

CONGESTION MANAGEMENT PROCESS

Baton Rouge Transportation Management Area

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**Capital Region Planning Commission
Baton Rouge , Louisiana**

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GLOSSARY OF TERMS

ATMC: Advanced Transportation Management Center – Part of Intelligent Transportation System (ITS) and a center point of ITS operation.

BRACS: Baton Rouge Area Commuter Services – A program sponsored by Capital Region Planning Commission to advocate transit and ridesharing.

CAAA: Clean Air Act Amendments of 1990 – Legislation that identified mobile source as primary sources of certain pollutants and calls for stringent new requirements regarding the attainment of the National Ambient Air Quality Standards.

CMAQ: Congestion Management and Air Quality Improvement – a program that directs funds to transportation programs and projects, and which will or are likely to contribute to attainment of National Ambient Air Quality Standards. The program was created under ISTEA and will continue under TEA21.

CMP: A systematic approach to addressing congestion through effective management and operation. CMP is required in Transportation Management Areas (TMAs) that provides for effective management and operation based on a cooperatively developed and implemented metropolitan wide strategy, of new and existing transportation facilities eligible for funding under title 23 U.S.C., and title 49 U.S.C., through the use of operational management strategies. [23 CFR 500.109.]. Through SAFETEA-LU the CMS has been replaced by the congestion management process.

CMS: Congestion Management System is defined as a systematic process that provides information on transportation system performance and alternative strategies to alleviate congestion and enhance the mobility of persons and goods. One of six management systems mandated by ISTEA and created in an effort to systematically improve the efficiency of transportation infrastructures.

Corridor: Transportation road section delivering a large share of the travel movements, as well as, providing linkages to major activity centers within a region and as used for CMS purposes.

CRPC: Capital Region Planning Commission – The Metropolitan Planning Organization (MPO) responsible for transportation planning activities within the Baton Rouge Metropolitan Area.

CATS: Capital Ares Transit System – The agency responsible for Transit operation within the Baton Rouge Metropolitan Area.

DEMO: Federal Demonstration programs and funds for high priority projects under TEA21.

EBR-DPW: East Baton Rouge Parish Department of Public Works.

Emission Inventory: A complete list of sources and quantities of pollutants within a specified area and time interval.

EPA: Environmental Protection Agency – Federal agency created as part of the Environmental Protection Act of 1970 that is responsible for enforcing, monitoring and maintaining Federal Environmental Law.

FHWA: Federal Highway Administration – An agency of the U.S Department of Transportation with jurisdiction over Highways.

FTA: Federal Transit Administration – An agency of the U.S Department of Transportation with jurisdiction over Transit.

GIS: Geographical Information System consists of computer mapping technology to store and use map and database files to form one system of information. GIS is used for visual and analytical information analysis and processing.

HCS: Highway Capacity Software – Computer software firstly developed by Federal Highway Administration then Mctrans to implement the procedures contained in the Highway Capacity Manuals.

IDAS: ITS deployment Analysis System – a sketch planning analysis tool that estimates the impacts, benefits and costs resulting from the deployment of Intelligent Transportation System components.

ISTEA: Intermodal Surface Transportation Efficiency Act - Major Federal legislation that implements broad changes in the transportation decision-making processes. ISTEA emphasizes diversity and balance of modes together with preservation of existing systems. It imposes a series of environmental, social, and energy-related factors that must be addressed in the planning, programming, and selection of projects.

ITS: Intelligent Transportation System – The application of sensor, computer, electronics and communications technologies and management strategies in an integrated manner – providing traveler information to increase safety and efficiency of the surface transportation systems.

LADOTD: Louisiana Department of Transportation and Development - State of Louisiana agency that has jurisdiction over Transportation.

Metropolitan Area: An area with a population of at least 50,000 as defined by the U.S. Bureau of the Census.

Metropolitan Area Boundaries: The area represented by the existing urbanized area and the contiguous are forecasted to be urbanized in a twenty year horizon for the region. The area may include the entire metropolitan statistical area as designated by the U.S. Bureau of the Census or another area as agreed upon by the Governor and MPO. Unless agreed upon by the metropolitan organization and the Governor, the area must also include the area of non- attainment of the NAAQS as defined by the CAAA.

MIS: Major Investment Study, at one time, required by rules of U.S. Department of Transportation.

MOBILE: an EPA emission factor model for use in the analysis of the air pollution impact of gasoline – fueled and diesel powered highway mobile sources required by CAAA for non – attainment areas. The current version in use is MOBILE 6.2.

MTP: Metropolitan Transportation Plan – A document specifying transportation projects and programs to be implemented over the next twenty years. The plan must be financially constrained and satisfy air quality conformity determination before formal approval and adoption is granted. In previous TIP, it was named as Long Range Transportation Plan.

MPO: Metropolitan Planning Organization – An organization established by the Governor and units of local government that represents 75 % of the affected population to carry out the transportation planning process required in Section 134 of Title 23 of the United States Code as amended by ISTEA of 1991.

NAAQS: National Ambient Air Quality Standards – Federal Standards that set permissible concentrations and exposure limits for various pollutants.

Non-attainment Area: A geographic region of the country that has been designated by EPA as not meeting the National Ambient Air Quality Standards for ozone, carbon monoxide, or Particulate matter (<10 microns in diameter)

PLAN: Long Range Transportation Plan - The same as Metropolitan Transportation Plan (MTP).

PPSUITE: Post Processor Modeling Software for Air Quality - This computer model provides a link between the physical, operating and traffic volume data of the travel demand forecasting model and the output of EPA's MOBILE6.2 emissions model.

SAFTEA-LU: Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users – Major federal transportation legislation that authorizes federal highway, transit, safety, research and motor carrier programs for a five year period from 2005- 2009. The bill was signed into law on August 10, 2005.

Section: Is a physical subset of the CMP corridor. Sections are defined as a length of roadway bounded by major intersecting facilities. It is the smallest analytical unit in the CMP.

SIP: State Implementation Plan – A plan mandated by the CAAA of 1990 that must contain procedures for areas classified as serious and above in non- attainment of ozone and carbon monoxide to monitor, control, maintain and enforce compliance with the National Ambient Air Quality Standard.

Speed Deficit: Congestion is measured by calculating the difference between posted speed and peak hour average travel speeds, expressed in miles per hour (mph), for section within the CMP network. The greater the difference between the two speed measures, the more serious the congestion.

TDM: Transportation Demand Management – A strategy to manage the demand side of transportation to relieve congestion and improve air quality using public transit, ridesharing, flexible work schedule, telecommuting, etc.

TAC: Transportation Advisory Committee – A committee consisting of government, institutional, and providers of transportation in the Baton Rouge Metropolitan Area. Its purpose is to provide advice and recommendations regarding transportation issues in the area.

TEA21: Transportation Equity Act for the 21st Century - A Transportation bill that reauthorizes federal highway, transit, safety, research and motor carrier programs for the six year period 1998 – 2003. The Senate and House of Representatives completed action on this legislation on May 22, 1998 and the President signed the bill into law on June 9, 1998.

TIP: Transportation Improvement Program – A document specifying transportation projects to be programmed within the next three to five years. As with the PLAN, this program must be financially constrained and satisfy appropriate air quality conformity determinations.

TMA: Transportation Management Area – An urbanized area with a population of at least 200,000 or as designated by the U.S. Secretary of Transportation, that requires planning steps be performed which include, but not limited to, the adoption of a Congestion Management Process (CMP)

TPC: Transportation Policy Committee – The committee responsible for formally adopting local transportation plans and programs in the metropolitan area.

TRANSCAD: TransCAD is a Geographic Information System (GIS) designed for use by transportation professionals to store, display, manage, and analyze transportation data. TransCAD combines GIS and transportation modeling capabilities in a single integrated platform. TransCAD can be used for all modes of transportation, at any scale or level of detail.

Executive Summary

The Congestion Management Process (CMP) has evolved from what was previously known as the Congestion Management System (CMS). It is a systematic approach, collaboratively developed and implemented throughout a metropolitan region to ensure safe and effective management and operation of new and existing transportation facilities through the use of demand reduction and operational management strategies. Federal regulations require that designated Transportation Management Areas (TMAs), urbanized areas with a population over 200,000, maintain and use a CMP in their transportation planning and decision-making process. The 2005 Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFTEA-LU), further reinforces the need for a CMP by reiterating that the goal of the law is to utilize a process that is an integral component of metropolitan transportation planning.

The Baton Rouge MPO Study Area is a large complex area consisting of over 700,000 people generating over 3.2 million vehicle trips per day. Situated on the Mississippi River, the metropolitan area encompasses a five Parish area: (1) all of East Baton Rouge Parish; (2) the portion of Ascension Parish on the east bank of the Mississippi River; (3) the northeast portion of Iberville Parish on the east bank of the Mississippi River; (4) the western portion of Livingston Parish; and (5) the eastern portion of West Baton Rouge Parish. The area contains fourteen (14) incorporated municipalities: Gonzales and Sorrento in Ascension Parish; Baton Rouge, Baker, Zachary, and Central in East Baton Rouge Parish; St. Gabriel in Iberville Parish; Denham Springs, French Settlement, Port Vincent and Walker in Livingston Parish; and Addis, Brusly and Port Allen in West Baton Rouge Parish.

The Capital Region Planning Commission (CRPC) is the Baton Rouge area's designated Metropolitan Planning Organization (MPO). CRPC selected the Principal Arterials and Interstate corridors to screen for congestion. The TransCAD based Travel Demand Forecasting Model was used to define all corridors from level of service A through F based on the volume-capacity ratio on those corridors. The CMP Work Plan for the Baton Rouge TMA considered the congested corridors as those corridors with LOS E or F. The CMP process identified 173 segments covering 586.4 miles of network as congested. These segments were prioritized by utilizing the congestion, mobility and safety measuring factors such as Functional Classification, V/C Ratio, Daily Delay (veh/hr/mile) Crash Rate and Local Input. Further, CRPC used data analysis technique called 'ranking order' to prioritize these congested segments. In order to determine the level of congestion for a highway segment, the CMP uses three performance measures: Volume to Capacity (v/c) ratio, Level of Service (LOS) and Average Travel Speed. Traffic count data that is being collected by various agencies such as LADOTD, the Regional ATMC, ITS Devices and also local sources such as parishes and municipalities will be obtained and used for monitoring these performance measures. The TransCAD based Travel Demand Forecasting Model will also be used where necessary to monitor performance. Two performance measures

will be used to indicate transit performance: Total Passenger Miles and Number of Unlinked Passenger Trips. The data required for monitoring the transit performance measures will be obtained from the annual Section 15 reports. These performance measures provide a method to objectively identify and prioritize needs that are required for effectively implementing the Congestion Management Process.

The CMP is an integral part of the metropolitan transportation planning process, rather than a stand-alone program or system. A Technical Advisory Committee workgroup was formed to review the CMP process and the congested segments. A list of the segments and the map for each Parish was sent to the corresponding TAC workgroup members. The congested segments in each parish were prioritized using three different categories: A, B and C. The highest priority is designated by the letter A, the lowest priority by the letter C, and all other segments are designated by the letter B. These prioritized 173 CMP segments will be taken in to consideration when developing or updating the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP).

The strategies to mitigate congestion on the Baton Rouge roadway network consist of transportation demand management such as public transit improvement and regional ridesharing, traffic operation improvements such as computer signal synchronization, intelligent transportation system deployment, and capacity increase. Based on the federal regulations for ozone non-attainment areas, CRPC analyzed reasonable transportation demand management means prior to recommending any capacity improvement on the CMP segments. However, widening of interstate highways and principal arterials were still warranted because of facility deficiency and congestion severity. Additionally, the air quality conformity analysis required by the federal regulations will have to demonstrate that these widening projects will not worsen air pollution.

1. Introduction

1.1 CMP Requirements:

Designated Transportation Management Areas (TMAs), urbanized areas with a population over 200,000, are required to maintain and use a CMP in their transportation planning and decision-making process. The 2005 Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFTEA-LU), further reinforces the need for a CMP by reiterating that the goal of the law is to utilize a process that is an integral component of metropolitan transportation planning.

The final rule on the required components of a CMP state:

- The transportation planning process in a TMA shall address congestion management through a process that provides for safe and effective integrated management and operation of the multimodal transportation system, based on a cooperatively developed and implemented metropolitan-wide strategy of new and existing transportation facilities eligible for funding under title 49 U.S.C Chapter 53 through the use of travel demand management and operational management strategies.
- The development of a congestion management process should result in multimodal system performance measures and strategies that can be reflected in the Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP). The level of system performance deemed acceptable by State and local transportation officials may vary by type of transportation facility, geographic location (metropolitan area or subarea), and/or time of day. In addition, consideration should be given to strategies that manage demand, reduce single occupant vehicle (SOV) travel, and improve transportation system management and operations. Where the addition of general purpose lanes is determined to be an appropriate congestion management strategy, explicit consideration is to be given to the incorporation of appropriate features into the SOV project to facilitate future demand management strategies and operational improvements that will maintain the functional integrity and safety of those lanes.
- The congestion management process shall be developed, established and implemented as part of the transportation planning process that includes coordination with transportation system management and operations activities.

The congestion management process shall include:

- A. Methods to measure, monitor and evaluate the performance of the multimodal transportation system, identify the causes of recurring and non-recurring congestion,

identify and evaluate alternative strategies, provide information supporting the implementation of actions, and evaluate the effectiveness of implemented actions;

- B. Definition of congestion management objectives and appropriate performance measures to assess the extent of congestion and support the evaluation of the movement of people and freight. Since levels of acceptable system performance may vary among local communities, performance measures should be tailored to the specific needs of the area and established cooperatively by the State(s), affected Metropolitan Organization(MPO)s, and local officials in consultation with the operators of major modes of transportation in the coverage area;
- C. Establishing of a coordinated program for data collection and system performance monitoring to define the extent and duration of congestion, to contribute in determining the causes of congestion, and evaluate the efficiency and effectiveness of implemented actions. To the extent possible, this data collection program should be coordinated with existing data sources (including archived operational/Intelligent Transportation System (ITS) data and coordinated with operations managers in the metropolitan area;
- D. Identification and evaluation of the anticipated performance and expected benefits of appropriate congestion management strategies that will contribute to the more effective use and improved safety of existing and future transportation systems based on the established performance measures. The following categories of strategies, or combinations of strategies, are some examples of what should be appropriately considered for each area:
 - Demand management measures, including growth management and congestion pricing;
 - Traffic operational improvements;
 - Public transportation improvements;
 - ITS technologies as related to the regional ITS architecture; and
 - Where necessary, additional system capacity;
- E. Identification of an implementation schedule, implementation responsibilities, and possible funding sources for each strategy (or combination of strategies) proposed for implementation; and
- F. Implementation of a process for periodic assessment of the effectiveness of implemented strategies, in terms of the area's established performance measures. The results of this evaluation shall be provided to decision makers and the public to provide guidance on selection of effective strategies for future implementation.

The Congestion Management Process can be described through the following eight step process as shown in **Figure 1**.

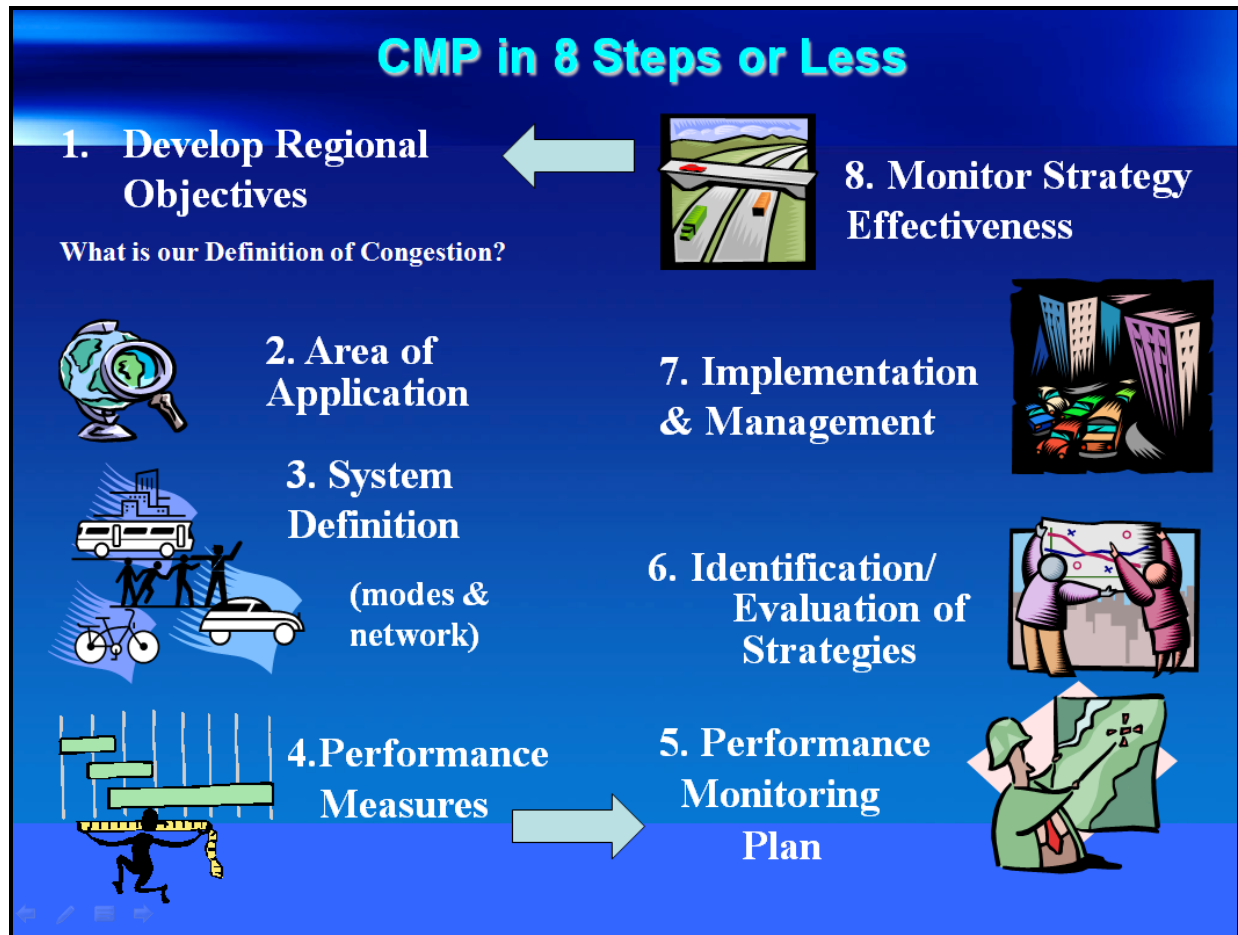


Figure 1: CMP in 8 Steps (Source: FHWA)

1.2 Integration of CMP into Transportation Planning Process.

The CMP is intended to be an integral part of the metropolitan transportation planning process, rather than a stand-alone program or system. SAFETEA-LU outlines the requirements for addressing congestion in Transportation Management Areas (TMAs), mandating the incorporation of CMP within the metropolitan transportation planning process. Integration of the CMP into the planning process will provide decision makers better tools for project prioritization. The schematic shown in **Figure 2** provides a picturesque description of how the CMP can be integrated into the transportation planning process.

