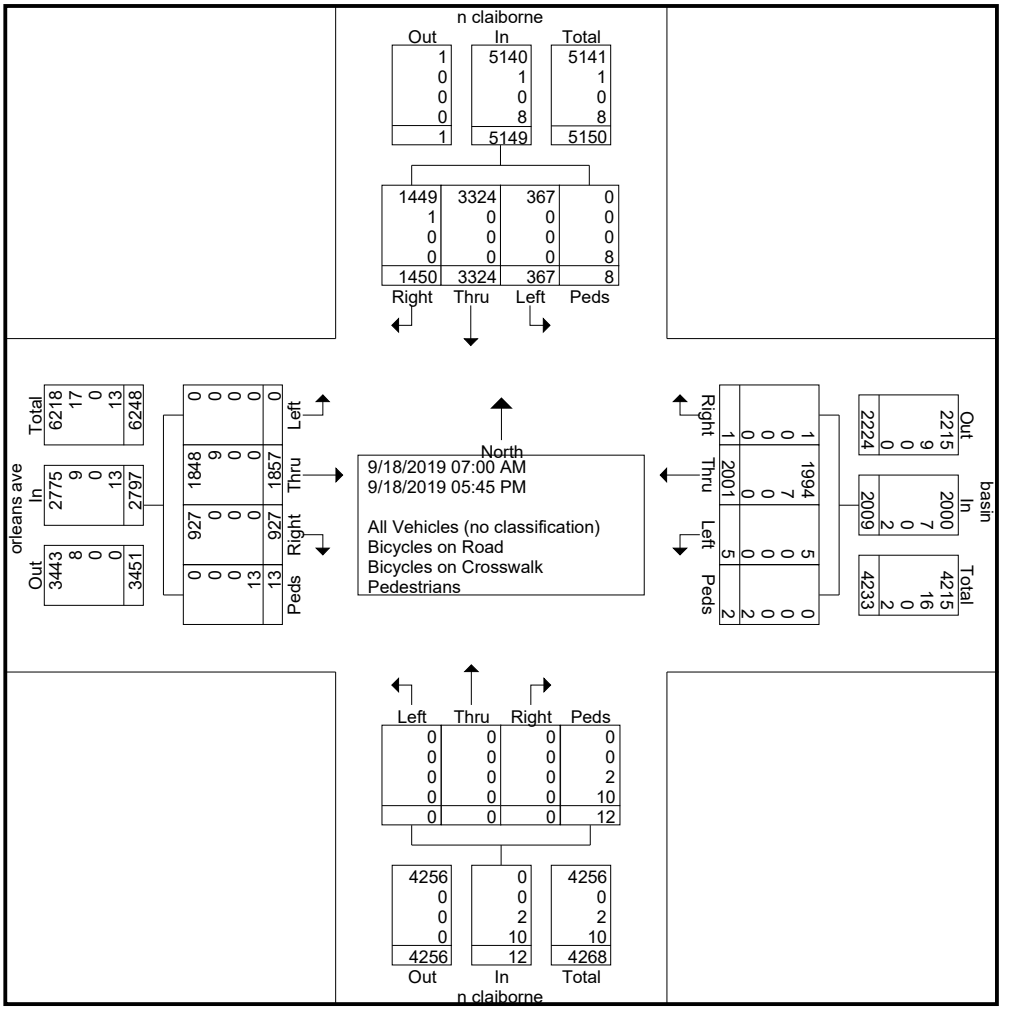


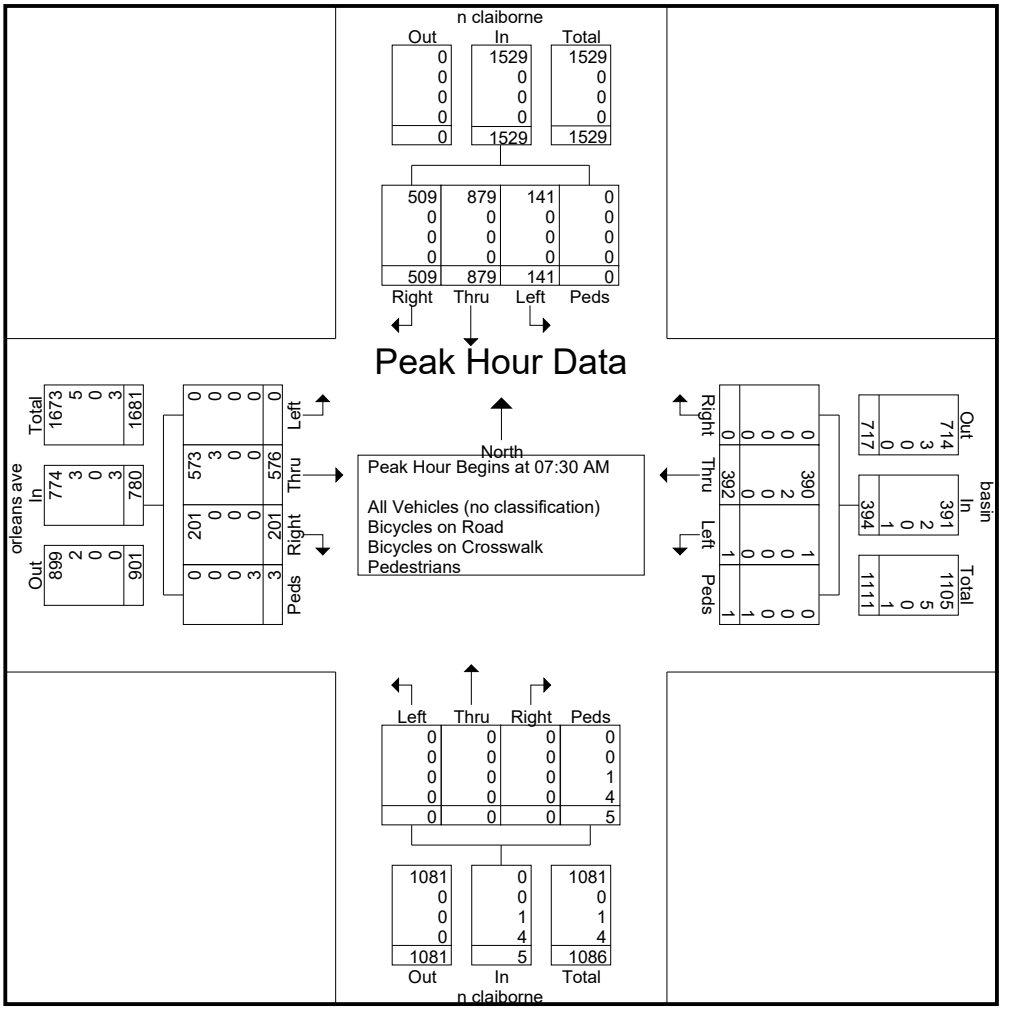
urban SYSTEMS **INC**
2000 Tulane Ave, Suite 200
New Orleans LA, 70112
504-523-5511

File Name : B_N_claiborne_at_orleans North
Site Code : 19-058
Start Date : 9/18/2019
Page No : 3

	n claiborne Southbound					basin Westbound					n claiborne Northbound					orleans ave Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	126	228	**42**	0	396	0	99	0	0	99	0	0	0	0	0	44	137	0	0	181	676
07:45 AM	133	192	42	0	367	0	95	0	**1**	96	0	0	0	2	2	**54**	145	0	**1**	200	665
08:00 AM	**134**	189	27	0	350	0	**111**	**1**	0	**112**	0	0	0	0	0	52	**152**	0	1	**205**	667
08:15 AM	116	**270**	30	0	**416**	0	87	0	0	87	0	0	0	**3**	**3**	51	142	0	1	194	**700**
Total Volume	509	879	141	0	1529	0	392	1	1	394	0	0	0	5	5	201	576	0	3	780	2708
% App. Total	33.3	57.5	9.2	0		0	99.5	0.3	0.3		0	0	0	100		25.8	73.8	0	0.4		
PHF	.950	.814	.839	.000	.919	.000	.883	.250	.250	.879	.000	.000	.000	.417	.417	.931	.947	.000	.750	.951	.967
All Vehicles (no classification)	509	879	141	0	1529	0	390	1	0	391	0	0	0	0	0	201	573	0	0	774	2694
% All Vehicles (no classification)	100	100	100	0	100	0	99.5	100	0	99.2	0	0	0	0	0	100	99.5	0	0	99.2	99.5
Bicycles on Road	0	0	0	0	0	0	0.5	0	0	0.5	0	0	0	0	0	0	0.5	0	0	0.4	0.2
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	20.0	20.0	0	0	0	0	0	0.0
% Bicycles on Crosswalk																					
Pedestrians	0	0	0	0	0	0	0	0	100	0.3	0	0	0	80.0	80.0	0	0	0	100	0.4	0.3
% Pedestrians																					

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

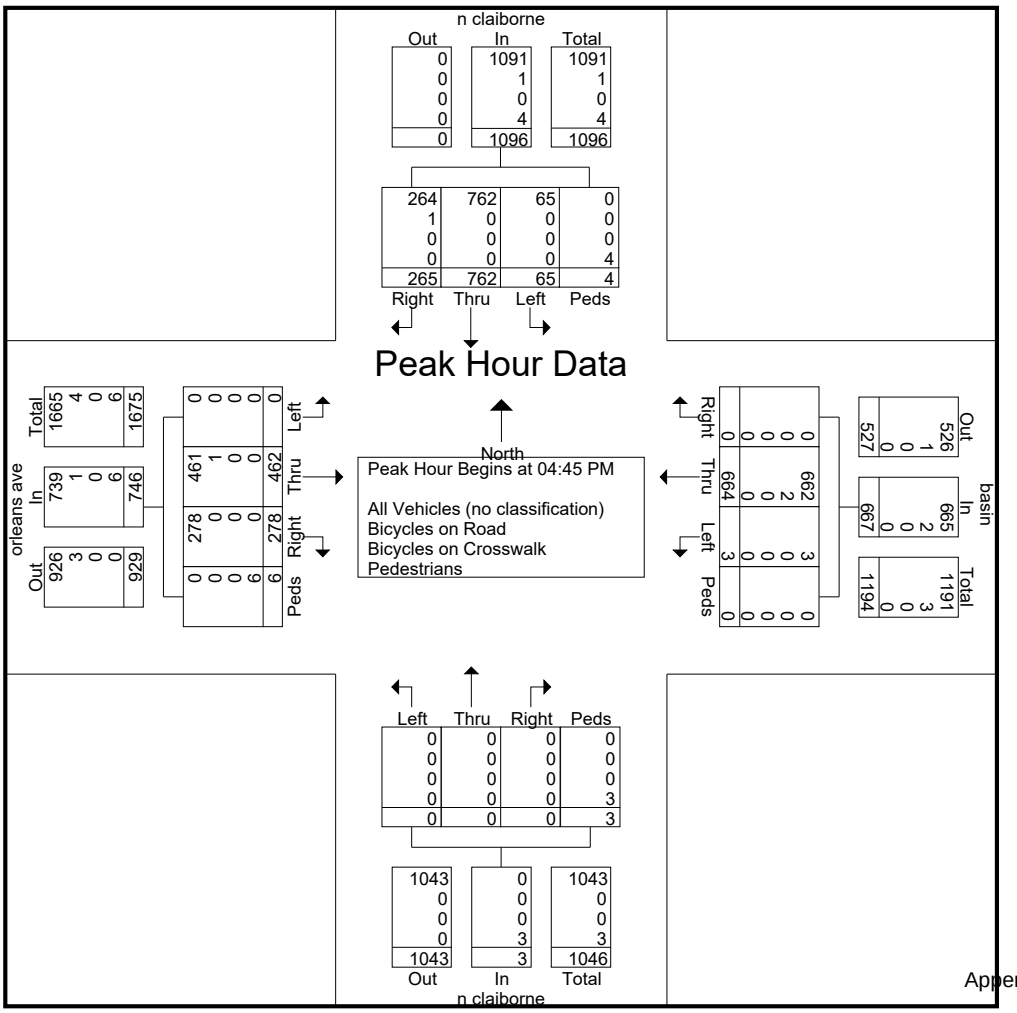
File Name : B_N_claiborne_at_orleans North
Site Code : 19-058
Start Date : 9/18/2019
Page No : 4



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

File Name : B_N_claiborne_at_orleans North
Site Code : 19-058
Start Date : 9/18/2019
Page No : 5

	n claiborne Southbound					basin Westbound					n claiborne Northbound					orleans ave Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	65	190	**20**	0	275	0	141	0	0	141	0	0	0	**1**	**1**	64	111	0	0	175	592
05:00 PM	66	180	15	1	262	0	**182**	0	0	**182**	0	0	0	1	1	62	112	0	1	175	620
05:15 PM	**69**	**203**	15	**3**	**290**	0	169	**3**	0	172	0	0	0	1	1	68	**121**	0	2	191	**654**
05:30 PM	65	189	15	0	269	0	172	0	0	172	0	0	0	0	0	**84**	118	0	**3**	**205**	646
Total Volume	265	762	65	4	1096	0	664	3	0	667	0	0	0	3	3	278	462	0	6	746	2512
% App. Total	24.2	69.5	5.9	0.4		0	99.6	0.4	0		0	0	0	100		37.3	61.9	0	0.8		
PHF	.960	.938	.813	.333	.945	.000	.912	.250	.000	.916	.000	.000	.000	.750	.750	.827	.955	.000	.500	.910	.960
All Vehicles (no classification)	264	762	65	0	1091	0	662	3	0	665	0	0	0	0	0	278	461	0	0	739	2495
% All Vehicles (no classification)	99.6	100	100	0	99.5	0	99.7	100	0	99.7	0	0	0	0	0	100	99.8	0	0	99.1	99.3
Bicycles on Road																					
% Bicycles on Road	0.4	0	0	0	0.1	0	0.3	0	0	0.3	0	0	0	0	0	0	0.2	0	0	0.1	0.2
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	4	4	0	0	0	0	0	0	0	0	3	3	0	0	0	6	6	13
% Pedestrians	0	0	0	100	0.4	0	0	0	0	0	0	0	0	100	100	0	0	0	100	0.8	0.5



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

Miovision Scout
Intersection Count
New Orleans, LA
Orleans Parish

File Name : C_N_claiborne_at_orleans South
Site Code : 19-058
Start Date : 9/18/2019
Page No : 1

Groups Printed- All Vehicles (no classification) - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

	n claiborne Southbound					basin st Westbound					n claiborne Northbound					orleans ave Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	1	1	34	64	0	2	100	5	89	6	1	101	0	93	0	0	93	295
07:15 AM	0	0	0	1	1	37	74	0	1	112	4	112	12	0	128	0	102	1	0	103	344
07:30 AM	0	0	0	0	0	32	84	0	1	117	14	126	14	1	155	0	173	1	0	174	446
07:45 AM	0	0	0	0	0	33	79	0	0	112	7	128	14	1	150	0	180	2	0	182	444
Total	0	0	0	2	2	136	301	0	4	441	30	455	46	3	534	0	548	4	0	552	1529
08:00 AM	0	0	0	0	0	36	104	1	1	142	7	89	12	0	108	0	181	0	1	182	432
08:15 AM	0	0	0	0	0	31	79	1	3	114	7	130	8	2	147	0	177	0	2	179	440
08:30 AM	0	0	0	1	1	31	72	0	0	103	8	117	16	2	143	0	149	1	0	150	397
08:45 AM	0	0	0	2	2	31	71	0	0	102	10	138	10	2	160	0	119	4	0	123	387
Total	0	0	0	3	3	129	326	2	4	461	32	474	46	6	558	0	626	5	3	634	1656
04:00 PM	0	0	0	1	1	79	133	0	1	213	8	320	18	0	346	0	119	1	4	124	684
04:15 PM	0	0	0	2	2	82	141	0	1	224	6	328	19	3	356	0	131	2	0	133	715
04:30 PM	0	0	0	1	1	69	129	0	3	201	9	348	21	2	380	0	114	3	0	117	699
04:45 PM	0	0	0	4	4	96	126	0	1	223	11	313	16	2	342	0	128	0	0	128	697
Total	0	0	0	8	8	326	529	0	6	861	34	1309	74	7	1424	0	492	6	4	502	2795
05:00 PM	0	0	0	0	0	82	154	0	4	240	11	305	24	1	341	0	128	1	0	129	710
05:15 PM	0	0	0	1	1	87	156	0	0	243	14	297	21	1	333	0	140	0	0	140	717
05:30 PM	0	0	0	0	0	78	153	0	0	231	11	292	20	0	323	0	137	0	1	138	692
05:45 PM	0	0	0	3	3	59	136	0	1	196	6	287	25	1	319	0	119	1	0	120	638
Total	0	0	0	4	4	306	599	0	5	910	42	1181	90	3	1316	0	524	2	1	527	2757
Grand Total	0	0	0	17	17	897	1755	2	19	2673	138	3419	256	19	3832	0	2190	17	8	2215	8737
Apprch %	0	0	0	100		33.6	65.7	0.1	0.7		3.6	89.2	6.7	0.5		0	98.9	0.8	0.4		
Total %	0	0	0	0.2	0.2	10.3	20.1	0	0.2	30.6	1.6	39.1	2.9	0.2	43.9	0	25.1	0.2	0.1	25.4	
All Vehicles (no classification)	0	0	0	0	0	894	1742	0	0	2636	137	3415	253	0	3805	0	2180	17	0	2197	8638
% All Vehicles (no classification)	0	0	0	0	0	99.7	99.3	0	0	98.6	99.3	99.9	98.8	0	99.3	0	99.5	100	0	99.2	98.9
Bicycles on Road																					
% Bicycles on Road	0	0	0	0	0	0.3	0.7	100	0	0.7	0.7	0.1	1.2	0	0.2	0	0.5	0	0	0.5	0.4
Bicycles on Crosswalk	0	0	0	5	5	0	0	0	5	5	0	0	0	2	2	0	0	0	1	1	13
% Bicycles on Crosswalk	0	0	0	29.4	29.4	0	0	0	26.3	0.2	0	0	0	10.5	0.1	0	0	0	12.5	0	0.1
Pedestrians																					
% Pedestrians	0	0	0	70.6	70.6	0	0	0	73.7	0.5	0	0	0	89.5	0.4	0	0	0	87.5	0.3	0.6

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New Orleans LA, 70112
504-523-5511

File Name : C_N_claiborne_at_orleans South
Site Code : 19-058
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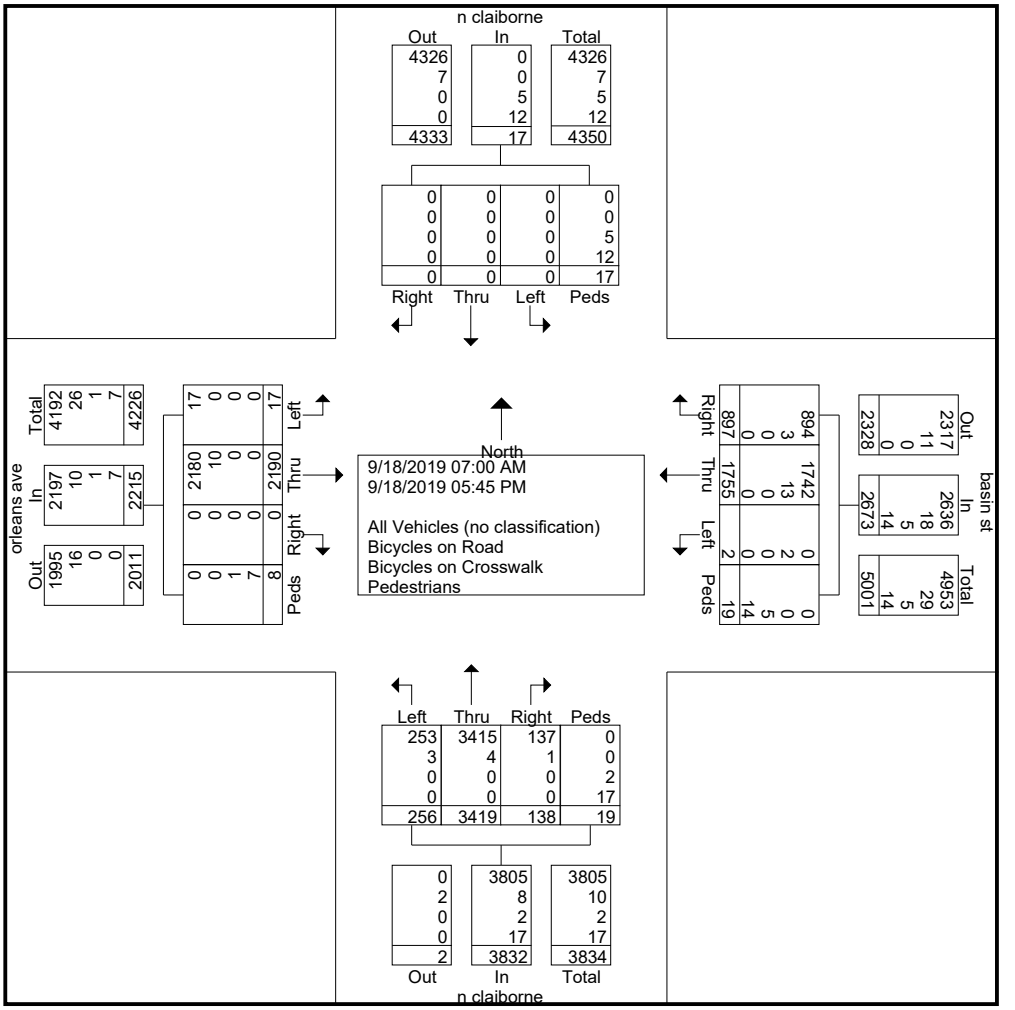

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File Name : C_N_claiborne_at_orleans South
Site Code : 19-058
Start Date : 9/18/2019
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	n claiborne Southbound					basin st Westbound					n claiborne Northbound					orleans ave Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	0	0	0	32	84	0	1	117	**14**	126	**14**	1	**155**	0	173	1	0	174	**446**
07:45 AM	0	0	0	0	0	33	79	0	0	112	7	128	14	1	150	0	180	**2**	0	**182**	444
08:00 AM	0	0	0	0	0	**36**	**104**	**1**	1	**142**	7	89	12	0	108	0	**181**	0	1	182	432
08:15 AM	0	0	0	0	0	31	79	1	**3**	114	7	**130**	8	**2**	147	0	177	0	**2**	179	440
Total Volume	0	0	0	0	0	132	346	2	5	485	35	473	48	4	560	0	711	3	3	717	1762
% App. Total	0	0	0	0		27.2	71.3	0.4	1		6.2	84.5	8.6	0.7		0	99.2	0.4	0.4		
PHF	.000	.000	.000	.000	.000	.917	.832	.500	.417	.854	.625	.910	.857	.500	.903	.000	.982	.375	.375	.985	.988
All Vehicles (no classification)	0	0	0	0	0	132	342	0	0	474	35	472	48	0	555	0	707	3	0	710	1739
% All Vehicles (no classification)	0	0	0	0	0	100	98.8	0	0	97.7	100	99.8	100	0	99.1	0	99.4	100	0	99.0	98.7
Bicycles on Road																					
% Bicycles on Road	0	0	0	0	0	0	1.2	100	0	1.2	0	0.2	0	0	0.2	0	0.6	0	0	0.6	0.6
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	40.0	0.4	0	0	0	0	0	0	0	0	0	0	0.1
Pedestrians																					
% Pedestrians	0	0	0	0	0	0	0	0	60.0	0.6	0	0	0	100	0.7	0	0	0	100	0.4	0.6

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File Name : C_N_claiborne_at_orleans South
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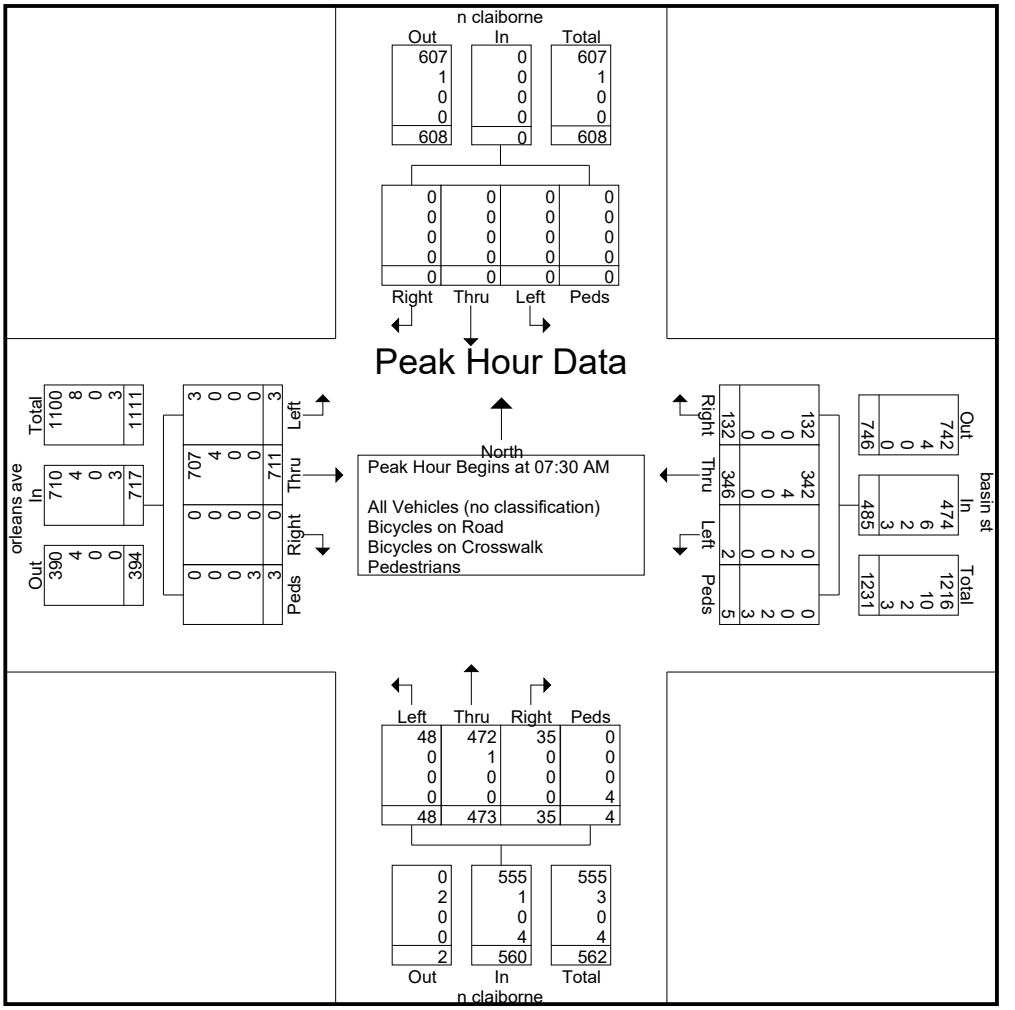

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2000 Tulane Ave, Suite 200
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File Name : C_N_claiborne_at_orleans South
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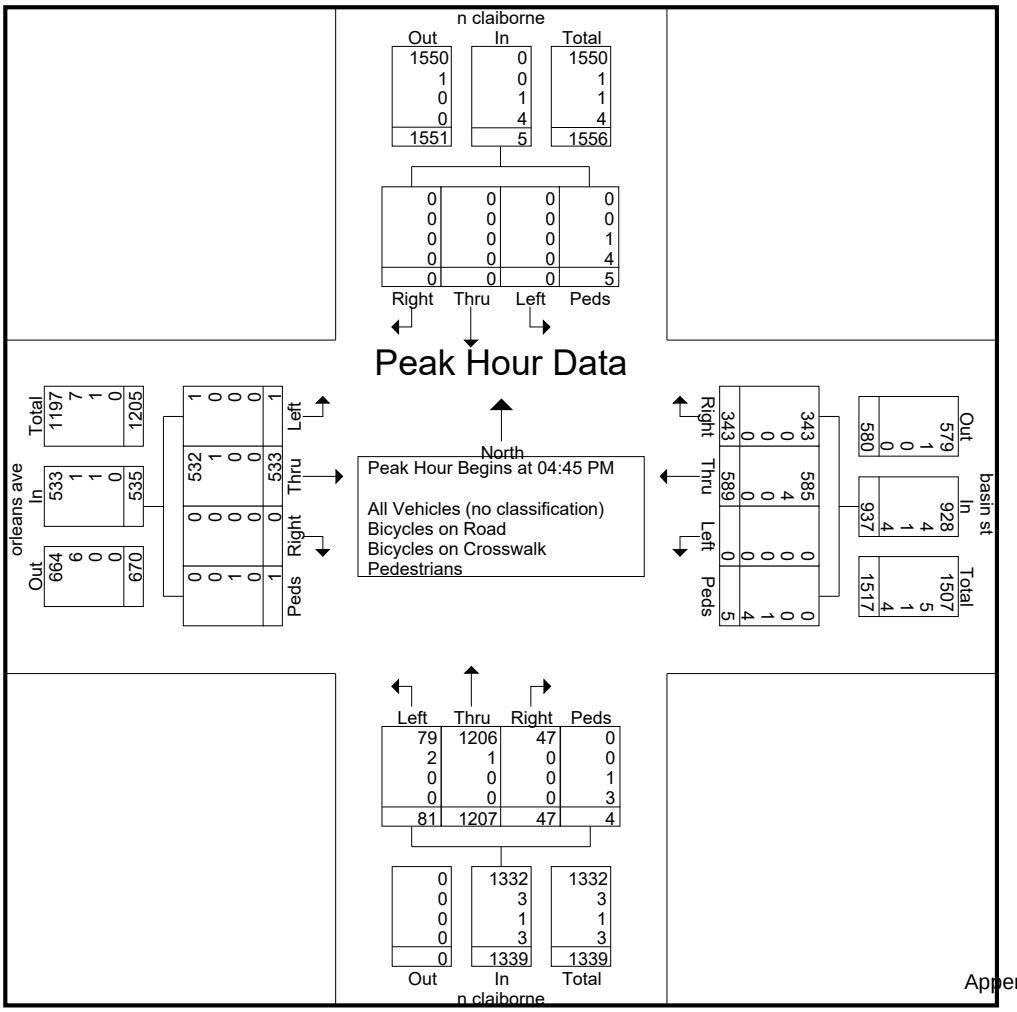
	n claiborne Southbound					basin st Westbound					n claiborne Northbound					orleans ave Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	0	**4**	**4**	**96**	126	0	1	223	11	**313**	16	**2**	**342**	0	128	0	0	128	697
05:00 PM	0	0	0	0	0	82	154	0	**4**	240	11	305	**24**	1	341	0	128	**1**	0	129	710
05:15 PM	0	0	0	1	1	87	**156**	0	0	**243**	**14**	297	21	1	333	0	**140**	0	0	**140**	**717**
05:30 PM	0	0	0	0	0	78	153	0	0	231	11	292	20	0	323	0	137	0	**1**	138	692
Total Volume	0	0	0	5	5	343	589	0	5	937	47	1207	81	4	1339	0	533	1	1	535	2816
% App. Total	0	0	0	100		36.6	62.9	0	0.5		3.5	90.1	6	0.3		0	99.6	0.2	0.2		
PHF	.000	.000	.000	.313	.313	.893	.944	.000	.313	.964	.839	.964	.844	.500	.979	.000	.952	.250	.250	.955	.982
All Vehicles (no classification)	0	0	0	0	0	343	585	0	0	928	47	1206	79	0	1332	0	532	1	0	533	2793
% All Vehicles (no classification)	0	0	0	0	0	100	99.3	0	0	99.0	100	99.9	97.5	0	99.5	0	99.8	100	0	99.6	99.2
Bicycles on Road																					
% Bicycles on Road	0	0	0	0	0	0	0.7	0	0	0.4	0	0.1	2.5	0	0.2	0	0.2	0	0	0.2	0.3
Bicycles on Crosswalk	0	0	0	1	1	0	0	0	1	1	0	0	0	1	1	0	0	0	1	1	4
% Bicycles on Crosswalk	0	0	0	20.0	20.0	0	0	0	20.0	0.1	0	0	0	25.0	0.1	0	0	0	100	0.2	0.1
Pedestrians																					
% Pedestrians	0	0	0	80.0	80.0	0	0	0	80.0	0.4	0	0	0	75.0	0.2	0	0	0	0	0	0.4



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2000 Tulane Ave, Suite 200
New Orleans LA, 70112
504-523-5511

Miovision Scout
Intersection Count
New Orleans, LA
Orleans Parish

File Name : F_n_villere_at_Basin
Site Code : 19-058
Start Date : 9/18/2019
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Groups Printed- All Vehicles (no classification) - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

	N Villere St Southbound					Basin St Westbound					N Villere St Northbound					Basin St Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	6	0	1	0	7	4	85	0	0	89	0	0	0	1	1	0	99	2	1	102	199
07:15 AM	13	0	7	0	20	14	91	0	0	105	0	0	1	2	3	0	97	8	1	106	234
07:30 AM	11	0	16	1	28	8	100	0	0	108	0	0	0	1	1	0	201	7	0	208	345
07:45 AM	10	1	20	2	33	11	87	0	1	99	0	0	0	1	1	0	222	5	0	227	360
Total	40	1	44	3	88	37	363	0	1	401	0	0	1	5	6	0	619	22	2	643	1138
08:00 AM	12	0	24	1	37	9	100	0	0	109	0	0	0	0	0	0	201	10	0	211	357
08:15 AM	11	0	29	2	42	10	90	0	0	100	0	0	0	0	0	0	195	3	0	198	340
08:30 AM	4	0	14	2	20	7	83	1	0	91	0	1	0	1	2	0	164	7	0	171	284
08:45 AM	9	0	12	2	23	16	104	0	0	120	0	0	1	1	2	0	161	3	0	164	309
Total	36	0	79	7	122	42	377	1	0	420	0	1	1	2	4	0	721	23	0	744	1290
04:00 PM	7	0	7	3	17	33	192	0	0	225	0	0	0	0	0	0	102	17	0	119	361
04:15 PM	9	0	2	3	14	30	199	0	0	229	3	2	0	0	5	0	110	21	0	131	379
04:30 PM	6	0	4	2	12	26	193	0	0	219	0	1	0	0	1	0	108	15	0	123	355
04:45 PM	14	0	8	4	26	34	206	0	0	240	0	0	0	0	0	0	129	17	1	147	413
Total	36	0	21	12	69	123	790	0	0	913	3	3	0	0	6	0	449	70	1	520	1508
05:00 PM	6	0	0	2	8	32	211	0	0	243	1	0	0	0	1	0	108	22	0	130	382
05:15 PM	10	0	1	4	15	32	220	0	0	252	0	0	0	0	0	1	115	27	0	143	410
05:30 PM	7	0	6	3	16	23	216	0	0	239	0	0	0	0	0	0	127	24	0	151	406
05:45 PM	4	0	2	2	8	21	181	0	0	202	0	0	1	0	1	3	104	16	0	123	334
Total	27	0	9	11	47	108	828	0	0	936	1	0	1	0	2	4	454	89	0	547	1532
Grand Total	139	1	153	33	326	310	2358	1	1	2670	4	4	3	7	18	4	2243	204	3	2454	5468
Apprch %	42.6	0.3	46.9	10.1		11.6	88.3	0	0		22.2	22.2	16.7	38.9		0.2	91.4	8.3	0.1		
Total %	2.5	0	2.8	0.6	6	5.7	43.1	0	0	48.8	0.1	0.1	0.1	0.1	0.3	0.1	41	3.7	0.1	44.9	
All Vehicles (no classification)	139	1	150	0	290	294	2345	1	0	2640	4	2	3	0	9	4	2228	201	0	2433	5372
% All Vehicles (no classification)	100	100	98	0	89	94.8	99.4	100	0	98.9	100	50	100	0	50	100	99.3	98.5	0	99.1	98.2
Bicycles on Road																					
% Bicycles on Road	0	0	2	0	0.9	5.2	0.6	0	0	1.1	0	50	0	0	11.1	0	0.7	1.5	0	0.7	1
Bicycles on Crosswalk	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	8
% Bicycles on Crosswalk	0	0	0	21.2	2.1	0	0	0	0	0	0	0	0	0	0	0	0	0	33.3	0	0.1
Pedestrians																					
% Pedestrians	0	0	0	78.8	8	0	0	0	100	0	0	0	0	100	38.9	0	0	0	66.7	0.1	0.7

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File Name : F_n_villere_at_Basin
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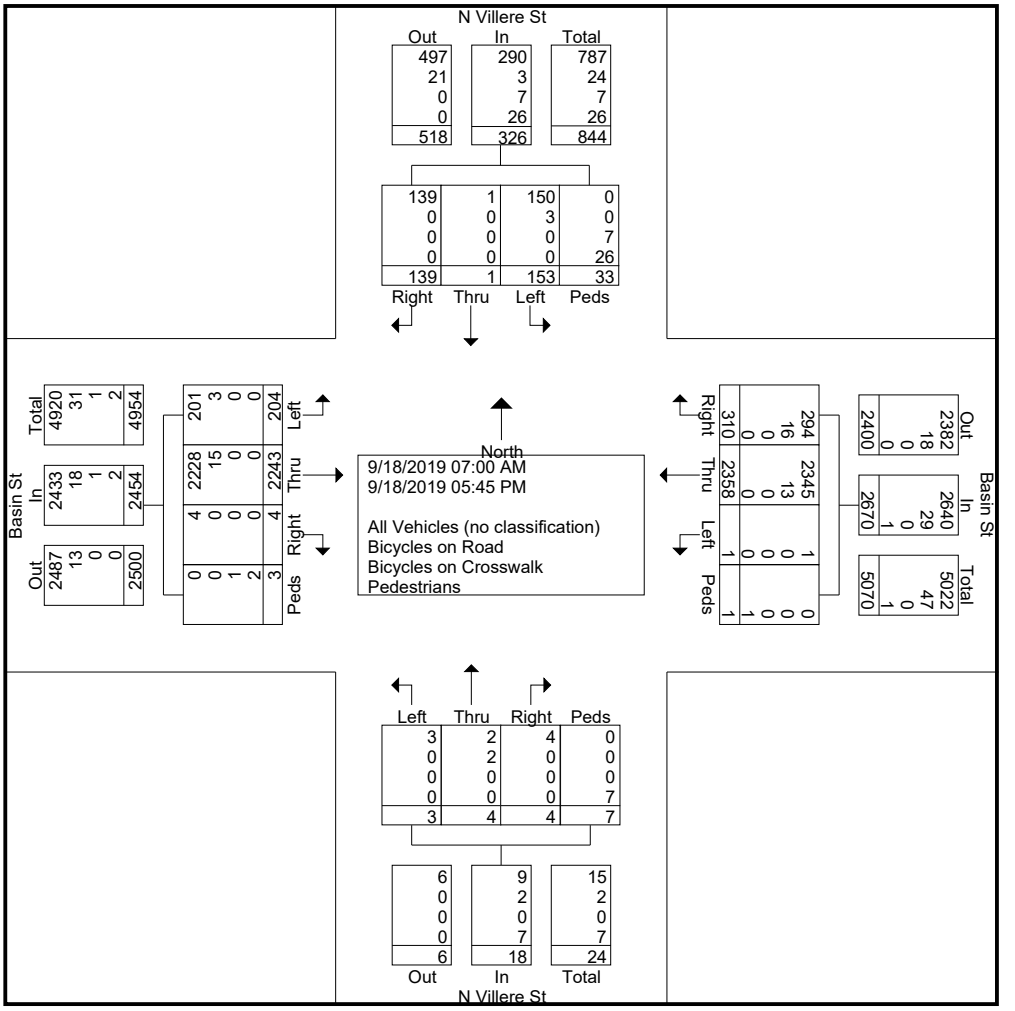

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2000 Tulane Ave, Suite 200
New Orleans LA, 70112
504-523-5511

File Name : F_n_villere_at_Basin
Site Code : 19-058
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	N Villere St Southbound					Basin St Westbound					N Villere St Northbound					Basin St Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	11	0	16	1	28	8	**100**	0	0	108	0	0	0	**1**	**1**	0	201	7	0	208	345
07:45 AM	10	**1**	20	**2**	33	**11**	87	0	**1**	99	0	0	0	1	1	0	**222**	5	0	**227**	**360**
08:00 AM	**12**	0	24	1	37	9	100	0	0	**109**	0	0	0	0	0	0	201	**10**	0	211	357
08:15 AM	11	0	**29**	2	**42**	10	90	0	0	100	0	0	0	0	0	0	195	3	0	198	340
Total Volume	44	1	89	6	140	38	377	0	1	416	0	0	0	2	2	0	819	25	0	844	1402
% App. Total	31.4	0.7	63.6	4.3		9.1	90.6	0	0.2		0	0	0	100		0	97	3	0		
PHF	.917	.250	.767	.750	.833	.864	.943	.000	.250	.954	.000	.000	.000	.500	.500	.000	.922	.625	.000	.930	.974
All Vehicles (no classification)	44	1	89	0	134	37	373	0	0	410	0	0	0	0	0	0	813	25	0	838	1382
% All Vehicles (no classification)	100	100	100	0	95.7	97.4	98.9	0	0	98.6	0	0	0	0	0	0	99.3	100	0	99.3	98.6
Bicycles on Road																					
% Bicycles on Road	0	0	0	0	0	2.6	1.1	0	0	1.2	0	0	0	0	0	0	0.7	0	0	0.7	0.8
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	6	6	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	9
% Pedestrians	0	0	0	100	4.3	0	0	0	100	0.2	0	0	0	100	100	0	0	0	0	0	0.6

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File Name : F_n_villere_at_Basin
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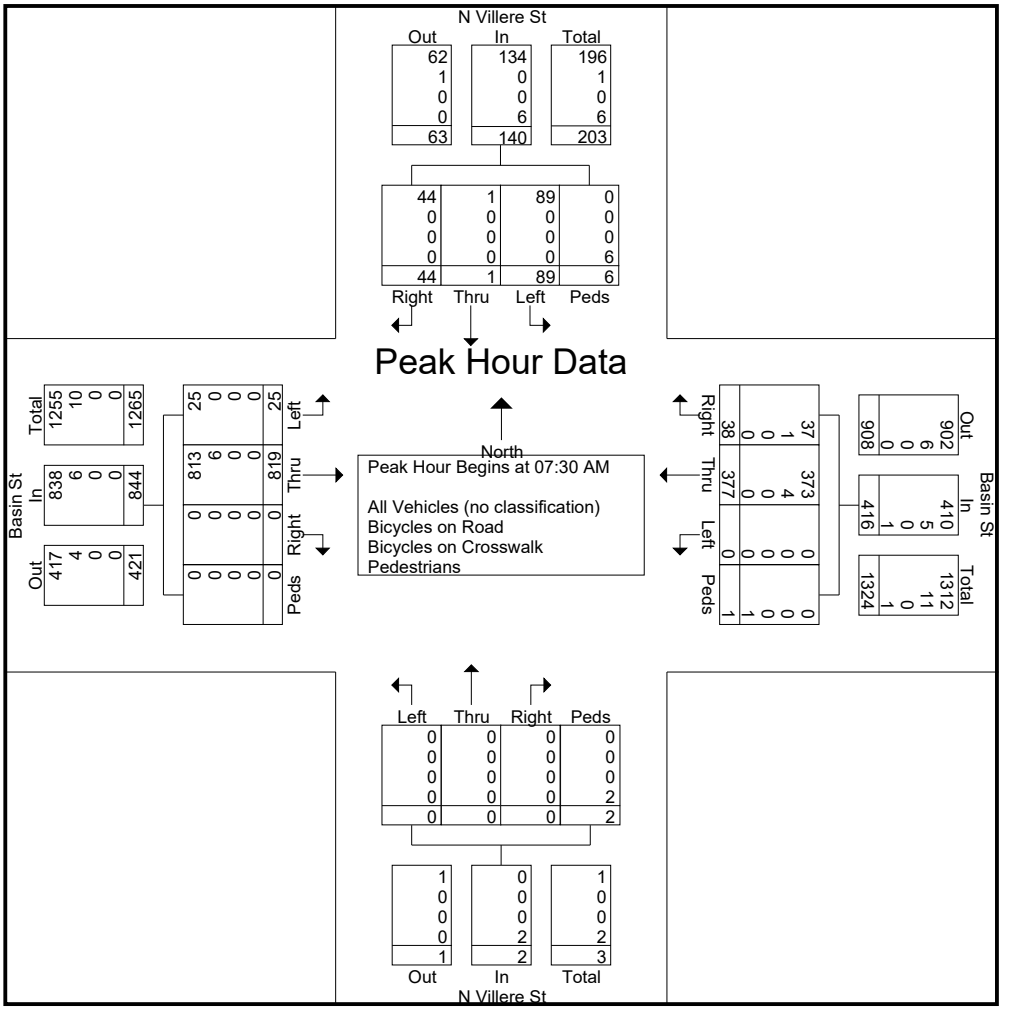

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File Name : F_n_villere_at_Basin
Site Code : 19-058
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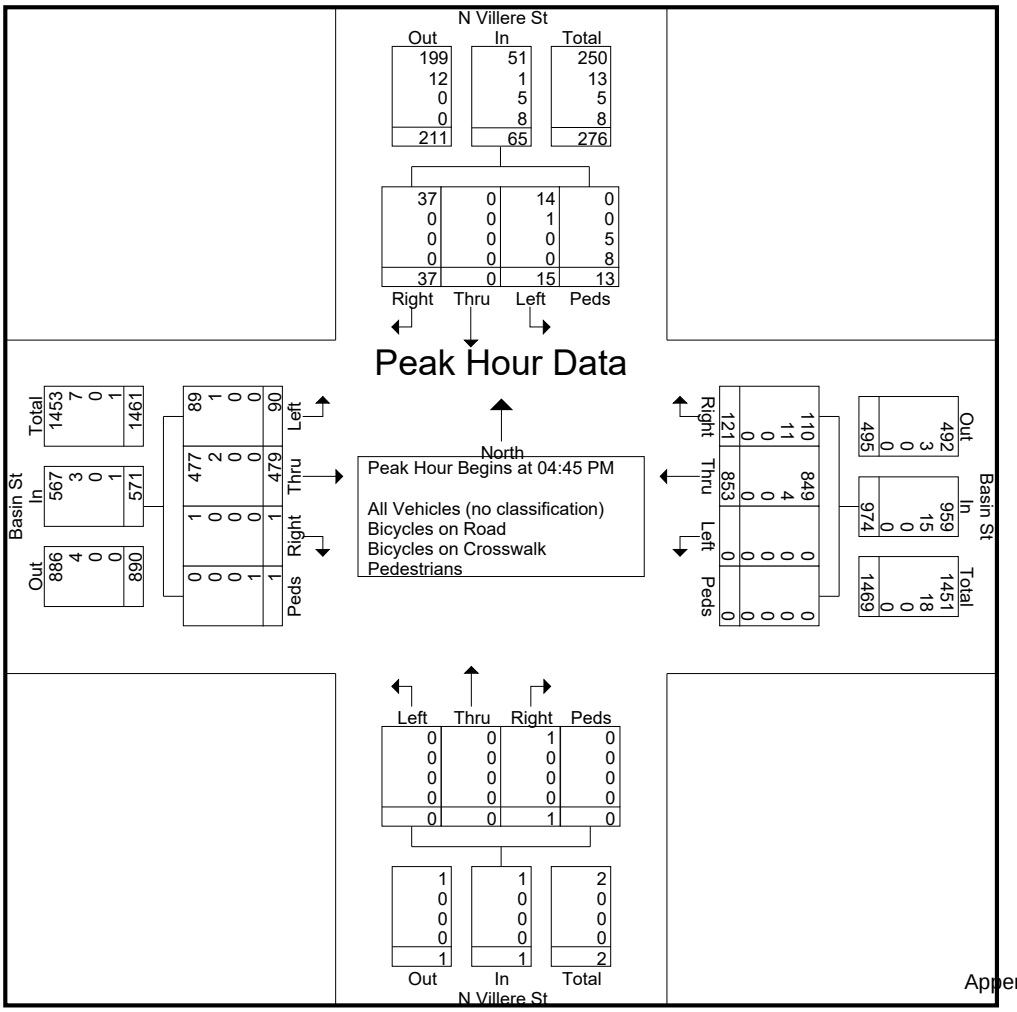
	N Villere St Southbound					Basin St Westbound					N Villere St Northbound					Basin St Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	**14**	0	**8**	**4**	**26**	**34**	206	0	0	240	0	0	0	0	0	0	**129**	17	**1**	147	**413**
05:00 PM	6	0	0	2	8	32	211	0	0	243	**1**	0	0	0	**1**	0	108	22	0	130	382
05:15 PM	10	0	1	4	15	32	**220**	0	0	**252**	0	0	0	0	0	**1**	115	**27**	0	143	410
05:30 PM	7	0	6	3	16	23	216	0	0	239	0	0	0	0	0	0	127	24	0	**151**	406
Total Volume	37	0	15	13	65	121	853	0	0	974	1	0	0	0	1	1	479	90	1	571	1611
% App. Total	56.9	0	23.1	20		12.4	87.6	0	0		100	0	0	0		0.2	83.9	15.8	0.2		
PHF	.661	.000	.469	.813	.625	.890	.969	.000	.000	.966	.250	.000	.000	.000	.250	.250	.928	.833	.250	.945	.975
All Vehicles (no classification)	37	0	14	0	51	110	849	0	0	959	1	0	0	0	1	1	477	89	0	567	1578
% All Vehicles (no classification)	100	0	93.3	0	78.5	90.9	99.5	0	0	98.5	100	0	0	0	100	100	99.6	98.9	0	99.3	98.0
Bicycles on Road																					
% Bicycles on Road	0	0	6.7	0	1.5	9.1	0.5	0	0	1.5	0	0	0	0	0	0	0.4	1.1	0	0.5	1.2
Bicycles on Crosswalk	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
% Bicycles on Crosswalk	0	0	0	38.5	7.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3
Pedestrians																					
% Pedestrians	0	0	0	61.5	12.3	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0.2	0.6



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504-523-5511

Miovision Scout
Intersection Count
New Orleans, LA
Orleans Parish

File Name : H_essence_way_at_basin_st
Site Code : 19-058
Start Date : 9/18/2019
Page No : 1

Groups Printed- All Vehicles (no classification) - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

	essence way Southbound					basin st Westbound					essence way Northbound					basin st Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	2	0	2	9	13	3	88	0	0	91	0	3	0	0	3	0	0	0	1	1	108
07:15 AM	0	0	0	4	4	5	103	0	0	108	0	0	0	0	0	0	0	0	1	1	113
07:30 AM	2	0	0	3	5	4	107	0	0	111	0	0	0	0	0	0	0	0	2	2	118
07:45 AM	2	0	0	12	14	7	100	0	0	107	0	2	0	0	2	0	0	0	1	1	124
Total	6	0	2	28	36	19	398	0	0	417	0	5	0	0	5	0	0	0	5	5	463
08:00 AM	3	0	0	9	12	0	107	0	0	107	0	2	0	0	2	0	1	0	3	4	125
08:15 AM	0	0	0	8	8	2	96	0	0	98	0	5	0	0	5	0	0	0	2	2	113
08:30 AM	2	0	0	7	9	6	81	0	1	88	0	0	0	0	0	0	2	0	1	3	100
08:45 AM	2	0	0	8	10	3	106	0	0	109	0	2	0	0	2	0	0	0	1	1	122
Total	7	0	0	32	39	11	390	0	1	402	0	9	0	0	9	0	3	0	7	10	460
04:00 PM	6	0	0	5	11	2	228	0	0	230	0	0	0	0	0	0	0	0	0	0	241
04:15 PM	3	0	0	7	10	1	231	0	0	232	0	0	0	0	0	0	0	0	2	2	244
04:30 PM	6	1	0	4	11	1	208	1	0	210	0	0	0	0	0	0	0	0	0	0	221
04:45 PM	2	1	0	4	7	1	222	0	0	223	0	0	0	0	0	0	0	0	0	0	230
Total	17	2	0	20	39	5	889	1	0	895	0	0	0	0	0	0	0	0	2	2	936
05:00 PM	3	0	0	6	9	0	247	0	3	250	0	0	0	0	0	0	1	0	0	1	260
05:15 PM	0	0	0	5	5	0	262	0	0	262	0	1	2	0	3	0	0	1	0	1	271
05:30 PM	7	0	0	8	15	1	226	0	3	230	0	0	0	0	0	0	0	0	4	4	249
05:45 PM	0	0	0	7	7	0	203	0	1	204	0	1	0	0	1	0	0	1	0	1	213
Total	10	0	0	26	36	1	938	0	7	946	0	2	2	0	4	0	1	2	4	7	993
Grand Total	40	2	2	106	150	36	2615	1	8	2660	0	16	2	0	18	0	4	2	18	24	2852
Apprch %	26.7	1.3	1.3	70.7		1.4	98.3	0	0.3		0	88.9	11.1	0		0	16.7	8.3	75		
Total %	1.4	0.1	0.1	3.7	5.3	1.3	91.7	0	0.3	93.3	0	0.6	0.1	0	0.6	0	0.1	0.1	0.6	0.8	
All Vehicles (no classification)	37	0	2	0	39	31	2595	0	0	2626	0	16	2	0	18	0	0	2	0	2	2685
% All Vehicles (no classification)	92.5	0	100	0	26	86.1	99.2	0	0	98.7	0	100	100	0	100	0	0	100	0	8.3	94.1
Bicycles on Road																					
% Bicycles on Road	7.5	100	0	0	3.3	13.9	0.8	100	0	1	0	0	0	0	0	0	100	0	0	16.7	1.2
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	11.3	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4
Pedestrians																					
% Pedestrians	0	0	0	88.7	62.7	0	0	0	100	0.3	0	0	0	0	0	0	0	0	100	75	4.2

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504-523-5511

File Name : H_essence_way_at_basin_st
Site Code : 19-058
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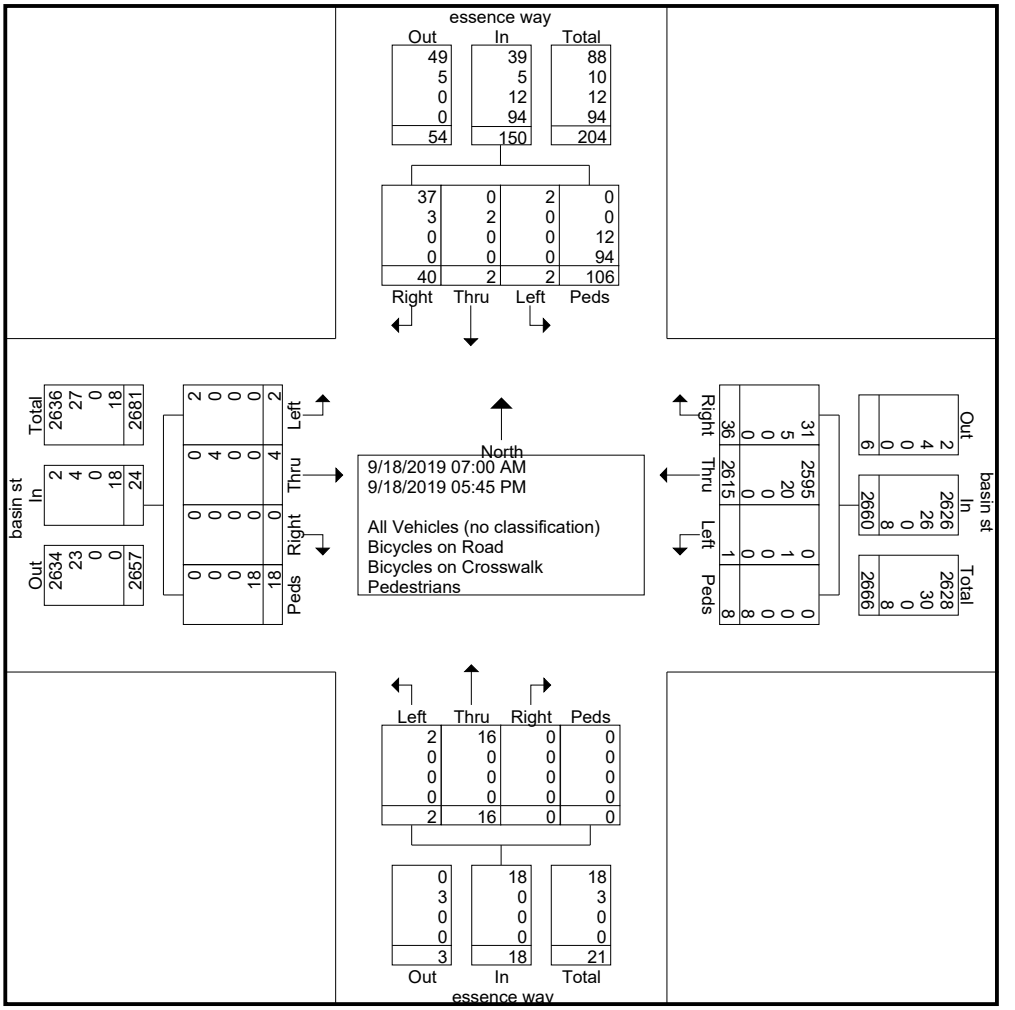

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File Name : H_essence_way_at_basin_st
Site Code : 19-058
Start Date : 9/18/2019
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	essence way Southbound					basin st Westbound					essence way Northbound					basin st Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	2	0	0	3	5	4	**107**	0	0	**111**	0	0	0	0	0	0	0	0	2	2	118
07:45 AM	2	0	0	**12**	**14**	**7**	100	0	0	107	0	2	0	0	2	0	0	0	1	1	124
08:00 AM	**3**	0	0	9	12	0	107	0	0	107	0	2	0	0	2	0	**1**	0	**3**	**4**	**125**
08:15 AM	0	0	0	8	8	2	96	0	0	98	0	**5**	0	0	**5**	0	0	0	2	2	113
Total Volume	7	0	0	32	39	13	410	0	0	423	0	9	0	0	9	0	1	0	8	9	480
% App. Total	17.9	0	0	82.1		3.1	96.9	0	0		0	100	0	0		0	11.1	0	88.9		
PHF	.583	.000	.000	.667	.696	.464	.958	.000	.000	.953	.000	.450	.000	.000	.450	.000	.250	.000	.667	.563	.960
All Vehicles (no classification)	6	0	0	0	6	11	405	0	0	416	0	9	0	0	9	0	0	0	0	0	431
% All Vehicles (no classification)	85.7	0	0	0	15.4	84.6	98.8	0	0	98.3	0	100	0	0	100	0	0	0	0	0	89.8
Bicycles on Road																					
% Bicycles on Road	14.3	0	0	0	2.6	15.4	1.2	0	0	1.7	0	0	0	0	0	0	100	0	0	11.1	1.9
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	6.3	5.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4
Pedestrians	0	0	0	30	30	0	0	0	0	0	0	0	0	0	0	0	0	0	8	8	38
% Pedestrians	0	0	0	93.8	76.9	0	0	0	0	0	0	0	0	0	0	0	0	0	100	88.9	7.9

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File Name : H_essence_way_at_basin_st
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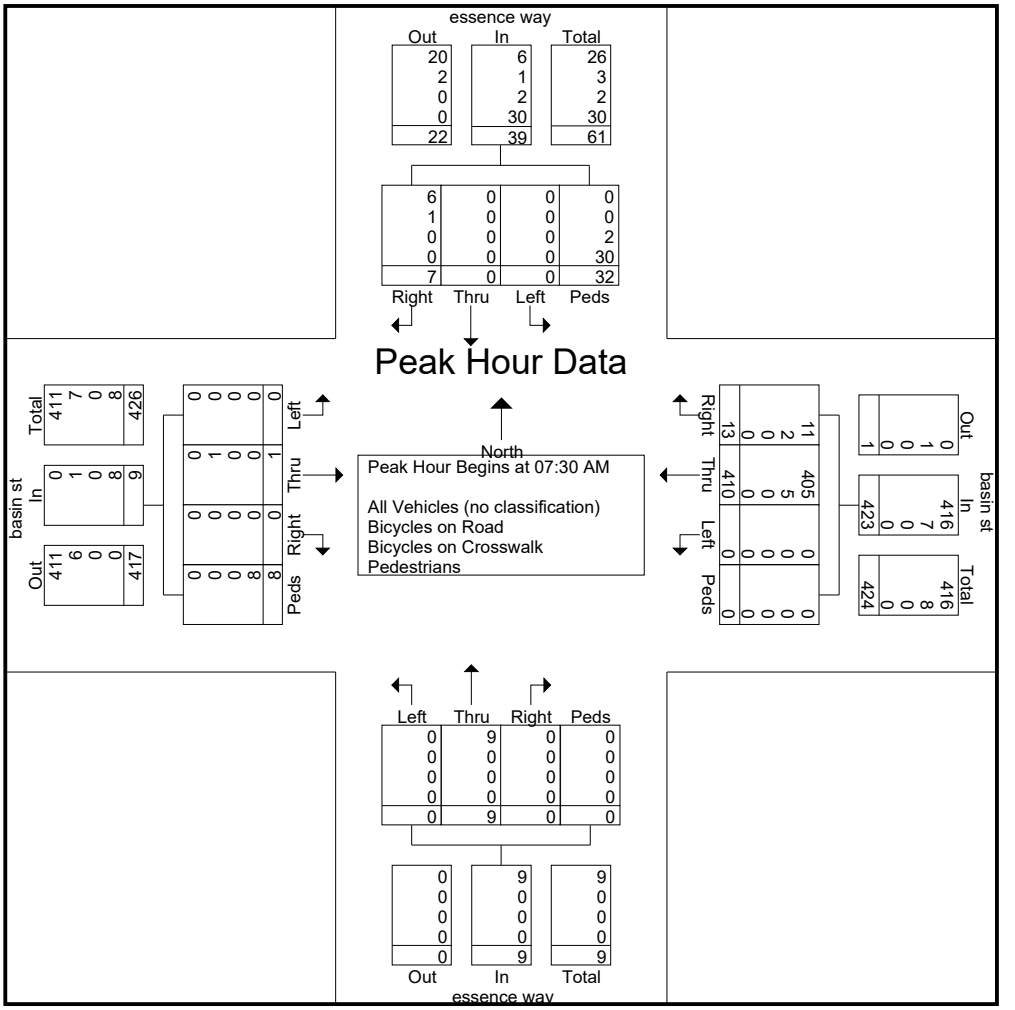

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File Name : H_essence_way_at_basin_st
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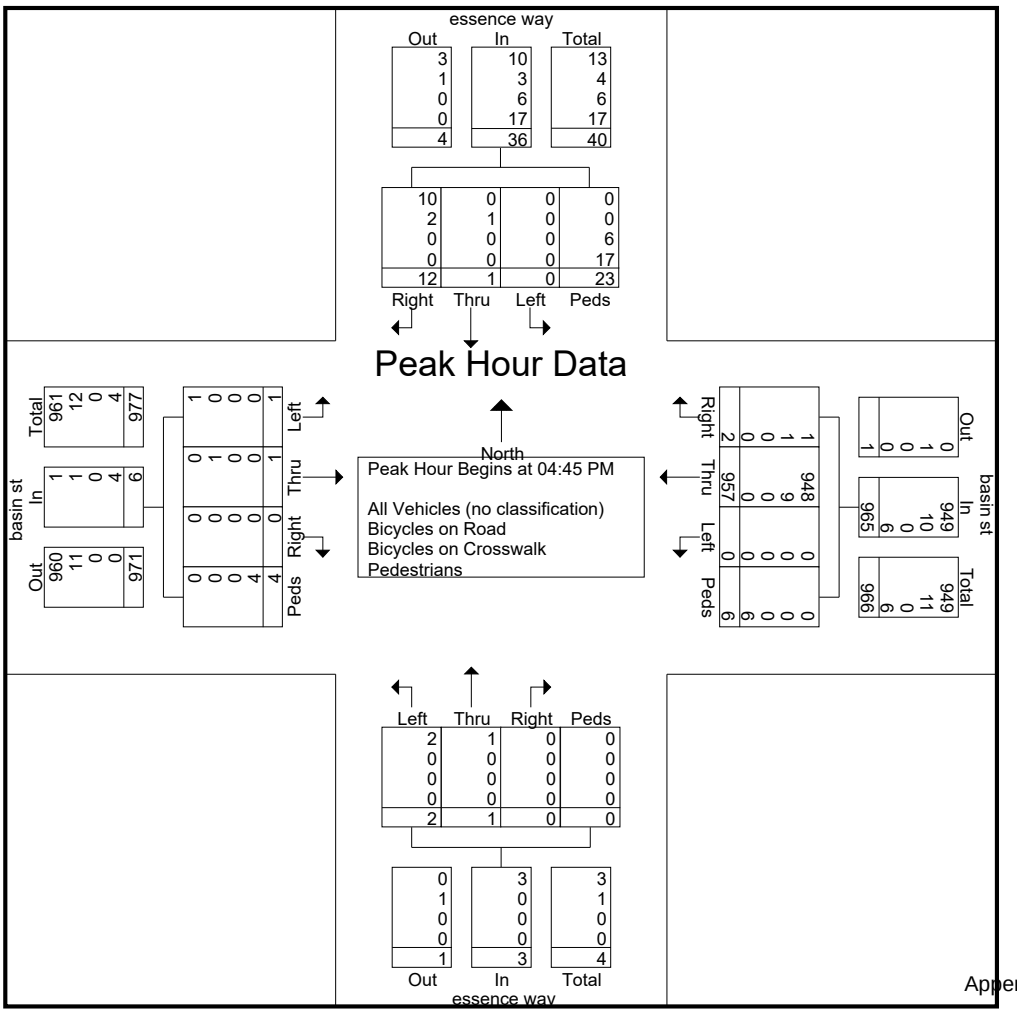
	essence way Southbound					basin st Westbound					essence way Northbound					basin st Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:30 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	2	**1**	0	4	7	**1**	222	0	0	223	0	0	0	0	0	0	0	0	0	0	230
05:00 PM	3	0	0	6	9	0	247	0	**3**	250	0	0	0	0	0	0	**1**	0	0	1	260
05:15 PM	0	0	0	5	5	0	**262**	0	0	**262**	0	**1**	**2**	0	**3**	0	0	**1**	0	1	**271**
05:30 PM	**7**	0	0	**8**	**15**	1	226	0	3	230	0	0	0	0	0	0	0	0	**4**	**4**	249
Total Volume	12	1	0	23	36	2	957	0	6	965	0	1	2	0	3	0	1	1	4	6	1010
% App. Total	33.3	2.8	0	63.9		0.2	99.2	0	0.6		0	33.3	66.7	0		0	16.7	16.7	66.7		
PHF	.429	.250	.000	.719	.600	.500	.913	.000	.500	.921	.000	.250	.250	.000	.250	.000	.250	.250	.250	.375	.932
All Vehicles (no classification)	10	0	0	0	10	1	948	0	0	949	0	1	2	0	3	0	0	1	0	1	963
% All Vehicles (no classification)	83.3	0	0	0	27.8	50.0	99.1	0	0	98.3	0	100	100	0	100	0	0	100	0	16.7	95.3
Bicycles on Road	16.7	100	0	0	8.3	50.0	0.9	0	0	1.0	0	0	0	0	0	0	100	0	0	16.7	1.4
% Bicycles on Road																					
Bicycles on Crosswalk	0	0	0	26.1	16.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6
% Bicycles on Crosswalk																					
Pedestrians	0	0	0	73.9	47.2	0	0	0	100	0.6	0	0	0	0	0	0	0	0	100	66.7	2.7
% Pedestrians																					



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Miovision Scout
Intersection Count
New Orleans, LA
Orleans Parish

File Name : I_Crozat_at_Basin
Site Code : 19-058
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Groups Printed- All Vehicles (no classification) - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