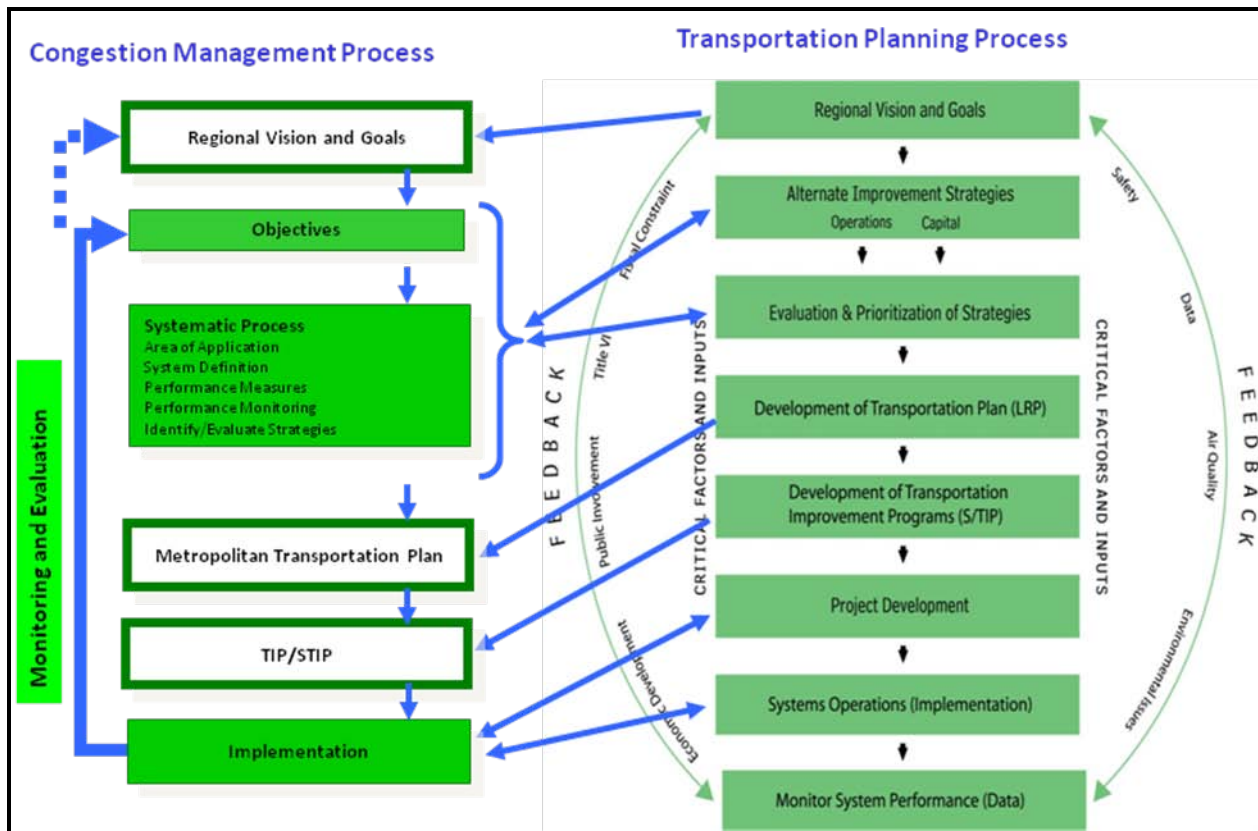


Figure 2: CMP Integration with Transportation Planning (Source: FHWA)

2. CMP Development

2.1 CMP Objectives

To improve Mobility, Connectivity, Accessibility, Reliability, Travel Time and Safety of the transportation system; and provide various modes of travel options in the Baton Rouge MPO area.

2.2 Area of Application

The CMP study area coincides with the Baton Rouge Metropolitan Area and is shown in **Figure 3**. The Baton Rouge Metropolitan Area is a large, complex area consisting of over 700,000 people generating over 3.2 million vehicle trips per day. Situated on the Mississippi River, the metropolitan area encompasses five parishes: (1) all of East Baton Rouge Parish; (2) the portion of Ascension Parish on the left descending bank of the Mississippi River; (3) the northeast portion of Iberville Parish on the left descending bank of the Mississippi River; (4) the western portion of Livingston Parish, and; (5) the eastern portion of West Baton Rouge Parish. The area contains fourteen (14) incorporated municipalities: Gonzales and Sorrento in Ascension Parish; Baton Rouge, Baker, Zachary, and City of Central in East Baton Rouge Parish; St. Gabriel in Iberville Parish; Denham Springs, French Settlement, Port Vincent and Walker in Livingston Parish, and; Addis, Brusly and Port Allen in West Baton Rouge Parish.

2.3 Transportation System Definition

The Baton Rouge Metropolitan Area road network consists of a combination of Freeway, Principal Arterial, Minor Arterial, Major Collector, Frontage Road, Ramp and Local Street facility types which carry over 3.2 million vehicle trips per day. The transportation network is categorized by functional classification. The functional classification map is shown in **Figure 4**. CRPC utilized the in-house regional travel demand forecasting model (TransCAD) to identify the congested corridors. The four step travel demand modeling process was utilized and resulted in the data that is required to estimate the Volume to Capacity (V/C) ratio for individual links in the network.

The level of congestion was measured using the ratio of the actual flow of traffic on a particular link to the maximum volume of traffic that a link can carry based on its configuration. This is also called the V/C ratio or the Volume to Capacity ratio. The actual flow of traffic (volume) is an output from the four step modeling process. Level of Service (LOS) of a network link can be inferred using its V/C ratio. The level of service (LOS) is defined as the qualitative measure describing the operational conditions of the traffic flow and how these conditions are perceived by the motorists.

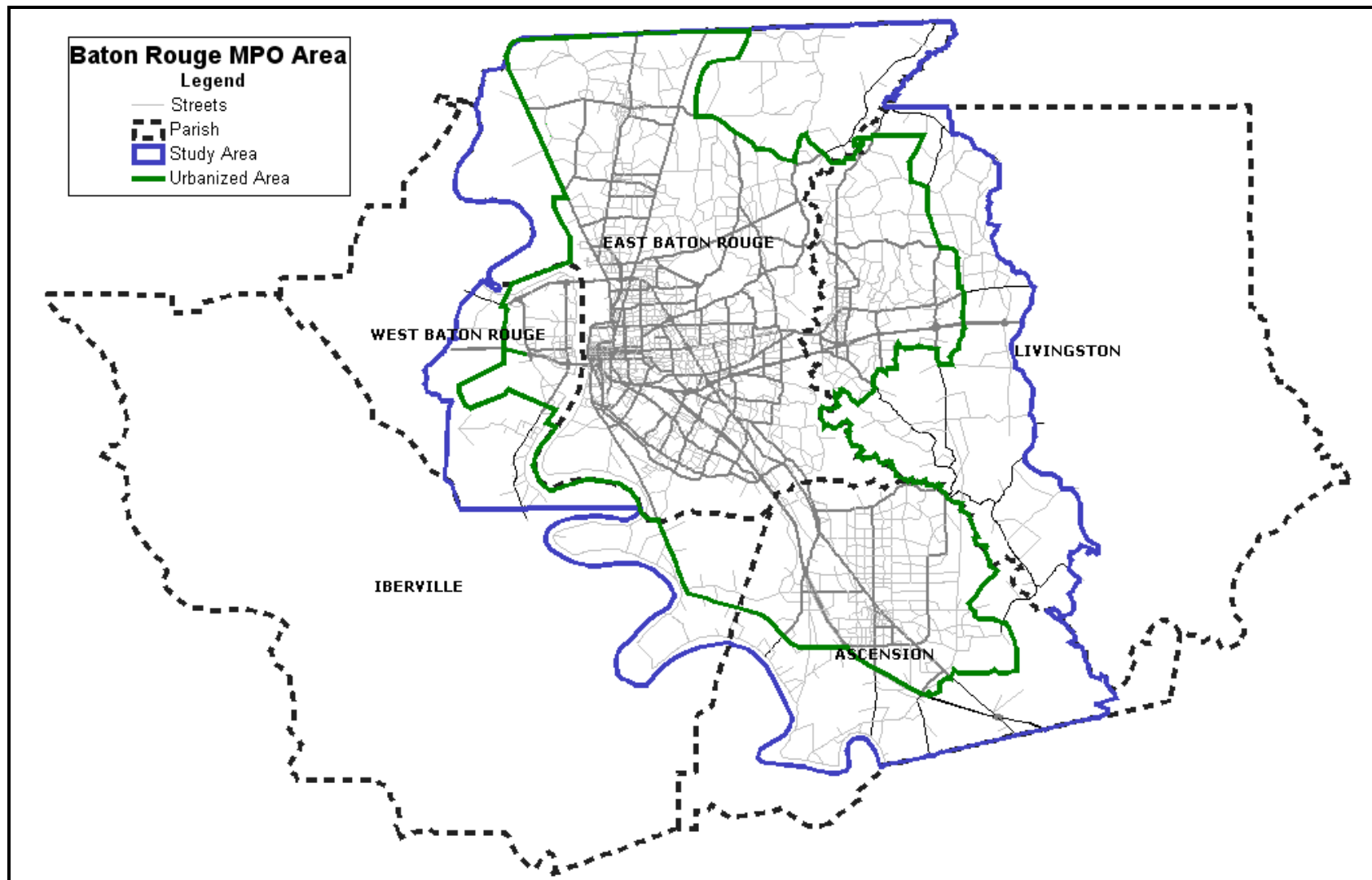
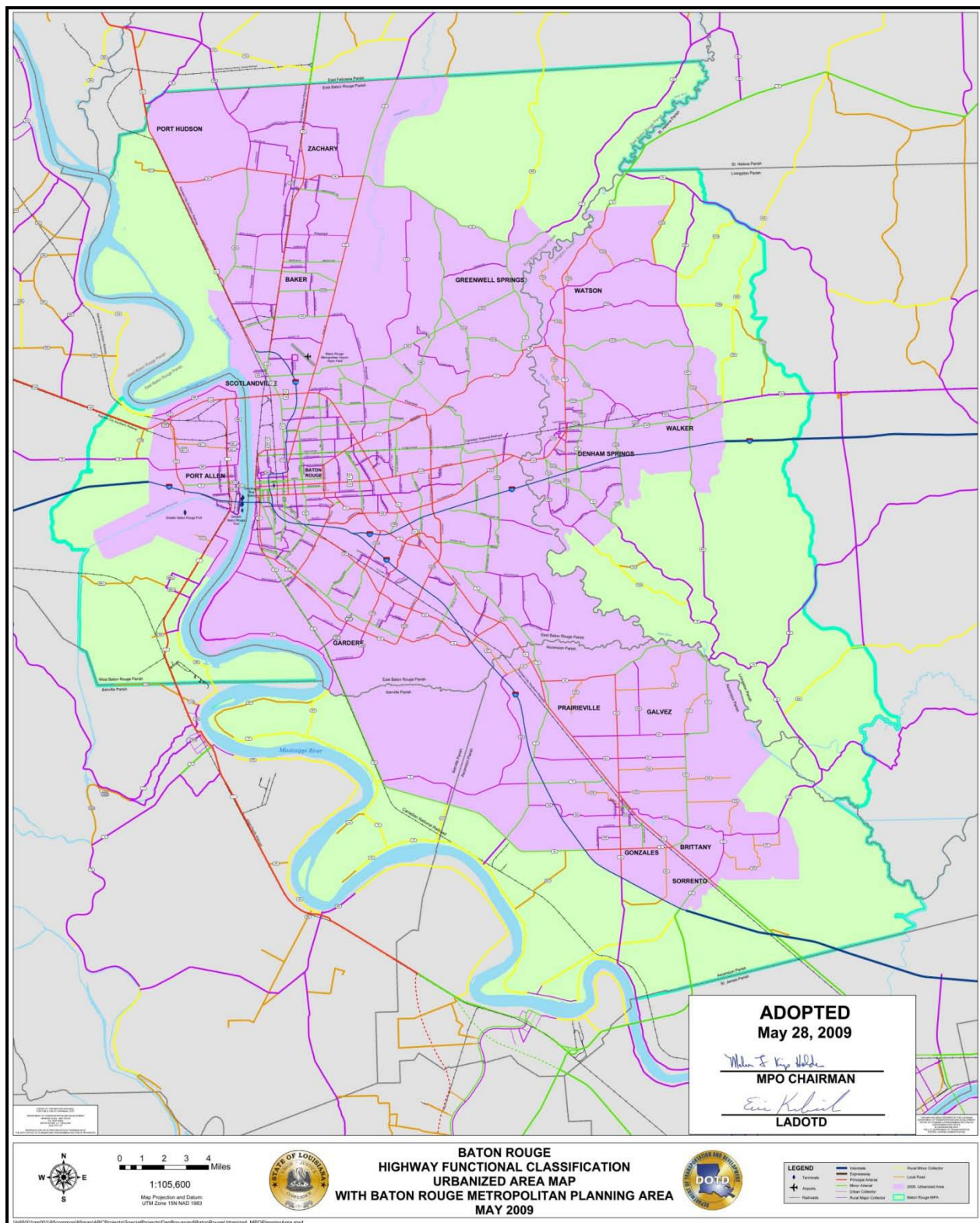


Figure 3: Area of Application



Six levels of service are defined and each is given a letter designation from A to F. LOS A represents the best operating conditions and LOS F the worst. Levels of Service are defined as follows for uninterrupted traffic flow:

LOS A (*Free flow conditions*): Vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream with a high level of physical and psychological comfort. The effects of minor accidents or breakdowns are easily absorbed at this level.

LOS B (*Reasonably free flow conditions*): The ability to maneuver within the traffic stream is only slightly restricted and the general level of physical and psychological comfort provided to drivers is still high. The effects of minor incidents and breakdowns are still easily absorbed.

LOS C (*Stable Operations*): Traffic flows are approaching the range in which small increases in traffic will cause substantial deterioration in service. Freedom to maneuver within the traffic stream is noticeably restricted and lane changes require additional care and vigilance. Minor accidents may still be absorbed, but the local deterioration in service will be substantial with delay forming behind any significant blockage. The driver now experiences a noticeable tension due to the additional vigilance required for safe operation.

LOS D (*High density, but stable flow. Bordering unstable flow*): Small increases in traffic may cause substantial deterioration in service. Freedom to maneuver within the traffic stream is severely limited and the driver experiences drastically reduced physical and psychological comfort levels. Even minor accidents can be expected to create substantial delays because the traffic stream has little space to absorb disruptions.

LOS E (*Very unstable operations*): Virtually no usable gaps exist within the traffic stream. This means that any disruption, such as a vehicle entering from a ramp or changing lanes, causes following vehicles to slow or stop to admit the vehicle disrupting the flow. Any incident can be expected to produce substantial delay. Maneuverability within the traffic stream is extremely limited and the level of physical and psychological comfort is extremely poor.

LOS F (*Forced or breakdown flow*): Such conditions generally exist for a number of reasons such as traffic accidents, recurring points of congestion, or peak hour conditions which exceed the current design of the facility. LOS F is used to identify that point where the facility has reached or surpassed its maximum capacity and a complete breakdown of service occurs.

The CMP Work Plan for the Baton Rouge TMA considered the congested segments as those roadway segments with LOS E or F.

LOS or V/C Map

The network was analyzed first by using the scaled thematic map wizard which adjusted the thickness of all network links based on the volume of the traffic flowing through them. The thicker the band the more the volume of traffic flowing through that particular link. Then the

color thematic map wizard was applied on top of the above scaled theme which is based on the V/C ratio or the Level of Service (LOS). The level of service map is shown in **Figure 5**.