	Basin St Southbound				Basin St Northbound				Crozat St Eastbound				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
04:00 PM	16	230	1	247	1	0	0	1	3	0	6	9	257
04:15 PM	16	225	1	242	0	0	0	0	7	0	14	21	263
04:30 PM	19	241	2	262	0	0	0	0	4	0	15	19	281
04:45 PM	13	230	2	245	0	0	0	0	4	0	7	11	256
Total	64	926	6	996	1	0	0	1	18	0	42	60	1057
05:00 PM	11	196	4	211	0	0	0	0	7	0	5	12	223
05:15 PM	5	217	2	224	0	0	0	0	10	0	3	13	237
05:30 PM	6	237	5	248	0	1	0	1	6	0	2	8	257
05:45 PM	12	280	4	296	0	0	0	0	11	0	4	15	311
Total	34	930	15	979	0	1	0	1	34	0	14	48	1028
07:00 AM	11	173	2	186	0	0	0	0	2	0	6	8	194
07:15 AM	6	206	2	214	0	0	0	0	2	0	13	15	229
07:30 AM	12	287	6	305	0	0	0	0	0	0	9	9	314
07:45 AM	16	288	4	308	0	0	0	0	3	0	21	24	332
Total	45	954	14	1013	0	0	0	0	7	0	49	56	1069
08:00 AM	23	306	3	332	0	0	0	0	1	0	15	16	348
08:15 AM	19	358	4	381	0	0	0	0	5	0	14	19	400
08:30 AM	16	372	2	390	0	0	0	0	0	0	6	6	396
08:45 AM	10	322	7	339	0	0	0	0	0	0	16	16	355
Total	68	1358	16	1442	0	0	0	0	6	0	51	57	1499
Grand Total	211	4168	51	4430	1	1	0	2	65	0	156	221	4653
Apprch %	4.8	94.1	1.2		50	50	0		29.4	0	70.6		
Total %	4.5	89.6	1.1	95.2	0	0	0	0	1.4	0	3.4	4.7	
All Vehicles (no classification)	202	4128	0	4330	0	0	0	0	65	0	0	65	4395
% All Vehicles (no classification)	95.7	99	0	97.7	0	0	0	0	100	0	0	29.4	94.5
Bicycles on Road	9	40	0	49	1	1	0	2	0	0	0	0	51
% Bicycles on Road	4.3	1	0	1.1	100	100	0	100	0	0	0	0	1.1
Bicycles on Crosswalk	0	0	7	7	0	0	0	0	0	0	85	85	92
% Bicycles on Crosswalk	0	0	13.7	0.2	0	0	0	0	0	0	54.5	38.5	2
Pedestrians	0	0	44	44	0	0	0	0	0	0	71	71	115
% Pedestrians	0	0	86.3	1	0	0	0	0	0	0	45.5	32.1	2.5

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File Name : I_Crozat_at_Basin
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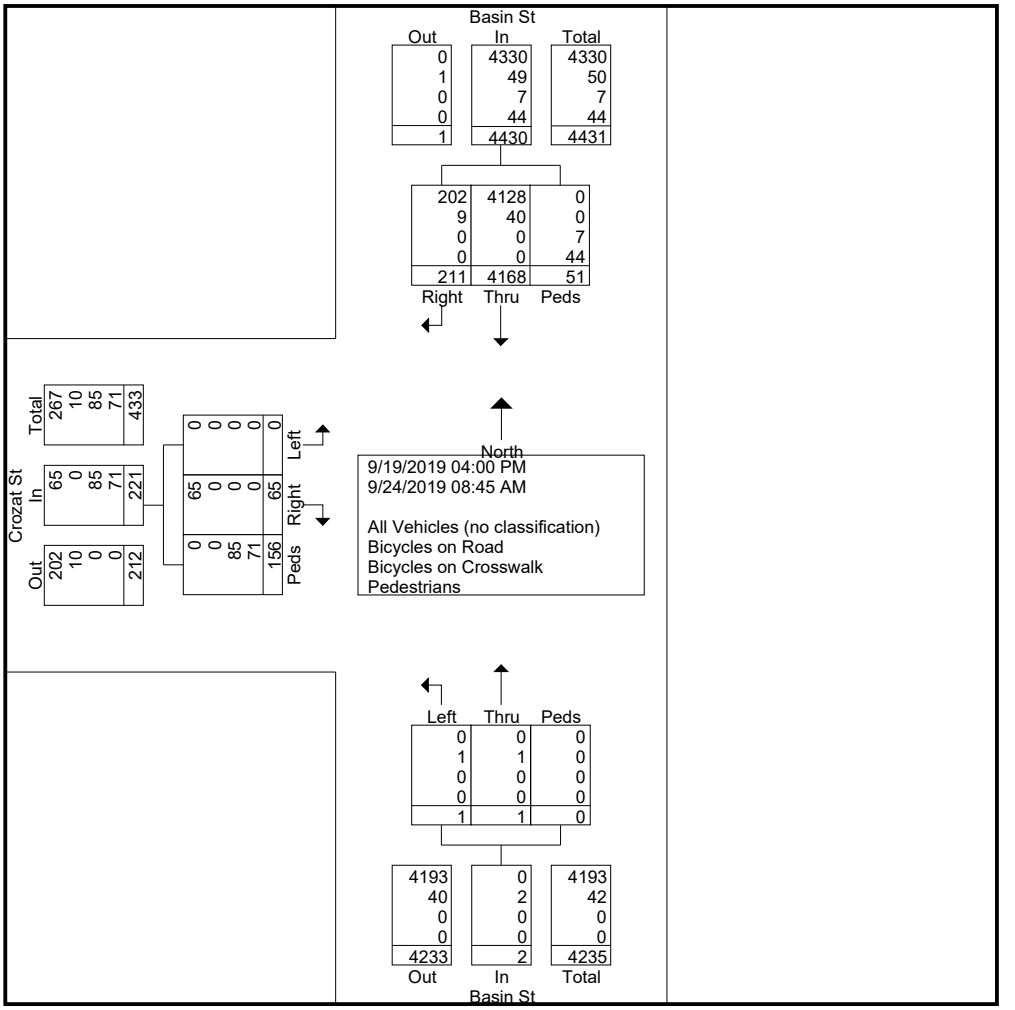

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File Name : I_Crozat_at_Basin
Site Code : 19-058
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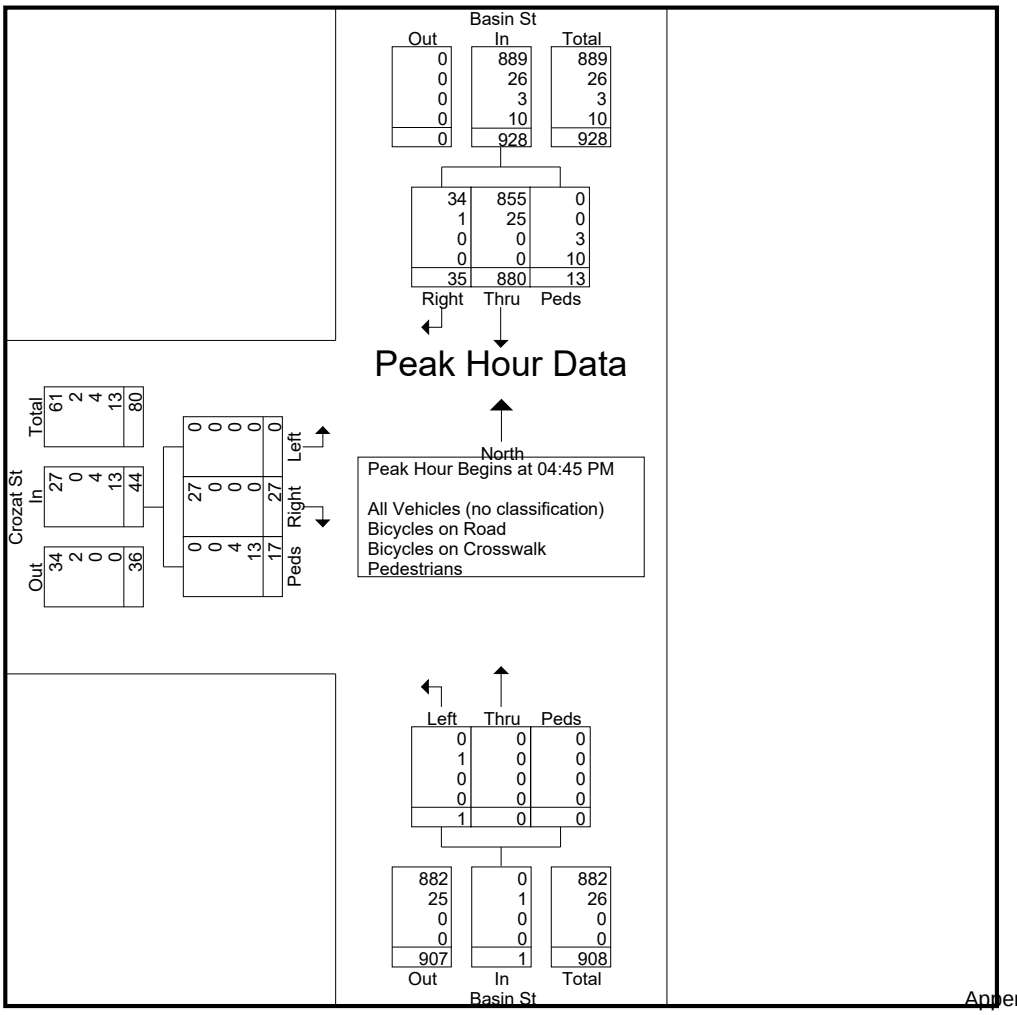
	Basin St Southbound				Basin St Northbound				Crozat St Eastbound				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:45 PM													
04:45 PM	**13**	230	2	245	0	0	0	0	4	0	**7**	11	256
05:00 PM	11	196	4	211	0	0	0	0	7	0	5	12	223
05:15 PM	5	217	2	224	0	0	0	0	**10**	0	3	**13**	237
05:30 PM	6	**237**	**5**	**248**	0	**1**	0	**1**	6	0	2	8	**257**
Total Volume	35	880	13	928	0	1	0	1	27	0	17	44	973
% App. Total	3.8	94.8	1.4		0	100	0		61.4	0	38.6		
PHF	.673	.928	.650	.935	.000	.250	.000	.250	.675	.000	.607	.846	.946
All Vehicles (no classification)	34	855	0	889	0	0	0	0	27	0	0	27	916
% All Vehicles (no classification)	97.1	97.2	0	95.8	0	0	0	0	100	0	0	61.4	94.1
Bicycles on Road	1	25	0	26	0	1	0	1	0	0	0	0	27
% Bicycles on Road	2.9	2.8	0	2.8	0	100	0	100	0	0	0	0	2.8
Bicycles on Crosswalk	0	0	3	3	0	0	0	0	0	0	4	4	7
% Bicycles on Crosswalk	0	0	23.1	0.3	0	0	0	0	0	0	23.5	9.1	0.7
Pedestrians	0	0	10	10	0	0	0	0	0	0	13	13	23
% Pedestrians	0	0	76.9	1.1	0	0	0	0	0	0	76.5	29.5	2.4



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File Name : I_Crozat_at_Basin
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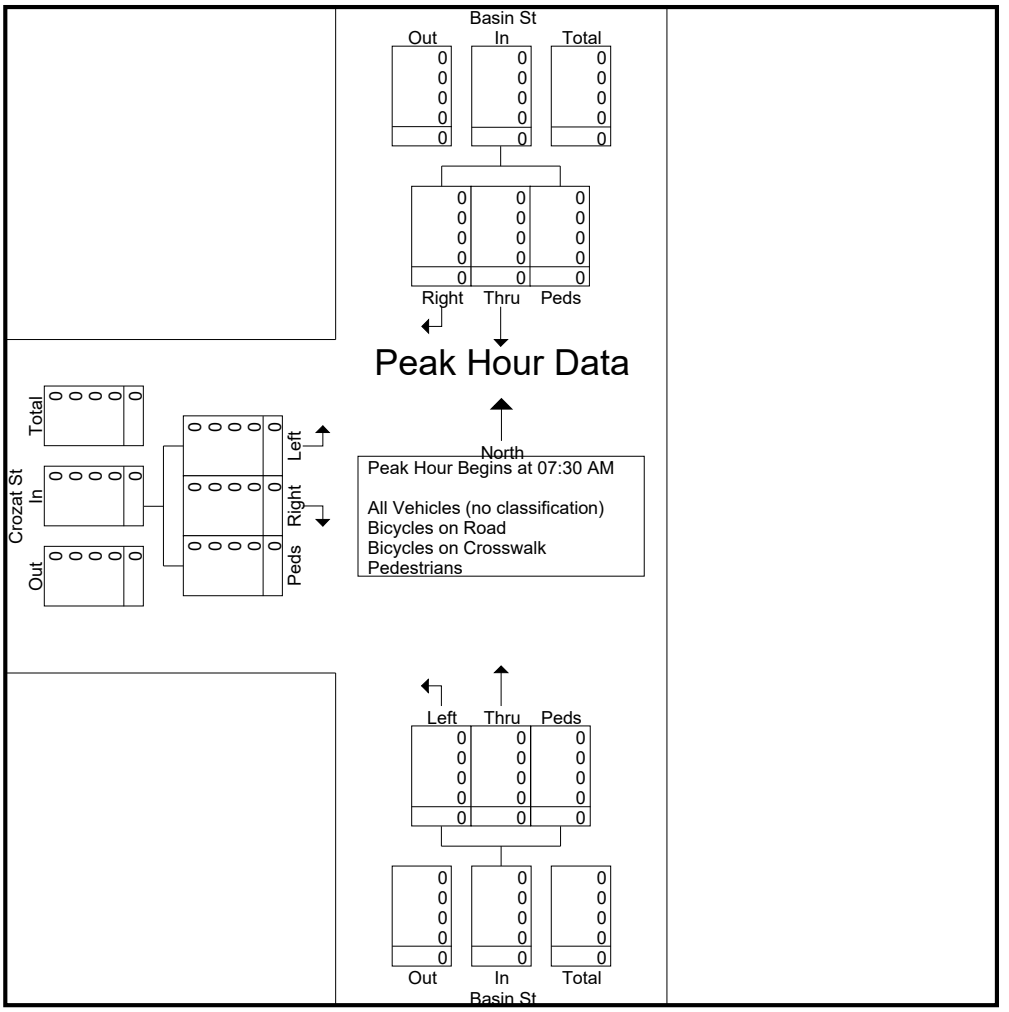
	Basin St Southbound				Basin St Northbound				Crozat St Eastbound				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:30 AM													
07:30 AM	12	287	**6**	305	0	0	0	0	0	0	9	9	314
07:45 AM	16	288	4	308	0	0	0	0	3	0	**21**	**24**	332
08:00 AM	**23**	306	3	332	0	0	0	0	1	0	15	16	348
08:15 AM	19	**358**	4	**381**	0	0	0	0	**5**	0	14	19	**400**
Total Volume	70	1239	17	1326	0	0	0	0	9	0	59	68	1394
% App. Total	5.3	93.4	1.3		0	0	0		13.2	0	86.8		
PHF	.761	.865	.708	.870	.000	.000	.000	.000	.450	.000	.702	.708	.871
All Vehicles (no classification)	0	0	0	0	0	0	0	0	0	0	0	0	0
% All Vehicles (no classification)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0



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Miovision Scout
Intersection Count
New Orleans, LA
Orleans Parish

File Name : J_basin_u_turn__699013_09-18-2019 U-Turn
Site Code : 19-058
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Groups Printed- All Vehicles (no classification) - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

	basin st Southbound					side street Westbound					basin st Northbound					side street Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
07:00 AM	2	1	2	14	19	21	21	0	0	42	0	56	1	0	57	0	0	0	0	0	118
07:15 AM	0	0	1	11	12	27	48	0	0	75	0	66	3	0	69	0	0	0	0	0	156
07:30 AM	0	1	1	14	16	39	45	1	0	85	0	60	0	0	60	0	0	0	0	0	161
07:45 AM	2	1	0	12	15	32	45	0	0	77	1	56	2	0	59	0	0	0	0	0	151
Total	4	3	4	51	62	119	159	1	0	279	1	238	6	0	245	0	0	0	0	0	586
08:00 AM	0	1	0	12	13	40	45	0	0	85	0	58	0	0	58	0	0	0	0	0	156
08:15 AM	0	0	0	12	12	26	63	0	0	89	0	61	1	0	62	0	0	0	0	0	163
08:30 AM	1	1	1	14	17	18	37	0	0	55	1	52	2	0	55	0	0	1	0	1	128
08:45 AM	0	0	0	17	17	35	33	0	0	68	0	66	1	0	67	0	0	0	0	0	152
Total	1	2	1	55	59	119	178	0	0	297	1	237	4	0	242	0	0	1	0	1	599
04:00 PM	0	0	0	20	20	38	20	0	0	58	0	174	3	0	177	0	0	0	0	0	255
04:15 PM	0	0	1	18	19	41	23	0	0	64	0	174	2	0	176	0	0	0	0	0	259
04:30 PM	0	0	1	22	23	37	17	0	0	54	0	147	2	0	149	0	0	0	0	0	226
04:45 PM	0	0	1	6	7	37	26	0	0	63	0	184	1	0	185	0	0	0	0	0	255
Total	0	0	3	66	69	153	86	0	0	239	0	679	8	0	687	0	0	0	0	0	995
05:00 PM	0	2	0	17	19	46	20	0	0	66	1	225	3	0	229	0	0	0	0	0	314
05:15 PM	0	0	0	16	16	40	21	0	0	61	0	237	2	0	239	0	0	0	0	0	316
05:30 PM	0	0	0	12	12	39	25	0	0	64	0	186	3	0	189	0	0	0	0	0	265
05:45 PM	1	0	0	22	23	37	10	0	0	47	0	152	0	0	152	0	0	0	0	0	222
Total	1	2	0	67	70	162	76	0	0	238	1	800	8	0	809	0	0	0	0	0	1117
Grand Total	6	7	8	239	260	553	499	1	0	1053	3	1954	26	0	1983	0	0	1	0	1	3297
Apprch %	2.3	2.7	3.1	91.9		52.5	47.4	0.1	0		0.2	98.5	1.3	0		0	0	100	0		
Total %	0.2	0.2	0.2	7.2	7.9	16.8	15.1	0	0	31.9	0.1	59.3	0.8	0	60.1	0	0	0	0	0	
All Vehicles (no classification)	6	1	0	238	245	543	479	0	0	1022	0	1927	26	0	1953	0	0	0	0	0	3220
% All Vehicles (no classification)	100	14.3	0	99.6	94.2	98.2	96	0	0	97.1	0	98.6	100	0	98.5	0	0	0	0	0	97.7
Bicycles on Road																					
% Bicycles on Road	0	85.7	100	0.4	5.8	1.8	4	100	0	2.9	100	1.4	0	0	1.5	0	0	100	0	100	2.3
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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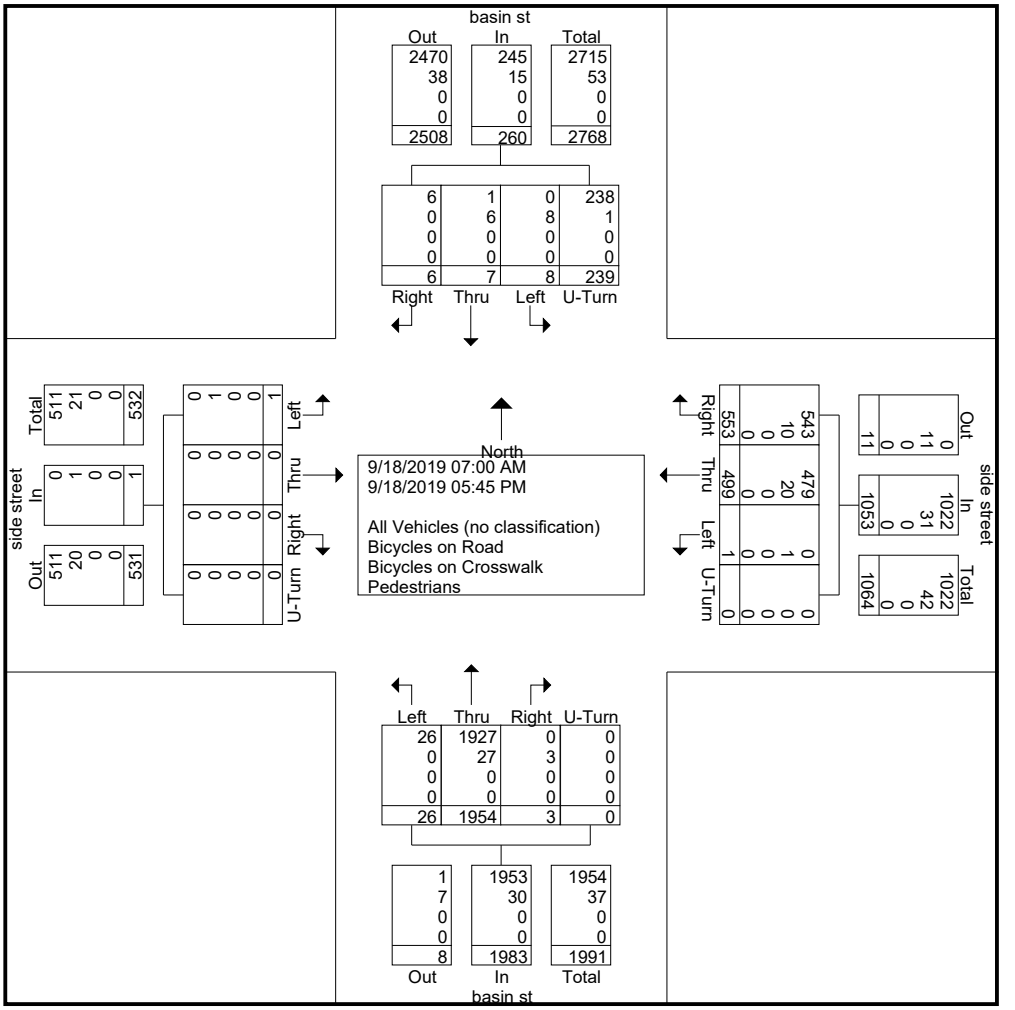

urban SYSTEMS **INC**
2000 Tulane Ave, Suite 200
New Orleans LA, 70112
504-523-5511

File Name : J_basin_u_turn__699013_09-18-2019 U-Turn
Site Code : 19-058
Start Date : 9/18/2019
Page No : 3

	basin st Southbound					side street Westbound					basin st Northbound					side street Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	**1**	**1**	**14**	**16**	39	45	**1**	0	85	0	60	0	0	60	0	0	0	0	0	161
07:45 AM	**2**	1	0	12	15	32	45	0	0	77	**1**	56	**2**	0	59	0	0	0	0	0	151
08:00 AM	0	1	0	12	13	**40**	45	0	0	85	0	58	0	0	58	0	0	0	0	0	156
08:15 AM	0	0	0	12	12	26	**63**	0	0	**89**	0	**61**	1	0	**62**	0	0	0	0	0	**163**
Total Volume	2	3	1	50	56	137	198	1	0	336	1	235	3	0	239	0	0	0	0	0	631
% App. Total	3.6	5.4	1.8	89.3		40.8	58.9	0.3	0		0.4	98.3	1.3	0		0	0	0	0		
PHF	.250	.750	.250	.893	.875	.856	.786	.250	.000	.944	.250	.963	.375	.000	.964	.000	.000	.000	.000	.000	.968
All Vehicles (no classification)	2	1	0	50	53	135	193	0	0	328	0	232	3	0	235	0	0	0	0	0	616
% All Vehicles (no classification)	100	33.3	0	100	94.6	98.5	97.5	0	0	97.6	0	98.7	100	0	98.3	0	0	0	0	0	97.6
Bicycles on Road																					
% Bicycles on Road	0	66.7	100	0	5.4	1.5	2.5	100	0	2.4	100	1.3	0	0	1.7	0	0	0	0	0	2.4
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

urban SYSTEMS **INC**
2000 Tulane Ave, Suite 200
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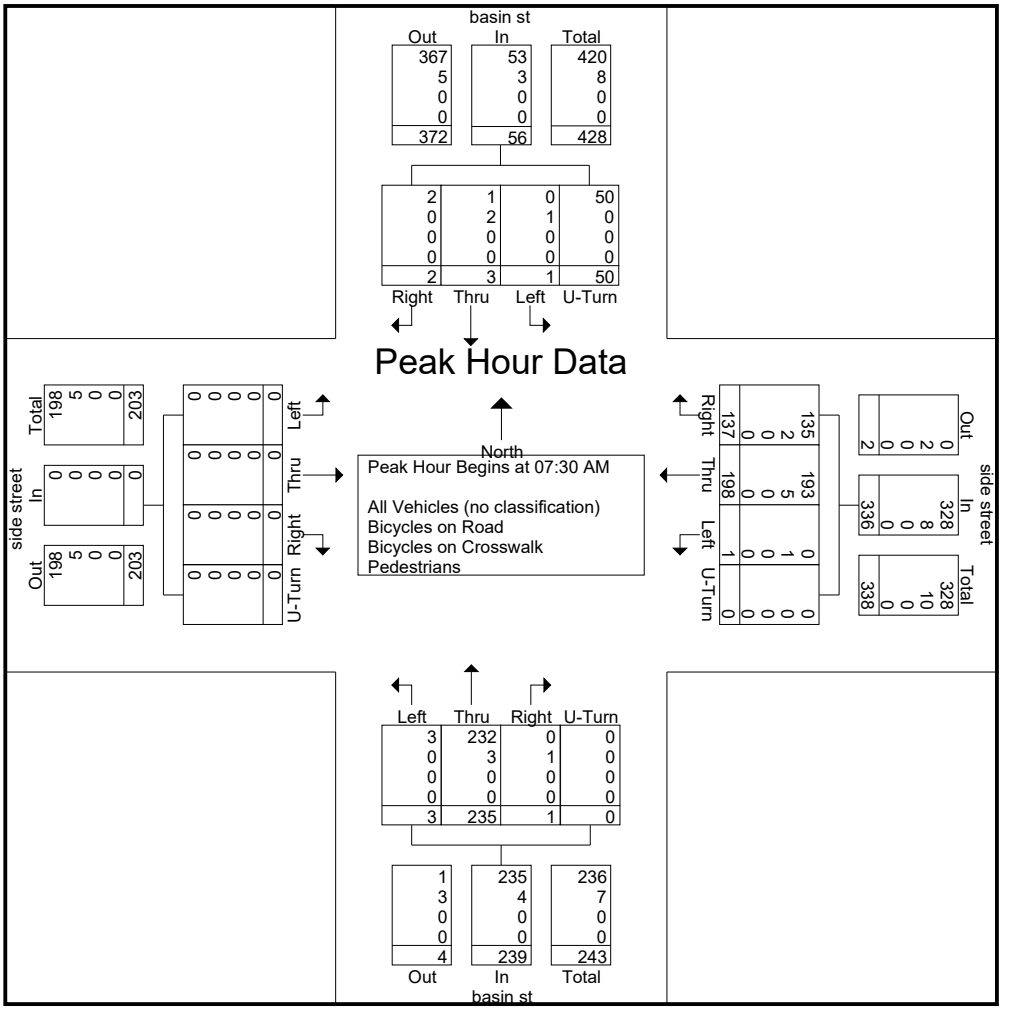
504-523-5511

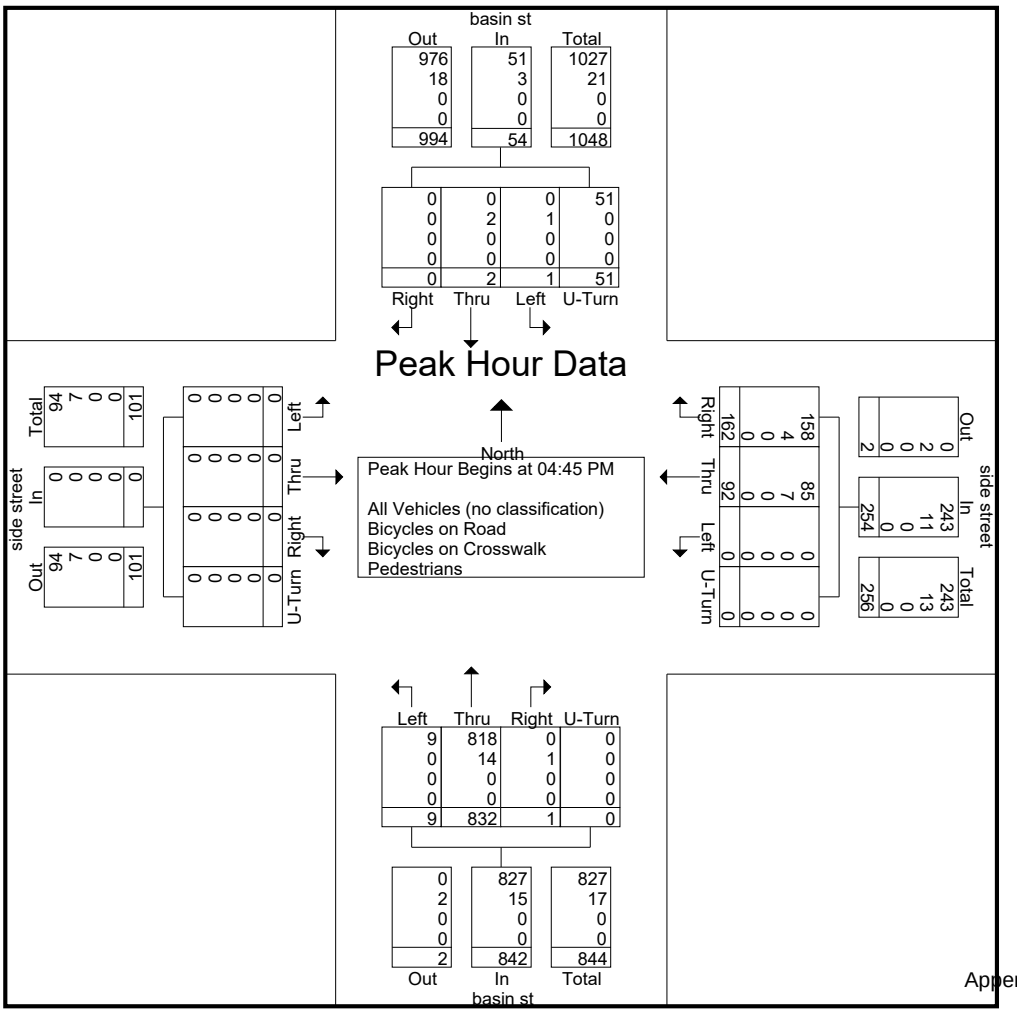
File Name : J_basin_u_turn__699013_09-18-2019 U-Turn
Site Code : 19-058
Start Date : 9/18/2019
Page No : 4



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

File Name : J_basin_u_turn__699013_09-18-2019 U-Turn
Site Code : 19-058
Start Date : 9/18/2019
Page No : 5

	basin st Southbound					side street Westbound					basin st Northbound					side street Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	**1**	6	7	37	**26**	0	0	63	0	184	1	0	185	0	0	0	0	0	255
05:00 PM	0	**2**	0	**17**	**19**	**46**	20	0	0	**66**	**1**	225	**3**	0	229	0	0	0	0	0	314
05:15 PM	0	0	0	16	16	40	21	0	0	61	0	**237**	2	0	**239**	0	0	0	0	0	**316**
05:30 PM	0	0	0	12	12	39	25	0	0	64	0	186	3	0	189	0	0	0	0	0	265
Total Volume	0	2	1	51	54	162	92	0	0	254	1	832	9	0	842	0	0	0	0	0	1150
% App. Total	0	3.7	1.9	94.4		63.8	36.2	0	0		0.1	98.8	1.1	0		0	0	0	0		
PHF	.000	.250	.250	.750	.711	.880	.885	.000	.000	.962	.250	.878	.750	.000	.881	.000	.000	.000	.000	.000	.910
All Vehicles (no classification)	0	0	0	51	51	158	85	0	0	243	0	818	9	0	827	0	0	0	0	0	1121
% All Vehicles (no classification)	0	0	0	100	94.4	97.5	92.4	0	0	95.7	0	98.3	100	0	98.2	0	0	0	0	0	97.5
Bicycles on Road																					
% Bicycles on Road	0	100	100	0	5.6	2.5	7.6	0	0	4.3	100	1.7	0	0	1.8	0	0	0	0	0	2.5
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



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

Miovision Scout
Intersection Count
New Orleans, LA
Orleans Parish

File Name : K_rampart_at_s_peters_st
Site Code : 19-058
Start Date : 9/18/2019
Page No : 1