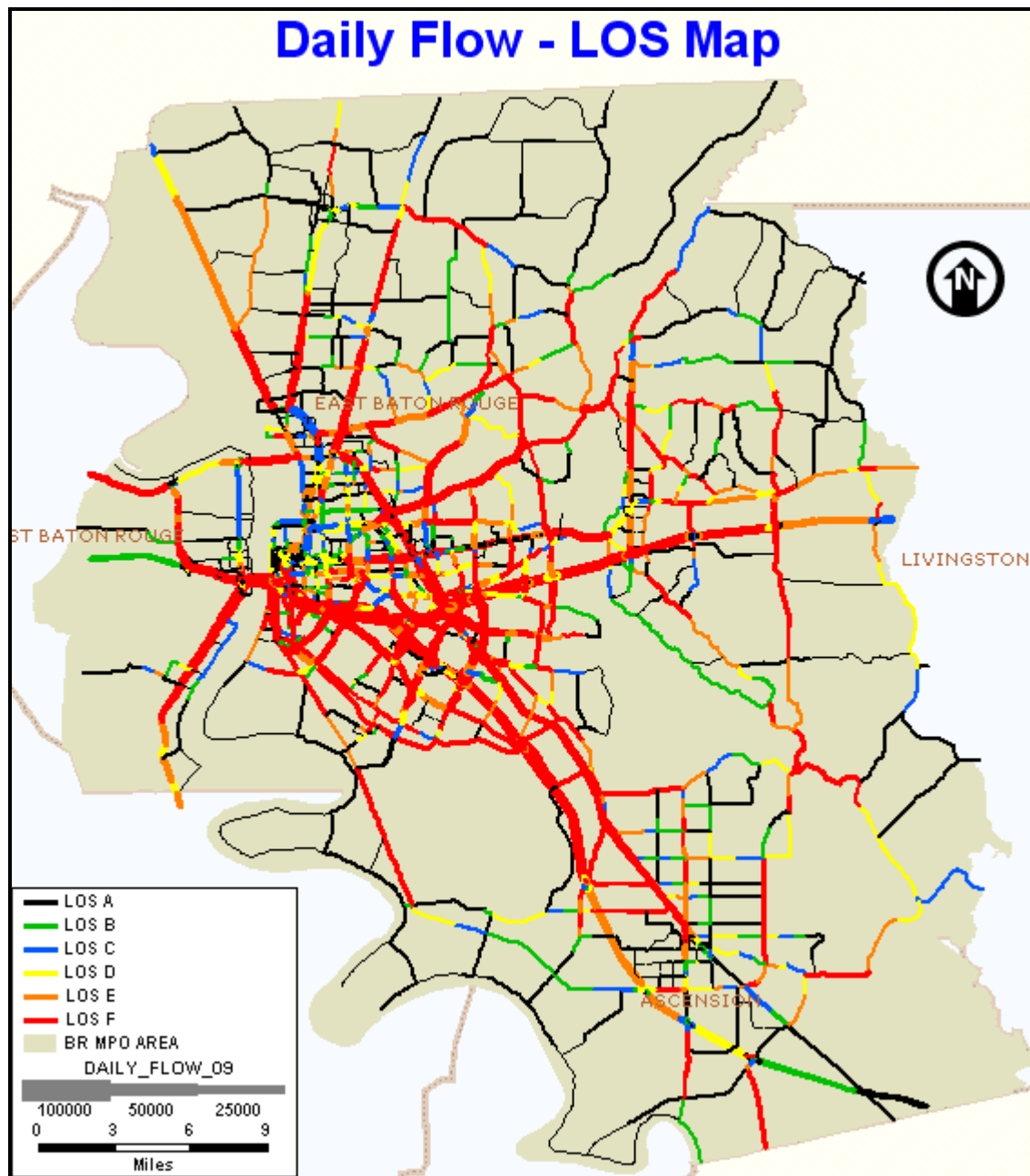


Figure 5: LOS Map

Creating the CMP Corridor Map

The LOS map provided an initial understanding of the congested corridors in the MPO area and was used as the basis for creating a congestion corridor map. From the map above in **Figure 5**, it is obvious that many major roads in the Baton Rouge MPO network (hereafter referred to as "BR Network") are operating at LOS F. So, LOS F (V/C Ratio > 1.0) was used as the initial performance threshold level. A new field called CMS_ID was added to the data view of the BR Network geographic file. Links on a particular route with V/C Ratio > 1.0 were grouped together and provided with a unique CMS_ID, which represents a meaningful length and called as a CMP segment. This process resulted in **173 congested** segments covering **586.4** miles of network. These segments are shown in tabular form in **Appendix A**.

Short Links with LOS D or E adjoining the links with LOS F were considered as potential links that the congestion would be carried over. Thus, these adjoining links were also included in identifying the CMP segments.. All the identified CMP segments on a route within a parish were then categorized as a CMP corridor. This process resulted in 106 CMP corridors and these are shown in tabular form in **Appendix B**. The CMP corridor map that resulted from the above process is shown in **Figure 6**. The following table shows the number of segments and their length in miles by functional class.

Table 1: Facility Type and Functional Classification

FACILITY TYPE		FUNC_CLASS	Segment Count	Length (Miles)
Interstate	Rural	1	-	-
	Urban	11	22	127.7
Principal Arterial	Rural	2	1	9
	Urban	14	61	201.10
Minor Arterial	Rural	6	1	3.19
	Urban	16	62	175.03
Collector	Rural Major	7	5	21.85
	Rural Minor	8	-	-
	Urban	17	16	37.72
Local	Rural	9	-	-
	Urban	19	5	6.76
		Grand Total	173	586.4

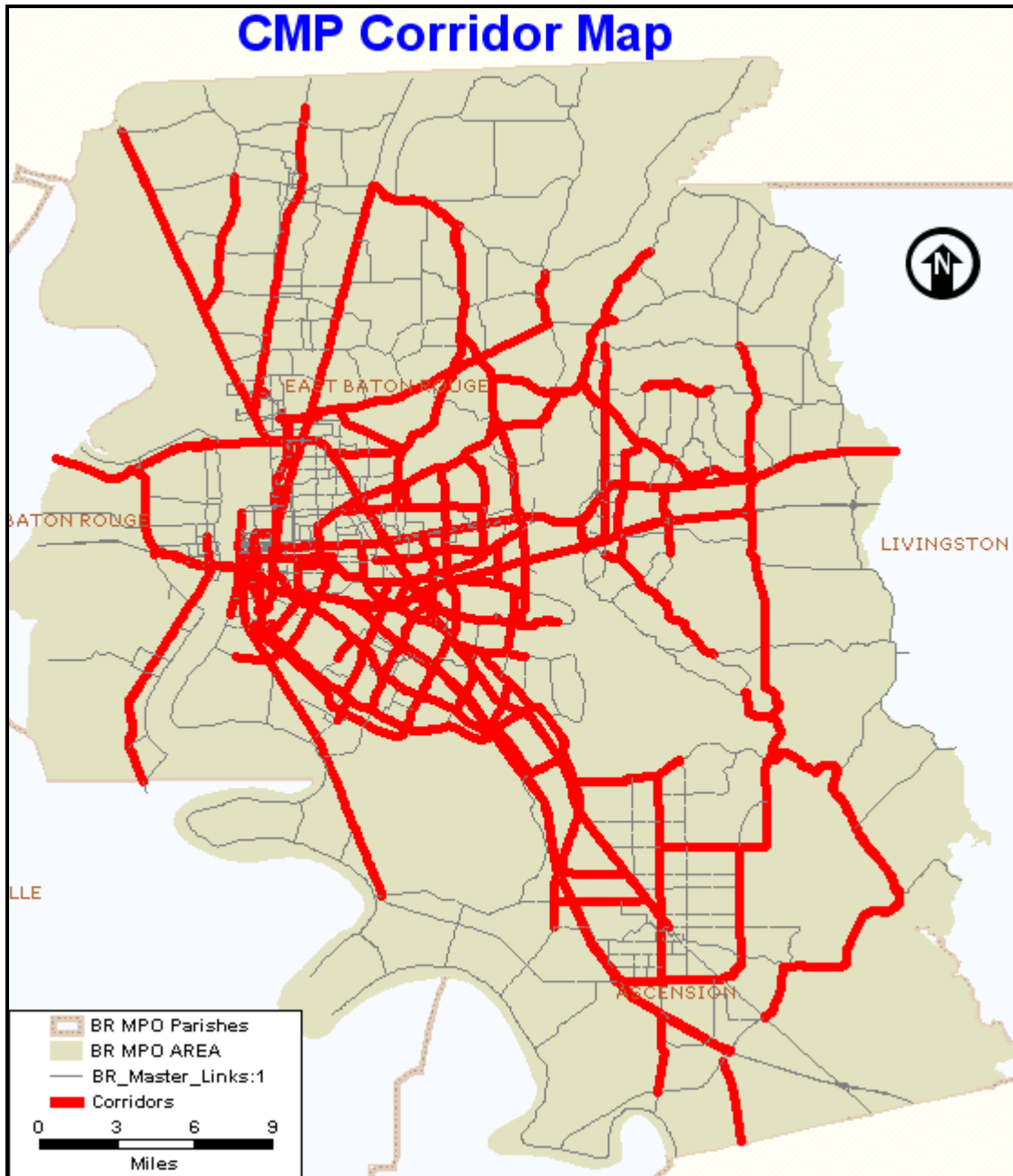


Figure 6: CMP Corridor Map

Transit System

Capital Area Transit System (CATS) is the regional transit system that provides mass transit services in the Baton Rouge region. CATS operates night and weekend with a span of service from 5.30 A.M to 11.40 P.M and operates 363 days of the year. CATS also provides Para Transit service to the ADA passengers who cannot use fixed route service. The transit routes in the Baton Rouge MPO area shown in **Figure 7**.

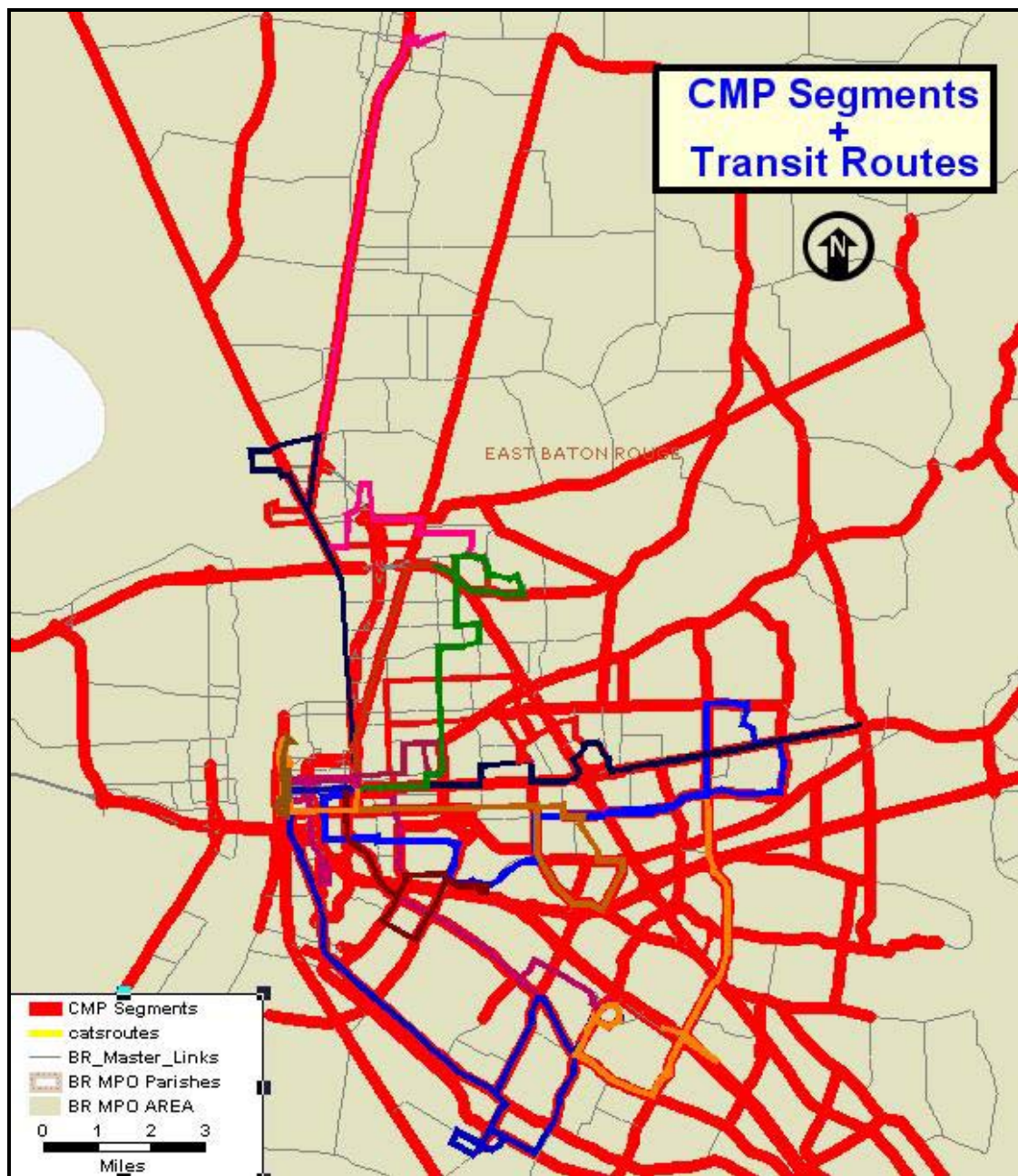


Figure 7: Transit Routes Overlaid on top of CMP Corridors

2.4 Performance Measures:

Performance measures provide a means of evaluating the efficiency of the transportation system. These measures provide the parameters necessary to identify the location and severity of congestion. Performance measures also allow evaluation of the effectiveness of proposed strategies/alternatives for both highway and transit facilities.

2.4.1 Performance Measures for Highway Segments

In cooperation with Louisiana's Department of Transportation and Development (LADOTD), base performance measures were established statewide in order to evaluate levels of congestion in a consistent manner. The basic performance measures are:

1. Average Travel Speed
2. Level of Service (LOS)
3. Volume to Capacity (v/c) Ratio
4. Throughput

These performance measures are further described as shown below:

1. Average Travel Speed is used on a corridor - segment level analysis to calculate a speed deficit measure;
2. LOS provides analysis primarily for intersection operation; and
3. V/C ratio is used for segment level analysis.
4. Throughput is an important measure that could play a critical role in determining the effectiveness of a project. There are cases where after making a major improvement to a roadway the three indicators mentioned above will not show improvement. In that case the throughput before and after the improvements should be compared. Generally the throughput will increase because of the improvement.

2.4.2 Performance Measures for Transit Systems

Transit systems can play a critical role in mobility enhancement, improving accessibility and congestion relief. Due to the role transit can play in regional mobility, transit performance measures were added to the CMP Plan. The following are the two important performance indicators that are used to measure the effectiveness of the transit system in the Baton Rouge MPO area

1. Unlinked Passenger Trips, and
2. Unlinked Passenger Miles

Passenger trips depict the number of trips served by the system. Passenger miles is an indicator of passenger traffic through the transit system. An increase in both trips and miles when compared to the prior years is considered to be an increase in system efficiency.

2.5 Data Collection and System Monitoring

The process of collecting data and monitoring the transportation system should be an ongoing program to determine and monitor the level and severity of congestion, and to evaluate the effectiveness of implemented actions. Existing data sources include the MPO, the Advanced Traffic Management Center (ATMC), ITS field devices such as cameras, the Louisiana Department of Transportation, and transit fare boxes. Other sources will be utilized as they become available.

Highway Segments

The Louisiana Department of Transportation and Development maintains a program to collect traffic counts at various fixed as well as ad hoc locations throughout the state. This traffic count program includes many locations on the CMP corridors within the Baton Rouge MPO area. In addition, the regional ATMC also collects data from field devices. The traffic data collected by the ATMC is aggregated on a 15 minute interval. Some of the parishes included in the MPO area also collect traffic counts on many state and non-state routes. All available and current traffic count data will be collected by CRPC to monitor system performance. The following briefly describes the four step modeling process along with some intermediary steps that can be used to further analyze the data so that it can be used for performance monitoring.

Travel Demand Modeling Process

Trip Generation: The trip generation step predicted the number of trips that are produced and attracted to each Traffic Analysis Zone (TAZ) in the study area. The TAZ that contains the home-end of the home-based trips or the origin end of the non-home-based trips is considered to have produced the trip. The TAZ where an out-of-home activity is undertaken from the home-based trips or the destination end of the non-home-based trips is considered to have attracted a trip. The production and attraction models are applied separately, and a balancing procedure is employed in order to balance the total number of productions and total number of attractions. This is done to conserve trip ends in the study area. At the end of this step, the productions and attractions are separate and the two ends are not linked into trips until the Trip Distribution step is completed.

Shortest Path Matrix Computation: This is an intermediary step that precedes the second step (Trip Distribution) in the four step process. The shortest path matrix was computed using link impedances to determine the shortest path between all the TAZ's in the study area. The output of this step was a matrix of the shortest path travel times by autos as well as by other modes and used as an input in the Trip Distribution and Mode Split steps.

Trip Distribution: This is the second step of the four step process. The Trip Distribution model was used to link the trip productions and the trip attractions and predict the spatial pattern of the trips between the TAZ's. The productions and attractions from the Trip Generation step and the shortest path travel times matrix from the intermediary step Shortest Path Matrix Computation

are the inputs to this step. The outputs from this step are the production-attraction trip matrix by each trip purpose.