Groups Printed- All Vehicles (no classification) - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

	n rampart Southbound					st peter st Westbound					n rampart Northbound					st peter st Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	41	249	0	1	291	4	8	2	9	23	0	55	0	2	57	0	0	1	6	7	378
07:15 AM	63	249	0	0	312	3	15	2	5	25	0	75	0	3	78	0	0	2	10	12	427
07:30 AM	60	314	0	4	378	4	13	4	5	26	0	69	0	2	71	0	0	0	9	9	484
07:45 AM	62	323	0	2	387	5	14	5	10	34	0	102	0	3	105	0	0	0	10	10	536
Total	226	1135	0	7	1368	16	50	13	29	108	0	301	0	10	311	0	0	3	35	38	1825
08:00 AM	68	305	0	5	378	8	19	3	10	40	0	92	0	2	94	0	0	0	6	6	518
08:15 AM	63	282	0	4	349	8	16	7	7	38	0	96	0	1	97	0	0	0	3	3	487
08:30 AM	46	272	0	4	322	1	8	1	6	16	0	76	0	0	76	0	0	0	7	7	421
08:45 AM	52	281	0	0	333	8	13	8	6	35	0	101	0	4	105	0	0	0	13	13	486
Total	229	1140	0	13	1382	25	56	19	29	129	0	365	0	7	372	0	0	0	29	29	1912
04:00 PM	42	187	0	7	236	13	13	10	16	52	1	248	0	8	257	0	0	0	18	18	563
04:15 PM	40	170	0	6	216	12	24	8	11	55	0	251	1	3	255	0	0	0	12	12	538
04:30 PM	34	129	0	6	169	15	17	5	8	45	0	265	0	7	272	0	0	0	18	18	504
04:45 PM	48	230	0	4	282	13	20	8	7	48	0	304	1	1	306	0	0	0	8	8	644
Total	164	716	0	23	903	53	74	31	42	200	1	1068	2	19	1090	0	0	0	56	56	2249
05:00 PM	45	180	0	8	233	12	17	9	15	53	0	285	0	5	290	0	0	0	20	20	596
05:15 PM	38	188	0	5	231	9	22	16	9	56	0	297	0	6	303	0	0	0	12	12	602
05:30 PM	43	156	0	11	210	10	23	6	3	42	0	270	1	1	272	0	1	0	15	16	540
05:45 PM	31	138	0	12	181	5	13	10	4	32	0	234	1	9	244	0	0	0	8	8	465
Total	157	662	0	36	855	36	75	41	31	183	0	1086	2	21	1109	0	1	0	55	56	2203
Grand Total	776	3653	0	79	4508	130	255	104	131	620	1	2820	4	57	2882	0	1	3	175	179	8189
Apprch %	17.2	81	0	1.8		21	41.1	16.8	21.1		0	97.8	0.1	2		0	0.6	1.7	97.8		
Total %	9.5	44.6	0	1	55	1.6	3.1	1.3	1.6	7.6	0	34.4	0	0.7	35.2	0	0	0	2.1	2.2	
All Vehicles (no classification)	762	3572	0	0	4334	124	250	103	0	477	0	2766	4	0	2770	0	0	0	0	0	7581
% All Vehicles (no classification)	98.2	97.8	0	0	96.1	95.4	98	99	0	76.9	0	98.1	100	0	96.1	0	0	0	0	0	92.6
Bicycles on Road																					
% Bicycles on Road	1.8	2.2	0	0	2.1	4.6	2	1	0	1.9	100	1.9	0	0	1.9	0	100	100	0	2.2	2
Bicycles on Crosswalk	0	0	0	10	10	0	0	0	4	4	0	0	0	4	4	0	0	0	11	11	29
% Bicycles on Crosswalk	0	0	0	12.7	0.2	0	0	0	3.1	0.6	0	0	0	7	0.1	0	0	0	6.3	6.1	0.4
Pedestrians																					
% Pedestrians	0	0	0	87.3	1.5	0	0	0	96.9	20.5	0	0	0	93	1.8	0	0	0	93.7	91.6	5

urban SYSTEMS **INC**
2000 Tulane Ave, Suite 200
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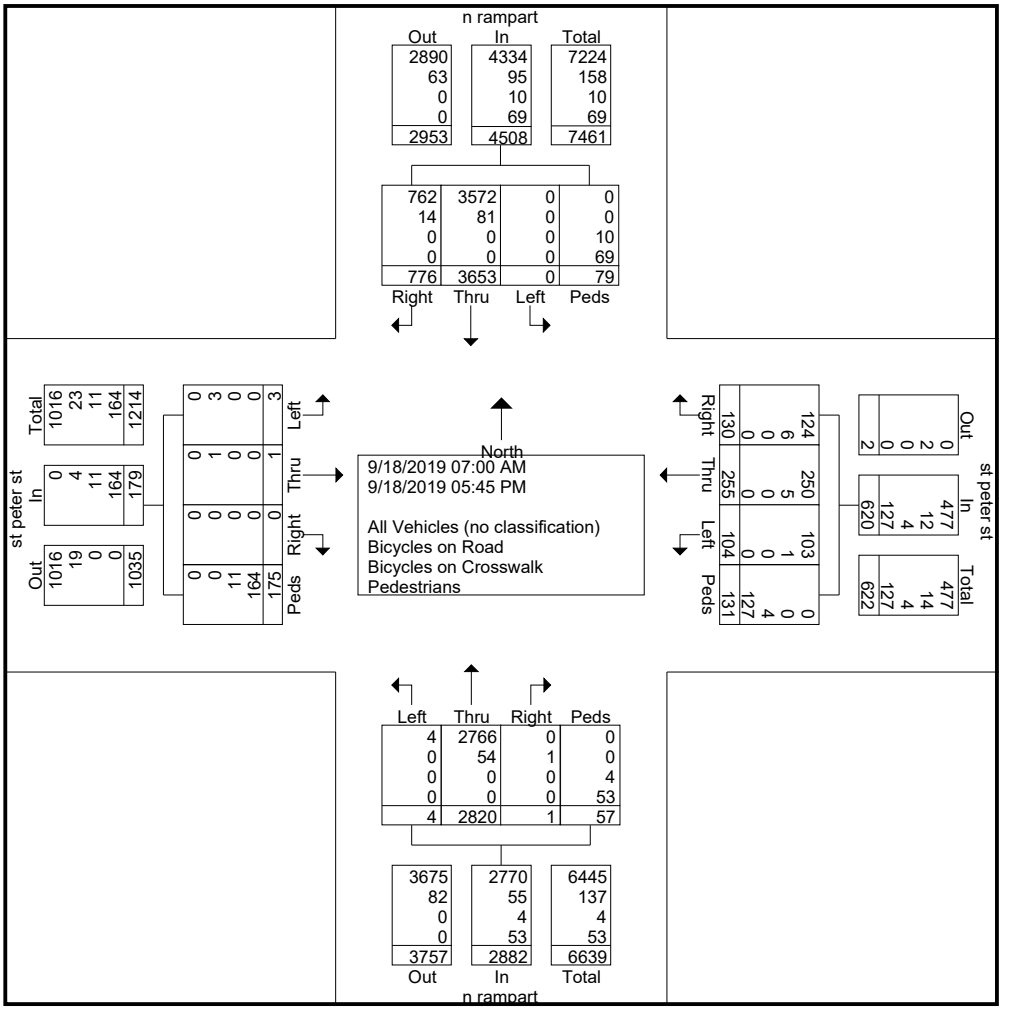
504-523-5511

File Name : K_rampart_at_s_peters_st
Site Code : 19-058
Start Date : 9/18/2019
Page No : 2



urban SYSTEMS **INC**
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New Orleans LA, 70112
504-523-5511

File Name : K_rampart_at_s_peters_st
Site Code : 19-058
Start Date : 9/18/2019
Page No : 3

	n rampart Southbound					st peter st Westbound					n rampart Northbound					st peter st Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	60	314	0	4	378	4	13	4	5	26	0	69	0	2	71	0	0	0	9	9	484
07:45 AM	62	**323**	0	2	**387**	5	14	5	**10**	34	0	**102**	0	**3**	**105**	0	0	0	**10**	**10**	**536**
08:00 AM	**68**	305	0	**5**	378	**8**	**19**	3	10	**40**	0	92	0	2	94	0	0	0	6	6	518
08:15 AM	63	282	0	4	349	8	16	**7**	7	38	0	96	0	1	97	0	0	0	3	3	487
Total Volume	253	1224	0	15	1492	25	62	19	32	138	0	359	0	8	367	0	0	0	28	28	2025
% App. Total	17	82	0	1		18.1	44.9	13.8	23.2		0	97.8	0	2.2		0	0	0	100		
PHF	.930	.947	.000	.750	.964	.781	.816	.679	.800	.863	.000	.880	.000	.667	.874	.000	.000	.000	.700	.700	.944
All Vehicles (no classification)	250	1204	0	0	1454	23	62	19	0	104	0	355	0	0	355	0	0	0	0	0	1913
% All Vehicles (no classification)	98.8	98.4	0	0	97.5	92.0	100	100	0	75.4	0	98.9	0	0	96.7	0	0	0	0	0	94.5
Bicycles on Road																					
% Bicycles on Road	1.2	1.6	0	0	1.5	8.0	0	0	0	1.4	0	1.1	0	0	1.1	0	0	0	0	0	1.4
Bicycles on Crosswalk	0	0	0	2	2	0	0	0	3	3	0	0	0	1	1	0	0	0	1	1	7
% Bicycles on Crosswalk	0	0	0	13.3	0.1	0	0	0	9.4	2.2	0	0	0	12.5	0.3	0	0	0	3.6	3.6	0.3
Pedestrians																					
% Pedestrians	0	0	0	86.7	0.9	0	0	0	90.6	21.0	0	0	0	87.5	1.9	0	0	0	96.4	96.4	3.8

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File Name : K_rampart_at_s_peters_st
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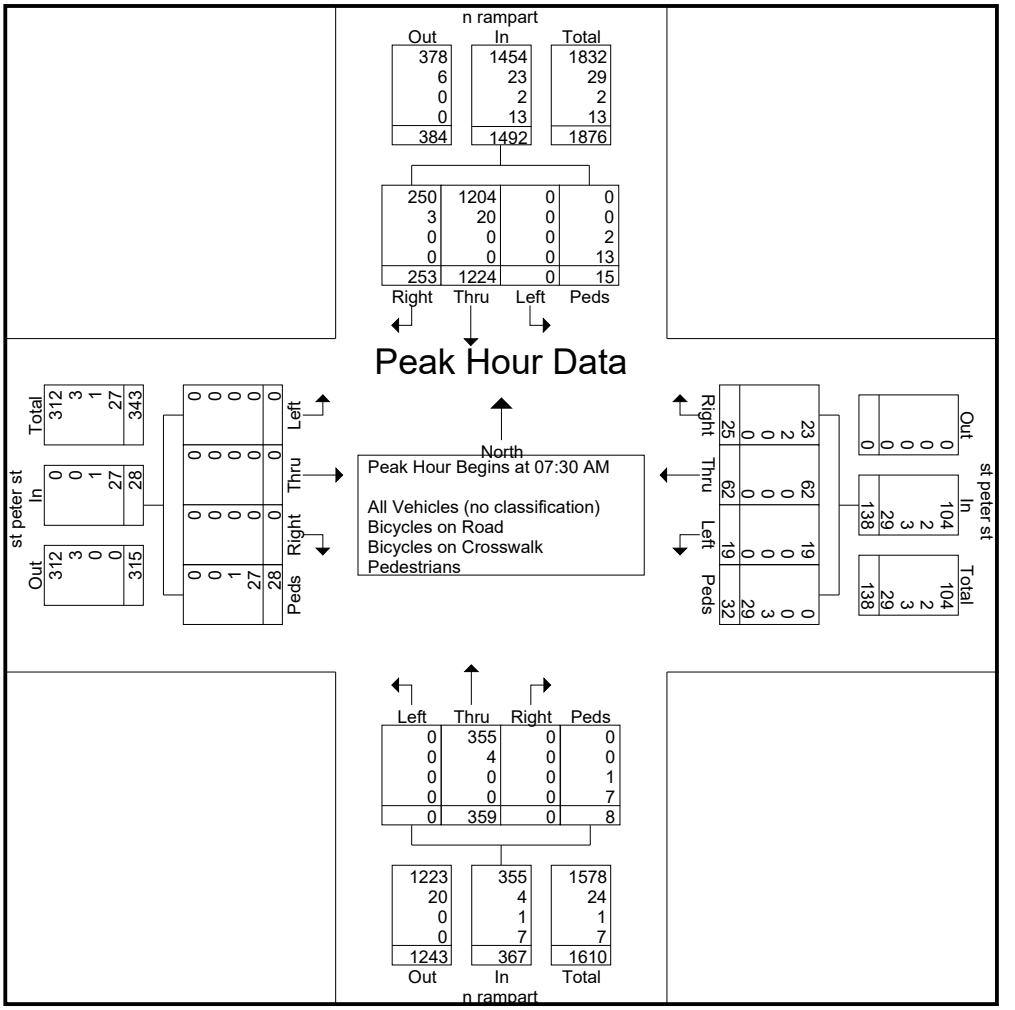

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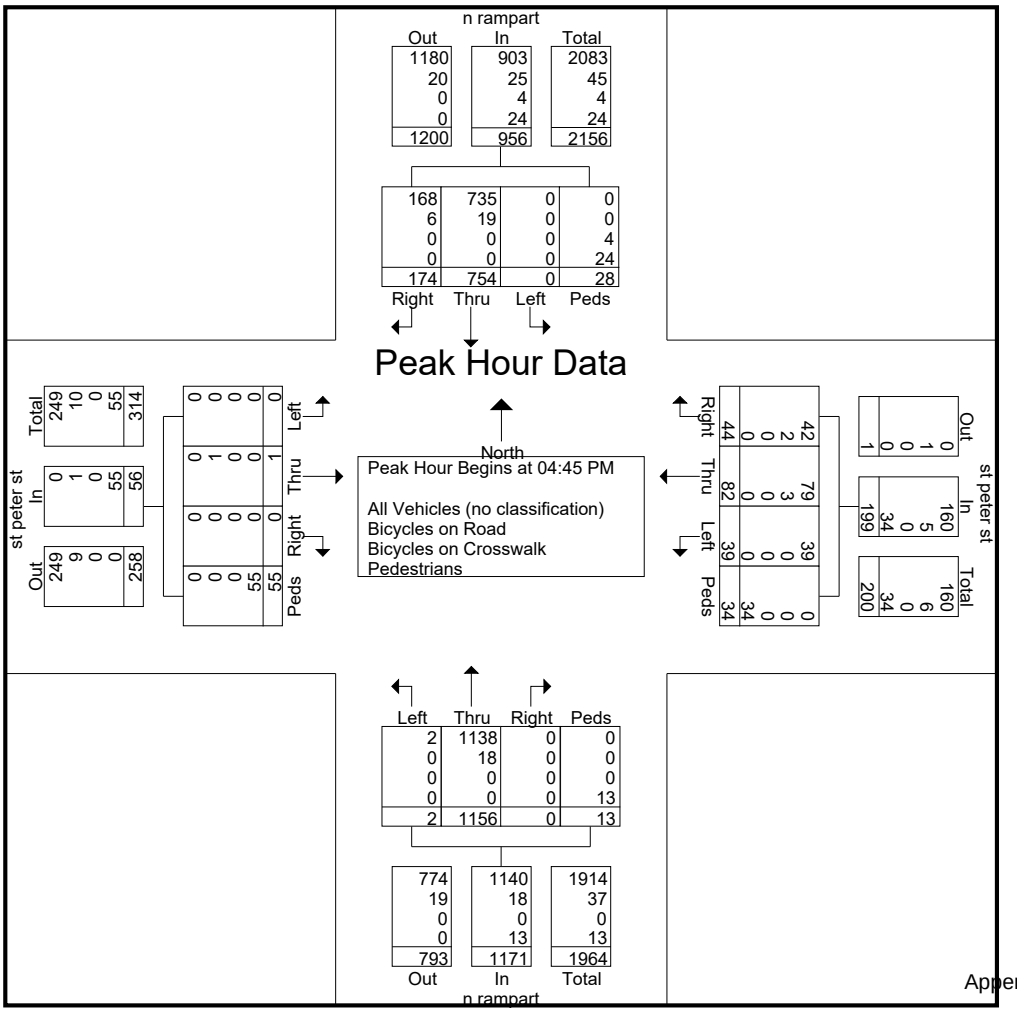
File Name : K_rampart_at_s_peters_st
Site Code : 19-058
Start Date : 9/18/2019
Page No : 5

	n rampart Southbound					st peter st Westbound					n rampart Northbound					st peter st Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	**48**	**230**	0	4	**282**	**13**	20	8	7	48	0	**304**	**1**	1	**306**	0	0	0	8	8	**644**
05:00 PM	45	180	0	8	233	12	17	9	**15**	53	0	285	0	5	290	0	0	0	**20**	**20**	596
05:15 PM	38	188	0	5	231	9	22	**16**	9	**56**	0	297	0	**6**	303	0	0	0	12	12	602
05:30 PM	43	156	0	**11**	210	10	**23**	6	3	42	0	270	1	1	272	0	**1**	0	15	16	540
Total Volume	174	754	0	28	956	44	82	39	34	199	0	1156	2	13	1171	0	1	0	55	56	2382
% App. Total	18.2	78.9	0	2.9		22.1	41.2	19.6	17.1		0	98.7	0.2	1.1		0	1.8	0	98.2		
PHF	.906	.820	.000	.636	.848	.846	.891	.609	.567	.888	.000	.951	.500	.542	.957	.000	.250	.000	.688	.700	.925
All Vehicles (no classification)	168	735	0	0	903	42	79	39	0	160	0	1138	2	0	1140	0	0	0	0	0	2203
% All Vehicles (no classification)	96.6	97.5	0	0	94.5	95.5	96.3	100	0	80.4	0	98.4	100	0	97.4	0	0	0	0	0	92.5
Bicycles on Road																					
% Bicycles on Road	3.4	2.5	0	0	2.6	4.5	3.7	0	0	2.5	0	1.6	0	0	1.5	0	100	0	0	1.8	2.1
Bicycles on Crosswalk	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
% Bicycles on Crosswalk	0	0	0	14.3	0.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2
Pedestrians																					
% Pedestrians	0	0	0	85.7	2.5	0	0	0	100	17.1	0	0	0	100	1.1	0	0	0	100	98.2	5.3



TRAFFIC SIGNAL INVENTORY

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

TSI NO. 36-063
PAGE: 1 OF 5

INTERSECTION: I-10 West Off Ramp @ Orleans Ave.		**CTRL SEC:** 410-90	**LOGMILE:**
CITY: New Orleans	**PARISH:** Orleans	**LAT:** 29.9649	**INSTALLATION DATE:** 07/02/70
TYPE SIGNAL: Semi-Actuated Time Based Coordination		**LONG:** -90.0743	**LAST REVISION DATE:** 11/27/16

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

Hours of Flashing Operation: Emergency

		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	
TIME	SEC	22.5	5.0	0.5	27.5	3.5	3.0	4.0	3.5	0.5										Offset = 63 sec
FO	SEC																			
YP	SEC																			
SPLIT	SEC	28		28	34			8												

PLAN = 1 CYCLE LENGTH = 70 TIMES OF OPERATION = ALL DAY,EVERYDAY

		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	
TIME	SEC																			Offset = sec
FO	SEC																			
YP	SEC																			
SPLIT	SEC																			

PLAN = CYCLE LENGTH = TIMES OF OPERATION =

		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	
TIME	SEC																			Offset = sec
FO	SEC																			
YP	SEC																			
SPLIT	SEC																			

PLAN = CYCLE LENGTH = TIMES OF OPERATION =

		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	
TIME	SEC																			Offset = sec
FO	SEC																			
YP	SEC																			
SPLIT	SEC																			

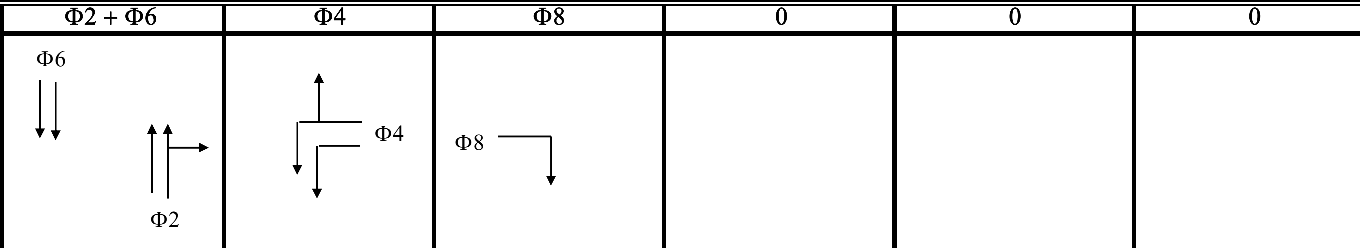
PLAN = CYCLE LENGTH = TIMES OF OPERATION =

		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	
TIME	SEC																			Offset = sec
FO	SEC																			
YP	SEC																			
SPLIT	SEC																			

PLAN = CYCLE LENGTH = TIMES OF OPERATION =

PHASING SEQUENCE

Φ2 + Φ6	Φ4	Φ8	0	0	0



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

TRAFFIC SIGNAL INVENTORY	TSI NO. 36-063
LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT	PAGE: 2 OF 5

Intersection: I-10 West Off Ramp @ Orleans Ave.

Phase Timing Parameters

	Phase Designation	1	2	3	4	5	6	7	8
	Movement Description		↑		←		↓		→
PARAMETER	RANGE								
MIN GREEN (MIN I)	0 - 99.0		5.0		5.0		5.0		4.0
PASSAGE TIME	0 - 9.9								1.0
MAX GREEN I (MAX I)	0 - 99.0		30.0		45.0		30.0		8.0
MAX GREEN II (MAX II)	0 - 99.0		50.0		50.0		50.0		50.0
YELLOW CLEARANCE (YEL)	3 - 9.9		5.0		3.5		5.0		3.5
RED CLEARANCE (RED)	0 - 9.9		0.5		3.0		0.5		0.5
WALK (WALK)	0 - 99.0								
PED CLEARANCE (P CLR)	0 - 99.0								
ADDED INITIAL GREEN	0 - 9.9								
TIME TO REDUCE	0 - 99.0								
TIME BEFORE REDUCTION	0 - 99.0								
MIN GAP	0 - 9.9								
MAX INITIAL GREEN	0 - 99								
WALK 2	0 - 99.0								
PED CLEARANCE 2	0 - 99.0								
MAX 3	0 - 99.0								
MAX EXTENSION	0 - 99.0								
RECALL	CODES		MAX		MAX		MAX		
DETECTOR # - DELAY (in sec.)	0 - 99.0								
DETECTOR # - EXTEND (in sec.)	0 - 9.9								

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

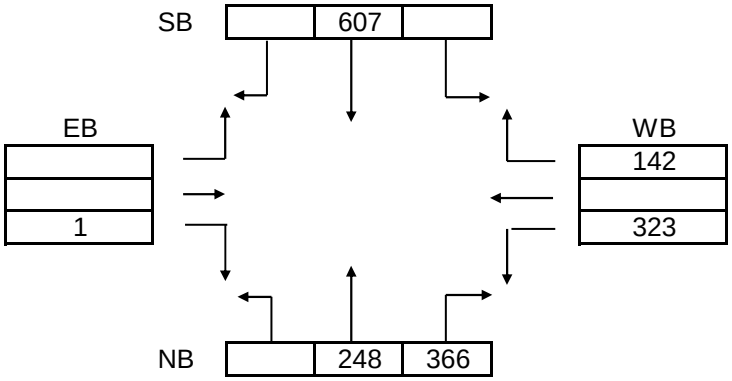
Note 1:
Note 2:
Note 3:
Note 4:
Note 5:
Note 6:

TRAFFIC SIGNAL INVENTORY

TSI NO. 36-063

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | PAGE: 4 OF 5

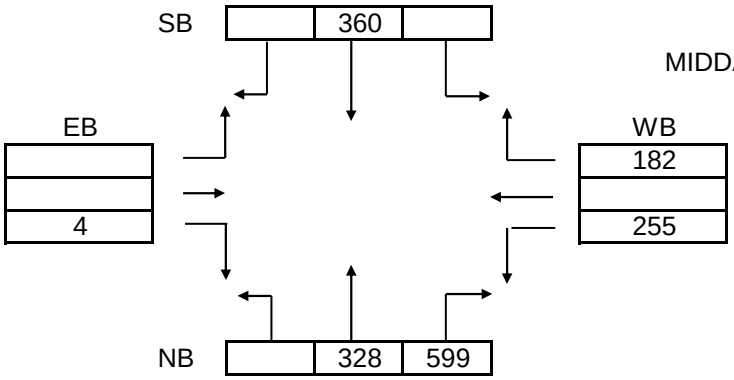
Intersection: I-10 West Off Ramp @ Orleans Ave.



AM PEAK HOUR: 7:15 AM to 8:15 AM

Count Date: 12/15/2015

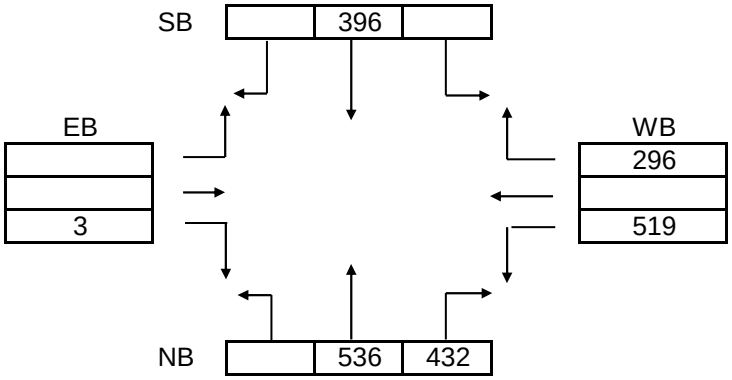
PHF: 0.9



MIDDAY PEAK HOUR: 2:30 PM to 3:30 PM

Count Date: 12/15/2015

PHF: 0.88



PM PEAK HOUR: 4:45 PM to 5:45 PM

Count Date: 12/15/2015

PHF: 0.97

TRAFFIC VOLUMES - VPH

Detector #	Phase	Equipment	Lane #	Size	# of Loops	Type
8	Φ8	Loop	EB1	6x6	4	Stopbar

TRAFFIC SIGNAL INVENTORY	TSI NO. 36-063
LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT/ TRAFFIC SECTION	SHEET: 5 OF 5
CONTROL SECTION: 450-90 **HIGHWAY:** I-10	**PARISH:** ORLEANS

Modification & Inspection Record

DATE	DESCRIPTION
11/27/17	UPDATED YELLOW AND RED CLEARANCES TO MEET CURRENT STANDARDS

TRAFFIC SIGNAL INVENTORY

TSI NO. 36-068

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

PAGE: 1 OF 5

INTERSECTION: I-10 Frontage Rd. (N. Claiborne Ave.) @ Orleans Ave. | **CTRL SEC:** 450-90 | **LOGMILE:**

CITY: New Orleans | **PARISH:** Orleans | **LAT:** 29.9643 | **INSTALLATION DATE:** 07/02/70

TYPE SIGNAL: Pre-timed Time Based Coordination | **LONG:** -90.0732 | **LAST REVISION DATE:** 11/27/17

PHASES		Φ2 + Φ6			Φ4 + Φ8															
INTERVALS		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	FL
SIGNAL FACES	1-19				G	Y	R													R
	20	G	Y	R																Y
	21	G	Y	R																Y
	22	G	Y	R																Y
	23	G	Y	R																Y
	24	G	Y	R																Y
	25	G	Y	R																Y
	26	G	Y	R																Y
	27	G	Y	R																Y
	28	G	Y	R																Y
	29	G	Y	R																Y
	30	G	Y	R																Y
	31	G	Y	R																Y
	32	G	Y	R																Y
	33	G	Y	R																Y
	34	G	Y	R																Y
	35	G	Y	R																Y
	36	G	Y	R																Y

Emergency

Hours of Flashing Operation:

TIME	SEC	51.0	4.0	1.0	19.0	4.0	1.0													Offset = 8 sec
FO	SEC	0			24															
YP	SEC																			
SPLIT	SEC																			

PLAN = 1 CYCLE LENGTH = 80 TIMES OF OPERATION = ALL DAY, EVERYDAY

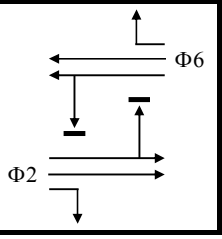
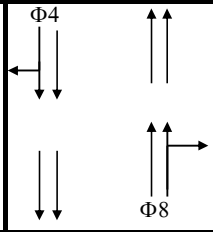
TIME	SEC																			Offset = sec
FO	SEC																			
YP	SEC																			
SPLIT	SEC																			

PLAN = CYCLE LENGTH = TIMES OF OPERATION =

TIME	SEC																			Offset = sec
FO	SEC																			
YP	SEC																			
SPLIT	SEC																			

PLAN = CYCLE LENGTH = TIMES OF OPERATION =

PHASING SEQUENCE

Φ2 + Φ6	Φ4 + Φ8	0	0	0	0
					

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

TRAFFIC SIGNAL INVENTORY	TSI NO. 36-068
LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT	PAGE: 2 OF 5

Intersection: I-10 Frontage Rd. (N. Claiborne Ave.) @ Orleans Ave.

Phase Timing Parameters

	Phase Designation	1	2	3	4	5	6	7	8
	Movement Description		→		↓		←		↑
PARAMETER	RANGE								
MIN GREEN (MIN I)	0 - 99.0		10.0		12.0		10.0		12.0
PASSAGE TIME	0 - 9.9								
MAX GREEN I (MAX I)	0 - 99.0		40.0		35.0		40.0		35.0
MAX GREEN II (MAX II)	0 - 99.0								
YELLOW CLEARANCE (YEL)	3 - 9.9		5.0		5.0		4.0		5.0
RED CLEARANCE (RED)	0 - 9.9		1.0		1.0		1.0		1.0
WALK (WALK)	0 - 99.0								
PED CLEARANCE (P CLR)	0 - 99.0								
ADDED INITIAL GREEN	0 - 9.9								
TIME TO REDUCE	0 - 99.0								
TIME BEFORE REDUCTION	0 - 99.0								
MIN GAP	0 - 9.9								
MAX INITIAL GREEN	0 - 99								
WALK 2	0 - 99.0								
PED CLEARANCE 2	0 - 99.0								
MAX 3	0 - 99.0								
MAX EXTENSION	0 - 99.0								
RECALL	CODES		MAX		MAX		MAX		MAX
DETECTOR # - DELAY (in sec.)	0 - 99.0								
DETECTOR # - EXTEND (in sec.)	0 - 9.9								

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

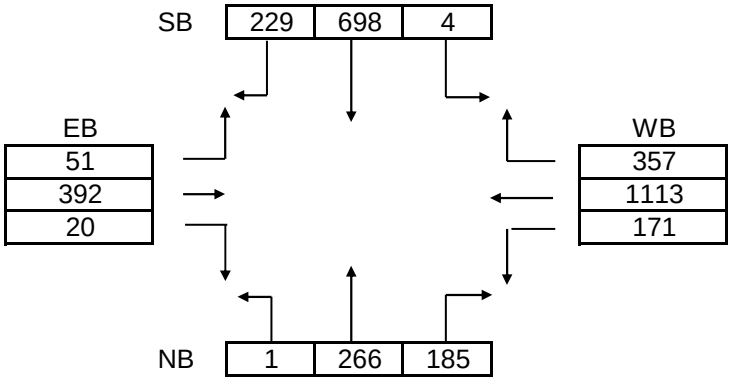
Note 1:
Note 2:
Note 3:
Note 4:
Note 5:
Note 6:

TRAFFIC SIGNAL INVENTORY

TSI NO. 36-068

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | PAGE: 4 OF 5

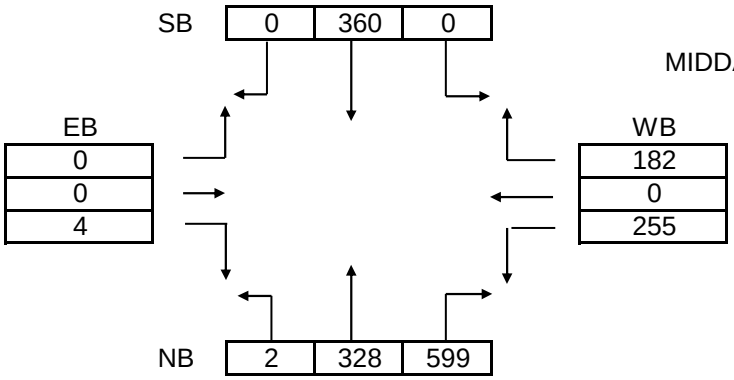
Intersection: I-10 Frontage Rd. (N. Claiborne Ave.) @ Orleans Ave.