Mode Split: This is the third step of the four step process. This step divides the total trips from Trip Distribution into trips by each of the available modes. The modes that apply to this region are auto and bus. The outputs are trip the production-attraction matrix by each trip purpose and by each mode.

PA to OD: The Traffic Assignment algorithm requires the trips to be measured in terms of origins and destinations. This intermediary step is used to translate the production-attraction trip matrices into origin-destination trip matrices. The outputs are the origin-destination trip matrices for each mode.

Traffic and Transit Assignment: Traffic and transit Assignment is the final step of the four step modeling process. This step is used to estimate the flow of traffic on the Baton Rouge MPO regional network and generate estimates of the link by link volumes and travel times and other related attributes. The flows for each origin-destination pair are loaded onto the network based on the travel time or impedance of the alternative paths that could carry this traffic. The outputs at the end of the four step process are the flows and the travel times on each link of the network, as well as various summary statistics about the travel in the region.

Transit Systems

The data required for monitoring the measures for the transit system can be obtained from the Section 15 Report for the Baton Rouge Capital Area Transit System. Passenger trips depict the number of trips served by the system. Passengers are counted each time they board vehicles no matter how many vehicles they transfer to travel from their origin to destination. CATS has modern electronic fare boxes installed on all the vehicles in its fleet. These fare boxes register every passenger trip and also subsequent transfers. These fare boxes report the passenger trips by route and time, and generate the ridership patterns.

Passenger miles is an indicator of passenger traffic, and is calculated by multiplying the total number of passengers aboard and the distance traveled in miles. This data is collected by a random sampling method. CATS contracted with CRPC for doing the random sampling checks. The CRPC personnel randomly select five trips per route spreading on different days and time to collect the number of boarding's and alighting's at each and every stop on a route. CATS had nearly 4 million passenger trips and 14 million passenger miles in 2008.

2.6 Identification and Evaluation of Strategies

The CMP process identifies alternatives to projects which would increase Single Occupancy Vehicle (SOV) capacity. These strategies would alleviate congestion on the congested corridors identified in the CMP document. The determination of the proposed strategies are identified by the functional classification of the CMP segments since strategies are specific to certain road

types. FHWA identifies five broad categories for consideration by the CMP. Strategies identified under these categories will be used by the MPO in evaluating alternatives for implementation. The five categories are

- Transportation Demand Management (TDM)
- Traffic Operational Improvement
- Public Transportation and Non-Traditional Modes
- Intelligent Transportation System (ITS)
- Additional System Capacity

The following provides a breakdown of the strategies by each of the above categories.

1. Transportation Demand Management (TDM)

1.1 Alternative Work Schedules, e.g., *Staggered Hours, Flextime, and Compressed Work Week*

1.2 Telecommute

1.3 Regional Tele-work Center

1.4 Regional Ride Share

1.5 Park and Ride Lots

1.6 Vanpool

1.7 Parking Discounts to Rideshare Users

2. Traffic Operational Improvements

2.1 Signal Improvements

2.2 Access Management (Driveway consolidation, Driveway spacing/design, Left-turn restrictions, elimination of on-street parking, Intersection/signal spacing, Frontage Roads, Turn lanes, Roadway Modification (geometry, medians, sight distance))

2.3 One-way/Reversible Streets (Streets that are modified from two-way to one-way, modification of roadway capacity during peak hours to increase number of lanes in peak direction by changing a non-peak direction to a peak direction)

2.4 Intersection Improvements

2.5 Improving Traffic Control (Regulatory Signs, Warning Signs, Informational Signs to limit driver confusion)

2.6 New Signals

2.7 Signalization (Signal Synchronization, Signal Interconnect)

2.8 Turn Prohibitions (Limit conflicting movements in peak hours, Make pedestrian crossings safer)

2.9 Ramp Metering

3. Public Transportation and Non-Traditional Modes

- 3.1** Transit (Improved Routing, Fare Structures, System Service Expansion, Comprehensive Operations Analysis and Market Research (COA&MR), Automatic Vehicle Location System (AVLS), and New Fleet)
- 3.2** Bike Access to Transit
- 3.3** Bicycle/Pedestrian Facilities

4. Intelligent Transportation System (ITS)

- 4.1** Traffic Cable TV Channels
- 4.2** Traffic Internet Home Pages
- 4.3** Travel Advisory Telephone System
- 4.4** Highway Advisory Radio
- 4.5** Variable Message Signs
- 4.6** Paging and other Personal Digital Assistants
- 4.7** In-Vehicle Devices
- 4.8** In-Vehicle Maps
- 4.9** In-Vehicle Yellow Pages
- 4.10** Expand ATMC Coverage
- 4.11** Expand Video Surveillance
- 4.12** Integrate ATMC with other Parishes and Municipalities
- 4.13** Expand ATMC on Arterials
- 4.14** Expand Freeway Service Patrols
- 4.15** Incident Response/Public Information System
- 4.16** Incident Detection and Management
- 4.17** Freeway Management Software Upgrades
- 4.18** Upgrade Detector System

5. Additional System Capacity

- 5.1** Increase number of lanes
- 5.2** New roads and the inclusion of Complete Streets)

The objectives of these strategies are depicted in **Appendix C**.

2.7 Strategy Implementation

As mentioned in Section 2.3, the Baton Rouge MPO area has 173 congested segments covering a total of 586.4 miles..

The CMP segments were prioritized using the following factors:

- *Functional Classification*
- *Speed Deficit*
- *Daily Delay*
- *V/C Ratio (V/C)*
- *Crash Rate or Accident Rate*

A brief description of these factors are followed below.

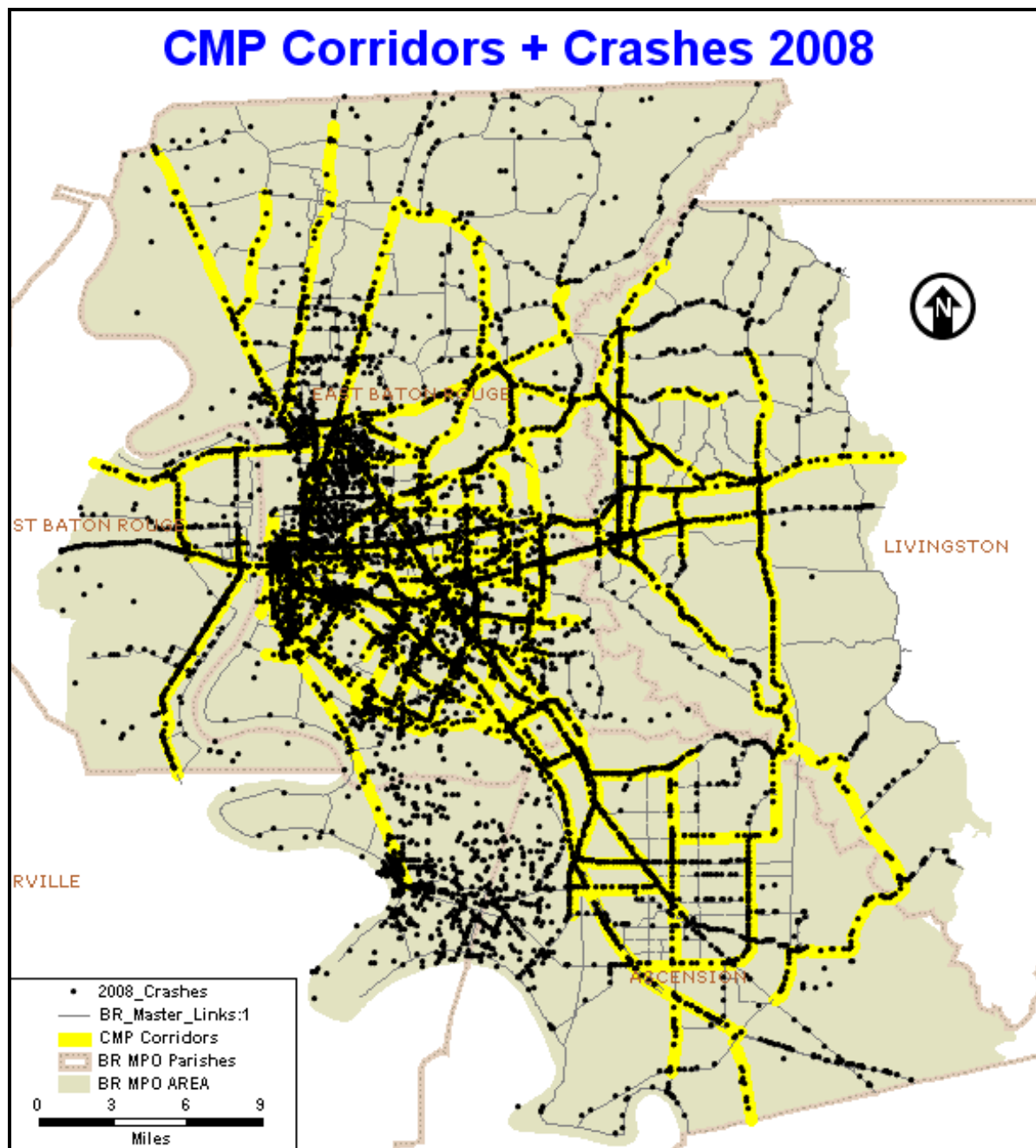
Functional Classification: Functional Classification signifies the mobility factor. The functional classification for all the 173 congested segments is listed in **Appendix A**.

Speed Deficit: It is defined as the difference in posted speed and average actual speed. As speed deficit is a direct function of delay, this factor was not used in prioritizing segments but displayed only for informational purpose. The Speed Deficit for all the 173 congested segments are listed in **Appendix D**.

Daily Delay (Daily Delay, Vehicle-Hour per Mile on each Segment): Cumulative delay in hours of all the vehicles per mile of a segment is defined as Daily Delay. It is a factor that is used to measure the quality of service of a segment. The Daily Delay in Time (veh-hr/mi) data was used to identify the segments addressed by the CMP. The CMP segments were sorted in ascending order for each Parish and then by descending order for delay in time (veh-hr/mi). The Daily Delay for all 173 congested segments are listed in **Appendix E**.

V/C Ratio (V/C): Volume to Capacity Ratio of a road segment is defined as V/C Ratio. It is a factor that measures the capacity sufficiency of a segment.

Crash Rate or Accident Rate: The number of accidents per million vehicle-miles over a section of roadway is called Crash Rate or Accident Rate. Highway safety is a critical element of transportation planning and must be integral part of all the planning efforts. The crash data obtained from DOTD for the year 2008 was geocoded using TranCAD software and the resulting map is shown as **Figure 9**.



It should be noted that only the crashes where location data was properly captured were successfully mapped. Only the crashes that were within the MPO boundary were used for analysis in the CMP. This data is only a subset of all the crashes that were geocoded successfully.

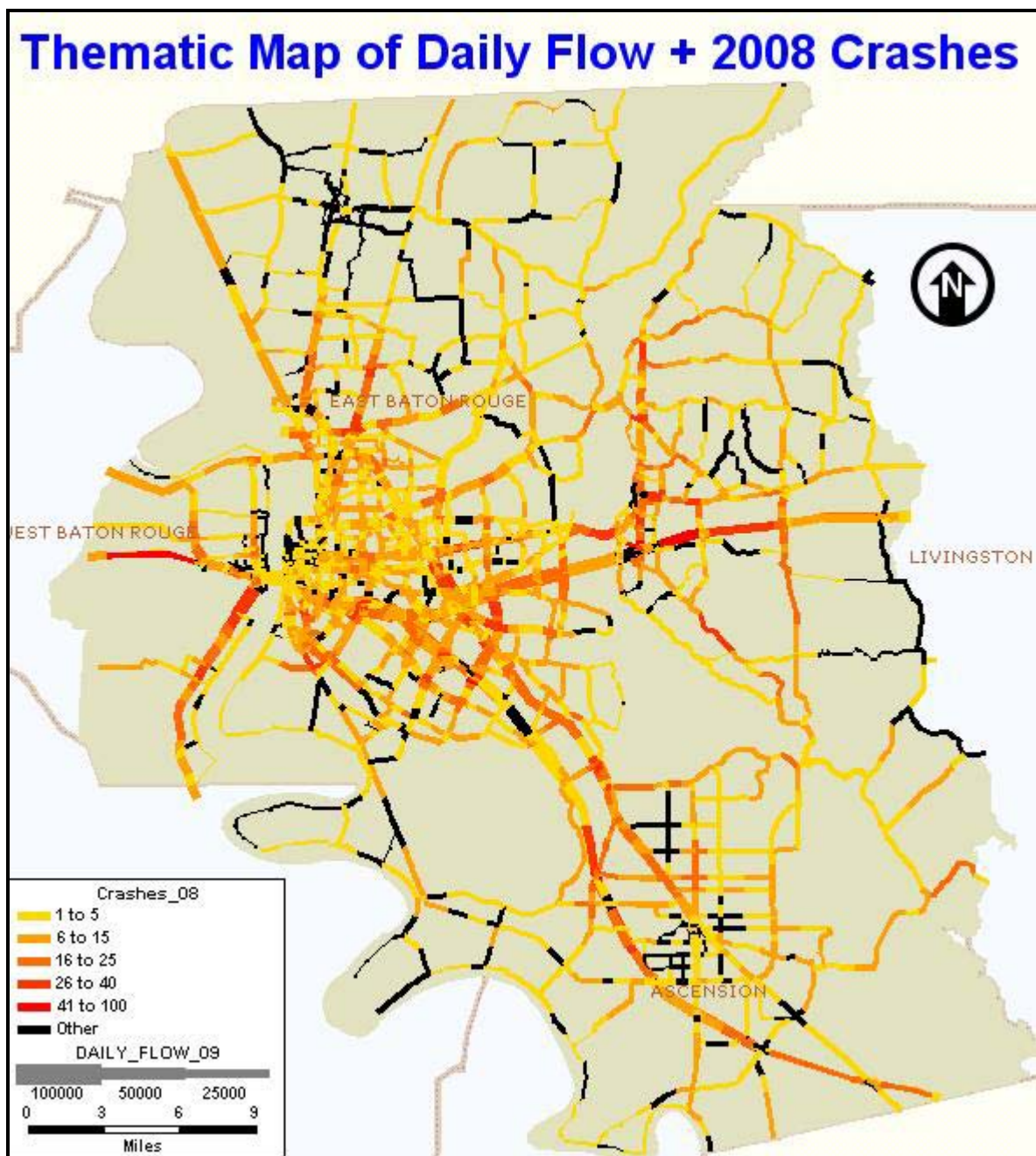


Figure 10: Thematic Map of CMP Corridors and 2008 Crash Locations

The crashes within 200 ft of the network link were spatially aggregated and tagged to that particular link. The crash data display for all links in the network was produced by using the spatial aggregation methodology described above. The Merge by Value geographic analysis tool was then used to aggregate the link by link crash data for all the 173 CMP segments. The map shown in Figure 10 is a thematic map showing the number of accidents on a link and provides a visual representation of the crash severity on the network. The thickness of the band is based on the total volume of traffic on a link.

Local Input/Priorities: The Technical Advisory Committee (TAC) provides planning and engineering guidance to the MPO's Transportation Policy Committee in dealing with issues of the MPO's transportation programs such as CMP. Moreover, the TAC committee members consist of technical experts from various Municipalities, Parishes, Transportation Agencies (DOTD, District 61, District 62, FHWA etc.) within the MPO area. A TAC workgroup was formed to review the CMP process.

A list and the corresponding map of the identified 173 CMP segments for each Parish was sent to the TAC workgroup members for review and were requested to prioritize addressing the local transportation problems and needs. The prioritized segments were ranked into 'A', 'B' and 'C' categories, with 'A' being categorized as a high priority and 'C' being a lower priority segment. The input from the TAC work group was compiled and the prioritized list of segments is shown in tabular form in Appendix F. This list of segments will be considered and given priority when updating the MTP and TIP.

Federal regulations require that the MTP and TIP must be “fiscally constrained,” meaning that the cost of projects included in these plans cannot exceed the anticipated funding for the region. Therefore it is possible that a segment that is ranked high for congestion and safety in the CMP process may not be included in the MTP and TIP if the proposed congestion mitigation strategy is not financially feasible. Appendix G contains the new alignments that were identified by the members of the TAC workgroup.

2.8 Monitor Strategy Effectiveness

A post-implementation evaluation, which tests the effectiveness of what was implemented as a result of the previous CMP strategy, is necessary to conduct an effective CMP. Every two years, new data for all sections included in the CMP will be analyzed to determine the delay in time and the delay in vehicle-hours. The sections will then be re-prioritized based on the amount of delay occurring. If the evaluation shows that traffic is flowing with less delay on a previously congested area, it means that one of the worse congestion problems has been improved. Available funding can then be focused on the remaining highly congested sections. The net result of this systematic approach to congestion relief will be experienced system-wide and will improve other congested locations as well.

If on the other hand, the evaluation finds that the section still remains among the highly congested locations even after improvements have been implemented, a reevaluation will be required to identify solutions to the traffic problems that may be more costly and intrusive. It would also indicate that the process for identifying the original improvements should be scrutinized to determine why the recommended congestion relief projects did not work and what adjustments are required to provide more accurate recommendations.

Aside from the fact that the implementation of the CMP is a federal requirement and a condition for the receipt of federal aid, it is also good planning. It leads to the efficient use of improvement funds, focuses on the most serious problems and provides system improvement as well as corridor improvement. It is also self monitoring, self evaluating and provides a rational process for the identification and development of urban transportation improvements.