AM PEAK HOUR: 7:30 AM to 8:30 AM

Count Date: 12/15/2015

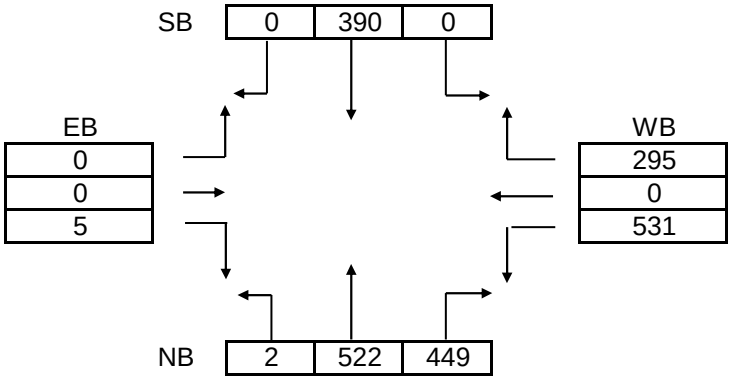
PHF: 0.98



MIDDAY PEAK HOUR: 2:30 PM to 3:30 PM

Count Date: 12/15/2015

PHF: 0.88



PM PEAK HOUR: 4:30 PM to 5:30 PM

Count Date: 12/15/2015

PHF: 0.97

TRAFFIC VOLUMES - VPH

Detector #	Phase	Equipment	Lane #	Size	# of Loops	Type

TRAFFIC SIGNAL INVENTORY	TSI NO. 36-068
LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT/ TRAFFIC SECTION	SHEET: 5 OF 5
CONTROL SECTION: 450-90 **HIGHWAY:** I-10	**PARISH:** ORLEANS

Modification & Inspection Record

DATE	DESCRIPTION
11/27/17	UPDATED YELLOW AND RED CLEARANCES TO MEET CURRENT STANDARDS

HCS7 Two-Way Stop-Control Report

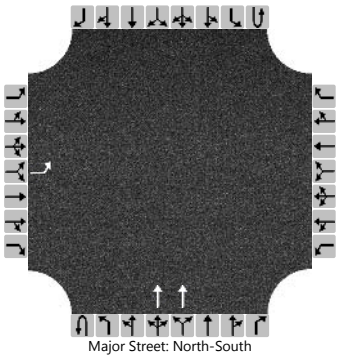
General Information

Analyst	MHM
Agency/Co.	USI
Date Performed	9/25/2019
Analysis Year	2019
Time Analyzed	AM Existing
Intersection Orientation	North-South
Project Description	19-058 Municipal Auditorium

Site Information

Intersection	Basin St at U-Turn
Jurisdiction	ORLEANS PARISH
East/West Street	U-Turn
North/South Street	Basin St
Peak Hour Factor	0.97
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	0	0		0	0	0	0	0	2	0	0	0	0	0
Configuration		L									T					
Volume (veh/h)		50									372					
Percent Heavy Vehicles (%)		2														
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

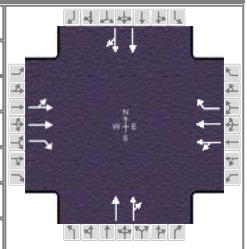
Base Critical Headway (sec)		7.5														
Critical Headway (sec)		6.84														
Base Follow-Up Headway (sec)		3.5														
Follow-Up Headway (sec)		3.52														

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		52														
Capacity, c (veh/h)		779														
v/c Ratio		0.07														
95% Queue Length, Q_{95} (veh)		0.2														
Control Delay (s/veh)		9.9														
Level of Service (LOS)		A														
Approach Delay (s/veh)		9.9														
Approach LOS		A														

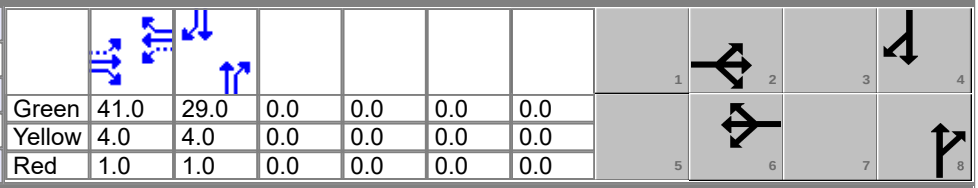
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.25
Analyst	MHM	Analysis Date	Oct 2, 2019	Area Type	Other
Jurisdiction	Orleans Parish	Time Period	AM	PHF	0.97
Urban Street	N Claiborne Ave	Analysis Year	2019 Existing	Analysis Period	1> 7:00
Intersection	Orleans Ave	File Name	Claiborne Ave at Orleans Ave AM Existing.xus		
Project Description	19-058 Municipal Auditorum				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	48	473	35	141	879	509		346	132		576	201

Signal Information			
Cycle, s	80.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	41.0	29.0	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	1.0	1.0	0.0	0.0	0.0	0.0						

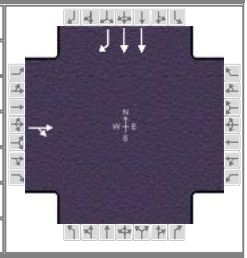
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		7.0		7.0		8.0		8.0
Phase Duration, s		46.0		46.0		34.0		34.0
Change Period, ($Y+R_c$), s		5.0		5.0		5.0		5.0
Max Allow Headway (*MAH*), s		0.0		0.0		3.1		3.1
Queue Clearance Time (g_s), s						10.3		16.8
Green Extension Time (g_e), s		0.0		0.0		2.6		2.4
Phase Call Probability						1.00		1.00
Max Out Probability						0.02		0.10

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16		8	18		4	14
Adjusted Flow Rate (*v*), veh/h	191	347	32	464	588	472		256	237		420	381
Adjusted Saturation Flow Rate (*s*), veh/h/ln	869	1702	1562	1213	1702	1582		1870	1695		1870	1687
Queue Service Time (g_s), s	2.7	10.0	0.8	17.6	20.6	16.6		8.0	8.3		14.4	14.8
Cycle Queue Clearance Time (g_c), s	23.3	10.0	0.8	27.5	20.6	16.6		8.0	8.3		14.4	14.8
Green Ratio (*g/C*)	0.51	0.51	0.51	0.51	0.51	0.51		0.36	0.36		0.36	0.36
Capacity (*c*), veh/h	502	872	800	681	872	811		678	615		678	612
Volume-to-Capacity Ratio (*X*)	0.380	0.397	0.040	0.681	0.674	0.582		0.377	0.386		0.620	0.622
Back of Queue (*Q*), ft/ln (50 th percentile)	48.5	93.7	6.9	185	201.4	149.3		90.8	83.9		172.4	155.6
Back of Queue (*Q*), veh/ln (50 th percentile)	1.9	3.7	0.3	7.4	7.9	5.9		3.6	3.4		6.8	6.2
Queue Storage Ratio (*RQ*) (50 th percentile)	0.00	0.00	0.05	0.00	0.00	1.00		0.00	0.00		0.00	0.00
Uniform Delay (d_1), s/veh	12.2	11.9	9.7	17.5	14.5	13.5		18.8	18.9		21.0	21.0
Incremental Delay (d_2), s/veh	2.2	1.4	0.1	5.4	4.2	3.0		1.6	1.8		4.2	4.7
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Control Delay (*d*), s/veh	14.4	13.3	9.8	22.9	18.7	16.6		20.4	20.7		25.2	25.7
Level of Service (LOS)	B	B	A	C	B	B		C	C		C	C
Approach Delay, s/veh / LOS	13.5	B		19.3	B		20.6	C		25.4	C	
Intersection Delay, s/veh / LOS	20.0						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.08	B	2.08	B	2.34	B	2.27	B
Bicycle LOS Score / LOS	0.96	A	1.74	B	0.89	A	1.15	A

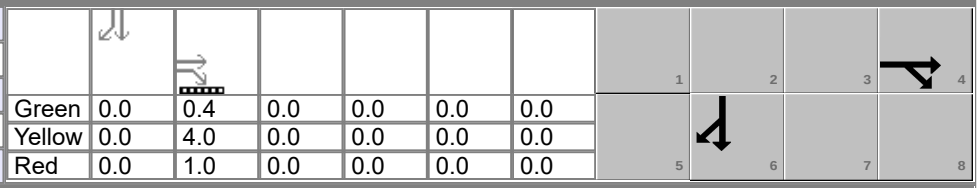
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.25
Analyst	MHM	Analysis Date	Oct 2, 2019	Area Type	Other
Jurisdiction	Orleans Parish	Time Period	AM	PHF	0.87
Urban Street	Crozat St	Analysis Year	2019 Existing	Analysis Period	1> 7:00
Intersection	Basin St	File Name	Basin at Crozat AM Existing.xus		
Project Description	19-058 Municipal Auditorium				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		0	9								1239	70

Signal Information			
Cycle, s	23.9	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	0.0	0.4	0.0	0.0	0.0	0.0						
Yellow	0.0	4.0	0.0	0.0	0.0	0.0						
Red	0.0	1.0	0.0	0.0	0.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4						6
Case Number		12.0						7.0
Phase Duration, s		5.4						18.5
Change Period, ($Y+R_c$), s		5.0						5.0
Max Allow Headway (*MAH*), s		3.5						3.0
Queue Clearance Time (g_s), s		2.2						8.9
Green Extension Time (g_e), s		0.0						4.6
Phase Call Probability		0.07						1.00
Max Out Probability		0.00						0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		4	14								6	16
Adjusted Flow Rate (*v*), veh/h		10									1424	72
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1585									1781	1502
Queue Service Time (g_s), s		0.2									6.9	0.5
Cycle Queue Clearance Time (g_c), s		0.2									6.9	0.5
Green Ratio (*g/C*)		0.02									0.56	0.56
Capacity (*c*), veh/h		27									2012	849
Volume-to-Capacity Ratio (*X*)		0.388									0.708	0.085
Back of Queue (*Q*), ft/ln (50 th percentile)		1.7									1.2	0.1
Back of Queue (*Q*), veh/ln (50 th percentile)		0.1									0.0	0.0
Queue Storage Ratio (*RQ*) (50 th percentile)		0.00									0.00	0.00
Uniform Delay (d_1), s/veh		11.6									3.8	2.4
Incremental Delay (d_2), s/veh		3.4									0.2	0.0
Initial Queue Delay (d_3), s/veh		0.0									0.0	0.0
Control Delay (*d*), s/veh		15.0									3.9	2.4
Level of Service (LOS)		B									A	A
Approach Delay, s/veh / LOS	15.0	B		0.0			0.0			3.9	A	
Intersection Delay, s/veh / LOS	3.9						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.69	B	1.92	B	1.40	A	1.60	B
Bicycle LOS Score / LOS	0.50	A					1.72	B

HCS7 Two-Way Stop-Control Report

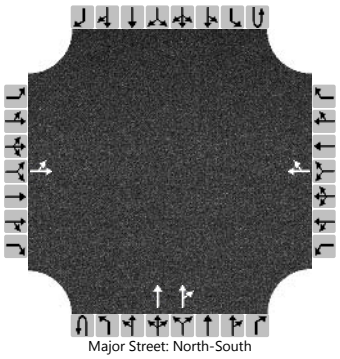
General Information

Analyst	MHM
Agency/Co.	USI
Date Performed	9/25/2019
Analysis Year	2019
Time Analyzed	AM Existing
Intersection Orientation	North-South
Project Description	19-058 Municipal Auditorium

Site Information

Intersection	Basin St at Essence Way
Jurisdiction	ORLEANS PARISH
East/West Street	Essence Way
North/South Street	Basin St
Peak Hour Factor	0.96
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	2	0	0	0	0	0
Configuration		LT						TR			T	TR				
Volume (veh/h)		0	9				0	7			410	13				
Percent Heavy Vehicles (%)		2	2				3	2								
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

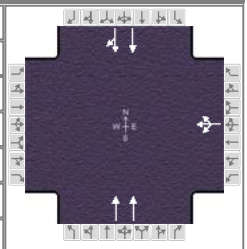
Base Critical Headway (sec)		7.5	6.5				6.5	6.9								
Critical Headway (sec)		6.84	6.54				6.56	6.94								
Base Follow-Up Headway (sec)		3.5	4.0				4.0	3.3								
Follow-Up Headway (sec)		3.52	4.02				4.03	3.32								

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		9						7								
Capacity, c (veh/h)		498						772								
v/c Ratio		0.02						0.01								
95% Queue Length, Q_{95} (veh)		0.1						0.0								
Control Delay (s/veh)		12.4						9.7								
Level of Service (LOS)		B						A								
Approach Delay (s/veh)	12.4				9.7											
Approach LOS	B				A											

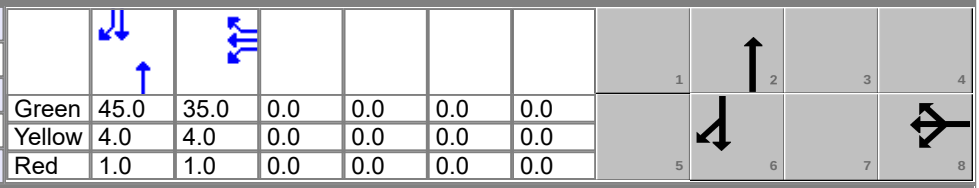
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.25
Analyst	MHM	Analysis Date	Oct 2, 2019	Area Type	Other
Jurisdiction	Orleans Parish	Time Period	AM	PHF	0.94
Urban Street	N Rampart St	Analysis Year	2019 Existing	Analysis Period	1> 7:00
Intersection	St. Peter St	File Name	N Rampart St at St Peter St AM Existing.xus		
Project Description	19-058 Municipal Auditorium				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				19	62	25		359			1224	253

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	45.0	35.0	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	1.0	1.0	0.0	0.0	0.0	0.0						

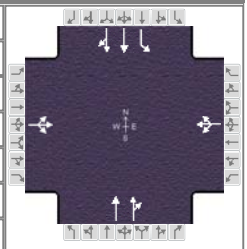
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2		6
Case Number				12.0		8.0		8.0
Phase Duration, s				40.0		50.0		50.0
Change Period, ($Y+R_c$), s				5.0		5.0		5.0
Max Allow Headway (*MAH*), s				2.1		2.1		2.1
Queue Clearance Time (g_s), s				5.8		7.4		37.9
Green Extension Time (g_e), s				0.1		1.6		1.4
Phase Call Probability				1.00		1.00		1.00
Max Out Probability				0.00		0.00		0.16

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3	8	18		2			6	16
Adjusted Flow Rate (*v*), veh/h					113			382			806	766
Adjusted Saturation Flow Rate (*s*), veh/h/ln					1766			1781			1870	1726
Queue Service Time (g_s), s					3.8			5.4			33.9	35.9
Cycle Queue Clearance Time (g_c), s					3.8			5.4			33.9	35.9
Green Ratio (*g/C*)					0.39			0.50			0.50	0.50
Capacity (*c*), veh/h					687			1781			935	863
Volume-to-Capacity Ratio (*X*)					0.164			0.214			0.861	0.887
Back of Queue (*Q*), ft/ln (50 th percentile)					41			52.7			404.8	401.1
Back of Queue (*Q*), veh/ln (50 th percentile)					1.6			2.1			15.9	16.0
Queue Storage Ratio (*RQ*) (50 th percentile)					0.00			0.00			0.00	0.00
Uniform Delay (d_1), s/veh					18.0			12.6			19.8	20.2
Incremental Delay (d_2), s/veh					0.5			0.3			10.3	13.1
Initial Queue Delay (d_3), s/veh					0.0			0.0			0.0	0.0
Control Delay (*d*), s/veh					18.5			12.9			30.0	33.3
Level of Service (LOS)					B			B			C	C
Approach Delay, s/veh / LOS	0.0			18.5		B	12.9		B	31.6		C
Intersection Delay, s/veh / LOS	27.4						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.15	B	2.15	B	1.38	A	1.38	A
Bicycle LOS Score / LOS			0.67	A	0.80	A	1.78	B

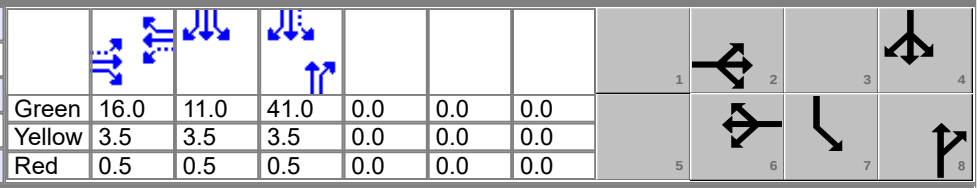
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.25
Analyst	MHM	Analysis Date	Oct 2, 2019	Area Type	Other
Jurisdiction	Orleans Parish	Time Period	AM	PHF	0.97
Urban Street	Basin St	Analysis Year	2019 Existing	Analysis Period	1> 7:00
Intersection	N Villere St	File Name	Basin St at N Villere St AM Existing.xus		
Project Description	19-058 Municipal Auditorium				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	0	0	0	89	1	44		377	38	25	819	0

Signal Information			
Cycle, s	80.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	16.0	11.0	41.0	0.0	0.0	0.0
Yellow	3.5	3.5	3.5	0.0	0.0	0.0
Red	0.5	0.5	0.5	0.0	0.0	0.0

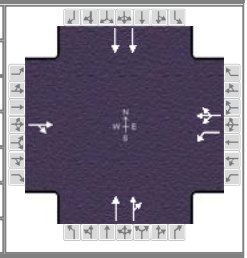
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8	7	4
Case Number		8.0		8.0		8.3	1.0	4.0
Phase Duration, s		20.0		20.0		45.0	15.0	60.0
Change Period, ($Y+R_c$), s		4.0		4.0		4.0	4.0	4.0
Max Allow Headway (*MAH*), s		0.0		3.3		3.0	3.1	3.0
Queue Clearance Time (g_s), s				8.4		7.2	2.4	9.0
Green Extension Time (g_e), s		0.0		0.1		3.0	0.0	3.0
Phase Call Probability				1.00		1.00	1.00	1.00
Max Out Probability				0.01		0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16		8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h		0			138			216	211	26	844	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln		0			1483			1870	1810	1781	1870	0
Queue Service Time (g_s), s		0.0			5.4			5.1	5.2	0.4	7.0	0.0
Cycle Queue Clearance Time (g_c), s		0.0			6.4			5.1	5.2	0.4	7.0	0.0
Green Ratio (*g/C*)					0.20			0.51	0.51	0.67	0.70	
Capacity (*c*), veh/h					371			959	927	765	2618	
Volume-to-Capacity Ratio (*X*)		0.000			0.372			0.226	0.228	0.034	0.322	0.000
Back of Queue (*Q*), ft/ln (50 th percentile)		0			65.6			51.6	49.8	3.2	52.5	0
Back of Queue (*Q*), veh/ln (50 th percentile)		0.0			2.6			2.0	2.0	0.1	2.1	0.0
Queue Storage Ratio (*RQ*) (50 th percentile)		0.00			0.00			0.00	0.00	0.02	0.00	0.00
Uniform Delay (d_1), s/veh					28.1			10.7	10.8	4.6	4.6	
Incremental Delay (d_2), s/veh		0.0			2.8			0.5	0.6	0.1	0.3	0.0
Initial Queue Delay (d_3), s/veh		0.0			0.0			0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh					30.9			11.3	11.3	4.7	5.0	
Level of Service (LOS)					C			B	B	A	A	
Approach Delay, s/veh / LOS	0.0			30.9		C	11.3		B	5.0		A
Intersection Delay, s/veh / LOS	9.4						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.12	B	2.29	B	1.66	B	1.62	B
Bicycle LOS Score / LOS	0.49	A	0.72	A	0.84	A	1.21	A

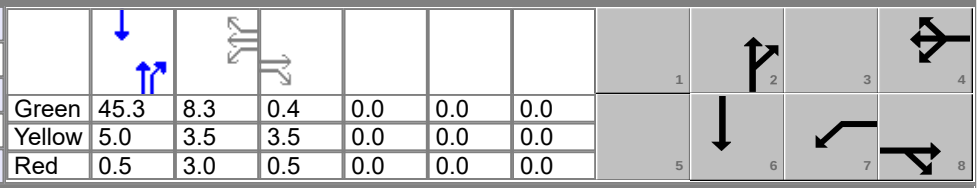
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.25
Analyst	MHM	Analysis Date	Oct 2, 2019	Area Type	Other
Jurisdiction	Orleans Parish	Time Period	AM	PHF	0.94
Urban Street	Orleans Ave	Analysis Year	2019 Existing	Analysis Period	1> 7:00
Intersection	I-10 WB On and Off Ra…	File Name	Orleans Ave at I-10 WB On and Off Ramps AM E…		
Project Description	19-058 Municipal Auditorium				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		0	5	139	0	76		268	654		638	

Signal Information			
Cycle, s	70.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	45.3	8.3	0.4	0.0	0.0	0.0						
Yellow	5.0	3.5	3.5	0.0	0.0	0.0						
Red	0.5	3.0	0.5	0.0	0.0	0.0						

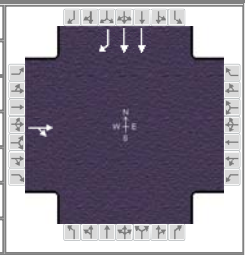
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4		2		6
Case Number		12.0		10.0		8.0		8.0
Phase Duration, s		4.4		14.8		50.8		50.8
Change Period, (*Y+R c*), s		4.0		6.5		5.5		5.5
Max Allow Headway (*MAH*), s		1.9		0.7		0.0		0.0
Queue Clearance Time (*g s*), s		2.2		8.4				
Green Extension Time (*g e*), s		0.0		0.0		0.0		0.0
Phase Call Probability		0.10		0.99				
Max Out Probability		0.00		0.00				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		8	18	7	4	14		2	12		6	
Adjusted Flow Rate (*v*), veh/h		5		74	155			285	348		679	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1536		1781	1675			1870	1585		1781	
Queue Service Time (*g s*), s		0.2		2.7	6.4			8.5	6.9		5.8	
Cycle Queue Clearance Time (*g c*), s		0.2		2.7	6.4			8.5	6.9		5.8	
Green Ratio (*g/C*)		0.01		0.12	0.12			0.65	0.65		0.65	
Capacity (*c*), veh/h		9		211	198			1211	1026		2306	
Volume-to-Capacity Ratio (*X*)		0.616		0.351	0.781			0.235	0.339		0.294	
Back of Queue (*Q*), ft/ln (50 th percentile)		3.7		28.9	70.7			35.9	47.9		42.4	
Back of Queue (*Q*), veh/ln (50 th percentile)		0.1		1.1	2.8			1.4	1.9		1.7	
Queue Storage Ratio (*RQ*) (50 th percentile)		0.00		0.13	0.00			0.00	0.00		0.00	
Uniform Delay (*d 1*), s/veh		34.7		28.4	31.9			5.1	5.6		5.4	
Incremental Delay (*d 2*), s/veh		23.5		0.4	2.5			0.5	0.9		0.3	
Initial Queue Delay (*d 3*), s/veh		0.0		0.0	0.0			0.0	0.0		0.0	
Control Delay (*d*), s/veh		58.2		28.8	34.5			5.6	6.5		5.7	
Level of Service (LOS)		E		C	C			A	A		A	
Approach Delay, s/veh / LOS	58.2	E		32.6	C		6.1	A		5.7	A	
Intersection Delay, s/veh / LOS	10.0						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.60	C	2.13	B	1.86	B	1.63	B
Bicycle LOS Score / LOS	0.50	A	0.86	A	1.01	A	1.05	A

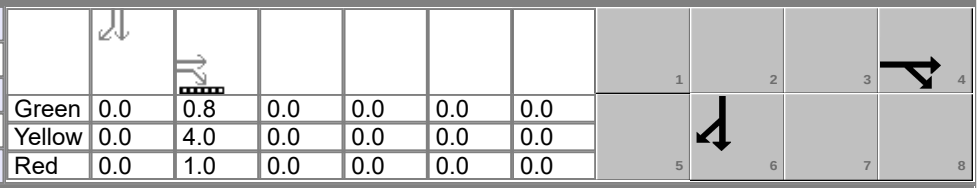
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.25
Analyst	MHM	Analysis Date	Oct 8, 2019	Area Type	Other
Jurisdiction	Orleans Parish	Time Period	PM	PHF	0.95
Urban Street	Crozat St	Analysis Year	2019 Existing	Analysis Period	1> 7:00
Intersection	Basin St	File Name	Basin at Crozat PM Existing.xus		
Project Description	19-058 Municipal Auditorium				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		0	27								880	35

Signal Information			
Cycle, s	19.1	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	0.0	0.8	0.0	0.0	0.0	0.0						
Yellow	0.0	4.0	0.0	0.0	0.0	0.0						
Red	0.0	1.0	0.0	0.0	0.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4						6
Case Number		12.0						7.0
Phase Duration, s		5.8						13.3
Change Period, ($Y+R_c$), s		5.0						5.0
Max Allow Headway (*MAH*), s		3.5						3.0
Queue Clearance Time (g_s), s		2.3						5.8
Green Extension Time (g_e), s		0.0						2.5
Phase Call Probability		0.14						1.00
Max Out Probability		0.00						0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		4	14								6	16
Adjusted Flow Rate (*v*), veh/h		28									926	33
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1585									1781	1525
Queue Service Time (g_s), s		0.3									3.8	0.2
Cycle Queue Clearance Time (g_c), s		0.3									3.8	0.2
Green Ratio (*g/C*)		0.04									0.43	0.43
Capacity (*c*), veh/h		70									1543	661
Volume-to-Capacity Ratio (*X*)		0.404									0.600	0.049
Back of Queue (*Q*), ft/ln (50 th percentile)		2.5									0.8	0.1
Back of Queue (*Q*), veh/ln (50 th percentile)		0.1									0.0	0.0
Queue Storage Ratio (*RQ*) (50 th percentile)		0.00									0.00	0.00
Uniform Delay (d_1), s/veh		8.9									4.2	3.1
Incremental Delay (d_2), s/veh		1.4									0.1	0.0
Initial Queue Delay (d_3), s/veh		0.0									0.0	0.0
Control Delay (*d*), s/veh		10.3									4.3	3.2
Level of Service (LOS)		B									A	A
Approach Delay, s/veh / LOS	10.3	B		0.0			0.0			4.3	A	
Intersection Delay, s/veh / LOS	4.4						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.68	B	1.91	B	1.39	A	1.62	B
Bicycle LOS Score / LOS	0.53	A					1.28	A

HCS7 Two-Way Stop-Control Report

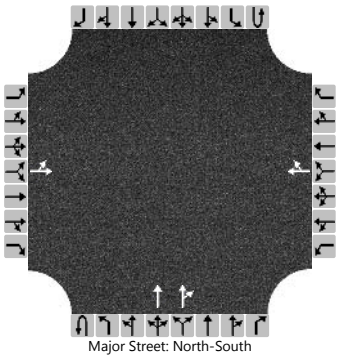
General Information

Analyst	MHM
Agency/Co.	USI
Date Performed	9/25/2019
Analysis Year	2019
Time Analyzed	PM Existing
Intersection Orientation	North-South
Project Description	19-058 Municipal Auditorium

Site Information

Intersection	Basin St at Essence Way
Jurisdiction	ORLEANS PARISH
East/West Street	Essence Way
North/South Street	Basin St
Peak Hour Factor	0.93
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	2	0	0	0	0	0
Configuration		LT						TR			T	TR				
Volume (veh/h)		2	1				0	12			957	2				
Percent Heavy Vehicles (%)		2	2				3	2								
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

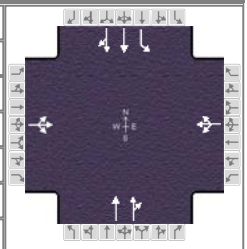
Base Critical Headway (sec)		7.5	6.5				6.5	6.9								
Critical Headway (sec)		6.84	6.54				6.56	6.94								
Base Follow-Up Headway (sec)		3.5	4.0				4.0	3.3								
Follow-Up Headway (sec)		3.52	4.02				4.03	3.32								

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		3						13								
Capacity, c (veh/h)		347						476								
v/c Ratio		0.01						0.03								
95% Queue Length, Q_{95} (veh)		0.0						0.1								
Control Delay (s/veh)		15.5						12.8								
Level of Service (LOS)		C						B								
Approach Delay (s/veh)		15.5				12.8										
Approach LOS		C				B										

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.25
Analyst	MHM	Analysis Date	Oct 10, 2019	Area Type	Other
Jurisdiction	Orleans Parish	Time Period	PM	PHF	0.98
Urban Street	Basin St	Analysis Year	2019 Existing	Analysis Period	1> 7:00
Intersection	N Villere St	File Name	Basin St at N Villere St PM Existing.xus		
Project Description	19-058 Municipal Auditorium				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	0	0	0	15	0	37		853	121	90	479	1

Signal Information			
Cycle, s	80.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4		
Green	16.0	11.0	41.0	0.0	0.0	0.0	5	6	7	8		
Yellow	3.5	3.5	3.5	0.0	0.0	0.0						
Red	0.5	0.5	0.5	0.0	0.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8	7	4
Case Number		8.0		8.0		8.3	1.0	4.0
Phase Duration, s		20.0		20.0		45.0	15.0	60.0
Change Period, (*Y+R c*), s		4.0		4.0		4.0	4.0	4.0
Max Allow Headway (*MAH*), s		0.0		3.4		3.1	3.1	3.1
Queue Clearance Time (*g s*), s				4.1		16.6	3.4	5.6
Green Extension Time (*g e*), s		0.0		0.1		3.0	0.1	3.1
Phase Call Probability				1.00		1.00	1.00	1.00
Max Out Probability				0.00		0.01	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16		8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h		0			53			510	483	92	245	245
Adjusted Saturation Flow Rate (*s*), veh/h/ln		0			1567			1870	1772	1781	1870	1869
Queue Service Time (*g s*), s		0.0			0.0			14.5	14.6	1.4	3.6	3.6
Cycle Queue Clearance Time (*g c*), s		0.0			2.1			14.5	14.6	1.4	3.6	3.6
Green Ratio (*g/C*)					0.20			0.51	0.51	0.67	0.70	0.70
Capacity (*c*), veh/h					371			959	908	522	1309	1308
Volume-to-Capacity Ratio (*X*)		0.000			0.143			0.532	0.532	0.176	0.187	0.187
Back of Queue (*Q*), ft/ln (50 th percentile)		0			23.2			151.9	142.3	12.7	28.5	28
Back of Queue (*Q*), veh/ln (50 th percentile)		0.0			0.9			6.0	5.7	0.5	1.1	1.1
Queue Storage Ratio (*RQ*) (50 th percentile)		0.00			0.00			0.00	0.00	0.08	0.00	0.00
Uniform Delay (*d 1*), s/veh					26.4			13.1	13.1	6.5	4.1	4.1
Incremental Delay (*d 2*), s/veh		0.0			0.8			2.1	2.2	0.7	0.3	0.3
Initial Queue Delay (*d 3*), s/veh		0.0			0.0			0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh					27.3			15.2	15.3	7.3	4.5	4.5
Level of Service (LOS)					C			B	B	A	A	A
Approach Delay, s/veh / LOS	0.0			27.3		C	15.2		B	4.9		A
Intersection Delay, s/veh / LOS	11.9						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.12	B	2.29	B	1.66	B	1.62	B
Bicycle LOS Score / LOS	0.49	A	0.58	A	1.31	A	0.97	A

HCS7 Two-Way Stop-Control Report

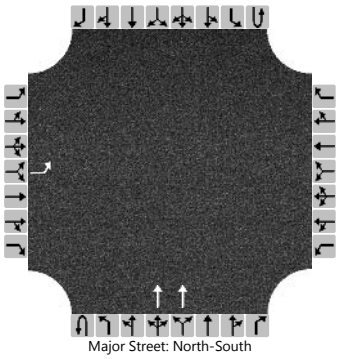
General Information

Analyst	MHM
Agency/Co.	USI
Date Performed	10/8/2019
Analysis Year	2019
Time Analyzed	PM Existing
Intersection Orientation	North-South
Project Description	19-058 Municipal Auditorium

Site Information

Intersection	Basin St at U-Turn
Jurisdiction	ORLEANS PARISH
East/West Street	U-Turn
North/South Street	Basin St
Peak Hour Factor	0.91
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	0	0		0	0	0	0	0	2	0	0	0	0	0
Configuration		L									T					
Volume (veh/h)		51									994					
Percent Heavy Vehicles (%)		2														
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

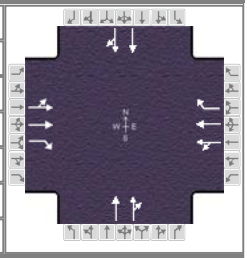
Base Critical Headway (sec)		7.5														
Critical Headway (sec)		6.84														
Base Follow-Up Headway (sec)		3.5														
Follow-Up Headway (sec)		3.52														

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		56														
Capacity, c (veh/h)		468														
v/c Ratio		0.12														
95% Queue Length, Q_{95} (veh)		0.4														
Control Delay (s/veh)		13.7														
Level of Service (LOS)		B														
Approach Delay (s/veh)		13.7														
Approach LOS		B														

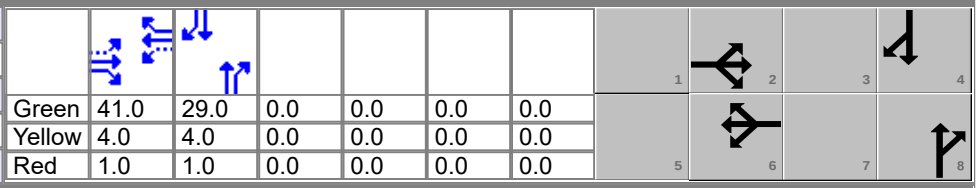
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.25
Analyst	MHM	Analysis Date	Oct 8, 2019	Area Type	Other
Jurisdiction	Orleans Parish	Time Period	PM	PHF	0.97
Urban Street	N Claiborne Ave	Analysis Year	2019 Existing	Analysis Period	1> 7:00
Intersection	Orleans Ave	File Name	Claiborne Ave at Orleans Ave PM Existing.xus		
Project Description	19-058 Municipal Auditorum				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	81	1207	47	65	762	265		589	343		462	278

Signal Information			
Cycle, s	80.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	41.0	29.0	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	1.0	1.0	0.0	0.0	0.0	0.0						

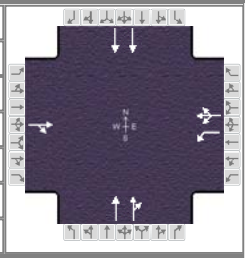
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		7.0		7.0		8.0		8.0
Phase Duration, s		46.0		46.0		34.0		34.0
Change Period, ($Y+R_c$), s		5.0		5.0		5.0		5.0
Max Allow Headway (*MAH*), s		0.0		0.0		3.2		3.2
Queue Clearance Time (g_s), s						21.3		16.4
Green Extension Time (g_e), s		0.0		0.0		2.8		3.5
Phase Call Probability						1.00		1.00
Max Out Probability						0.46		0.20

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16		8	18		4	14
Adjusted Flow Rate (*v*), veh/h	327	1001	43	67	786	245		513	448		408	354
Adjusted Saturation Flow Rate (*s*), veh/h/ln	514	1702	1562	0	1702	1579		1870	1632		1870	1612
Queue Service Time (g_s), s	7.7	41.0	1.1	0.0	33.4	7.2		18.2	19.3		13.5	14.4
Cycle Queue Clearance Time (g_c), s	41.0	41.0	1.1	41.0	33.4	7.2		18.2	19.3		13.5	14.4
Green Ratio (*g/C*)	0.51	0.51	0.51	0.51	0.51	0.51		0.36	0.36		0.36	0.36
Capacity (*c*), veh/h	320	872	800	90	872	809		678	592		678	584
Volume-to-Capacity Ratio (*X*)	1.021	1.148	0.054	0.743	0.901	0.303		0.757	0.757		0.602	0.606
Back of Queue (*Q*), ft/ln (50 th percentile)	198.6	842	9.4	58.5	373.3	62.5		235.3	206.4		165.5	144.3
Back of Queue (*Q*), veh/ln (50 th percentile)	7.9	33.2	0.4	2.3	14.7	2.5		9.3	8.3		6.5	5.8
Queue Storage Ratio (*RQ*) (50 th percentile)	0.00	0.00	0.06	0.00	0.00	0.42		0.00	0.00		0.00	0.00
Uniform Delay (d_1), s/veh	22.0	19.5	9.8	40.0	17.7	11.3		22.4	22.4		20.8	20.8
Incremental Delay (d_2), s/veh	55.7	79.8	0.1	42.3	14.2	1.0		7.7	8.8		3.9	4.6
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Control Delay (*d*), s/veh	77.7	99.3	9.9	82.3	31.8	12.2		30.1	31.2		24.7	25.5
Level of Service (LOS)	F	F	A	F	C	B		C	C		C	C
Approach Delay, s/veh / LOS	91.3	F		30.5	C		30.6	C		25.1	C	
Intersection Delay, s/veh / LOS	49.4						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.08	B	2.08	B	2.31	B	2.28	B
Bicycle LOS Score / LOS	1.62	B	1.39	A	1.28	A	1.12	A

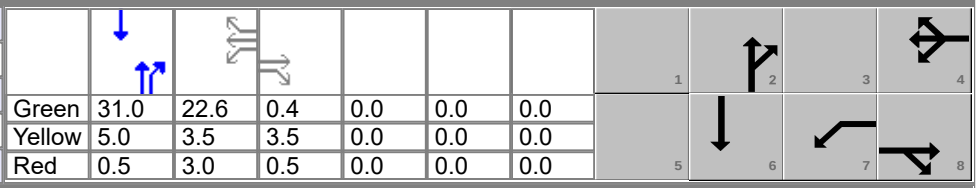
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.25
Analyst	MHM	Analysis Date	Oct 2, 2019	Area Type	Other
Jurisdiction	Orleans Parish	Time Period	PM	PHF	0.93
Urban Street	Orleans Ave	Analysis Year	2019 Existing	Analysis Period	1> 7:00
Intersection	I-10 WB On and Off Ra…	File Name	Orleans Ave at I-10 WB On and Off Ramps PM E…		
Project Description	19-058 Municipal Auditorium				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		0	5	395	0	266		503	453		363	

Signal Information			
Cycle, s	70.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	31.0	22.6	0.4	0.0	0.0	0.0						
Yellow	5.0	3.5	3.5	0.0	0.0	0.0						
Red	0.5	3.0	0.5	0.0	0.0	0.0						

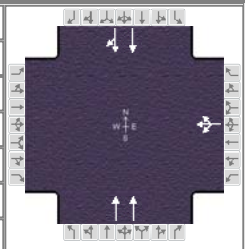
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4		2		6
Case Number		12.0		10.0		8.0		8.0
Phase Duration, s		4.4		29.1		36.5		36.5
Change Period, (*Y+R c*), s		4.0		6.5		5.5		5.5
Max Allow Headway (*MAH*), s		1.9		0.7		0.0		0.0
Queue Clearance Time (*g s*), s		2.2		22.6				
Green Extension Time (*g e*), s		0.0		0.0		0.0		0.0
Phase Call Probability		0.10		1.00				
Max Out Probability		0.00		0.00				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		8	18	7	4	14		2	12		6	
Adjusted Flow Rate (*v*), veh/h		5		212	498			414	370		390	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1544		1781	1669			1870	1666		1781	
Queue Service Time (*g s*), s		0.2		6.4	20.6			13.0	11.1		4.8	
Cycle Queue Clearance Time (*g c*), s		0.2		6.4	20.6			13.0	11.1		4.8	
Green Ratio (*g/C*)		0.01		0.32	0.32			0.44	0.44		0.44	
Capacity (*c*), veh/h		9		574	538			829	739		1579	
Volume-to-Capacity Ratio (*X*)		0.613		0.370	0.927			0.499	0.501		0.247	
Back of Queue (*Q*), ft/ln (50 th percentile)		3.7		65	279.5			116.5	104.2		45	
Back of Queue (*Q*), veh/ln (50 th percentile)		0.1		2.6	11.0			4.6	4.2		1.8	
Queue Storage Ratio (*RQ*) (50 th percentile)		0.00		0.29	0.00			0.00	0.00		0.00	
Uniform Delay (*d 1*), s/veh		34.7		18.2	27.7			13.9	13.9		12.2	
Incremental Delay (*d 2*), s/veh		22.9		0.1	15.9			2.1	2.4		0.4	
Initial Queue Delay (*d 3*), s/veh		0.0		0.0	0.0			0.0	0.0		0.0	
Control Delay (*d*), s/veh		57.7		18.4	43.6			16.1	16.4		12.6	
Level of Service (LOS)		E		B	D			B	B		B	
Approach Delay, s/veh / LOS	57.7	E		36.1	D		16.2	B		12.6	B	
Intersection Delay, s/veh / LOS	23.0						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.46	B	2.13	B	1.89	B	1.67	B
Bicycle LOS Score / LOS	0.50	A	1.66	B	1.13	A	0.81	A

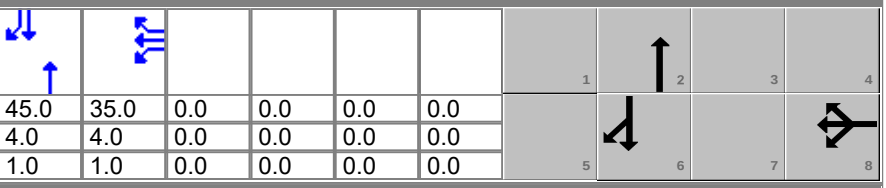
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.25
Analyst	MHM	Analysis Date	Oct 8, 2019	Area Type	Other
Jurisdiction	Orleans Parish	Time Period	PM	PHF	0.93
Urban Street	N Rampart St	Analysis Year	2019 Existing	Analysis Period	1> 7:00
Intersection	St. Peter St	File Name	N Rampart St at St Peter St PM Existing.xus		
Project Description	19-058 Municipal Auditorium				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				39	82	44		1156			754	174

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	45.0	35.0	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	1.0	1.0	0.0	0.0	0.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2		6
Case Number				12.0		8.0		8.0
Phase Duration, s				40.0		50.0		50.0
Change Period, ($Y+R_c$), s				5.0		5.0		5.0
Max Allow Headway (*MAH*), s				2.1		2.0		2.0
Queue Clearance Time (g_s), s				8.2		26.1		19.4
Green Extension Time (g_e), s				0.1		2.1		2.1
Phase Call Probability				1.00		1.00		1.00
Max Out Probability				0.00		0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3	8	18		2			6	16
Adjusted Flow Rate (*v*), veh/h					177			1243			522	476
Adjusted Saturation Flow Rate (*s*), veh/h/ln					1743			1781			1870	1704
Queue Service Time (g_s), s					6.2			24.1			16.9	17.4
Cycle Queue Clearance Time (g_c), s					6.2			24.1			16.9	17.4
Green Ratio (*g/C*)					0.39			0.50			0.50	0.50
Capacity (*c*), veh/h					678			1781			935	852
Volume-to-Capacity Ratio (*X*)					0.262			0.698			0.558	0.558
Back of Queue (*Q*), ft/ln (50 th percentile)					67.7			242			188.3	170.2
Back of Queue (*Q*), veh/ln (50 th percentile)					2.7			9.5			7.4	6.8
Queue Storage Ratio (*RQ*) (50 th percentile)					0.00			0.00			0.00	0.00
Uniform Delay (d_1), s/veh					18.7			17.3			15.6	15.6
Incremental Delay (d_2), s/veh					0.9			2.3			2.4	2.6
Initial Queue Delay (d_3), s/veh					0.0			0.0			0.0	0.0
Control Delay (*d*), s/veh					19.6			19.6			18.0	18.2
Level of Service (LOS)					B			B			B	B
Approach Delay, s/veh / LOS	0.0			19.6		B	19.6		B	18.1		B
Intersection Delay, s/veh / LOS	19.0						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.15	B	2.15	B	1.38	A	1.38	A
Bicycle LOS Score / LOS			0.78	A	1.51	B	1.31	A

Land Use: 733
Government Office Complex

Description

A government office complex is a related group of buildings where a variety of functions of a city, county, state, federal, other governmental unit, or multiple governmental units are carried out. This complex differs from a government office building (Land Use 730) in that it is a group of buildings that are interconnected by pedestrian walkways.

Additional Data

The site was surveyed in the 1990s in California.

Source Number

508

Government Office Complex
(733)

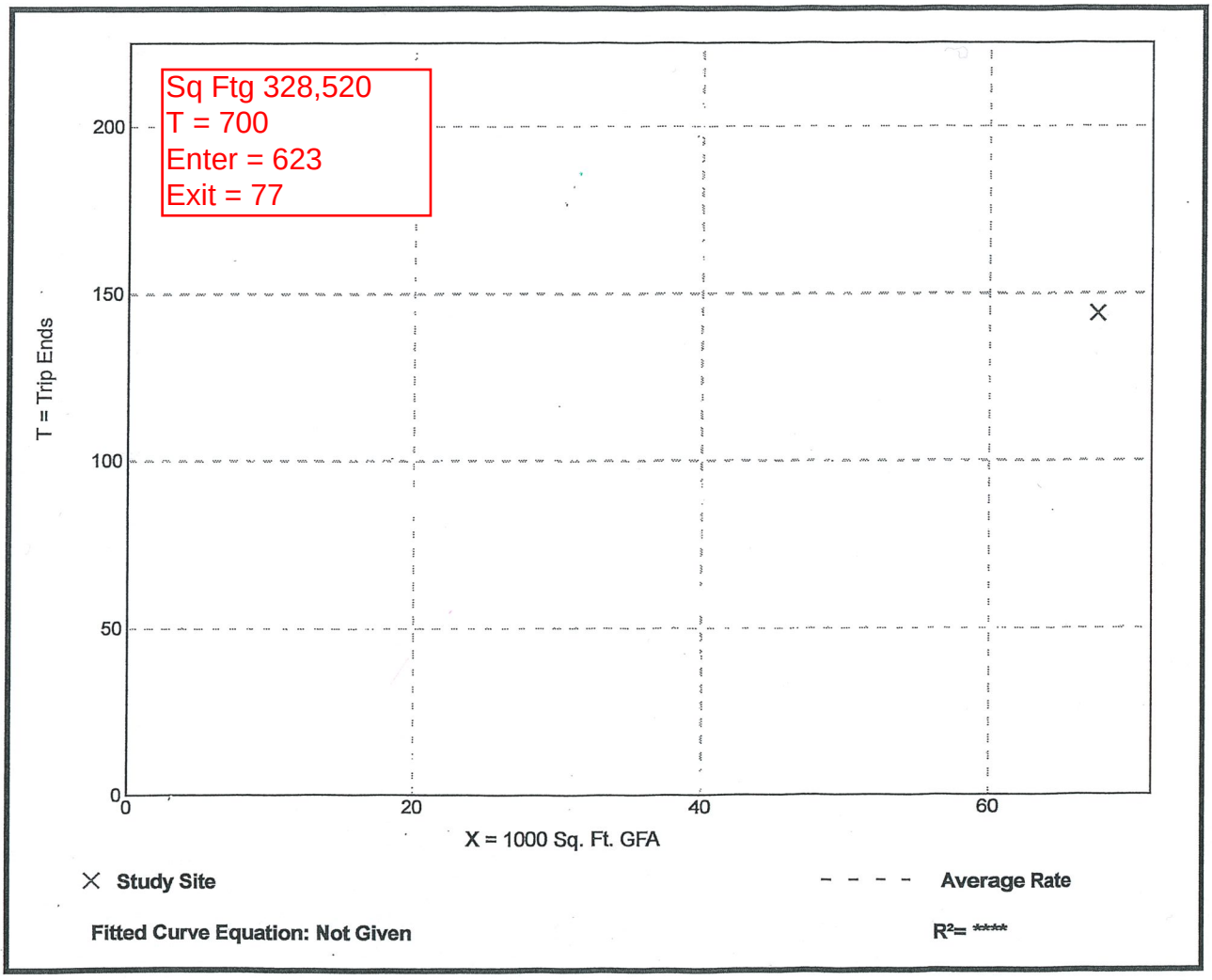
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 1
1000 Sq. Ft. GFA: 68
Directional Distribution: 89% entering, 11% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.13	2.13 - 2.13	*

Data Plot and Equation

Caution – Small Sample Size



Government Office Complex
(733)

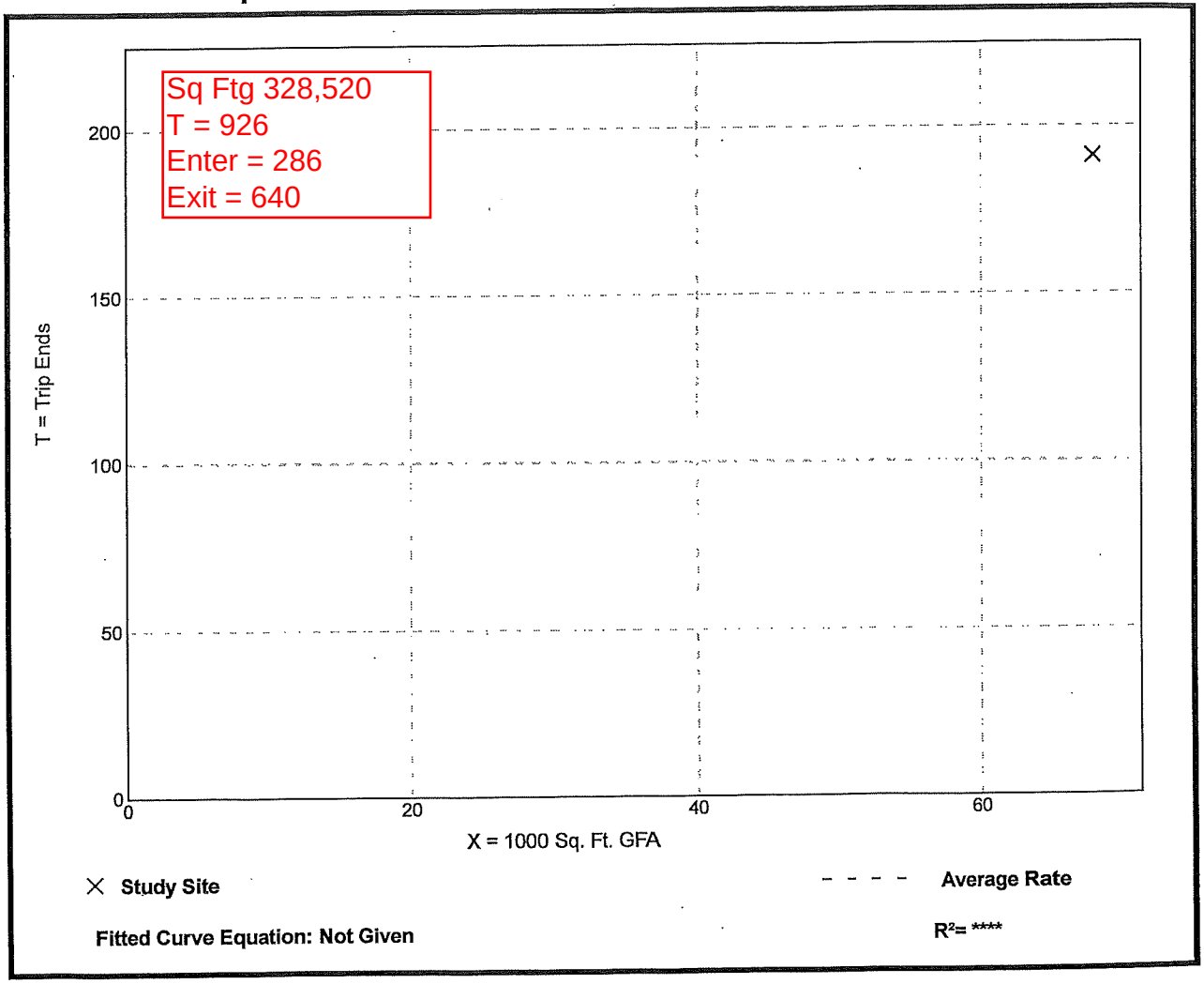
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 1
1000 Sq. Ft. GFA: 68
Directional Distribution: 31% entering, 69% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.82	2.82 - 2.82	*

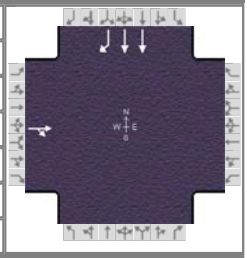
Data Plot and Equation

Caution – Small Sample Size



HCS7 Signalized Intersection Input Data

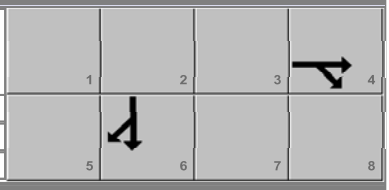
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	MHM	Analysis Date	Oct 2, 2019	Area Type	Other
Jurisdiction	Orleans Parish	Time Period	AM	PHF	0.87
Urban Street	Crozat St	Analysis Year	2019 Projected	Analysis Period	1> 7:00
Intersection	Basin St	File Name	Basin at Crozat AM Projected.xus		
Project Description	19-058 Municipal Auditorium				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		0	47								1239	360

Signal Information			
Cycle, s	27.8	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.9	0.0	0.0	0.0	0.0	0.0	
Yellow	4.0	0.0	0.0	0.0	0.0	0.0	
Red	1.0	0.0	0.0	0.0	0.0	0.0	



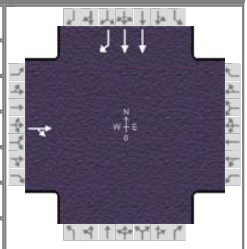
Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		0	47								1239	360
Initial Queue (Q_b), veh/h		0	0								0	0
Base Saturation Flow Rate (s_o), veh/h		1900	1900								1900	1900
Parking (N_m), man/h		None									None	
Heavy Vehicles (P_{HV}), %		2									2	2
Ped / Bike / RTOR, /h	0	0	5	0	0		0	0		59	0	0
Buses (N_b), buses/h	0	0	0							0	0	0
Arrival Type (*AT*)		3	3								3	3
Upstream Filtering (*I*)		1.00	1.00								1.00	1.00
Lane Width (*W*), ft		12.0									12.0	12.0
Turn Bay Length, ft		0									0	0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h		25	25								35	35

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		13.0						90.0
Yellow Change Interval (*Y*), s		4.0						4.0
Red Clearance Interval (R_c), s		1.0						1.0
Minimum Green (G_{min}), s		6						6
Start-Up Lost Time (*l*t), s		2.0						2.0
Extension of Effective Green (*e*), s		2.0						2.0
Passage (*PT*), s		2.0						2.0
Recall Mode		Off						Min
Dual Entry		Yes						Yes
Walk (*Walk*), s				0.0				0.0
Pedestrian Clearance Time (*PC*), s				0.0				0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius				0	No	25				0	No	25
Walkway / Crosswalk Width / Length, ft				9.0	12	0				9.0	12	0
Street Width / Island / Curb	0		No		0					0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0							12	5.0	2.0
Pedestrian Signal / Occupied Parking		0.50		No						No	0.50	

HCS7 Signalized Intersection Results Summary

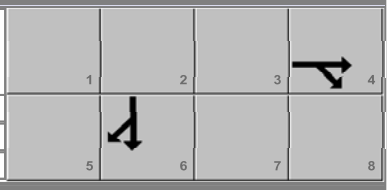
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	MHM	Analysis Date	Oct 2, 2019	Area Type	Other
Jurisdiction	Orleans Parish	Time Period	AM	PHF	0.87
Urban Street	Crozat St	Analysis Year	2019 Projected	Analysis Period	1> 7:00
Intersection	Basin St	File Name	Basin at Crozat AM Projected.xus		
Project Description	19-058 Municipal Auditorium				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		0	47								1239	360

Signal Information			
Cycle, s	27.8	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.9	0.0	0.0	0.0	0.0	0.0	
Yellow	4.0	0.0	0.0	0.0	0.0	0.0	
Red	1.0	0.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4						6
Case Number		12.0						7.0
Phase Duration, s		6.9						20.9
Change Period, (*Y+R c*), s		5.0						5.0
Max Allow Headway (*MAH*), s		3.5						3.1
Queue Clearance Time (*g s*), s		2.8						9.9
Green Extension Time (*g e*), s		0.0						6.0
Phase Call Probability		0.31						1.00
Max Out Probability		0.00						0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		4	14								6	16
Adjusted Flow Rate (*v*), veh/h		48									1424	414
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1585									1781	1503
Queue Service Time (*g s*), s		0.8									7.9	4.5
Cycle Queue Clearance Time (*g c*), s		0.8									7.9	4.5
Green Ratio (*g/C*)		0.07									0.57	0.57
Capacity (*c*), veh/h		107									2041	862
Volume-to-Capacity Ratio (*X*)		0.451									0.698	0.480
Back of Queue (*Q*), ft/ln (50 th percentile)		6.6									6.7	3.6
Back of Queue (*Q*), veh/ln (50 th percentile)		0.3									0.3	0.1
Queue Storage Ratio (*RQ*) (50 th percentile)		0.00									0.00	0.00
Uniform Delay (*d 1*), s/veh		12.5									4.2	3.5
Incremental Delay (*d 2*), s/veh		1.1									0.2	0.2
Initial Queue Delay (*d 3*), s/veh		0.0									0.0	0.0
Control Delay (*d*), s/veh		13.6									4.4	3.7
Level of Service (LOS)		B									A	A
Approach Delay, s/veh / LOS	13.6		B	0.0			0.0			4.2		A
Intersection Delay, s/veh / LOS	4.5						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.69	B	1.92	B	1.40	A	1.62	B
Bicycle LOS Score / LOS	0.57	A					2.00	B

HCS7 Two-Way Stop-Control Report

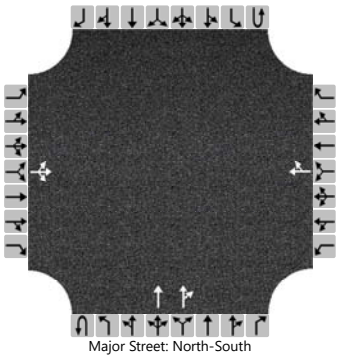
General Information

Analyst	MHM
Agency/Co.	USI
Date Performed	9/25/2019
Analysis Year	2019
Time Analyzed	AM Projected
Intersection Orientation	North-South
Project Description	19-058 Municipal Auditorium

Site Information

Intersection	Basin St at Essence Way
Jurisdiction	ORLEANS PARISH
East/West Street	Essence Way
North/South Street	Basin St
Peak Hour Factor	0.96
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	2	0	0	0	0	0
Configuration			LTR					TR			T	TR				
Volume (veh/h)		0	81	0			0	7			448	36				
Percent Heavy Vehicles (%)		2	2	3			3	2								
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

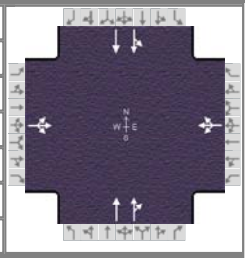
Base Critical Headway (sec)		7.5	6.5	7.1			6.5	6.9								
Critical Headway (sec)		7.54	6.54	7.16			6.56	6.94								
Base Follow-Up Headway (sec)		3.5	4.0	3.9			4.0	3.3								
Follow-Up Headway (sec)		3.52	4.02	3.93			4.03	3.32								

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			84					7								
Capacity, c (veh/h)			458					737								
v/c Ratio			0.18					0.01								
95% Queue Length, Q_{95} (veh)			0.7					0.0								
Control Delay (s/veh)			14.6					9.9								
Level of Service (LOS)			B					A								
Approach Delay (s/veh)	14.6				9.9											
Approach LOS	B				A											

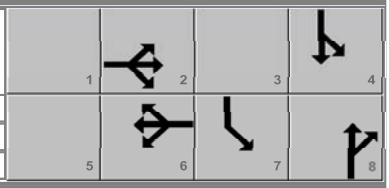
HCS7 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	MHM	Analysis Date	Oct 2, 2019	Area Type	Other
Jurisdiction	Orleans Parish	Time Period	AM	PHF	0.97
Urban Street	Basin St	Analysis Year	2019 Projected	Analysis Period	1> 7:00
Intersection	N St. Peter St	File Name	Basin St at N St. Peter St AM Projected.xus		
Project Description	19-058 Municipal Auditorium				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	0	0	1	0	0	1		453	0	119	1114	

Signal Information										
Cycle, s	80.0	Reference Phase	2							
Offset, s	0	Reference Point	End							
Uncoordinated	Yes	Simult. Gap E/W	On							
Force Mode	Fixed	Simult. Gap N/S	On							
				Green	16.0	56.0	0.0	0.0	0.0	0.0
				Yellow	3.5	3.5	0.0	0.0	0.0	0.0
				Red	0.5	0.5	0.0	0.0	0.0	0.0



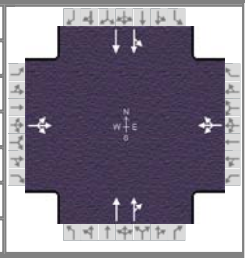
Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	0	0	1	0	0	1		453	0	119	1114	
Initial Queue (Q_b), veh/h	0	0	0	0	0	0		0	0	0	0	
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900		1900	1900	1900	1900	
Parking (N_m), man/h		None		0	L + R	0	0	L			None	
Heavy Vehicles (P_{HV}), %		2			2			2			2	
Ped / Bike / RTOR, /h	2	0	0	6	0	0	1	0		0	0	
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3		3	3	3	3	
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	
Lane Width (*W*), ft		12.0			12.0			12.0			12.0	
Turn Bay Length, ft		0			0			0			0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	25	25	25	25	25	25		35	35	35	35	

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		16.0		16.0		56.0	16.0	56.0
Yellow Change Interval (*Y*), s		3.5		3.5		3.5	3.5	3.5
Red Clearance Interval (R_c), s		0.5		0.5		0.5	0.5	0.5
Minimum Green (G_{min}), s		6		6		6	6	6
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Passage (*PT*), s		2.0		2.0		2.0	2.0	2.0
Recall Mode		Max		Max		Max	Max	Max
Dual Entry		Yes		Yes		Yes	No	Yes
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

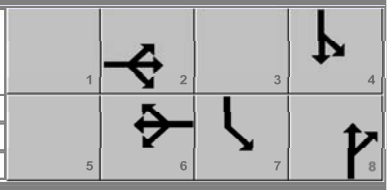
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	MHM	Analysis Date	Oct 2, 2019	Area Type	Other
Jurisdiction	Orleans Parish	Time Period	AM	PHF	0.97
Urban Street	Basin St	Analysis Year	2019 Projected	Analysis Period	1> 7:00
Intersection	N St. Peter St	File Name	Basin St at N St. Peter St AM Projected.xus		
Project Description	19-058 Municipal Auditorium				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	0	0	1	0	0	1		453	0	119	1114	

Signal Information											
Cycle, s	80.0	Reference Phase	2								
Offset, s	0	Reference Point	End								
Uncoordinated	Yes	Simult. Gap E/W	On	Green	16.0	56.0	0.0	0.0	0.0	0.0	
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.5	3.5	0.0	0.0	0.0	0.0	
				Red	0.5	0.5	0.0	0.0	0.0	0.0	



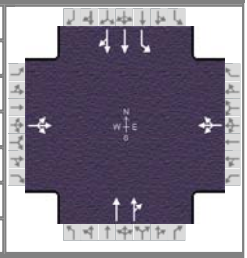
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8	7	4
Case Number		8.0		8.0		8.3	0.0	14.2
Phase Duration, s		20.0		20.0		60.0	0.0	60.0
Change Period, (*Y+R c*), s		4.0		4.0		4.0	4.0	4.0
Max Allow Headway (*MAH*), s		3.5		3.5		3.1	0.0	3.1
Queue Clearance Time (*g s*), s		2.0		2.0		5.4		16.7
Green Extension Time (*g e*), s		0.0		0.0		4.5	0.0	4.5
Phase Call Probability		1.00		1.00		1.00		1.00
Max Out Probability		0.00		0.00		0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16		8	18	7	4	
Adjusted Flow Rate (*v*), veh/h		0			0			467	0	624	647	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		0			0			1870	0	1604	1702	
Queue Service Time (*g s*), s		0.0			0.0			3.4	0.0	6.0	14.7	
Cycle Queue Clearance Time (*g c*), s		0.0			0.0			3.4	0.0	12.1	14.7	
Green Ratio (*g/C*)								0.70		0.70	0.70	
Capacity (*c*), veh/h								2618		1177	1192	
Volume-to-Capacity Ratio (*X*)		0.000			0.000			0.178	0.000	0.530	0.543	
Back of Queue (*Q*), ft/ln (50 th percentile)		0			0			25.6	0	97.4	110	
Back of Queue (*Q*), veh/ln (50 th percentile)		0.0			0.0			1.0	0.0	3.8	4.3	
Queue Storage Ratio (*RQ*) (50 th percentile)		0.00			0.00			0.00	0.00	0.00	0.00	
Uniform Delay (*d 1*), s/veh								4.1		5.5	5.8	
Incremental Delay (*d 2*), s/veh		0.0			0.0			0.1	0.0	1.7	1.8	
Initial Queue Delay (*d 3*), s/veh		0.0			0.0			0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh								4.3		7.2	7.6	
Level of Service (LOS)								A		A	A	
Approach Delay, s/veh / LOS	25.6	C		25.6	C		4.3	A		7.4	A	
Intersection Delay, s/veh / LOS	6.6						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.12	B	2.12	B	1.62	B	1.62	B
Bicycle LOS Score / LOS	0.49	A	0.49	A	0.87	A	1.54	B

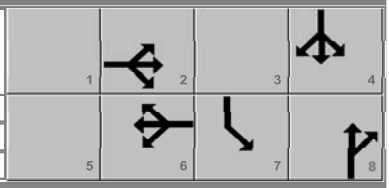
HCS7 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	MHM	Analysis Date	Oct 2, 2019	Area Type	Other
Jurisdiction	Orleans Parish	Time Period	AM	PHF	0.97
Urban Street	Basin St	Analysis Year	2019 Projected	Analysis Period	1> 7:00
Intersection	N Villere St	File Name	Basin St at N Villere St AM Projected.xus		
Project Description	19-058 Municipal Auditorium				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	0	0	0	89	1	44		415	38	48	1144	0

Signal Information					EB			WB			NB			SB		
Cycle, s	80.0	Reference Phase	2													
Offset, s	0	Reference Point	End	Green	16.0	11.0	41.0	0.0	0.0	0.0						
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	3.5	3.5	3.5	0.0	0.0	0.0						
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.5	0.5	0.5	0.0	0.0	0.0						



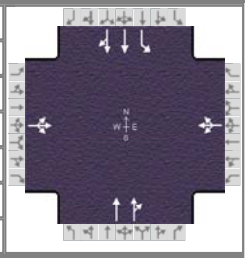
Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	0	0	0	89	1	44		415	38	48	1144	0
Initial Queue (Q_b), veh/h	0	0	0	0	0	0		0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900		1900	1900	1900	1900	1900
Parking (N_m), man/h		None		0	L + R	0		None			None	
Heavy Vehicles (P_{HV}), %		2			2			2		2	2	
Ped / Bike / RTOR, /h	2	0		6	0	4	1	0	4	0	0	
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3		3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0			12.0			12.0		12.0	12.0	
Turn Bay Length, ft		0			0			0		150	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	25	25	25	25	25	25		35	35	35	35	35

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		16.0		16.0		41.0	11.0	41.0
Yellow Change Interval (*Y*), s		3.5		3.5		3.5	3.5	3.5
Red Clearance Interval (R_c), s		0.5		0.5		0.5	0.5	0.5
Minimum Green (G_{min}), s		6		6		6	6	6
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Passage (*PT*), s		2.0		2.0		2.0	2.0	2.0
Recall Mode		Max		Max		Max	Max	Max
Dual Entry		Yes		Yes		Yes	No	Yes
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

HCS7 Signalized Intersection Results Summary

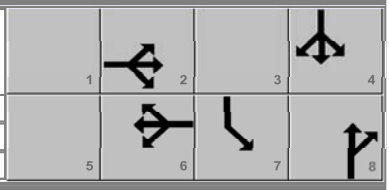
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	MHM	Analysis Date	Oct 2, 2019	Area Type	Other
Jurisdiction	Orleans Parish	Time Period	AM	PHF	0.97
Urban Street	Basin St	Analysis Year	2019 Projected	Analysis Period	1> 7:00
Intersection	N Villere St	File Name	Basin St at N Villere St AM Projected.xus		
Project Description	19-058 Municipal Auditorium				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	0	0	0	89	1	44		415	38	48	1144	0

Signal Information			
Cycle, s	80.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	16.0	11.0	41.0	0.0	0.0	0.0	
Yellow	3.5	3.5	3.5	0.0	0.0	0.0	
Red	0.5	0.5	0.5	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8	7	4
Case Number		8.0		8.0		8.3	1.0	4.0
Phase Duration, s		20.0		20.0		45.0	15.0	60.0
Change Period, (*Y+R c*), s		4.0		4.0		4.0	4.0	4.0
Max Allow Headway (*MAH*), s		0.0		3.3		3.0	3.1	3.0
Queue Clearance Time (*g s*), s				8.3		7.6	2.7	13.1
Green Extension Time (*g e*), s		0.0		0.1		4.4	0.0	4.3
Phase Call Probability				1.00		1.00	1.00	1.00
Max Out Probability				0.01		0.00	0.00	0.01

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16		8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h		0			134			234	229	49	1179	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln		0			1479			1870	1820	1781	1870	0
Queue Service Time (*g s*), s		0.0			5.3			5.6	5.6	0.7	11.1	0.0
Cycle Queue Clearance Time (*g c*), s		0.0			6.3			5.6	5.6	0.7	11.1	0.0
Green Ratio (*g/C*)					0.20			0.51	0.51	0.67	0.70	
Capacity (*c*), veh/h					372			959	933	746	2618	
Volume-to-Capacity Ratio (*X*)		0.000			0.361			0.244	0.246	0.066	0.450	0.000
Back of Queue (*Q*), ft/ln (50 th percentile)		0			63.5			56.4	54.7	6.2	83.4	0
Back of Queue (*Q*), veh/ln (50 th percentile)		0.0			2.5			2.2	2.2	0.2	3.3	0.0
Queue Storage Ratio (*RQ*) (50 th percentile)		0.00			0.00			0.00	0.00	0.04	0.00	0.00
Uniform Delay (*d 1*), s/veh					28.0			10.9	10.9	4.7	5.3	
Incremental Delay (*d 2*), s/veh		0.0			2.7			0.6	0.6	0.2	0.6	0.0
Initial Queue Delay (*d 3*), s/veh		0.0			0.0			0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh					30.7			11.5	11.5	4.9	5.8	
Level of Service (LOS)					C			B	B	A	A	
Approach Delay, s/veh / LOS	0.0			30.7		C	11.5		B	5.8		A
Intersection Delay, s/veh / LOS	9.1						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.12	B	2.29	B	1.67	B	1.62	B
Bicycle LOS Score / LOS	0.49	A	0.71	A	0.87	A	1.50	B