3. Benefits of CMP

The congestion management process contributes to achievement of regional congestion management objectives, and can deliver a number of collateral benefits as well. By addressing congestion through a comprehensive process, the CMP provides a framework for responding to congestion and other operational issues in a consistent, coordinated fashion. The CMP enables MPOs and their operating agency partners to measure performance, manage data, and analyze alternative strategies in a manner consistent with Federal requirements for environmental analyses under the National Environmental Policy Act of 1969 (NEPA) therefore, perhaps reducing redundant efforts. The CMP also enables MPOs to bring an objective basis to the process to pinpoint those congestion management strategies that will allow the region to target the most congested areas and achieve the greatest benefit by targeting the investment. As discussed below, Federal policy encourages integration of the metropolitan transportation planning process with NEPA, particularly with respect to the use of data and analysis of alternatives.

The CMP has the potential to help MPOs and the operating agencies involved in the process to create a credible, defensible planning process that yields effective congestion management projects. By providing continuity in the application of data and analysis techniques throughout the development and analysis of congestion management strategies, the CMP offers the opportunity for effectively integrating previously disparate, “stove-piped” elements into a coherent planning process.

Some congestion management strategies can have positive impacts on air quality in a number of ways. For example, by reducing delay and stop-and-go traffic, congestion management strategies that aim at smoothing traffic flow could save fuel that would otherwise be wasted in congested conditions.

This not only saves travelers, transit operators, and freight carriers money, it also reduces the amount of emissions produced from idling. Furthermore, application of some travel demand reduction and operational management strategies, coupled with transit service improvements, can reduce or defer the need for adding new capacity in congested corridors, as well as facilitate the management of new capacity now and in the future.

Appendix

Appendix A - CMP Segments by Functional Class

CMP Segments by Functional Class

Corr_ID	PARISH	NAME	From Street	To Street	fu_cls	Length
3	EBR	I-10	I-10/I-12 Split	ASC Parish Line	11	11.09
203	EBR	St Philip St	South Blvd	Government St	14	0.26
37	EBR	LA 19	Scenic Hwy	0.5 mi N of Port Hudson - Pride Rd	14	11.96
19	EBR	Airline Hwy	Florida Blvd	I-12	14	2.85
69	EBR	Mickens Rd	Joor Rd	Hooper Rd	16	3.04
57	EBR	Sherwood Forest Blvd	I-12	Greenwell Springs Rd	14	4.35
121	EBR	Staring Ln	Highland Rd	Perkins Rd	16	1.98
65	EBR	LA 64	Plank Rd	Joor Rd	16	3.84
41	EBR	Hooper Rd	Plank Rd	Greenwell Springs Rd	16	9.94
49	EBR	Joor Rd	Hooper Rd	LA 64	16	5.83
43	EBR	Greenwell Springs Rd	Hooper Rd	LA 37	14	2.12
67	EBR	Sullivan Rd	Greenwell Springs Rd	Joor Rd	16	4.36
43	EBR	Greenwell Springs Rd	Sherwood Forest Blvd	Magnolia Bridge Rd	14	5.76
75	EBR	Monterey Dr	S Choctaw Dr	Greenwell Springs Rd	16	0.94
155	EBR	George O'Neal Rd	Jones Creek Rd	Woodlake Dr	19	1.89
45	EBR	Jefferson Hwy	Airline Hwy	Highland Rd	16	3.82
45	EBR	Jefferson Hwy	Highland Rd	ASC Parish Line	16	1.84
23	EBR	Perkins Rd	Highland Rd	ASC Parish Line	19	1.25
25	ASC	Perkins Rd	ASC Parish Line	Jefferson Hwy	19	2.37
23	EBR	Perkins Rd	Siegen Ln	Highland Rd	14	3.11
55	EBR	Siegen Ln	Perkins Rd	Highland Rd	14	1.32
123	EBR	Kenilworth Pkwy	Perkins Rd	0.97 mi S of Perkins Rd	16	0.97
127	EBR	Lee Dr	Nicholson Dr	Perkins Rd	14	2.70
125	EBR	College Dr	Perkins Rd	Jefferson Hwy	14	1.90
103	EBR	Dalrymple Dr	Highland Rd	I-10	16	1.44
145	EBR	Thomas H. Delpit Dr	E Washington St	Highland Rd	16	0.65
27	EBR	Highland Rd	Terrace Av	Stanford Av	16	2.61
29	EBR	Nicholson Dr	Burbank Dr	ASC Parish Line	16	7.16
101	EBR	River Rd	South Blvd	Skip Bertmann Dr	14	1.91
129	EBR	Brightside Dr	Nicholson Dr	1.27 mi W of Nicholson Dr	17	1.27
27	EBR	Highland Rd	Staring Ln	Perkins Rd	16	6.03
35	EBR	Burbank Dr	W Parker Blvd	Highland Rd	14	7.22
147	EBR	Gardere Ln	Highland Rd	G.S.R.I Rd	17	0.90
135	EBR	Clay Cut Rd	Acadian Thwy	Jefferson Hwy	17	1.35

Corr_ID	PARISH	NAME	From Street	To Street	fu_cls	Length
77	EBR	S Choctaw Dr	Lobdell Av	Airline Hwy	16	0.83
33	ASC	LA 30	I-10	Airline Hwy	14	4.04
161	ASC	LA 431	Airline Hwy	LA 931	16	5.41
167	ASC	LA 44	I-10	LA 22	7	2.88
47	ASC	LA 73	Airline Hwy	I-10	16	2.40
47	ASC	LA 73	I-10	LA 429	16	2.02
163	ASC	LA 621	LA 73	Airline Hwy	17	2.56
165	ASC	LA 74	LA 73	Airline Hwy	16	3.54
157	ASC	LA 42	Airline Hwy	Roddy Rd	14	4.39
161	ASC	LA 431	LA 931	LA 42	16	4.24
169	ASC	LA 70	LA 22	ASC Parish Line	6	3.19
171	ASC	LA 22	Airline Hwy	LIV Parish Line	17	7.70
173	LIV	4-H Club Rd	Vincent Rd	US 190	16	1.12
179	LIV	LA 64	LIV Parish Line	LA 16	14	1.92
177	LIV	LA 1019	LA 64	0.37 mi E of LA 16	17	3.20
181	LIV	LA 16	LA 1019	0.73 mi N of LA 1022	14	3.44
181	LIV	Pete's Hwy	I-12	Hood Rd	16	6.26
181	LIV	Pete's Hwy	I-12	US 190	16	2.02
185	LIV	Hatchell Ln	US 190	LA 1030	16	1.17
183	LIV	Lockhart Rd	N Range Av	Burgess Av	17	4.48
195	LIV	Juban Rd	I-12	US 190	16	1.24
195	LIV	Juban Rd	I-12	Wax Rd	16	1.11
191	LIV	Arnold Rd	Linder Rd	Duff Rd	16	2.73
201	LIV	LA 447	I-12	LA 1024	16	6.82
201	LIV	LA 447	I-12	LA 16	16	8.14
17	LIV	US 190	LA 447	MPO Study Area Boundry	7	5.66
181	LIV	LA 16	4H Club Rd	LA 22	7	12.17
197	ASC	LA 42	LIV Parish Line	LA 16	7	0.26
187	LIV	Cockerham Rd	Hatchell Ln	LA 1026	16	0.83
31	IBER	Nicholson Dr	IBR Parish Line	LA 74	16	4.21
193	LIV	Burgess Av	US 190	LA 447	17	2.92
189	LIV	Vincent Rd	S. Range Av	Pete's Hwy	16	0.67
63	EBR	Old Scenic Hwy	US 61	LA 64	16	5.43
79	EBR	N Flannery Rd	Old Hammond Hwy	Greenwell Springs Rd	16	4.32
71	EBR	Greenwell St	Airline Hwy	Joor Rd	16	2.74
209	EBR	W Parker Blvd	Burbank Dr	Highland Rd	16	0.26
137	EBR	W Lake Shore Dr	Stanford Av	W Parker Blvd	17	0.35
113	EBR	Pecue Ln	Perkins Rd	Jefferson Hwy	16	2.48
115	EBR	Barringer-Foreman	Highland Rd	Jefferson Hwy	17	1.91

Corr_ID	PARISH	NAME	From Street	To Street	fu_cls	Length
		Rd				
117	EBR	Brentwood Dr	Jefferson Hwy	Old Hammond Hwy	19	0.81
59	EBR	Old Hammond Hwy	Sherwood Forest Blvd	O'Neal Ln	14	3.35
159	ASC	LA 931	LA 44	LA 431	17	3.04
47	ASC	Jefferson Hwy	ASC Parish Line	Airline Hwy	16	2.91
199	LIV	LA 22	LIV Parish Line	LA 16	7	0.89
101	EBR	River Rd	South Blvd	Choctaw Dr	14	2.06
143	EBR	Terrace Av	Nicholson Dr	I-10	17	0.52
91	EBR	S Sharp Rd	Old Hammond Hwy	Florida Blvd	16	1.60
139	EBR	Nicholson Ext	Highland Rd	0.41 mi W of Highland Rd	16	0.41
143	EBR	E Roosevelt St	Highland Rd	Thomas H Delpit Dr	17	0.10
109	EBR	Central Thwy	Florida Blvd	Sullivan Rd	16	4.05
93	EBR	Cedarcrest Av	Coursey Blvd	Old Hammond Hwy	16	1.15
95	EBR	S Harrell's Ferry Rd	Sherwood Forest Blvd	O'Neal Lane	16	3.08
111	EBR	Jones Creek Rd	Tigerbend Rd	S Harrell's Ferry Rd	17	2.44
99	EBR	O'Neal Ln	George O'Neal Rd	I-12	16	2.41
27	EBR	Highland Rd	Stanford Av	Staring Ln	16	3.67
167	ASC	LA 44	LA 30	LA 42	14	7.78
17	LIV	Florida Av	S Range Av	LA 447	16	5.74
105	EBR	Park Blvd	I-10	Florida Blvd	16	1.62
119	EBR	Drusilla Ln	Jefferson Hwy	Old Hammond Hwy	16	1.03
141	EBR	E Washington St	Thomas Delpit Dr	Park Blvd	19	0.45
1	WBR	I-10	Lobdell Hwy	EBR Parish Line	11	3.82
1	WBR	I-10	Lobdell Hwy	EBR Parish Line	11	4.16
11	LIV	I-12	LIV Parish Line	LA 447	11	6.76
11	LIV	I-12	LIV Parish Line	LA 447	11	7.53
205	EBR	St Louis St	South Blvd	Government St	14	0.26
5	ASC	I-10	ASC Parish Line	LA 22	11	14.94
5	ASC	I-10	ASC Parish Line	LA 22	11	15.02
207	EBR	St Ferdinand St	South Blvd	Government St	16	0.26
3	WBR	I-10	EBR Parish Line	I-110	11	1.66
39	EBR	Plank Rd	I-110	Airline Hwy	14	3.30
19	EBR	Airline Hwy	I-12	Siegen Ln	14	2.15
15	EBR	Florida Blvd	Airline Hwy	Sherwood Forest Blvd	14	2.65
15	EBR	Florida Blvd	Sherwood Forest Blvd	LIV Parish Line	14	4.15
85	EBR	N Foster Dr	College Dr	Greenwell Springs Rd	14	1.98

Corr_ID	PARISH	NAME	From Street	To Street	fu_cls	Length
83	EBR	Government St	St Ferdinand St	Jefferson Hwy	14	3.31
149	WBR	LA 1	I-10	LA 118	2	9.00
77	EBR	S Choctaw Dr	Airline Hwy	N Flannery Rd	16	4.48
133	EBR	Stanford Av	Highland Rd	Perkins Rd	16	1.70
149	WBR	S. Alexander Av	I-10	Maryland Av	14	0.80
107	EBR	N 22nd St	Government St	I-110	14	0.97
39	EBR	Plank Rd	Airline Hwy	LA 64	14	10.01
15	EBR	US 190	EBR Parish Line	Airline Hwy	14	1.57
19	EBR	Airline Hwy	I-110	Greenwell Springs Rd	14	4.12
19	EBR	Airline Hwy	Greenwell Springs Rd	Florida Blvd	14	1.89
19	EBR	Airline Hwy	Siegen Ln	ASC Parish Line	14	5.47
81	EBR	Florida Blvd	N 22nd St	S Foster Dr	14	1.61
81	EBR	Florida Blvd	S Foster Dr	Airline Hwy	14	2.87
57	EBR	Sherwood Forest Blvd	Airline Hwy	I-12	14	2.35
43	EBR	Greenwell Springs Rd	N Foster Rd	Sherwood Forest Blvd	14	5.26
45	EBR	Jefferson Hwy	Government St	Essen Ln	14	2.94
45	EBR	Jefferson Hwy	Essen Ln	Airline Hwy	14	2.69
53	EBR	Bluebonnet Blvd	I-10	Airline Hwy	14	1.91
29	EBR	Nicholson Dr	South Blvd	Burbank Dr	14	2.46
19	EBR	US 61	US 190	I-110	14	2.05
19	EBR	US 61	I-110	Port Hudson - Plains Rd	14	10.94
175	LIV	S Range Av	I-12	US 190	14	1.92
49	EBR	Joor Rd	Greenwell Springs Rd	Hooper Rd	16	5.18
99	EBR	O'Neal Ln	I-12	Florida Blvd	16	1.73
61	EBR	Coursey Blvd	Sherwood Forest Blvd	Jones Creek Rd	16	2.15
27	EBR	Highland Rd	Perkins Rd	Jefferson Hwy	14	2.03
61	EBR	Coursey Blvd	Airline Hwy	Sherwood Forest Blvd	14	1.33
53	EBR	Bluebonnet Blvd	I-10	Highland Rd	14	2.76
131	EBR	Acadian Thwy	Perkins Rd	Clay Cut Rd	16	1.38
87	EBR	Lobdell Av	Jefferson Hwy	Florida Blvd	16	1.31
23	EBR	Perkins Rd	Park Blvd	Essen Ln	14	4.72
151	WBR	LA 415	I-10	US 190	14	3.32
175	LIV	N Range Av	US 190	LA 1024	14	5.56
13	WBR	US 190	WBR Parish Line	LA 415	14	4.06
13	WBR	US 190	LA 415	MPO Study Area Boundary	14	3.69
17	LIV	Florida Av	LIV Parish Line	S Range Av	14	2.57

Corr_ID	PARISH	NAME	From Street	To Street	fu_cls	Length
41	EBR	Harding Blvd	I-110	Plank Rd	16	1.49
73	EBR	Oak Villa Blvd	S Choctaw Dr	Greenwell Springs Rd	17	0.83
89	EBR	Goodwood Blvd	E Airport Dr	S Flannery Rd	17	4.14
59	EBR	Old Hammond Hwy	Jefferson Hwy	Airline Hwy	14	1.69
21	ASC	Airline Hwy	ASC Parish Line	Germany Rd	14	4.71
21	ASC	Airline Hwy	Germany Rd	Church Point Rd	14	3.86
97	EBR	Millerville Rd	S Harrell's Ferry Rd	Old Hammond Hwy	16	1.52
153	EBR	Tiger Bend Rd	Jefferson Hwy	Antioch Rd	16	1.70
23	EBR	Perkins Rd	Essen Ln	Siegen Ln	14	2.93
59	EBR	Old Hammond Hwy	Airline Hwy	Sherwood Forest Blvd	14	1.46
3	EBR	I-10	EBR Parish Line	I-110	11	1.86
3	EBR	I-10	I-110	I-10/I-12 Split	11	5.26
3	EBR	I-10	I-110	I-10/I-12 Split	11	4.81
3	EBR	I-10	I-10/I-12 Split	ASC Parish Line	11	9.99
7	EBR	I-110	I-10	Plank Rd	11	3.22
7	EBR	I-110	I-10	Plank Rd	11	3.40
7	EBR	I-110	Plank Rd	Airline Hwy	11	3.50
7	EBR	I-110	Plank Rd	Airline Hwy	11	3.66
7	EBR	I-110	Airline Hwy	Harding Blvd	11	2.54
7	EBR	I-110	Airline Hwy	Harding Blvd	11	1.96
9	EBR	I-12	I-10/I-12 Split	Airline Hwy	11	3.48
9	EBR	I-12	I-10/I-12 Split	Airline Hwy	11	4.35
9	EBR	I-12	Airline Hwy	LIV Parish Line	11	7.37
9	EBR	I-12	Airline Hwy	LIV Parish Line	11	7.30
55	EBR	Siegen Ln	Perkins Rd	Airline Hwy	14	2.52
51	EBR	Essen Ln	Perkins Rd	Jefferson Hwy	14	1.88
					Total	586.4