HCS7 Two-Way Stop-Control Report

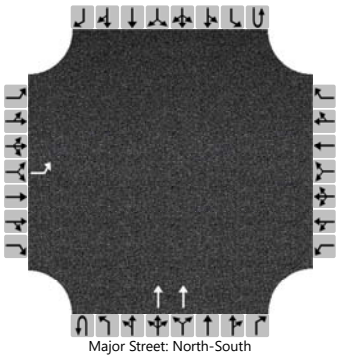
General Information

Analyst	MHM
Agency/Co.	USI
Date Performed	9/25/2019
Analysis Year	2019
Time Analyzed	AM Projected
Intersection Orientation	North-South
Project Description	19-058 Municipal Auditorium

Site Information

Intersection	Basin St at U-Turn
Jurisdiction	ORLEANS PARISH
East/West Street	U-Turn
North/South Street	Basin St
Peak Hour Factor	0.97
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	0	0		0	0	0	0	0	2	0	0	0	0	0
Configuration		L									T					
Volume (veh/h)		88									395					
Percent Heavy Vehicles (%)		2														
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

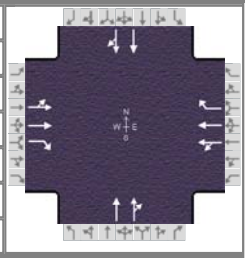
Base Critical Headway (sec)		7.5														
Critical Headway (sec)		6.84														
Base Follow-Up Headway (sec)		3.5														
Follow-Up Headway (sec)		3.52														

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		91														
Capacity, c (veh/h)		766														
v/c Ratio		0.12														
95% Queue Length, Q_{95} (veh)		0.4														
Control Delay (s/veh)		10.3														
Level of Service (LOS)		B														
Approach Delay (s/veh)		10.3														
Approach LOS		B														

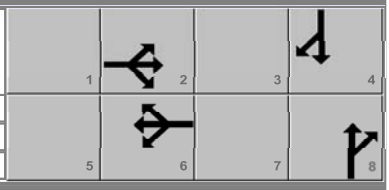
HCS7 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	MHM	Analysis Date	Oct 2, 2019	Area Type	Other
Jurisdiction	Orleans Parish	Time Period	AM	PHF	0.97
Urban Street	N Claiborne Ave	Analysis Year	2019 Projected	Analysis Period	1> 7:00
Intersection	Orleans Ave	File Name	Claiborne Ave at Orleans Ave AM Projected.xus		
Project Description	19-058 Municipal Auditorum				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	56	484	99	206	1114	509		365	151		795	201

Signal Information										
Cycle, s	80.0	Reference Phase	2							
Offset, s	0	Reference Point	End							
Uncoordinated	No	Simult. Gap E/W	On	Green	41.0	29.0	0.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	0.0	0.0	0.0	0.0
				Red	1.0	1.0	0.0	0.0	0.0	0.0



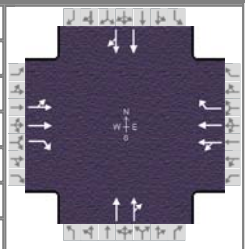
Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	56	484	99	206	1114	509		365	151		795	201
Initial Queue (Q_b), veh/h	0	0	0	0	0	0		0	0		0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900		1900	1900		1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		2	2		2	2		2			2	
Ped / Bike / RTOR, /h	3	2	10	3	0	51	0	0	15	4	1	20
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3		3	3		3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00
Lane Width (*W*), ft		12.0	12.0		12.0	12.0		12.0			12.0	
Turn Bay Length, ft		0	150		0	150		0			0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35		35	35		35	35

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		46.0		46.0		34.0		34.0
Yellow Change Interval (*Y*), s		4.0		4.0		4.0		4.0
Red Clearance Interval (R_c), s		1.0		1.0		1.0		1.0
Minimum Green (G_{min}), s		10		10		12		12
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0		2.0		2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0		2.0		2.0
Passage (*PT*), s		2.0		2.0		2.0		2.0
Recall Mode		Max		Max		Max		Max
Dual Entry		Yes		Yes		Yes		Yes
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

HCS7 Signalized Intersection Results Summary

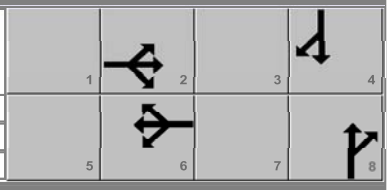
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	MHM	Analysis Date	Oct 2, 2019	Area Type	Other
Jurisdiction	Orleans Parish	Time Period	AM	PHF	0.97
Urban Street	N Claiborne Ave	Analysis Year	2019 Projected	Analysis Period	1> 7:00
Intersection	Orleans Ave	File Name	Claiborne Ave at Orleans Ave AM Projected.xus		
Project Description	19-058 Municipal Auditorum				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	56	484	99	206	1114	509		365	151		795	201

Signal Information			
Cycle, s	80.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	41.0	29.0	0.0	0.0	0.0	0.0	
Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
Red	1.0	1.0	0.0	0.0	0.0	0.0	



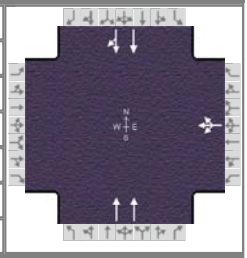
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		7.0		7.0		8.0		8.0
Phase Duration, s		46.0		46.0		34.0		34.0
Change Period, (*Y+R c*), s		5.0		5.0		5.0		5.0
Max Allow Headway (*MAH*), s		0.0		0.0		3.1		3.1
Queue Clearance Time (*g s*), s						10.7		21.7
Green Extension Time (*g e*), s		0.0		0.0		3.1		2.3
Phase Call Probability						1.00		1.00
Max Out Probability						0.04		0.42

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16		8	18		4	14
Adjusted Flow Rate (*v*), veh/h	58	499	92	540	820	472		268	248		522	485
Adjusted Saturation Flow Rate (*s*), veh/h/ln	57	1702	1562	831	1702	1582		1870	1698		1870	1737
Queue Service Time (*g s*), s	4.7	16.2	2.4	24.8	36.3	16.6		8.4	8.7		19.4	19.7
Cycle Queue Clearance Time (*g c*), s	41.0	16.2	2.4	41.0	36.3	16.6		8.4	8.7		19.4	19.7
Green Ratio (*g/C*)	0.51	0.51	0.51	0.51	0.51	0.51		0.36	0.36		0.36	0.36
Capacity (*c*), veh/h	119	872	800	489	872	811		678	615		678	630
Volume-to-Capacity Ratio (*X*)	0.485	0.572	0.115	1.106	0.941	0.582		0.395	0.404		0.769	0.769
Back of Queue (*Q*), ft/ln (50 th percentile)	38.7	155.1	20.7	476.6	427.6	149.3		96	88.8		242.1	223.9
Back of Queue (*Q*), veh/ln (50 th percentile)	1.5	6.1	0.8	19.1	16.8	5.9		3.8	3.6		9.5	9.0
Queue Storage Ratio (*RQ*) (50 th percentile)	0.00	0.00	0.14	0.00	0.00	1.00		0.00	0.00		0.00	0.00
Uniform Delay (*d 1*), s/veh	38.8	13.4	10.1	28.1	18.4	13.5		19.0	19.0		22.5	22.5
Incremental Delay (*d 2*), s/veh	13.5	2.7	0.3	72.7	19.1	3.0		1.7	2.0		8.2	8.8
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Control Delay (*d*), s/veh	52.3	16.2	10.4	100.8	37.4	16.6		20.7	21.0		30.8	31.3
Level of Service (LOS)	D	B	B	F	D	B		C	C		C	C
Approach Delay, s/veh / LOS	18.6	B		50.8	D		20.8	C		31.0	C	
Intersection Delay, s/veh / LOS	36.7						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.10	B	2.11	B	2.34	B	2.28	B
Bicycle LOS Score / LOS	1.02	A	2.00	B	0.91	A	1.32	A

HCS7 Signalized Intersection Input Data

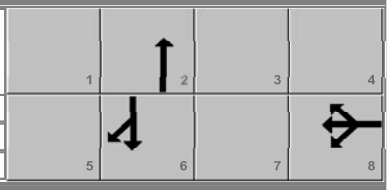
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	MHM	Analysis Date	Oct 2, 2019	Area Type	Other
Jurisdiction	Orleans Parish	Time Period	AM	PHF	0.94
Urban Street	N Rampart St	Analysis Year	2019 Projected	Analysis Period	1> 7:00
Intersection	St. Peter St	File Name	N Rampart St at St Peter St AM Projected.xus		
Project Description	19-058 Municipal Auditorium				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				19	62	25		363			1243	264

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	45.0	35.0	0.0	0.0	0.0	0.0	
Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
Red	1.0	1.0	0.0	0.0	0.0	0.0	



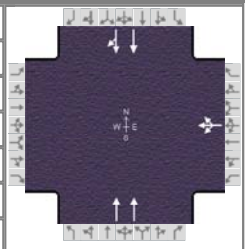
Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				19	62	25		363			1243	264
Initial Queue (Q_b), veh/h				0	0	0		0			0	0
Base Saturation Flow Rate (s_o), veh/h				1900	1900	1900		1900			1900	1900
Parking (N_m), man/h					None			None		0	L	
Heavy Vehicles (P_{HV}), %					2			2			2	
Ped / Bike / RTOR, /h	7	1		13	2	0	29	3		27	1	26
Buses (N_b), buses/h				0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)				3	3	3		3			3	3
Upstream Filtering (*I*)				1.00	1.00	1.00		1.00			1.00	1.00
Lane Width (*W*), ft					12.0			12.0			12.0	
Turn Bay Length, ft					0			0			0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h				25	25	25		35			35	35

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s				35.0		45.0		45.0
Yellow Change Interval (*Y*), s				4.0		4.0		4.0
Red Clearance Interval (R_c), s				1.0		1.0		1.0
Minimum Green (G_{min}), s				6		6		6
Start-Up Lost Time (*l*t), s			2.0	2.0		2.0		2.0
Extension of Effective Green (*e*), s			2.0	2.0		2.0		2.0
Passage (*PT*), s				2.0		2.0		2.0
Recall Mode				Max		Max		Max
Dual Entry				Yes		Yes		Yes
Walk (*Walk*), s		0.0		0.0		0.0		
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25			
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0			
Street Width / Island / Curb		0		0	0	No	0	0	No	0		No
Width Outside / Bike Lane / Shoulder, ft				12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No			No	0.50		No	0.50			0.50	

HCS7 Signalized Intersection Results Summary

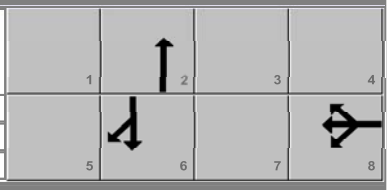
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	MHM	Analysis Date	Oct 2, 2019	Area Type	Other
Jurisdiction	Orleans Parish	Time Period	AM	PHF	0.94
Urban Street	N Rampart St	Analysis Year	2019 Projected	Analysis Period	1> 7:00
Intersection	St. Peter St	File Name	N Rampart St at St Peter St AM Projected.xus		
Project Description	19-058 Municipal Auditorium				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				19	62	25		363			1243	264

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	45.0	35.0	0.0	0.0	0.0	0.0	
Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
Red	1.0	1.0	0.0	0.0	0.0	0.0	



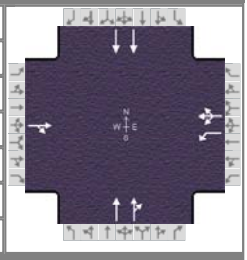
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2		6
Case Number				12.0		8.0		8.0
Phase Duration, s				40.0		50.0		50.0
Change Period, ($Y+R_c$), s				5.0		5.0		5.0
Max Allow Headway (*MAH*), s				2.1		2.1		2.1
Queue Clearance Time (g_s), s				5.8		7.5		37.9
Green Extension Time (g_e), s				0.1		1.6		1.4
Phase Call Probability				1.00		1.00		1.00
Max Out Probability				0.00		0.00		0.16

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3	8	18		2			6	16
Adjusted Flow Rate (*v*), veh/h					113			386			806	769
Adjusted Saturation Flow Rate (*s*), veh/h/ln					1766			1781			1870	1734
Queue Service Time (g_s), s					3.8			5.5			34.0	35.9
Cycle Queue Clearance Time (g_c), s					3.8			5.5			34.0	35.9
Green Ratio (*g/C*)					0.39			0.50			0.50	0.50
Capacity (*c*), veh/h					687			1781			935	867
Volume-to-Capacity Ratio (*X*)					0.164			0.217			0.862	0.887
Back of Queue (*Q*), ft/ln (50 th percentile)					41			53.4			406.1	402.4
Back of Queue (*Q*), veh/ln (50 th percentile)					1.6			2.1			16.0	16.1
Queue Storage Ratio (*RQ*) (50 th percentile)					0.00			0.00			0.00	0.00
Uniform Delay (d_1), s/veh					18.0			12.6			19.8	20.2
Incremental Delay (d_2), s/veh					0.5			0.3			10.3	13.0
Initial Queue Delay (d_3), s/veh					0.0			0.0			0.0	0.0
Control Delay (*d*), s/veh					18.5			12.9			30.1	33.2
Level of Service (LOS)					B			B			C	C
Approach Delay, s/veh / LOS	0.0			18.5		B	12.9		B	31.6		C
Intersection Delay, s/veh / LOS	27.4						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.15	B	2.18	B	1.38	A	1.38	A
Bicycle LOS Score / LOS			0.67	A	0.81	A	1.79	B

HCS7 Signalized Intersection Input Data

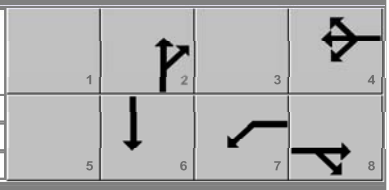
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	MHM	Analysis Date	Oct 2, 2019	Area Type	Other
Jurisdiction	Orleans Parish	Time Period	AM	PHF	0.94
Urban Street	Orleans Ave	Analysis Year	2019 Projected	Analysis Period	1> 7:00
Intersection	I-10 WB On and Off Ra…	File Name	Orleans Ave at I-10 WB On and Off Ramps AM Pr…		
Project Description	19-058 Municipal Auditorium				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		0	5	295	0	76		276	673		701	

Signal Information			
Cycle, s	70.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	42.4	11.3	0.4	0.0	0.0	0.0
Yellow	5.0	3.5	3.5	0.0	0.0	0.0
Red	0.5	3.0	0.5	0.0	0.0	0.0



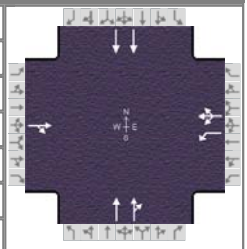
Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		0	5	295	0	76		276	673		701	
Initial Queue (Q_b), veh/h		0	0	0	0	0		0	0		0	
Base Saturation Flow Rate (s_o), veh/h		1900	1900	1900	1900	1900		1900	1900		1900	
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		2		2	2			2			2	
Ped / Bike / RTOR, /h	3	1	0	2	0	8	0	0	337	2	0	
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)		3	3	3	3	3		3	3		3	
Upstream Filtering (*I*)		1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	
Lane Width (*W*), ft		12.0		12.0	12.0			12.0			12.0	
Turn Bay Length, ft		0		225	0			0			0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h		25	25	25	25	25		35	35		35	

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		8.0	34.0	34.0		28.0		28.0
Yellow Change Interval (*Y*), s		3.5	3.5	3.5		5.0		5.0
Red Clearance Interval (R_c), s		0.5	3.0	3.0		0.5		0.5
Minimum Green (G_{min}), s		4	5	5		5		5
Start-Up Lost Time (*l*t), s		2.0	2.0	2.0		2.0		2.0
Extension of Effective Green (*e*), s		2.0	2.0	2.0		2.0		2.0
Passage (*PT*), s		1.0	0.0	0.0		0.0		0.0
Recall Mode		Off	Off	Off		Min		Min
Dual Entry		Yes	No	Yes		Yes		Yes
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

HCS7 Signalized Intersection Results Summary

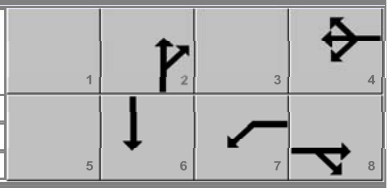
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	MHM	Analysis Date	Oct 2, 2019	Area Type	Other
Jurisdiction	Orleans Parish	Time Period	AM	PHF	0.94
Urban Street	Orleans Ave	Analysis Year	2019 Projected	Analysis Period	1> 7:00
Intersection	I-10 WB On and Off Ra…	File Name	Orleans Ave at I-10 WB On and Off Ramps AM Pr…		
Project Description	19-058 Municipal Auditorium				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		0	5	295	0	76		276	673		701	

Signal Information			
Cycle, s	70.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	42.4	11.3	0.4	0.0	0.0	0.0
Yellow	5.0	3.5	3.5	0.0	0.0	0.0
Red	0.5	3.0	0.5	0.0	0.0	0.0



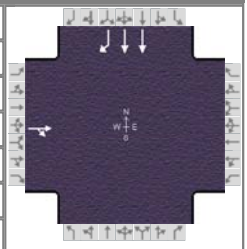
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4		2		6
Case Number		12.0		10.0		8.0		8.0
Phase Duration, s		4.4		17.8		47.9		47.9
Change Period, (*Y+R c*), s		4.0		6.5		5.5		5.5
Max Allow Headway (*MAH*), s		1.9		0.7		0.0		0.0
Queue Clearance Time (*g s*), s		2.2		11.3				
Green Extension Time (*g e*), s		0.0		0.0		0.0		0.0
Phase Call Probability		0.10		1.00				
Max Out Probability		0.00		0.00				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		8	18	7	4	14		2	12		6	
Adjusted Flow Rate (*v*), veh/h		5		157	229			294	357		746	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1536		1781	1718			1870	1585		1781	
Queue Service Time (*g s*), s		0.2		5.7	9.3			8.8	8.1		7.3	
Cycle Queue Clearance Time (*g c*), s		0.2		5.7	9.3			8.8	8.1		7.3	
Green Ratio (*g/C*)		0.01		0.16	0.16			0.61	0.61		0.61	
Capacity (*c*), veh/h		9		286	276			1132	959		2155	
Volume-to-Capacity Ratio (*X*)		0.616		0.548	0.830			0.259	0.373		0.346	
Back of Queue (*Q*), ft/ln (50 th percentile)		3.7		60.9	110.7			44.8	60.3		58.1	
Back of Queue (*Q*), veh/ln (50 th percentile)		0.1		2.4	4.4			1.8	2.4		2.3	
Queue Storage Ratio (*RQ*) (50 th percentile)		0.00		0.27	0.00			0.00	0.00		0.00	
Uniform Delay (*d 1*), s/veh		34.7		27.0	32.3			6.5	7.0		6.9	
Incremental Delay (*d 2*), s/veh		23.5		0.6	2.5			0.6	1.1		0.4	
Initial Queue Delay (*d 3*), s/veh		0.0		0.0	0.0			0.0	0.0		0.0	
Control Delay (*d*), s/veh		58.2		27.6	34.7			7.0	8.2		7.3	
Level of Service (LOS)		E		C	C			A	A		A	
Approach Delay, s/veh / LOS	58.2	E		31.9	C		7.7	A		7.3	A	
Intersection Delay, s/veh / LOS	12.9						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.62	C	2.13	B	1.88	B	1.64	B
Bicycle LOS Score / LOS	0.50	A	1.12	A	1.02	A	1.10	A

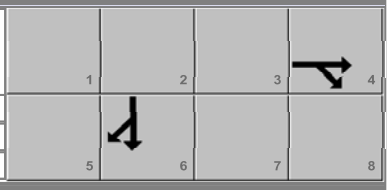
HCS7 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	MHM	Analysis Date	Oct 8, 2019	Area Type	Other
Jurisdiction	Orleans Parish	Time Period	PM	PHF	0.95
Urban Street	Crozat St	Analysis Year	2019 Projected	Analysis Period	1> 7:00
Intersection	Basin St	File Name	Basin at Crozat PM Projected.xus		
Project Description	19-058 Municipal Auditorium				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		0	229								903	72

Signal Information												
Cycle, s	24.9	Reference Phase	2									
Offset, s	0	Reference Point	End	Green	4.8	0.0	0.0	0.0	0.0	0.0		
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	4.0	0.0	0.0	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	0.0	0.0	0.0	0.0	0.0		



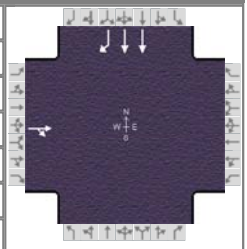
Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		0	229								903	72
Initial Queue (Q_b), veh/h		0	0								0	0
Base Saturation Flow Rate (s_o), veh/h		1900	1900								1900	1900
Parking (N_m), man/h		None									None	
Heavy Vehicles (P_{HV}), %		2									2	2
Ped / Bike / RTOR, /h	0	0	5	0	0		0	0		13	4	0
Buses (N_b), buses/h	0	0	0							0	0	0
Arrival Type (*AT*)		3	3								3	3
Upstream Filtering (*I*)		1.00	1.00								1.00	1.00
Lane Width (*W*), ft		12.0									12.0	12.0
Turn Bay Length, ft		0									0	0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h		25	25								35	35

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		13.0						90.0
Yellow Change Interval (*Y*), s		4.0						4.0
Red Clearance Interval (R_c), s		1.0						1.0
Minimum Green (G_{min}), s		6						6
Start-Up Lost Time (*l*t), s		2.0						2.0
Extension of Effective Green (*e*), s		2.0						2.0
Passage (*PT*), s		2.0						2.0
Recall Mode		Off						Min
Dual Entry		Yes						Yes
Walk (*Walk*), s				0.0				0.0
Pedestrian Clearance Time (*PC*), s				0.0				0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius				0	No	25				0	No	25
Walkway / Crosswalk Width / Length, ft				9.0	12	0				9.0	12	0
Street Width / Island / Curb	0		No		0					0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0							12	5.0	2.0
Pedestrian Signal / Occupied Parking		0.50		No						No	0.50	

HCS7 Signalized Intersection Results Summary

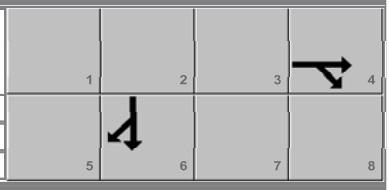
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	MHM	Analysis Date	Oct 8, 2019	Area Type	Other
Jurisdiction	Orleans Parish	Time Period	PM	PHF	0.95
Urban Street	Crozat St	Analysis Year	2019 Projected	Analysis Period	1> 7:00
Intersection	Basin St	File Name	Basin at Crozat PM Projected.xus		
Project Description	19-058 Municipal Auditorium				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		0	229								903	72

Signal Information			
Cycle, s	24.9	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.8	0.0	0.0	0.0	0.0	0.0	
Yellow	4.0	0.0	0.0	0.0	0.0	0.0	
Red	1.0	0.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4						6
Case Number		12.0						7.0
Phase Duration, s		9.8						15.1
Change Period, ($Y+R_c$), s		5.0						5.0
Max Allow Headway (*MAH*), s		3.5						3.1
Queue Clearance Time (g_s), s		5.5						7.4
Green Extension Time (g_e), s		0.3						2.7
Phase Call Probability		0.81						1.00
Max Out Probability		0.04						0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		4	14								6	16
Adjusted Flow Rate (*v*), veh/h		236									951	76
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1585									1781	1523
Queue Service Time (g_s), s		3.5									5.4	0.8
Cycle Queue Clearance Time (g_c), s		3.5									5.4	0.8
Green Ratio (*g/C*)		0.19									0.40	0.40
Capacity (*c*), veh/h		308									1443	617
Volume-to-Capacity Ratio (*X*)		0.764									0.659	0.123
Back of Queue (*Q*), ft/ln (50 th percentile)		23.9									17.7	2.2
Back of Queue (*Q*), veh/ln (50 th percentile)		0.9									0.7	0.1
Queue Storage Ratio (*RQ*) (50 th percentile)		0.00									0.00	0.00
Uniform Delay (d_1), s/veh		9.5									6.0	4.7
Incremental Delay (d_2), s/veh		1.5									0.2	0.0
Initial Queue Delay (d_3), s/veh		0.0									0.0	0.0
Control Delay (*d*), s/veh		11.0									6.2	4.7
Level of Service (LOS)		B									A	A
Approach Delay, s/veh / LOS	11.0	B		0.0			0.0			6.1	A	
Intersection Delay, s/veh / LOS	7.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.69	B	1.91	B	1.40	A	1.64	B
Bicycle LOS Score / LOS	0.88	A					1.33	A

HCS7 Two-Way Stop-Control Report

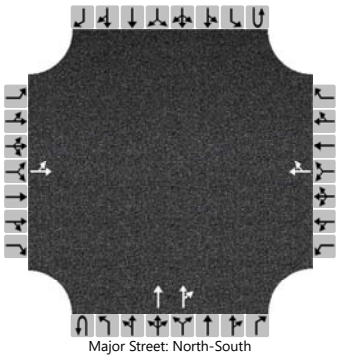
General Information

Analyst	MHM
Agency/Co.	USI
Date Performed	9/25/2019
Analysis Year	2019
Time Analyzed	PM Projected
Intersection Orientation	North-South
Project Description	19-058 Municipal Auditorium

Site Information

Intersection	Basin St at Essence Way
Jurisdiction	ORLEANS PARISH
East/West Street	Essence Way
North/South Street	Basin St
Peak Hour Factor	0.93
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	2	0	0	0	0	0
Configuration		LT						TR			T	TR				
Volume (veh/h)		2	73				0	107			1159	25				
Percent Heavy Vehicles (%)		2	2				3	2								
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

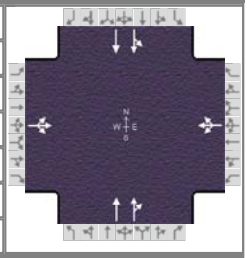
Base Critical Headway (sec)		7.5	6.5				6.5	6.9								
Critical Headway (sec)		7.54	6.54				6.56	6.94								
Base Follow-Up Headway (sec)		3.5	4.0				4.0	3.3								
Follow-Up Headway (sec)		3.52	4.02				4.03	3.32								

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		81						115								
Capacity, c (veh/h)		263						397								
v/c Ratio		0.31						0.29								
95% Queue Length, Q_{95} (veh)		1.3						1.2								
Control Delay (s/veh)		24.6						17.7								
Level of Service (LOS)		C						C								
Approach Delay (s/veh)		24.6				17.7										
Approach LOS		C				C										

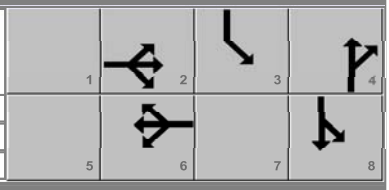
HCS7 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	MHM	Analysis Date	Oct 2, 2019	Area Type	Other
Jurisdiction	Orleans Parish	Time Period	PM	PHF	0.97
Urban Street	Basin St	Analysis Year	2019 Projected	Analysis Period	1> 7:00
Intersection	N St. Peter St	File Name	Basin St at N St. Peter St PM Projected.xus		
Project Description	19-058 Municipal Auditorium				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	0	0	1	18	0	101		1271	0	119	538	

Signal Information												
Cycle, s	80.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On	Green	16.0	56.0	0.0	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.5	3.5	0.0	0.0	0.0	0.0		
				Red	0.5	0.5	0.0	0.0	0.0	0.0		



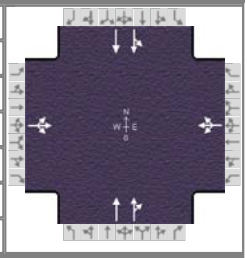
Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	0	0	1	18	0	101		1271	0	119	538	
Initial Queue (Q_b), veh/h	0	0	0	0	0	0		0	0	0	0	
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900		1900	1900	1900	1900	
Parking (N_m), man/h		None		0	L + R	0	0	L			None	
Heavy Vehicles (P_{HV}), %		2			2			2			2	
Ped / Bike / RTOR, /h	2	0	0	6	0	0	1	0		0	0	
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3		3	3	3	3	
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	
Lane Width (*W*), ft		12.0			12.0			12.0			12.0	
Turn Bay Length, ft		0			0			0			0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	25	25	25	25	25	25		35	35	35	35	

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		16.0		16.0		56.0	16.0	56.0
Yellow Change Interval (*Y*), s		3.5		3.5		3.5	3.5	3.5
Red Clearance Interval (R_c), s		0.5		0.5		0.5	0.5	0.5
Minimum Green (G_{min}), s		6		6		6	6	6
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Passage (*PT*), s		2.0		2.0		2.0	2.0	2.0
Recall Mode		Max		Max		Max	Max	Max
Dual Entry		Yes		Yes		Yes	No	Yes
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

HCS7 Signalized Intersection Results Summary

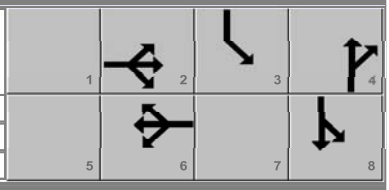
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	MHM	Analysis Date	Oct 2, 2019	Area Type	Other
Jurisdiction	Orleans Parish	Time Period	PM	PHF	0.97
Urban Street	Basin St	Analysis Year	2019 Projected	Analysis Period	1> 7:00
Intersection	N St. Peter St	File Name	Basin St at N St. Peter St PM Projected.xus		
Project Description	19-058 Municipal Auditorium				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	0	0	1	18	0	101		1271	0	119	538	

Signal Information			
Cycle, s	80.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	16.0	56.0	0.0	0.0	0.0	0.0	
Yellow	3.5	3.5	0.0	0.0	0.0	0.0	
Red	0.5	0.5	0.0	0.0	0.0	0.0	



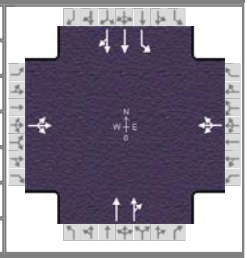
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		4	3	8
Case Number		8.0		8.0		8.3	0.0	14.2
Phase Duration, s		20.0		20.0		60.0	0.0	60.0
Change Period, (*Y+R c*), s		4.0		4.0		4.0	4.0	4.0
Max Allow Headway (*MAH*), s		3.5		3.5		3.4	0.0	3.4
Queue Clearance Time (*g s*), s		2.0		7.3		14.9		11.3
Green Extension Time (*g e*), s		0.2		0.1		7.6	0.0	7.6
Phase Call Probability		1.00		1.00		1.00		1.00
Max Out Probability		0.00		0.00		0.01		0.01

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16		4	14	3	8	
Adjusted Flow Rate (*v*), veh/h		0			123			1310	0	202	475	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		0			1576			1870	0	511	1702	
Queue Service Time (*g s*), s		0.0			0.0			12.9	0.0	3.0	9.3	
Cycle Queue Clearance Time (*g c*), s		0.0			5.3			12.9	0.0	3.0	9.3	
Green Ratio (*g/C*)					0.20			0.70		0.70	0.70	
Capacity (*c*), veh/h					367			2618		430	1192	
Volume-to-Capacity Ratio (*X*)		0.000			0.334			0.500	0.000	0.471	0.399	
Back of Queue (*Q*), ft/ln (50 th percentile)		0			57.3			97.9	0	55.8	68	
Back of Queue (*Q*), veh/ln (50 th percentile)		0.0			2.3			3.9	0.0	2.2	2.7	
Queue Storage Ratio (*RQ*) (50 th percentile)		0.00			0.00			0.00	0.00	0.00	0.00	
Uniform Delay (*d 1*), s/veh					27.7			5.5		8.4	5.0	
Incremental Delay (*d 2*), s/veh		0.0			2.4			0.7	0.0	3.7	1.0	
Initial Queue Delay (*d 3*), s/veh		0.0			0.0			0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh					30.2			6.2		12.0	6.0	
Level of Service (LOS)					C			A		B	A	
Approach Delay, s/veh / LOS	25.6	C		30.2	C		6.2	A		7.8	A	
Intersection Delay, s/veh / LOS	8.1						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.12	B	2.12	B	1.62	B	1.62	B
Bicycle LOS Score / LOS	0.49	A	0.69	A	1.57	B	1.05	A

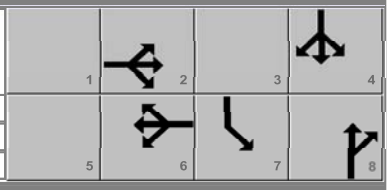
HCS7 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	MHM	Analysis Date	Oct 10, 2019	Area Type	Other
Jurisdiction	Orleans Parish	Time Period	PM	PHF	0.98
Urban Street	Basin St	Analysis Year	2019 Projected	Analysis Period	1> 7:00
Intersection	N Villere St	File Name	Basin St at N Villere St PM Projected.xus		
Project Description	19-058 Municipal Auditorium				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	0	0	1	20	0	55		1251	121	113	636	1

Signal Information					EB			WB			NB			SB		
Cycle, s	80.0	Reference Phase	2													
Offset, s	0	Reference Point	End	Green	16.0	11.0	41.0	0.0	0.0	0.0						
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	3.5	3.5	3.5	0.0	0.0	0.0						
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.5	0.5	0.5	0.0	0.0	0.0						



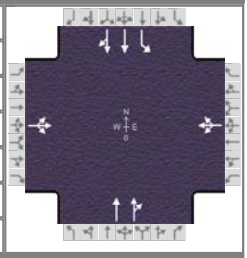
Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	0	0	1	20	0	55		1251	121	113	636	1
Initial Queue (Q_b), veh/h	0	0	0	0	0	0		0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900		1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		2			2			2		2	2	
Ped / Bike / RTOR, /h	0	0	1	1	0	2	8	5	12	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3		3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0			12.0			12.0		12.0	12.0	
Turn Bay Length, ft		0			0			0		150	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	25	25	25	25	25	25		35	35	35	35	35

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		16.0		16.0		41.0	11.0	41.0
Yellow Change Interval (*Y*), s		3.5		3.5		3.5	3.5	3.5
Red Clearance Interval (R_c), s		0.5		0.5		0.5	0.5	0.5
Minimum Green (G_{min}), s		6		6		6	6	6
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Passage (*PT*), s		2.0		2.0		2.0	2.0	2.0
Recall Mode		Max		Max		Max	Max	Max
Dual Entry		Yes		Yes		Yes	No	Yes
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