Appendix B - CMP Corridors

CMP Corridors

Corr_ID	PARISH	NAME	From Street	To Street	Length
5	ASC	I-10 (EB & WB)	ASC Parish Line	LA 22	29.96
171	ASC	LA 22	Airline Hwy	LIV Parish Line	7.70
33	ASC	LA 30	I-10	Airline Hwy	4.04
157	ASC	LA 42	Airline Hwy	Roddy Rd	4.39
197	ASC	LA 42	LA 431	LIV Parish Line	0.26
161	ASC	LA 431	Airline Hwy	LA 42	9.65
167	ASC	LA 44	LA 42	LA 22	10.65
163	ASC	LA 621	LA 73	Airline Hwy	2.56
169	ASC	LA 70	LA 22	ASC Parish Line	3.19
47	ASC	LA 73	ASC Parish Line	LA 429	7.33
165	ASC	LA 74	LA 73	Airline Hwy	3.54
159	ASC	LA 931	LA 44	LA 431	3.04
25	ASC	Perkins Rd	ASC Parish Line	LA 73	2.37
21	ASC	US 61	ASC Parish Line	Church Point Rd	8.57
107	EBR	22nd St	Government St	I-110	0.97
131	EBR	Acadian Thwy	Perkins Rd	Clay Cut Rd	1.38
115	EBR	Barringer-Foreman Rd	Highland Rd	Jefferson Hwy	1.91
53	EBR	Bluebonnet Blvd	Highland Rd	Airline Hwy	4.67
117	EBR	Brentwood Dr	Jefferson Hwy	Old Hammond Hwy	0.81
129	EBR	Brightside Dr	Nicholson Dr	1.27 mi W of Nicholson Dr	1.27
35	EBR	Burbank Dr	W Parker Blvd	Highland Rd	7.22
93	EBR	Cedarcrest Ave	Coursey Blvd	Old Hammond Hwy	1.15
109	EBR	Central Thruway	Florida Blvd	Sullivan Rd	4.05
135	EBR	Clay Cut Rd	Acadian Thwy	Jefferson Hwy	1.35
125	EBR	College Dr	Perkins Rd	Jefferson Hwy	1.90
61	EBR	Coursey Blvd	Airline Hwy	Jones Creek Rd	3.48
103	EBR	Dalrymple Dr	I-10	0.2 mi W of Highland Rd	1.44
119	EBR	Drusilla Ln	Jefferson Hwy	Old Hammond Hwy	1.03
211	EBR	E Roosevelt St	Highland Rd	Thomas H Delpit Dr	0.10
141	EBR	E Washington St	Thomas H Delpit Dr	Park Blvd	0.45
51	EBR	Essen Ln	Perkins Rd	Jefferson Hwy	1.88
79	EBR	Flannery Rd	Old Hammond Hwy	Greenwell Springs Rd	4.32
81	EBR	Florida Blvd	S 22nd St	Airline Hwy	4.48
85	EBR	Foster Dr	College Dr	Greenwell Springs Rd	1.98
147	EBR	Gardere Ln	Highland Rd	G.S.R.I Rd	0.90
155	EBR	George O'Neal Ln	Jones Creek Rd	Woodlake Dr	1.89

Corr_ID	PARISH	NAME	From Street	To Street	Length
89	EBR	Goodwood Blvd	E Airport Dr	S Flannery Rd	4.14
83	EBR	Government St	St Ferdinand St	Jefferson Hwy	3.31
43	EBR	Greenwell Springs Rd	Foster Dr, Hooper Rd	Magnolia Bridge Rd, LA 37	13.13
71	EBR	Greenwell St	Airline Hwy	Joor Rd	2.74
27	EBR	Highland Rd	Terrace Av	LA 73	14.35
41	EBR	Hooper Rd	I-110	Greenwell Springs Rd	11.43
3	EBR	I-10 (EB & WB)	EBR Parish Line	ASC Parish Line	34.67
7	EBR	I-110 (NB & SB)	I-10/I-110 Split	Harding Blvd & Ramps at LA 19	18.29
9	EBR	I-12 (EB & WB)	I-10/I-12 Split	LIV Parish Line	22.50
111	EBR	Jones Creek Rd	Tigerbend Rd	S Harrell's Rd	2.44
49	EBR	Joor Rd	Greenwell Springs Rd	LA 64	11.01
123	EBR	Kenilworth Pkwy	Perkins Rd	0.97 Mi S of Perkins Rd	0.97
37	EBR	LA 19	Scenic Hwy	0.6 Mi N of Port Hudson - Pride Rd	11.96
29	EBR	LA 30	South Blvd	IBR Parish Line	9.62
65	EBR	LA 64	Plank Rd	Joor Rd	3.84
45	EBR	LA 73	Government St	ASC Parish Line	11.29
127	EBR	Lee Dr	Nicholson Dr	Perkins Rd	2.70
87	EBR	Lobdell Av	Jefferson Hwy	Florida Blvd	1.31
69	EBR	Mickens Rd	Hooper Rd	Joor Rd	3.04
97	EBR	Millerville Rd	S Harrell's Ferry Rd	Old Hammond Hwy	1.52
75	EBR	Monterey Dr	S Choctaw Rd	Greenwell Springs Rd	0.94
139	EBR	Nicholson Dr Ext	Highland Rd	0.41 Mi W of Highland Rd	0.41
73	EBR	Oak Villa Blvd	S Choctaw Rd	Greenwell Springs Rd	0.83
59	EBR	Old Hammond Hwy	Jefferson Hwy	O'Neal Ln	6.50
63	EBR	Old Scenic Hwy	US 61	LA 64	5.43
99	EBR	O'Neal Ln	George O'Neal Rd	Florida Blvd	4.14
105	EBR	Park Blvd	I-10	Florida Blvd	1.62
113	EBR	Pecue Ln	Perkins Rd	Jefferson Hwy	2.48
23	EBR	Perkins Rd	Park Blvd	ASC Parish Line	12.00
39	EBR	Plank Rd	I-110	LA 64	13.31
101	EBR	River Rd	S Choctaw Dr	Skip Bertman Dr	3.97
77	EBR	S Choctaw Dr	Lobdell Av	S Flannery Rd	5.30
95	EBR	S Harrell's Ferry Rd	Sherwood Forest Blvd	O'Neal Ln	3.08
91	EBR	S Sharp Rd	Old Hammond Hwy	Florida Blvd	1.60
57	EBR	Sherwood Forest Blvd	Airline Hwy	Greenwell Springs Rd	6.69
55	EBR	Siegen Ln	Highland Rd	Airline Hwy	3.83

Corr_ID	PARISH	NAME	From Street	To Street	Length
207	EBR	St Ferdinand St	South Blvd	Government St	0.26
205	EBR	St Louis St	South Blvd	Government St	0.26
203	EBR	St Philip St	South Blvd	Government St	0.26
133	EBR	Stanford Av	Highland Rd	Perkins Rd	1.70
121	EBR	Staring Ln	Highland Rd	Perkins Rd	1.98
67	EBR	Sullivan Rd	Greenwell Springs Rd	Sullivan Rd	4.36
143	EBR	Terrace Av	Nicholson Dr	I-110	0.53
145	EBR	Thomas H. Delpit Dr	E Roosevelt St	E Washington St	0.65
153	EBR	Tiger Bend Rd	Jefferson Hwy	Antioch Rd	1.70
15	EBR	US 190	EBR Parish Line, Airline Hwy	Scenic Hwy, LIV Parish Line	8.36
19	EBR	US 61	Port Hudson - Plains Rd	ASC Parish Line	29.46
137	EBR	W Lake Shore Dr	Stanford Av	Parker Blvd	0.35
209	EBR	W Parker Blvd	Highland Rd	Burbank Dr	0.26
31	IBER	LA 30	IBR Parish Line	LA 70	4.21
173	LIV	4-H Club Rd	Vincent Rd	US 190	1.12
193	LIV	Burgess Av	US 190	LA 447	2.92
11	LIV	I-12 (EB & WB)	LIV Parish Line	LA 447	14.29
195	LIV	Juban Rd	Wax Rd	US 190	2.35
177	LIV	LA 1019	LA 64	0.4 Mi W of LA 16	3.20
191	LIV	LA 1025	Linder Rd	Duff Rd	2.73
183	LIV	LA 1026	Range Av	Burgess Av	4.48
187	LIV	LA 1030	Hatchell Ln	LA 1026	0.83
185	LIV	LA 1031	US 190	LA 1030	1.17
181	LIV	LA 16	US 190, LA 1019	LA 22, 0.75 Mi N of LA 1022	23.89
199	LIV	LA 22	LIV Parish Line	LA 16	0.89
201	LIV	LA 447	LA 1024	LA 16	14.96
179	LIV	LA 64	LIV Parish Line	LA 16	1.92
175	LIV	Range Av	I-12	LA 1024	7.48
17	LIV	US 190	LIV Parish Line	MPO Study Area Boundary	13.97
189	LIV	Vincent Rd	LA 16	Pete's Hwy	0.67
1	WBR	I-10	LA 415	EBR Parish Line	7.98
149	WBR	LA 1	Maryland Ave	LA 118	9.80
151	WBR	LA 415	I-10	US 190	3.32
13	WBR	US 190	MPO Study Area Boundary	EBR Parish Line	7.77
					586.4

Appendix C - CMP Strategies - Objectives Matrix

CMP Strategies - Objectives Matrix

Strategy	Objective						Options
	Mobility	Connectivity	Accessibility	Reliability	Travel time	Safety	
Transportation Demand Management (TDM)							
- Alternative Work Schedules	X			X	X	X	X
- Telecommute	X			X	X	X	X
- Regional Telework Center	X			X	X	X	X
- Regional Ride Share	X			X	X	X	X
- Park & Ride Lots	X			X	X	X	X
- Vanpool	X			X	X	X	X
- Parking Discounts to Rideshare Users	X			X	X	X	X
Traffic Operational Improvements							
- Signal Improvements	X			X	X	X	
- Access Management				X	X	X	
- One-way/Reversible Streets	X					X	
- Intersection Improvements	X			X	X	X	
- Improving Traffic Control				X	X	X	
- New Signals							
- Signalization							
- Turn Prohibitions							
- Ramp Metering							
Public Transportation and Non-Traditional Modes							
- Transit							
- Improved Routing,							
- Fare Structures,							
- System Service Expansion,							
- COA & MR,							
- AVLS	X		X	X	X	X	X
- New Fleet					X	X	X
- Bike Access to Transit	X		X				X
- Bicycle/Pedestrian Facilities	X		X				X
Intelligent Transportation System (ITS)							
- Traffic Cable TV Channels	X			X	X	X	
- Traffic Internet Home Pages	X			X	X	X	
- Travel Advisory Telephone System	X			X	X	X	
- Highway Advisory Radio	X			X	X	X	
- Variable Message Signs	X			X	X	X	
- Pages/Personal Digital Assistants	X			X	X	X	
- In-Vehicle Devices	X			X	X	X	
- In-Vehicle Maps	X			X	X	X	
- In-Vehicle Yellow Pages	X			X	X	X	
- Expand ATMC Coverage	X			X	X	X	
- Expand Video Surveillance	X			X	X	X	
- Regional Integration of ATMC	X	X		X	X	X	
- Expand ATMC on Arterials	X	X		X	X	X	
- Expand Freeway Service Patrols	X			X	X	X	
- Incident Response/Public Information System	X			X	X	X	
- Incident Detection and Management	X			X	X	X	
- Freeway Management Software Upgrades	X			X	X	X	
- Upgrade Detector System	X			X	X	X	
Additional System Capacity							
- Increase number of lanes	X	X	X	X	X	X	
- New roads (Promote Complete Streets)	X	X	X	X	X	X	

Appendix D - CMP Segments Ranked by Speed Deficit (mph)

CMP Segments by Speed Deficit (MPH)

CMS SEG ID	Length	NAME	From Street	To Street	PARISH	Speed Deficit
317	4.71	Airline Hwy	ASC Parish Line	Germany Rd	ASC	24.17
195	2.40	LA 73	Airline Hwy	I-10	ASC	19.55
203	4.39	LA 42	Airline Hwy	Roddy Rd	ASC	18.15
193	2.88	LA 44	I-10	LA 22	ASC	18.08
129	2.37	Perkins Rd	ASC Parish Line	Jefferson Hwy	ASC	17.89
245	0.26	LA 42	LIV Parish Line	LA 16	ASC	17.82
260	15.02	I-10	ASC Parish Line	LA 22	ASC	16.52
197	2.02	LA 73	I-10	LA 429	ASC	16.28
207	3.19	LA 70	LA 22	ASC Parish Line	ASC	16.10
259	14.94	I-10	ASC Parish Line	LA 22	ASC	15.75
319	3.86	Airline Hwy	Germany Rd	Church Point Rd	ASC	15.11
189	5.41	LA 431	Airline Hwy	LA 931	ASC	14.88
209	7.70	LA 22	Airline Hwy	LIV Parish Line	ASC	14.79
199	2.56	LA 621	LA 73	Airline Hwy	ASC	14.50
201	3.54	LA 74	LA 73	Airline Hwy	ASC	13.19
303	3.04	LA 931	LA 44	LA 431	ASC	11.81
191	7.78	LA 44	LA 30	LA 42	ASC	11.67
187	4.04	LA 30	I-10	Airline Hwy	ASC	11.59
205	4.24	LA 431	LA 931	LA 42	ASC	9.49
305	2.91	Jefferson Hwy	ASC Parish Line	Airline Hwy	ASC	8.20
37	2.15	Airline Hwy	I-12	Siegen Ln	EBR	31.34
153	1.44	Dalrymple Dr	Highland Rd	I-10	EBR	28.94
127	1.25	Perkins Rd	Highland Rd	ASC Parish Line	EBR	27.32
18	7.30	I-12	Airline Hwy	LIV Parish Line	EBR	25.86
36	0.42	Airline Hwy (NB)	0.42 mi S of Florida Blvd	Florida Blvd	EBR	25.53
35	2.85	Airline Hwy	Florida Blvd	I-12	EBR	25.36
17	7.37	I-12	Airline Hwy	LIV Parish Line	EBR	24.65
5	5.26	I-10	I-110	I-10/I-12 Split	EBR	24.20
31	4.12	Airline Hwy	I-110	Greenwell Springs Rd	EBR	23.88
145	2.70	Lee Dr	Nicholson Dr	Perkins Rd	EBR	23.56
6	4.81	I-10	I-110	I-10/I-12 Split	EBR	23.51
39	5.47	Airline Hwy	Siegen Ln	ASC Parish Line	EBR	23.49
7	9.99	I-10	I-10/I-12 Split	ASC Parish Line	EBR	23.10
33	1.89	Airline Hwy	Greenwell Springs Rd	Florida Blvd	EBR	23.02
71	1.88	Essen Ln	Perkins Rd	Jefferson Hwy	EBR	22.44
113	2.41	O'Neal Ln	George O'Neal Rd	I-12	EBR	22.24

CMS SEG ID	Length	NAME	From Street	To Street	PARISH	Speed Deficit
8	11.09	I-10	I-10/I-12 Split	ASC Parish Line	EBR	22.09
87	3.84	LA 64	Plank Rd	Joor Rd	EBR	22.00
99	5.76	Greenwell Springs Rd	Sherwood Forest Blvd	Magnolia Bridge Rd	EBR	21.39
107	0.94	Monterey Dr	S Choctaw Dr	Greenwell Springs Rd	EBR	21.34
29	1.57	US 190	EBR Parish Line	Airline Hwy	EBR	20.87
131	2.03	Highland Rd	Perkins Rd	Jefferson Hwy	EBR	20.64
159	7.16	Nicholson Dr	Burbank Dr	ASC Parish Line	EBR	20.11
133	3.11	Perkins Rd	Siegen Ln	Highland Rd	EBR	20.06
16	4.35	I-12	I-10/I-12 Split	Airline Hwy	EBR	19.79
55	2.35	Sherwood Forest Blvd	Airline Hwy	I-12	EBR	19.77
49	4.15	Florida Blvd	Sherwood Forest Blvd	LIV Parish Line	EBR	19.62
157	2.61	Highland Rd	Terrace Av	Stanford Av	EBR	18.87
95	4.36	Sullivan Rd	Greenwell Springs Rd	Joor Rd	EBR	18.33
291	1.03	Drusilla Ln	Jefferson Hwy	Old Hammond Hwy	EBR	18.30
73	1.91	Bluebonnet Blvd	I-10	Airline Hwy	EBR	18.25
123	3.82	Jefferson Hwy	Airline Hwy	Highland Rd	EBR	18.09
125	1.84	Jefferson Hwy	Highland Rd	ASC Parish Line	EBR	17.99
89	9.94	Hooper Rd	Plank Rd	Greenwell Springs Rd	EBR	17.96
111	2.44	Jones Creek Rd	Tigerbend Rd	S Harrell's Ferry Rd	EBR	17.91
4	1.86	I-10	EBR Parish Line	I-110	EBR	17.80
147	1.90	College Dr	Perkins Rd	Jefferson Hwy	EBR	17.72
137	1.33	Coursey Blvd	Airline Hwy	Sherwood Forest Blvd	EBR	17.53
119	2.15	Coursey Blvd	Sherwood Forest Blvd	Jones Creek Rd	EBR	17.53
139	3.67	Highland Rd	Stanford Ave	Staring Ln	EBR	17.31
15	3.48	I-12	I-10/I-12 Split	Airline Hwy	EBR	17.08
47	2.65	Florida Blvd	Airline Hwy	Sherwood Forest Blvd	EBR	16.61
135	1.32	Siegen Ln	Perkins Rd	Highland Rd	EBR	16.52
77	2.46	Nicholson Dr	South Blvd	Burbank Dr	EBR	16.42
165	6.03	Highland Rd	Staring Lane	Perkins Rd	EBR	16.19
275	4.32	N Flannery Rd	Old Hammond Hwy	Greenwell Springs Rd	EBR	16.18
101	5.18	Joor Rd	Greenwell Springs Rd	Hooper Rd	EBR	16.15
53	2.52	Siegen Ln	Perkins Rd	Airline Hwy	EBR	16.10
173	1.31	Lobdell Av	Jefferson Hwy	Florida Blvd	EBR	15.98
167	7.22	Burbank Dr	W Parker Blvd	Highland Rd	EBR	15.74
27	10.01	Plank Rd	Airline Hwy	LA 64	EBR	15.69

CMS SEG ID	Length	NAME	From Street	To Street	PARISH	Speed Deficit
121	1.70	Tiger Bend Rd	Jefferson Hwy	Antioch Rd	EBR	15.33
301	0.26	St Ferdinand St	South Blvd	Government St	EBR	15.00
61	5.26	Greenwell Springs Rd	N Foster Rd	Sherwood Forest Blvd	EBR	14.98
45	2.87	Florida Blvd	S Foster Dr	Airline Hwy	EBR	14.91
57	4.35	Sherwood Forest Blvd	I-12	Greenwell Springs Rd	EBR	14.88
109	3.08	S Harrell's Ferry Rd	Sherwood Forest Blvd	O'Neal Lane	EBR	14.77
313	0.45	E Washington St	Thomas Delpit Dr	Park Blvd	EBR	14.55
75	1.52	Millerville Rd	S Harrell's Ferry Rd	Old Hammond Hwy	EBR	14.51
67	2.69	Jefferson Hwy	Essen Ln	Airline Hwy	EBR	14.19
97	4.05	Central Thwy	Florida Blvd	Sullivan Rd	EBR	14.19
141	2.76	Bluebonnet Blvd	I-10	Highland Rd	EBR	14.03
169	0.90	Gardere Ln	Highland Rd	G.S.R.I Rd	EBR	13.98
163	1.27	Brightside Dr	Nicholson Dr	1.27 mi W of Nicholson Dr	EBR	13.95
11	3.50	I-110	Plank Rd	Airline Hwy	EBR	13.89
273	4.14	Goodwood Blvd	E Airport Dr	S Flannery Rd	EBR	13.77
83	10.94	US 61	I-110	Port Hudson - Plains Rd	EBR	13.75
149	1.38	Acadian Thwy	Perkins Rd	Clay Cut Rd	EBR	13.69
151	1.70	Stanford Av	Highland Rd	Perkins Rd	EBR	13.57
93	2.12	Greenwell Springs Rd	Hooper Rd	LA 37	EBR	13.43
105	1.15	Cedarcrest Av	Coursey Blvd	Old Hammond Hwy	EBR	13.38
297	3.35	Old Hammond Hwy	Sherwood Forest Blvd	O'Neal Ln	EBR	13.31
321	1.60	S Sharp Rd	Old Hammond Hwy	Florida Blvd	EBR	13.19
117	1.89	George O'Neal Rd	Jones Creek Rd	Woodlake Dr	EBR	13.19
281	0.26	W Parker Blvd	Burbank Dr	Highland Rd	EBR	12.92
115	1.73	O'Neal Ln	I-12	Florida Blvd	EBR	12.89
103	4.48	S Choctaw Dr	Airline Hwy	N Flannery Rd	EBR	12.87
65	2.94	Jefferson Hwy	Government St	Essen Ln	EBR	12.84
279	1.62	Park Blvd	I-10	Florida Blvd	EBR	12.78
143	0.97	Kenilworth Pkwy	Perkins Rd	0.97 mi S of Perkins Rd	EBR	12.59
177	4.72	Perkins Rd	Park Blvd	Essen Ln	EBR	12.43
271	0.83	Oak Villa Blvd	S Choctaw Dr	Greenwell Springs Rd	EBR	12.36
91	5.83	Joor Rd	Hooper Rd	LA 64	EBR	12.30
267	1.49	Harding Blvd	I-110	Plank Rd	EBR	11.76
325	0.10	E Roosevelt St	Highland Rd	Thomas H Delpit Dr	EBR	11.74
323	0.41	Nicholson Ext	Highland Rd	0.41 mi W of Highland	EBR	11.56

CMS SEG ID	Length	NAME	From Street	To Street	PARISH	Speed Deficit
				Rd		
69	1.98	Staring Ln	Highland Rd	Perkins Rd	EBR	11.53
171	1.35	Clay Cut Rd	Acadian Thruway	Jefferson Hwy	EBR	11.53
251	0.26	St Louis St	South Blvd	Government St	EBR	11.40
295	1.46	Old Hammond Hwy	Airline Hwy	Sherwood Forest Blvd	EBR	11.39
161	1.91	River Rd	South Blvd	Skip Bertmann Dr	EBR	11.37
12	3.66	I-110	Plank Rd	Airline Hwy	EBR	11.37
13	2.54	I-110	Airline Hwy	Harding Blvd	EBR	11.32
179	2.93	Perkins Rd	Essen Ln	Siegen Ln	EBR	11.28
10	3.40	I-110	I-10	Plank Rd	EBR	11.04
287	1.91	Barringer-Foreman Rd	Highland Rd	Jefferson Hwy	EBR	10.96
283	0.35	W Lake Shore Dr	Stanford Av	W Parker Blvd	EBR	10.62
81	2.05	US 61	US 190	I-110	EBR	10.61
51	3.04	Mickens Rd	Joor Rd	Hooper Rd	EBR	10.60
21	11.96	LA 19	Scenic Hwy	0.5 mi N of Port Hudson - Pride Rd	EBR	10.60
9	3.22	I-110	I-10	Plank Rd	EBR	10.45
285	2.48	Pecue Ln	Perkins Rd	Jefferson Hwy	EBR	10.36
277	2.74	Greenwell St	Airline Hwy	Joor Rd	EBR	9.48
25	3.30	Plank Rd	I-110	Airline Hwy	EBR	9.46
293	1.69	Old Hammond Hwy	Jefferson Hwy	Airline Hwy	EBR	9.01
155	0.65	Thomas H. Delpit Dr	E Washington St	Highland Rd	EBR	8.93
59	1.98	N Foster Dr	College Dr	Greenwell Springs Rd	EBR	8.27
175	0.83	S Choctaw Dr	Lobdell Av	Airline Hwy	EBR	8.26
269	5.43	Old Scenic Hwy	US 61	LA 64	EBR	8.00
315	0.52	Terrace Av	Nicholson Dr	I-10	EBR	7.91
43	1.61	Florida Blvd	N 22nd St	S Foster Dr	EBR	7.55
289	0.81	Brentwood Dr	Jefferson Hwy	Old Hammond Hwy	EBR	7.51
63	3.31	Government St	St Ferdinand St	Jefferson Hwy	EBR	7.28
299	0.26	St Philip St	South Blvd	Government St	EBR	6.95
14	1.96	I-110	Airline Hwy	Harding Blvd	EBR	6.71
311	2.06	River Rd	South Blvd	Choctaw Dr	EBR	6.45
23	0.97	N 22nd St	Government St	I-110	EBR	5.80
249	4.21	Nicholson Dr	IBR Parish Line	LA 74	IBER	16.21
19	6.76	I-12	LIV Parish Line	LA 447	LIV	23.31
215	1.92	LA 64	LIV Parish Line	LA 16	LIV	22.65
20	7.53	I-12	LIV Parish Line	LA 447	LIV	20.26
239	8.14	LA 447	I-12	LA 16	LIV	17.92

CMS SEG ID	Length	NAME	From Street	To Street	PARISH	Speed Deficit
265	2.57	Florida Av	LIV Parish Line	S Range Av	LIV	17.36
243	12.17	LA 16	4H Club Rd	LA 22	LIV	16.63
229	5.74	Florida Av	S Range Av	LA 447	LIV	16.57
231	1.24	Juban Rd	I-12	US 190	LIV	16.51
225	1.17	Hatchell Ln	US 190	LA 1030	LIV	16.14
237	6.82	LA 447	I-12	LA 1024	LIV	16.12
217	3.20	LA 1019	LA 64	0.37 mi E of LA 16	LIV	15.90
241	5.66	US 190	LA 447	MPO Study Area Boundry	LIV	13.15
85	1.92	S Range Av	I-12	US 190	LIV	12.73
227	4.48	Lockhart Rd	N Range Av	Burgess Av	LIV	12.53
235	2.73	Arnold Rd	Linder Rd	Duff Rd	LIV	12.53
221	6.26	Pete's Hwy	I-12	Hood Rd	LIV	12.13
211	1.12	4-H Club Rd	Vincent Rd	US 190	LIV	11.67
219	3.44	LA 16	LA 1019	0.73 mi N of LA 1022	LIV	11.37
307	0.89	LA 22	LIV Parish Line	LA 16	LIV	11.24
247	0.83	Cockerham Rd	Hatchell Ln	LA 1026	LIV	10.92
213	5.56	N Range Av	US 190	LA 1024	LIV	10.71
261	2.92	Burgess Av	US 190	LA 447	LIV	10.01
263	0.67	Vincent Rd	S. Range Av	Pete's Hwy	LIV	9.78
233	1.11	Juban Rd	I-12	Wax Rd	LIV	8.73
223	2.02	Pete's Hwy	I-12	US 190	LIV	8.54
1	3.82	I-10	Lobdell Hwy	EBR Parish Line	WBR	24.04
79	9.00	LA 1	I-10	LA 118	WBR	22.30
2	4.16	I-10	Lobdell Hwy	EBR Parish Line	WBR	21.69
3	1.66	I-10	EBR Parish Line	I-110	WBR	17.15
309	0.80	S. Alexander Av	I-10	Maryland Av	WBR	13.44
257	3.69	US 190	LA 415	MPO Study Area Boundary	WBR	12.40
255	4.06	US 190	WBR Parish Line	LA 415	WBR	11.56
183	3.32	LA 415	I-10	US 190	WBR	10.12

***Appendix E - CMP Segments Sorted by Parish and Daily Delay (veh-
hr/mile)***

CMP Segments Sorted by Parish and Daily Delay (veh-hr/mile)

Rank	SEG ID	NAME	From Street	To Street	PAR	Len (mi)	Delay (veh-hr)/mi
37	317	Airline Hwy	ASC Parish Line	Germany Rd	ASC	4.71	342.49
68	203	LA 42	Airline Hwy	Roddy Rd	ASC	4.39	247.17
71	245	LA 42	LIV Parish Line	LA 16	ASC	0.26	238.68
83	319	Airline Hwy	Germany Rd	Church Point Rd	ASC	3.86	214.30
108	195	LA 73	Airline Hwy	I-10	ASC	2.40	159.74
122	260	I-10	ASC Parish Line	LA 22	ASC	15.02	131.66
125	199	LA 621	LA 73	Airline Hwy	ASC	2.56	127.18
126	193	LA 44	I-10	LA 22	ASC	2.88	124.12
129	259	I-10	ASC Parish Line	LA 22	ASC	14.94	121.96
130	129	Perkins Rd	ASC Parish Line	Jefferson Hwy	ASC	2.37	121.87
131	207	LA 70	LA 22	ASC Parish Line	ASC	3.19	120.64
141	197	LA 73	I-10	LA 429	ASC	2.02	106.31
144	191	LA 44	LA 30	LA 42	ASC	7.78	98.82
148	189	LA 431	Airline Hwy	LA 931	ASC	5.41	90.64
153	187	LA 30	I-10	Airline Hwy	ASC	4.04	77.03
156	209	LA 22	Airline Hwy	LIV Parish Line	ASC	7.70	72.34
161	201	LA 74	LA 73	Airline Hwy	ASC	3.54	66.30
171	303	LA 931	LA 44	LA 431	ASC	3.04	44.52
173	305	Jefferson Hwy	ASC Parish Line	Airline Hwy	ASC	2.91	41.26
174	205	LA 431	LA 931	LA 42	ASC	4.24	37.61
1	153	Dalrymple Dr	Highland Rd	I-10	EBR	1.44	1417.87
2	35	Airline Hwy	Florida Blvd	I-12	EBR	2.85	1144.47
3	37	Airline Hwy	I-12	Siegen Ln	EBR	2.15	1137.10
4	71	Essen Ln	Perkins Rd	Jefferson Hwy	EBR	1.88	1079.68
5	55	Sherwood Forest Blvd	Airline Hwy	I-12	EBR	2.35	979.47
6	77	Nicholson Dr	South Blvd	Burbank Dr	EBR	2.46	885.60
7	6	I-10	I-110	I-10/I-12 Split	EBR	4.81	669.21
8	147	College Dr	Perkins Rd	Jefferson Hwy	EBR	1.90	657.81
9	5	I-10	I-110	I-10/I-12 Split	EBR	5.26	640.89
10	31	Airline Hwy	I-110	Greenwell Springs Rd	EBR	4.12	608.67
12	145	Lee Dr	Nicholson Dr	Perkins Rd	EBR	2.70	584.41
13	33	Airline Hwy	Greenwell Springs Rd	Florida Blvd	EBR	1.89	577.94
14	53	Siegen Ln	Perkins Rd	Airline Hwy	EBR	2.52	549.40
15	73	Bluebonnet Blvd	I-10	Airline Hwy	EBR	1.91	540.41

Rank	SEG ID	NAME	From Street	To Street	PAR	Len (mi)	Delay (veh-hr)/mi
16	149	Acadian Thwy	Perkins Rd	Clay Cut Rd	EBR	1.38	539.89
17	113	O'Neal Ln	George O'Neal Rd	I-12	EBR	2.41	509.56
18	137	Coursey Blvd	Airline Hwy	Sherwood Forest Blvd	EBR	1.33	504.27
19	105	Cedarcrest Av	Coursey Blvd	Old Hammond Hwy	EBR	1.15	499.76
20	151	Stanford Av	Highland Rd	Perkins Rd	EBR	1.70	483.30
21	18	I-12	Airline Hwy	LIV Parish Line	EBR	7.30	480.68
22	29	US 190	EBR Parish Line	Airline Hwy	EBR	1.57	462.86
24	17	I-12	Airline Hwy	LIV Parish Line	EBR	7.37	435.82
25	39	Airline Hwy	Siegen Ln	ASC Parish Line	EBR	5.47	427.97
26	119	Coursey Blvd	Sherwood Forest Blvd	Jones Creek Rd	EBR	2.15	417.97
28	57	Sherwood Forest Blvd	I-12	Greenwell Springs Rd	EBR	4.35	401.50
29	47	Florida Blvd	Airline Hwy	Sherwood Forest Blvd	EBR	2.65	400.55
30	281	W Parker Blvd	Burbank Dr	Highland Rd	EBR	0.26	398.72
31	131	Highland Rd	Perkins Rd	Jefferson Hwy	EBR	2.03	396.05
32	99	Greenwell Springs Rd	Sherwood Forest Blvd	Magnolia Bridge Rd	EBR	5.76	393.63
33	157	Highland Rd	Terrace Av	Stanford Av	EBR	2.61	379.43
34	177	Perkins Rd	Park Blvd	Essen Ln	EBR	4.72	357.64
35	127	Perkins Rd	Highland Rd	ASC Parish Line	EBR	1.25	351.98
36	101	Joor Rd	Greenwell Springs Rd	Hooper Rd	EBR	5.18	349.95
38	65	Jefferson Hwy	Government St	Essen Ln	EBR	2.94	332.04
39	8	I-10	I-10/I-12 Split	ASC Parish Line	EBR	11.09	332.02
40	141	Bluebonnet Blvd	I-10	Highland Rd	EBR	2.76	325.87
41	173	Lobdell Av	Jefferson Hwy	Florida Blvd	EBR	1.31	321.14
42	49	Florida Blvd	Sherwood Forest Blvd	LIV Parish Line	EBR	4.15	320.42
43	45	Florida Blvd	S Foster Dr	Airline Hwy	EBR	2.87	318.97
44	61	Greenwell Springs Rd	N Foster Rd	Sherwood Forest Blvd	EBR	5.26	311.43
45	271	Oak Villa Blvd	S Choctaw Dr	Greenwell Springs Rd	EBR	0.83	299.46
46	325	E Roosevelt St	Highland Rd	Thomas H Delpit Dr	EBR	0.10	296.18
47	7	I-10	I-10/I-12 Split	ASC Parish Line	EBR	9.99	294.67

Rank	SEG ID	NAME	From Street	To Street	PAR	Len (mi)	Delay (veh-hr)/mi
48	30	US 190	EBR Parish Line	Airline Hwy	EBR	0.48	293.93
49	15	I-12	I-10/I-12 Split	Airline Hwy	EBR	3.48	291.73
50	75	Millerville Rd	S Harrell's Ferry Rd	Old Hammond Hwy	EBR	1.52	289.88
51	36	Airline Hwy	0.42 mi S of Florids Blvd	Florida Blvd	EBR	0.42	288.38
52	251	St Louis St	South Blvd	Government St	EBR	0.26	287.33
56	111	Jones Creek Rd	Tigerbend Rd	S Harrell's Ferry Rd	EBR	2.44	268.51
60	11	I-110	Plank Rd	Airline Hwy	EBR	3.50	258.29
61	4	I-10	EBR Parish Line	I-110	EBR	1.86	257.42
62	27	Plank Rd	Airline Hwy	LA 64	EBR	10.01	255.45
64	301	St Ferdinand St	South Blvd	Government St	EBR	0.26	252.95
65	283	W Lake Shore Dr	Stanford Av	W Parker Blvd	EBR	0.35	250.08
66	3	I-10	EBR Parish Line	I-110	EBR	1.66	249.92
67	167	Burbank Dr	W Parker Blvd	Highland Rd	EBR	7.22	247.33
69	95	Sullivan Rd	Greenwell Springs Rd	Joor Rd	EBR	4.36	243.62
70	9	I-110	I-10	Plank Rd	EBR	3.22	242.38
72	67	Jefferson Hwy	Essen Ln	Airline Hwy	EBR	2.69	238.61
73	279	Park Blvd	I-10	Florida Blvd	EBR	1.62	235.77
74	16	I-12	I-10/I-12 Split	Airline Hwy	EBR	4.35	234.97
75	10	I-110	I-10	Plank Rd	EBR	3.40	234.40
76	12	I-110	Plank Rd	Airline Hwy	EBR	3.66	234.04
78	133	Perkins Rd	Siegen Ln	Highland Rd	EBR	3.11	230.60
79	291	Drusilla Ln	Jefferson Hwy	Old Hammond Hwy	EBR	1.03	229.81
80	143	Kenilworth Pkwy	Perkins Rd	0.97 mi S of Perkins Rd	EBR	0.97	226.13
81	87	LA 64	Plank Rd	Joor Rd	EBR	3.84	217.81
82	121	Tiger Bend Rd	Jefferson Hwy	Antioch Rd	EBR	1.70	214.69
84	59	N Foster Dr	College Dr	Greenwell Springs Rd	EBR	1.98	212.54
85	103	S Choctaw Dr	Airline Hwy	N Flannery Rd	EBR	4.48	212.13
87	21	LA 19	Scenic Hwy	0.5 mi N of Port Hudson - Pride Rd	EBR	11.96	209.93
88	123	Jefferson Hwy	Airline Hwy	Highland Rd	EBR	3.82	208.83
90	321	S Sharp Rd	Old Hammond Hwy	Florida Blvd	EBR	1.60	202.98
91	107	Monterey Dr	S Choctaw Dr	Greenwell Springs	EBR	0.94	201.91