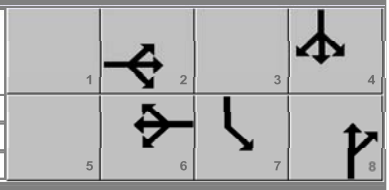
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	MHM	Analysis Date	Oct 10, 2019	Area Type	Other
Jurisdiction	Orleans Parish	Time Period	PM	PHF	0.98
Urban Street	Basin St	Analysis Year	2019 Projected	Analysis Period	1> 7:00
Intersection	N Villere St	File Name	Basin St at N Villere St PM Projected.xus		
Project Description	19-058 Municipal Auditorium				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	0	0	1	20	0	55		1251	121	113	636	1

Signal Information										
Cycle, s	80.0	Reference Phase	2							
Offset, s	0	Reference Point	End	Green	16.0	11.0	41.0	0.0	0.0	0.0
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	3.5	3.5	3.5	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.5	0.5	0.5	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8	7	4
Case Number		8.0		8.0		8.3	1.0	4.0
Phase Duration, s		20.0		20.0		45.0	15.0	60.0
Change Period, (*Y+R c*), s		4.0		4.0		4.0	4.0	4.0
Max Allow Headway (*MAH*), s		0.0		3.4		3.1	3.1	3.1
Queue Clearance Time (*g s*), s				5.0		25.8	3.8	7.0
Green Extension Time (*g e*), s		0.0		0.1		4.3	0.1	4.8
Phase Call Probability				1.00		1.00	1.00	1.00
Max Out Probability				0.00		0.19	0.01	0.01

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16		8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h		0			74			704	684	115	325	325
Adjusted Saturation Flow Rate (*s*), veh/h/ln		0			1570			1870	1806	1781	1870	1869
Queue Service Time (*g s*), s		0.0			0.0			23.5	23.8	1.8	5.0	5.0
Cycle Queue Clearance Time (*g c*), s		0.0			3.0			23.5	23.8	1.8	5.0	5.0
Green Ratio (*g/C*)					0.20			0.51	0.51	0.67	0.70	0.70
Capacity (*c*), veh/h					371			959	926	419	1309	1309
Volume-to-Capacity Ratio (*X*)		0.000			0.201			0.734	0.739	0.275	0.248	0.248
Back of Queue (*Q*), ft/ln (50 th percentile)		0			33.1			254.7	246.2	21.6	40	39.3
Back of Queue (*Q*), veh/ln (50 th percentile)		0.0			1.3			10.0	9.8	0.9	1.6	1.6
Queue Storage Ratio (*RQ*) (50 th percentile)		0.00			0.00			0.00	0.00	0.14	0.00	0.00
Uniform Delay (*d 1*), s/veh					26.8			15.2	15.3	10.4	4.4	4.4
Incremental Delay (*d 2*), s/veh		0.0			1.2			5.0	5.3	1.6	0.5	0.5
Initial Queue Delay (*d 3*), s/veh		0.0			0.0			0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh					28.0			20.2	20.6	12.0	4.8	4.8
Level of Service (LOS)					C			C	C	B	A	A
Approach Delay, s/veh / LOS	0.0			28.0		C	20.4		C	5.9		A
Intersection Delay, s/veh / LOS	15.7						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.14	B	2.29	B	1.67	B	1.62	B
Bicycle LOS Score / LOS	0.49	A	0.61	A	1.63	B	1.12	A

HCS7 Two-Way Stop-Control Report

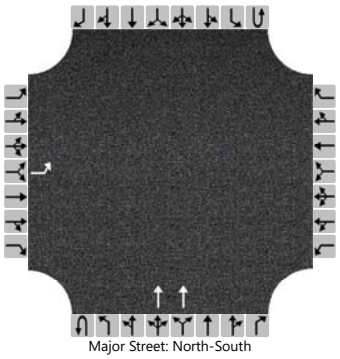
General Information

Analyst	MHM
Agency/Co.	USI
Date Performed	10/8/2019
Analysis Year	2019
Time Analyzed	PM Projected
Intersection Orientation	North-South
Project Description	19-058 Municipal Auditorium

Site Information

Intersection	Basin St at U-Turn
Jurisdiction	ORLEANS PARISH
East/West Street	U-Turn
North/South Street	Basin St
Peak Hour Factor	0.91
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	0	0		0	0	0	0	0	2	0	0	0	0	0
Configuration		L									T					
Volume (veh/h)		253									1017					
Percent Heavy Vehicles (%)		2														
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

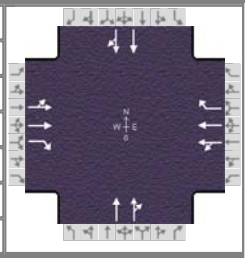
Base Critical Headway (sec)		7.5														
Critical Headway (sec)		6.84														
Base Follow-Up Headway (sec)		3.5														
Follow-Up Headway (sec)		3.52														

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		278														
Capacity, c (veh/h)		459														
v/c Ratio		0.61														
95% Queue Length, Q_{95} (veh)		3.9														
Control Delay (s/veh)		24.2														
Level of Service (LOS)		C														
Approach Delay (s/veh)		24.2														
Approach LOS		C														

HCS7 Signalized Intersection Input Data

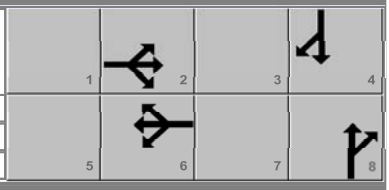
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	MHM	Analysis Date	Oct 8, 2019	Area Type	Other
Jurisdiction	Orleans Parish	Time Period	PM	PHF	0.97
Urban Street	N Claiborne Ave	Analysis Year	2019 Projected	Analysis Period	1> 7:00
Intersection	Orleans Ave	File Name	Claiborne Ave at Orleans Ave PM Projected.xus		
Project Description	19-058 Municipal Auditorum				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	121	1268	87	105	802	265		773	575		562	278

Signal Information			
Cycle, s	80.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	41.0	29.0	0.0	0.0	0.0	0.0	
Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
Red	1.0	1.0	0.0	0.0	0.0	0.0	



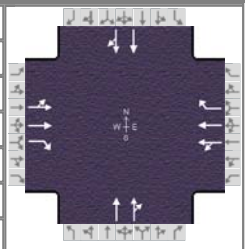
Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	121	1268	87	105	802	265		773	575		562	278
Initial Queue (Q_b), veh/h	0	0	0	0	0	0		0	0		0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900		1900	1900		1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		2	2		2	2		2			2	
Ped / Bike / RTOR, /h	4	1	9	6	0	27	5	0	58	3	1	28
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3		3	3		3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00
Lane Width (*W*), ft		12.0	12.0		12.0	12.0		12.0			12.0	
Turn Bay Length, ft		0	150		0	150		0			0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35		35	35		35	35

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		46.0		46.0		34.0		34.0
Yellow Change Interval (*Y*), s		4.0		4.0		4.0		4.0
Red Clearance Interval (R_c), s		1.0		1.0		1.0		1.0
Minimum Green (G_{min}), s		10		10		12		12
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0		2.0		2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0		2.0		2.0
Passage (*PT*), s		2.0		2.0		2.0		2.0
Recall Mode		Max		Max		Max		Max
Dual Entry		Yes		Yes		Yes		Yes
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

HCS7 Signalized Intersection Results Summary

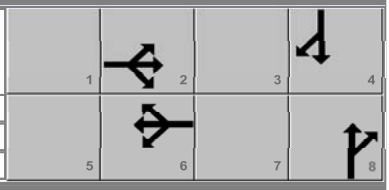
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	MHM	Analysis Date	Oct 8, 2019	Area Type	Other
Jurisdiction	Orleans Parish	Time Period	PM	PHF	0.97
Urban Street	N Claiborne Ave	Analysis Year	2019 Projected	Analysis Period	1> 7:00
Intersection	Orleans Ave	File Name	Claiborne Ave at Orleans Ave PM Projected.xus		
Project Description	19-058 Municipal Auditorum				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	121	1268	87	105	802	265		773	575		562	278

Signal Information			
Cycle, s	80.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	41.0	29.0	0.0	0.0	0.0	0.0	
Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
Red	1.0	1.0	0.0	0.0	0.0	0.0	



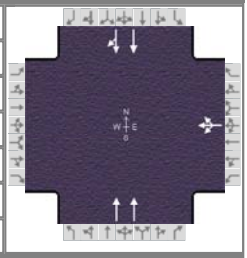
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		7.0		7.0		8.0		8.0
Phase Duration, s		46.0		46.0		34.0		34.0
Change Period, ($Y+R_c$), s		5.0		5.0		5.0		5.0
Max Allow Headway (*MAH*), s		0.0		0.0		3.2		3.2
Queue Clearance Time (g_s), s						31.1		17.9
Green Extension Time (g_e), s		0.0		0.0		0.0		4.4
Phase Call Probability						1.00		1.00
Max Out Probability						1.00		0.41

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16		8	18		4	14
Adjusted Flow Rate (*v*), veh/h	125	1307	80	108	827	245		708	622		444	394
Adjusted Saturation Flow Rate (*s*), veh/h/ln	67	1702	1562	0	1702	1579		1870	1615		1870	1656
Queue Service Time (g_s), s	4.2	41.0	2.1	0.0	36.8	7.2		29.1	29.0		15.2	15.9
Cycle Queue Clearance Time (g_c), s	41.0	41.0	2.1	41.0	36.8	7.2		29.1	29.0		15.2	15.9
Green Ratio (*g/C*)	0.51	0.51	0.51	0.51	0.51	0.51		0.36	0.36		0.36	0.36
Capacity (*c*), veh/h	124	872	800	90	872	809		678	585		678	600
Volume-to-Capacity Ratio (*X*)	1.002	1.499	0.100	1.203	0.948	0.303		1.044	1.063		0.654	0.656
Back of Queue (*Q*), ft/ln (50 th percentile)	129.6	1768.9	18	142.4	439.2	62.5		520.8	477.7		186.4	165.6
Back of Queue (*Q*), veh/ln (50 th percentile)	5.2	69.6	0.7	5.7	17.3	2.5		20.5	19.1		7.3	6.6
Queue Storage Ratio (*RQ*) (50 th percentile)	0.00	0.00	0.12	0.00	0.00	0.42		0.00	0.00		0.00	0.00
Uniform Delay (d_1), s/veh	39.4	19.5	10.0	40.0	18.5	11.3		25.5	25.5		21.3	21.3
Incremental Delay (d_2), s/veh	81.3	230.4	0.3	159.2	20.2	1.0		46.5	55.1		4.9	5.5
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Control Delay (*d*), s/veh	120.7	249.9	10.3	199.2	38.7	12.2		72.0	80.6		26.2	26.8
Level of Service (LOS)	F	F	B	F	D	B		F	F		C	C
Approach Delay, s/veh / LOS	226.5	F		47.9	D		76.0	E		26.5	C	
Intersection Delay, s/veh / LOS	107.5						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.16	B	2.12	B	2.31	B	2.28	B
Bicycle LOS Score / LOS	1.74	B	1.46	A	1.58	B	1.18	A

HCS7 Signalized Intersection Input Data

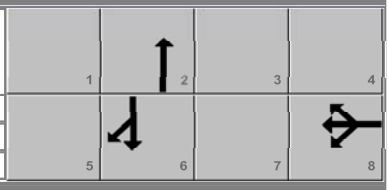
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	MHM	Analysis Date	Oct 8, 2019	Area Type	Other
Jurisdiction	Orleans Parish	Time Period	PM	PHF	0.93
Urban Street	N Rampart St	Analysis Year	2019 Projected	Analysis Period	1> 7:00
Intersection	St. Peter St	File Name	N Rampart St at St Peter St PM Projected.xus		
Project Description	19-058 Municipal Auditorium				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				39	82	44		1177			756	185

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	45.0	35.0	0.0	0.0	0.0	0.0	
Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
Red	1.0	1.0	0.0	0.0	0.0	0.0	



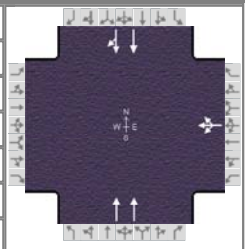
Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				39	82	44		1177			756	185
Initial Queue (Q_b), veh/h				0	0	0		0			0	0
Base Saturation Flow Rate (s_o), veh/h				1900	1900	1900		1900			1900	1900
Parking (N_m), man/h					None			None			None	
Heavy Vehicles (P_{HV}), %					2			2			2	
Ped / Bike / RTOR, /h	13	0		24	4	0	34	0		55	0	0
Buses (N_b), buses/h				0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)				3	3	3		3			3	3
Upstream Filtering (*I*)				1.00	1.00	1.00		1.00			1.00	1.00
Lane Width (*W*), ft					12.0			12.0			12.0	
Turn Bay Length, ft					0			0			0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h				25	25	25		35			35	35

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s				35.0		45.0		45.0
Yellow Change Interval (*Y*), s				4.0		4.0		4.0
Red Clearance Interval (R_c), s				1.0		1.0		1.0
Minimum Green (G_{min}), s				6		6		6
Start-Up Lost Time (*l*t), s			2.0	2.0		2.0		2.0
Extension of Effective Green (*e*), s			2.0	2.0		2.0		2.0
Passage (*PT*), s				2.0		2.0		2.0
Recall Mode				Max		Max		Max
Dual Entry				Yes		Yes		Yes
Walk (*Walk*), s		0.0		0.0		0.0		
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25			
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0			
Street Width / Island / Curb		0		0	0	No	0	0	No	0		No
Width Outside / Bike Lane / Shoulder, ft				12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No			No	0.50		No	0.50			0.50	

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	MHM	Analysis Date	Oct 8, 2019	Area Type	Other
Jurisdiction	Orleans Parish	Time Period	PM	PHF	0.93
Urban Street	N Rampart St	Analysis Year	2019 Projected	Analysis Period	1> 7:00
Intersection	St. Peter St	File Name	N Rampart St at St Peter St PM Projected.xus		
Project Description	19-058 Municipal Auditorium				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				39	82	44		1177			756	185

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	45.0	35.0	0.0	0.0	0.0	0.0	5	6	7	8
Yellow	4.0	4.0	0.0	0.0	0.0	0.0				
Red	1.0	1.0	0.0	0.0	0.0	0.0				

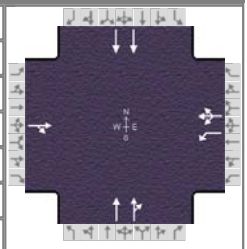
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2		6
Case Number				12.0		8.0		8.0
Phase Duration, s				40.0		50.0		50.0
Change Period, ($Y+R_c$), s				5.0		5.0		5.0
Max Allow Headway (*MAH*), s				2.1		2.0		2.0
Queue Clearance Time (g_s), s				8.2		26.8		19.8
Green Extension Time (g_e), s				0.1		2.1		2.2
Phase Call Probability				1.00		1.00		1.00
Max Out Probability				0.00		0.01		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3	8	18		2			6	16
Adjusted Flow Rate (*v*), veh/h					177			1266			531	481
Adjusted Saturation Flow Rate (*s*), veh/h/ln					1743			1781			1870	1696
Queue Service Time (g_s), s					6.2			24.8			17.3	17.8
Cycle Queue Clearance Time (g_c), s					6.2			24.8			17.3	17.8
Green Ratio (*g/C*)					0.39			0.50			0.50	0.50
Capacity (*c*), veh/h					678			1781			935	848
Volume-to-Capacity Ratio (*X*)					0.262			0.711			0.567	0.567
Back of Queue (*Q*), ft/ln (50 th percentile)					67.7			249.3			192.8	173.6
Back of Queue (*Q*), veh/ln (50 th percentile)					2.7			9.8			7.6	6.9
Queue Storage Ratio (*RQ*) (50 th percentile)					0.00			0.00			0.00	0.00
Uniform Delay (d_1), s/veh					18.7			17.5			15.7	15.7
Incremental Delay (d_2), s/veh					0.9			2.4			2.5	2.7
Initial Queue Delay (d_3), s/veh					0.0			0.0			0.0	0.0
Control Delay (*d*), s/veh					19.6			19.9			18.2	18.5
Level of Service (LOS)					B			B			B	B
Approach Delay, s/veh / LOS	0.0			19.6		B	19.9		B	18.3		B
Intersection Delay, s/veh / LOS	19.2						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.15	B	2.15	B	1.38	A	1.38	A
Bicycle LOS Score / LOS			0.78	A	1.53	B	1.32	A

HCS7 Signalized Intersection Input Data

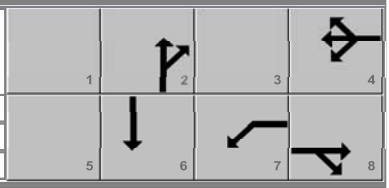
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	MHM	Analysis Date	Oct 2, 2019	Area Type	Other
Jurisdiction	Orleans Parish	Time Period	PM	PHF	0.93
Urban Street	Orleans Ave	Analysis Year	2019 Projected	Analysis Period	1> 7:00
Intersection	I-10 WB On and Off Ra…	File Name	Orleans Ave at I-10 WB On and Off Ramps PM Pr…		
Project Description	19-058 Municipal Auditorium				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		0	5	466	0	266		567	613		392	

Signal Information			
Cycle, s	70.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	30.8	22.8	0.4	0.0	0.0	0.0
Yellow	5.0	3.5	3.5	0.0	0.0	0.0
Red	0.5	3.0	0.5	0.0	0.0	0.0



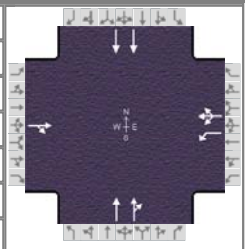
Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		0	5	466	0	266		567	613		392	
Initial Queue (Q_b), veh/h		0	0	0	0	0		0	0		0	
Base Saturation Flow Rate (s_o), veh/h		1900	1900	1900	1900	1900		1900	1900		1900	
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		2		2	2			2			2	
Ped / Bike / RTOR, /h	2	1	0	0	0	27	5	0	312	2	2	
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)		3	3	3	3	3		3	3		3	
Upstream Filtering (*I*)		1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	
Lane Width (*W*), ft		12.0		12.0	12.0			12.0			12.0	
Turn Bay Length, ft		0		225	0			0			0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h		25	25	25	25	25		35	35		35	

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		8.0	34.0	34.0		28.0		28.0
Yellow Change Interval (*Y*), s		3.5	3.5	3.5		5.0		5.0
Red Clearance Interval (R_c), s		0.5	3.0	3.0		0.5		0.5
Minimum Green (G_{min}), s		4	5	5		5		5
Start-Up Lost Time (*l*t), s		2.0	2.0	2.0		2.0		2.0
Extension of Effective Green (*e*), s		2.0	2.0	2.0		2.0		2.0
Passage (*PT*), s		1.0	0.0	0.0		0.0		0.0
Recall Mode		Off	Off	Off		Min		Min
Dual Entry		Yes	No	Yes		Yes		Yes
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

HCS7 Signalized Intersection Results Summary

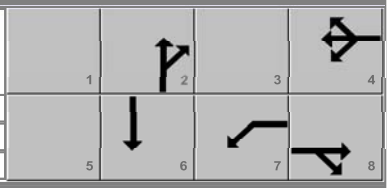
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	MHM	Analysis Date	Oct 2, 2019	Area Type	Other
Jurisdiction	Orleans Parish	Time Period	PM	PHF	0.93
Urban Street	Orleans Ave	Analysis Year	2019 Projected	Analysis Period	1> 7:00
Intersection	I-10 WB On and Off Ra…	File Name	Orleans Ave at I-10 WB On and Off Ramps PM Pr…		
Project Description	19-058 Municipal Auditorium				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		0	5	466	0	266		567	613		392	

Signal Information			
Cycle, s	70.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	30.8	22.8	0.4	0.0	0.0	0.0
Yellow	5.0	3.5	3.5	0.0	0.0	0.0
Red	0.5	3.0	0.5	0.0	0.0	0.0



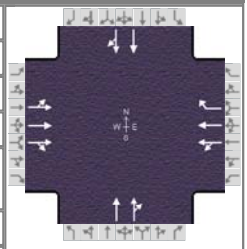
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4		2		6
Case Number		12.0		10.0		8.0		8.0
Phase Duration, s		4.4		29.3		36.3		36.3
Change Period, ($Y+R_c$), s		4.0		6.5		5.5		5.5
Max Allow Headway (*MAH*), s		1.9		0.7		0.0		0.0
Queue Clearance Time (g_s), s		2.2		22.8				
Green Extension Time (g_e), s		0.0		0.0		0.0		0.0
Phase Call Probability		0.10		1.00				
Max Out Probability		0.00		0.00				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		8	18	7	4	14		2	12		6	
Adjusted Flow Rate (*v*), veh/h		5		251	508			497	436		422	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1544		1781	1682			1870	1643		1781	
Queue Service Time (g_s), s		0.2		7.7	20.8			16.4	14.2		5.3	
Cycle Queue Clearance Time (g_c), s		0.2		7.7	20.8			16.4	14.2		5.3	
Green Ratio (*g/C*)		0.01		0.33	0.33			0.44	0.44		0.44	
Capacity (*c*), veh/h		9		581	548			823	723		1566	
Volume-to-Capacity Ratio (*X*)		0.613		0.431	0.926			0.604	0.604		0.269	
Back of Queue (*Q*), ft/ln (50 th percentile)		3.7		78	287.9			152.9	134.5		49.6	
Back of Queue (*Q*), veh/ln (50 th percentile)		0.1		3.1	11.3			6.0	5.4		2.0	
Queue Storage Ratio (*RQ*) (50 th percentile)		0.00		0.35	0.00			0.00	0.00		0.00	
Uniform Delay (d_1), s/veh		34.7		18.5	28.4			15.0	15.0		12.5	
Incremental Delay (d_2), s/veh		22.9		0.2	15.9			3.3	3.7		0.4	
Initial Queue Delay (d_3), s/veh		0.0		0.0	0.0			0.0	0.0		0.0	
Control Delay (*d*), s/veh		57.7		18.7	44.3			18.2	18.7		12.9	
Level of Service (LOS)		E		B	D			B	B		B	
Approach Delay, s/veh / LOS	57.7	E		35.8	D		18.4	B		12.9	B	
Intersection Delay, s/veh / LOS	23.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.58	C	2.13	B	1.93	B	1.67	B
Bicycle LOS Score / LOS	0.50	A	1.74	B	1.26	A	0.84	A

HCS7 Signalized Intersection Input Data

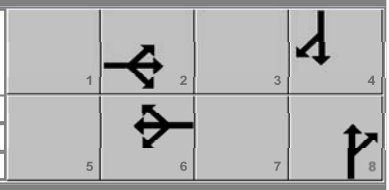
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	MHM	Analysis Date	Oct 2, 2019	Area Type	Other
Jurisdiction	Orleans Parish	Time Period	AM	PHF	0.97
Urban Street	N Claiborne Ave	Analysis Year	2019 Projected w Improvements	Analysis Period	1> 7:00
Intersection	Orleans Ave	File Name	Claiborne Ave at Orleans Ave AM Projected.xus		
Project Description	19-058 Municipal Auditorum				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	56	484	99	206	1114	509		365	151		795	201

Signal Information			
Cycle, s	80.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	41.0	29.0	0.0	0.0	0.0	0.0	
Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
Red	1.0	1.0	0.0	0.0	0.0	0.0	



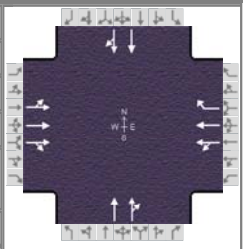
Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	56	484	99	206	1114	509		365	151		795	201
Initial Queue (Q_b), veh/h	0	0	0	0	0	0		0	0		0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900		1900	1900		1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		2			2	2		2			2	
Ped / Bike / RTOR, /h	3	2	10	3	0	51	0	0	15	4	1	20
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3		3	3		3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00
Lane Width (*W*), ft		12.0			12.0	12.0		12.0			12.0	
Turn Bay Length, ft		0			0	150		0			0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35		35	35		35	35

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		46.0		46.0		34.0		34.0
Yellow Change Interval (*Y*), s		4.0		4.0		4.0		4.0
Red Clearance Interval (R_c), s		1.0		1.0		1.0		1.0
Minimum Green (G_{min}), s		10		10		12		12
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0		2.0		2.0
Extension of Effective Green (e), s	2.0	2.0	2.0	2.0		2.0		2.0
Passage (*PT*), s		2.0		2.0		2.0		2.0
Recall Mode		Max		Max		Max		Max
Dual Entry		Yes		Yes		Yes		Yes
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

HCS7 Signalized Intersection Results Summary

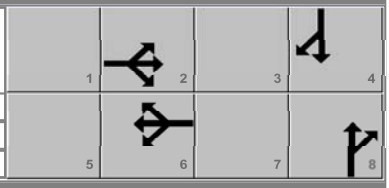
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	MHM	Analysis Date	Oct 2, 2019	Area Type	Other
Jurisdiction	Orleans Parish	Time Period	AM	PHF	0.97
Urban Street	N Claiborne Ave	Analysis Year	2019 Projected w Improvements	Analysis Period	1> 7:00
Intersection	Orleans Ave	File Name	Claiborne Ave at Orleans Ave AM Projected.xus		
Project Description	19-058 Municipal Auditorum				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	56	484	99	206	1114	509		365	151		795	201

Signal Information			
Cycle, s	80.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	41.0	29.0	0.0	0.0	0.0	0.0	
Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
Red	1.0	1.0	0.0	0.0	0.0	0.0	



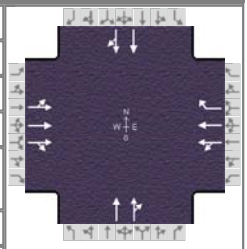
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		8.0		7.0		8.0		8.0
Phase Duration, s		46.0		46.0		34.0		34.0
Change Period, ($Y+R_c$), s		5.0		5.0		5.0		5.0
Max Allow Headway (*MAH*), s		0.0		0.0		3.1		3.1
Queue Clearance Time (g_s), s						10.7		21.7
Green Extension Time (g_e), s		0.0		0.0		3.1		2.3
Phase Call Probability						1.00		1.00
Max Out Probability						0.04		0.42

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16		8	18		4	14
Adjusted Flow Rate (*v*), veh/h	61	300	288	621	740	472		268	248		522	485
Adjusted Saturation Flow Rate (*s*), veh/h/ln	141	1702	1601	1070	1702	1582		1870	1698		1870	1737
Queue Service Time (g_s), s	8.9	8.4	8.5	32.5	30.0	16.6		8.4	8.7		19.4	19.7
Cycle Queue Clearance Time (g_c), s	38.9	8.4	8.5	41.0	30.0	16.6		8.4	8.7		19.4	19.7
Green Ratio (*g/C*)	0.51	0.51	0.51	0.51	0.51	0.51		0.36	0.36		0.36	0.36
Capacity (*c*), veh/h	160	872	821	609	872	811		678	615		678	630
Volume-to-Capacity Ratio (*X*)	0.379	0.344	0.351	1.020	0.848	0.582		0.395	0.404		0.769	0.769
Back of Queue (*Q*), ft/ln (50 th percentile)	34.7	78	75.4	452.5	318	149.3		96	88.8		242.1	223.9
Back of Queue (*Q*), veh/ln (50 th percentile)	1.4	3.1	3.0	18.1	12.5	5.9		3.8	3.6		9.5	9.0
Queue Storage Ratio (*RQ*) (50 th percentile)	0.00	0.00	0.00	0.00	0.00	1.00		0.00	0.00		0.00	0.00
Uniform Delay (d_1), s/veh	32.2	11.5	11.6	24.6	16.8	13.5		19.0	19.0		22.5	22.5
Incremental Delay (d_2), s/veh	6.7	1.1	1.2	41.7	10.0	3.0		1.7	2.0		8.2	8.8
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Control Delay (*d*), s/veh	38.9	12.6	12.8	66.4	26.8	16.6		20.7	21.0		30.8	31.3
Level of Service (LOS)	D	B	B	F	C	B		C	C		C	C
Approach Delay, s/veh / LOS	15.1	B		37.6	D		20.8	C		31.0	C	
Intersection Delay, s/veh / LOS	30.2						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.10	B	2.11	B	2.49	B	2.28	B
Bicycle LOS Score / LOS	0.84	A	2.00	B	0.91	A	1.32	A

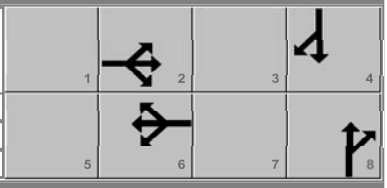
HCS7 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	MHM	Analysis Date	Oct 8, 2019	Area Type	Other
Jurisdiction	Orleans Parish	Time Period	PM	PHF	0.97
Urban Street	N Claiborne Ave	Analysis Year	2019 Projected Improvements	Analysis Period	1> 7:00
Intersection	Orleans Ave	File Name	Claiborne Ave at Orleans Ave PM Projected.xus		
Project Description	19-058 Municipal Auditorum				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	121	1268	87	105	802	265		773	575		562	278

Signal Information			
Cycle, s	80.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	41.0	29.0	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	1.0	1.0	0.0	0.0	0.0	0.0						

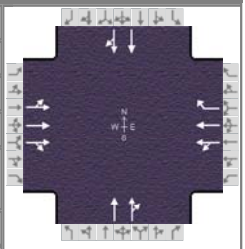
Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	121	1268	87	105	802	265		773	575		562	278
Initial Queue (Q_b), veh/h	0	0	0	0	0	0		0	0		0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900		1900	1900		1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		2			2	2		2			2	
Ped / Bike / RTOR, /h	4	1	9	6	0	27	5	0	58	3	1	28
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3		3	3		3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00
Lane Width (*W*), ft		12.0			12.0	12.0		12.0			12.0	
Turn Bay Length, ft		0			0	150		0			0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35		35	35		35	35

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		46.0		46.0		34.0		34.0
Yellow Change Interval (*Y*), s		4.0		4.0		4.0		4.0
Red Clearance Interval (R_c), s		1.0		1.0		1.0		1.0
Minimum Green (G_{min}), s		10		10		12		12
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0		2.0		2.0
Extension of Effective Green (e), s	2.0	2.0	2.0	2.0		2.0		2.0
Passage (*PT*), s		2.0		2.0		2.0		2.0
Recall Mode		Max		Max		Max		Max
Dual Entry		Yes		Yes		Yes		Yes
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

HCS7 Signalized Intersection Results Summary

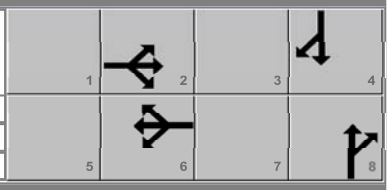
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	MHM	Analysis Date	Oct 8, 2019	Area Type	Other
Jurisdiction	Orleans Parish	Time Period	PM	PHF	0.97
Urban Street	N Claiborne Ave	Analysis Year	2019 Projected Improvements	Analysis Period	1> 7:00
Intersection	Orleans Ave	File Name	Claiborne Ave at Orleans Ave PM Projected.xus		
Project Description	19-058 Municipal Auditorum				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	121	1268	87	105	802	265		773	575		562	278

Signal Information			
Cycle, s	80.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	41.0	29.0	0.0	0.0	0.0	0.0	
Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
Red	1.0	1.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		8.0		7.0		8.0		8.0
Phase Duration, s		46.0		46.0		34.0		34.0
Change Period, ($Y+R_c$), s		5.0		5.0		5.0		5.0
Max Allow Headway (*MAH*), s		0.0		0.0		3.2		3.2
Queue Clearance Time (g_s), s						31.1		17.9
Green Extension Time (g_e), s		0.0		0.0		0.0		4.4
Phase Call Probability						1.00		1.00
Max Out Probability						1.00		0.41

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16		8	18		4	14
Adjusted Flow Rate (*v*), veh/h	125	702	686	108	827	245		708	622		444	394
Adjusted Saturation Flow Rate (*s*), veh/h/ln	68	1702	1663	130	1702	1579		1870	1615		1870	1656
Queue Service Time (g_s), s	4.2	27.4	27.4	13.7	36.8	7.2		29.1	29.0		15.2	15.9
Cycle Queue Clearance Time (g_c), s	41.0	27.4	27.4	41.0	36.8	7.2		29.1	29.0		15.2	15.9
Green Ratio (*g/C*)	0.51	0.51	0.51	0.51	0.51	0.51		0.36	0.36		0.36	0.36
Capacity (*c*), veh/h	125	872	853	157	872	809		678	585		678	600
Volume-to-Capacity Ratio (*X*)	0.998	0.804	0.805	0.692	0.948	0.303		1.044	1.063		0.654	0.656
Back of Queue (*Q*), ft/ln (50 th percentile)	128.9	282.2	276.8	75.8	439.2	62.5		520.8	477.7		186.4	165.6
Back of Queue (*Q*), veh/ln (50 th percentile)	5.2	11.1	10.9	3.0	17.3	2.5		20.5	19.1		7.3	6.6
Queue Storage Ratio (*RQ*) (50 th percentile)	0.00	0.00	0.00	0.00	0.00	0.42		0.00	0.00		0.00	0.00
Uniform Delay (d_1), s/veh	39.4	16.2	16.2	35.8	18.5	11.3		25.5	25.5		21.3	21.3
Incremental Delay (d_2), s/veh	79.9	7.8	8.0	22.2	20.2	1.0		46.5	55.1		4.9	5.5
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Control Delay (*d*), s/veh	119.3	24.0	24.1	58.0	38.7	12.2		72.0	80.6		26.2	26.8
Level of Service (LOS)	F	C	C	E	D	B		F	F		C	C
Approach Delay, s/veh / LOS	31.9	C		34.9	C		76.0	E		26.5	C	
Intersection Delay, s/veh / LOS	43.8						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.16	B	2.12	B	2.46	B	2.28	B
Bicycle LOS Score / LOS	1.32	A	1.46	A	1.58	B	1.18	A