Rank	SEG ID	NAME	From Street	To Street	PAR	Len (mi)	Delay (veh-hr)/mi
				Rd			
92	139	Highland Rd	Stanford Av	Staring Ln	EBR	3.67	200.75
94	69	Staring Ln	Highland Rd	Perkins Rd	EBR	1.98	194.32
95	135	Siegen Ln	Perkins Rd	Highland Rd	EBR	1.32	192.09
96	179	Perkins Rd	Essen Ln	Siegen Ln	EBR	2.93	188.52
97	275	N Flannery Rd	Old Hammond Hwy	Greenwell Springs Rd	EBR	4.32	187.50
98	159	Nicholson Dr	Burbank Dr	ASC Parish Line	EBR	7.16	184.81
99	165	Highland Rd	Staring Lane	Perkins Rd	EBR	6.03	184.57
100	89	Hooper Rd	Plank Rd	Greenwell Springs Rd	EBR	9.94	182.50
101	295	Old Hammond Hwy	Airline Hwy	Sherwood Forest Blvd	EBR	1.46	177.38
102	323	Nicholson Ext	Highland Rd	0.41 mi W of Highland Rd	EBR	0.41	174.49
103	161	River Rd	South Blvd	Skip Bertmann Dr	EBR	1.91	174.09
104	313	E Washington St	Thomas Delpit Dr	Park Blvd	EBR	0.45	169.71
105	293	Old Hammond Hwy	Jefferson Hwy	Airline Hwy	EBR	1.69	168.96
106	83	US 61	I-110	Port Hudson - Plains Rd	EBR	10.94	167.08
107	115	O'Neal Lane	I-12	Florida Blvd	EBR	1.73	160.31
109	273	Goodwood Blvd	E Airport Dr	S Flannery Rd	EBR	4.14	159.39
111	297	Old Hammond Hwy	Sherwood Forest Blvd	O'Neal Ln	EBR	3.35	156.56
112	155	Thomas H. Delpit Dr	E Washington St	Highland Rd	EBR	0.65	155.53
113	109	S Harrell's Ferry Rd	Sherwood Forest Blvd	O'Neal Ln	EBR	3.08	152.92
114	267	Harding Blvd	I-110	Plank Rd	EBR	1.49	152.88
115	25	Plank Rd	I-110	Airline Hwy	EBR	3.30	145.18
117	81	US 61	US 190	I-110	EBR	2.05	141.84
118	93	Greenwell Springs Rd	Hooper Rd	LA 37	EBR	2.12	139.36
119	13	I-110	Airline Hwy	Harding Blvd	EBR	2.54	137.91
120	117	George O'Neal Rd	Jones Creek Rd	Woodlake Dr	EBR	1.89	137.08
124	63	Government St	St Ferdinand St	Jefferson Hwy	EBR	3.31	128.21
127	163	Brightside Dr	Nicholson Dr	1.27 mi W of Nicholson Dr	EBR	1.27	123.66
128	43	Florida Blvd	N 22nd St	S Foster Dr	EBR	1.61	123.25
133	125	Jefferson Hwy	Highland Rd	ASC Parish Line	EBR	1.84	116.68

Rank	SEG ID	NAME	From Street	To Street	PAR	Len (mi)	Delay (veh-hr)/mi
134	169	Gardere Ln	Highland Rd	G.S.R.I Rd	EBR	0.90	116.11
136	289	Brentwood Dr	Jefferson Hwy	Old Hammond Hwy	EBR	0.81	112.16
137	23	N 22nd St	Government St	I-110	EBR	0.97	110.41
140	315	Terrace Av	Nicholson Dr	I-10	EBR	0.52	107.64
145	51	Mickens Rd	Joor Rd	Hooper Rd	EBR	3.04	97.92
149	311	River Rd	South Blvd	Choctaw Dr	EBR	2.06	89.37
150	171	Clay Cut Rd	Acadian Thwy	Jefferson Hwy	EBR	1.35	86.67
151	14	I-110	Airline Hwy	Harding Blvd	EBR	1.96	85.12
152	32	Airline Hwy	I-110	Scenic Hwy	EBR	0.49	81.28
157	287	Barringer-Foreman Rd	Highland Rd	Jefferson Hwy	EBR	1.91	72.12
158	91	Joor Rd	Hooper Rd	LA 64	EBR	5.83	71.34
163	277	Greenwell St	Airline Hwy	Joor Rd	EBR	2.74	65.37
164	175	S Choctaw Dr	Lobdell Av	Airline Hwy	EBR	0.83	64.73
167	285	Pecue Ln	Perkins Rd	Jefferson Hwy	EBR	2.48	56.69
168	299	St Philip St	South Blvd	Government St	EBR	0.26	54.25
170	269	Old Scenic Hwy	US 61	LA 64	EBR	5.43	47.70
175	97	Central Thwy	Florida Blvd	Sullivan Rd	EBR	4.05	14.38
143	249	Nicholson Dr	IBR Parish Line	LA 74	IBER	4.21	100.51
23	215	LA 64	LIV Parish Line	LA 16	LIV	1.92	445.68
27	265	Florida Av	LIV Parish Line	S Range Av	LIV	2.57	416.95
55	213	N Range Av	US 190	LA 1024	LIV	5.56	270.93
59	20	I-12	LIV Parish Line	LA 447	LIV	7.53	261.79
63	19	I-12	LIV Parish Line	LA 447	LIV	6.76	253.18
77	85	S Range Av	I-12	US 190	LIV	1.92	232.76
86	225	Hatchell Ln	US 190	LA 1030	LIV	1.17	210.31
89	237	LA 447	I-12	LA 1024	LIV	6.82	203.12
93	231	Juban Rd	I-12	US 190	LIV	1.24	197.76
110	229	Florida Av	S Range Av	LA 447	LIV	5.74	157.79
121	239	LA 447	I-12	LA 16	LIV	8.14	135.35
132	217	LA 1019	LA 64	0.37 mi E of LA 16	LIV	3.20	118.29
135	243	LA 16	4H Club Rd	LA 22	LIV	12.17	115.66
138	227	Lockhart Rd	N Range Av	Burgess Av	LIV	4.48	109.74
139	221	Pete's Hwy	I-12	Hood Rd	LIV	6.26	108.51
147	211	4-H Club Rd	Vincent Rd	US 190	LIV	1.12	91.48
154	247	Cockerham Rd	Hatchell Ln	LA 1026	LIV	0.83	75.66
155	223	Pete's Hwy	I-12	US 190	LIV	2.02	73.15

Rank	SEG ID	NAME	From Street	To Street	PAR	Len (mi)	Delay (veh-hr)/mi
159	241	US 190	LA 447	MPO Study Area Boundary	LIV	5.66	68.96
160	219	LA 16	LA 1019	0.73 mi N of LA 1022	LIV	3.44	68.37
162	263	Vincent Rd	S Range Av	Pete's Hwy	LIV	0.67	66.11
165	261	Burgess Av	US 190	LA 447	LIV	2.92	63.30
166	235	Arnold Rd	Linder Rd	Duff Rd	LIV	2.73	62.53
169	233	Juban Rd	I-12	Wax Rd	LIV	1.11	53.48
172	307	LA HWY 22	LIV Parish Line	LA 16	LIV	0.89	43.03
11	79	LA 1	I-10	LA 118	WBR	9.00	592.77
53	1	I-10	Lobdell Hwy	EBR Parish Line	WBR	3.82	279.86
57	2	I-10	Lobdell Hwy	EBR Parish Line	WBR	4.16	263.24
58	309	S. Alexander Av	I-10	Maryland Ave	WBR	0.80	261.80
116	183	LA 415	I-10	US 190	WBR	3.32	143.20
123	257	US 190	LA 415	MPO Study Area Boundary	WBR	3.69	129.32
142	256	US 190	WBR Parish Line	LA 415	WBR	1.05	104.30
146	255	US 190	WBR Parish Line	LA 415	WBR	4.06	93.37

Appendix F - CMP Segments Prioritized Including Local Input

CMP Segments Prioritized Including Local Input

CMS SEG ID	Len	Name	From Street	To Street	Par	Volume	V/C Ratio	Daily Delay (Veh- Hr/Mile)	Local Priority (A, B or C)	CMP Strategies
211	1.12	4-H Club Road	Vincent Rd	US 190	LIV	11674	1.06	91.48	B	
149	1.38	Acadian Thwy	Perkins Rd	Clay Cut Rd	EBR	30701	1.14	539.89	C	5.1
35	2.85	Airline Hwy	Florida Blvd	I-12	EBR	42753	1.36	1144.47	C	
37	2.15	Airline Hwy	I-12	Siegen Ln	EBR	51920	1.43	1137.10	B	
31	4.12	Airline Hwy	I-110	Greenwell Springs Rd	EBR	34958	1.29	608.67	B	
33	1.89	Airline Hwy	Greenwell Springs Rd	Florida Blvd	EBR	30874	1.14	577.94	B	
39	5.47	Airline Hwy	Siegen Ln	ASC Parish Line	EBR	41203	1.40	427.97	B	2.1,2.4,5.1
317	4.71	Airline Hwy	ASC Parish Line	Germany Rd	ASC	39385	1.30	342.49	B	
319	3.86	Airline Hwy	Germany Rd	Church Point Rd	ASC	30305	1.12	214.30	B	5.1
235	2.73	Arnold Rd	Linder Rd	Duff Rd	LIV	11591	1.05	62.53	C	
287	1.91	Barringer-Foreman Rd	Highland Rd	Jefferson Hwy	EBR	10051	0.91	72.12	B	2.4
73	1.91	Bluebonnet Blvd	I-10	Airline Hwy	EBR	36721	1.36	540.41	C	2.7
141	2.76	Bluebonnet Blvd	I-10	Highland Rd	EBR	33680	1.07	325.87	B	5.1(Perkins-MD #3)
289	0.81	Brentwood Dr	Jefferson Hwy	Old Hammond Hwy	EBR	10068	0.92	112.16	C	2.7
163	1.27	Brightside Dr	Nicholson Dr	1.27 mi W of Nicholson Dr	EBR	12391	1.13	123.66	C	
167	7.22	Burbank Dr	W Parker Blvd	Highland Rd	EBR	30352	1.90	247.33	B	
261	2.92	Burgess Av	US 190	LA 447	LIV	9696	0.88	63.30	C	
105	1.15	Cedarcrest Av	Coursey Blvd	Old Hammond Hwy	EBR	17931	1.20	499.76	B	
97	4.05	Central Thwy	Florida Blvd	Sullivan Rd	EBR	15242	1.29	14.38	A	5.2
171	1.35	Clay Cut Rd	Acadian Thwy	Jefferson Hwy	EBR	11036	1.00	86.67	B	2.4
247	0.83	Cockerham Rd	Hatchell Ln	LA 1026	LIV	10837	0.99	75.66	B	
147	1.90	College Dr	Perkins Rd	Jefferson Hwy	EBR	34268	1.47	657.81	A	2.4,2.5,5.1
137	1.33	Coursey Blvd	Airline Hwy	Sherwood Forest Blvd	EBR	37025	1.37	504.27	B	2.2

CMS SEG ID	Len	Name	From Street	To Street	Par	Volume	V/C Ratio	Daily Delay (Veh- Hr/Mile)	Local Priority (A, B or C)	CMP Strategies
119	2.15	Coursey Blvd	Sherwood Forest Blvd	Jones Creek Rd	EBR	28556	1.06	417.97	C	2.2
153	1.44	Dalrymple Dr	Highland Rd	I-10	EBR	23048	2.00	1417.87	B	2.1,2.4,2.7
291	1.03	Drusilla Ln	Jefferson Hwy	Old Hammond Hwy	EBR	18549	1.24	229.81	B	
325	0.10	E Roosevelt St	Highland Rd	Thomas H Delpit Dr	EBR	13826	1.26	296.18	C	2.4,3.3
313	0.45	E Washington St	Thomas Delpit Dr	Park Blvd	EBR	12881	0.96	169.71	B	2.1,2.7,4.18
71	1.88	Essen Ln	Perkins Rd	Jefferson Hwy	EBR	48865	1.55	1079.68	A	
265	2.57	Florida Av	LIV Parish Line	S Range Ave	LIV	28483	1.05	416.95	B	
229	5.74	Florida Av	S Range Av	LA 447	LIV	17970	0.91	157.79	B	
47	2.65	Florida Blvd	Airline Hwy	Sherwood Forest Blvd	EBR	26940	1.22	400.55	A	
49	4.15	Florida Blvd	Sherwood Forest Blvd	LIV Parish Line	EBR	29023	1.07	320.42	C	2.2,2.4
45	2.87	Florida Blvd	S Foster Dr	Airline Hwy	EBR	36107	0.98	318.97	B	
43	1.61	Florida Blvd	N 22nd St	S Foster Dr	EBR	20263	0.79	123.25	B	2.1,2.7,4.18
169	0.90	Gardere Ln	Highland Rd	G.S.R.I Rd	EBR	12867	1.17	116.11	B	2.4,5.1
117	1.89	George O'Neal Rd	Jones Creek Rd	Woodlake Dr	EBR	18013	0.95	137.08	C	
273	4.14	Goodwood Blvd	E Airport Dr	S Flannery Rd	EBR	17525	0.88	159.39	B	
63	3.31	Government St	St Ferdinand St	Jefferson Hwy	EBR	20233	0.86	128.21	B	
99	5.76	Greenwell Springs Rd	Sherwood Forest Blvd	Magnolia Bridge Rd	EBR	28341	1.49	393.63	B	
61	5.26	Greenwell Springs Rd	N Foster Rd	Sherwood Forest Blvd	EBR	27984	1.04	311.43	C	2.2
93	2.12	Greenwell Springs Rd	Hooper Rd	LA 37	EBR	14777	1.34	139.36	B	2.4,5.1
277	2.74	Greenwell St	Airline Hwy	Joor Rd	EBR	13211	0.85	65.37	B	2.4
267	1.49	Harding Blvd	I-110	Plank Rd	EBR	13723	0.51	152.88	B	2.2,5.1
225	1.17	Hatchell Ln	US 190	LA 1030	LIV	15024	1.27	210.31	B	
139	3.67	Highland Rd	Stanford Av	Staring Lane	EBR	14802	1.19	200.75	B	3.3
131	2.03	Highland Rd	Perkins Rd	Jefferson Hwy	EBR	29229	1.54	396.05	A	

CMS SEG ID	Len	Name	From Street	To Street	Par	Volume	V/C Ratio	Daily Delay (Veh- Hr/Mile)	Local Priority (A, B or C)	CMP Strategies
157	2.61	Highland Rd	Terrace Av	Stanford Ave	EBR	17395	1.27	379.43	B	3.3,5.1
165	6.03	Highland Rd	Staring Ln	Perkins Rd	EBR	14618	1.27	184.57	B	
326	1.87	Hooper Rd	Greenwell Springs Rd	Springfield Rd	LIV	226230	0.84	562.25	A	
89	9.94	Hooper Rd	Plank Rd	Greenwell Springs Rd	EBR	20025	1.16	182.50	B	
259	14.94	I-10	ASC Parish Line	LA 22	ASC	26426	0.91	121.96	B	5.1,4.5
5	5.26	I-10 (EB)	I-110	I-10/I-12 Split	EBR	52189	1.32	640.89	A	
4	1.86	I-10 (EB)	EBR Parish Line	I-110	EBR	32438	1.24	257.42	A	2.9
7	9.99	I-10 (EB)	I-10/I-12 Split	ASC Parish Line	EBR	31106	1.15	294.67	A	
1	3.82	I-10 (EB)	Lobdell Hwy	EBR Parish Line	WBR	28351	1.29	279.86	A	5.1,2.3,4.12
6	4.81	I-10 (WB)	I-110	I-10/I-12 Split	EBR	55182	1.31	669.21	A	
8	11.09	I-10 (WB)	I-10/I-12 Split	ASC Parish Line	EBR	29269	1.18	332.02	A	
260	15.02	I-10 (WB)	ASC Parish Line	LA 22	ASC	26726	0.92	131.66	B	5.1,4.5
2	4.16	I-10 (WB)	Lobdell Hwy	EBR Parish Line	WBR	23881	0.85	263.24	A	5.1,2.3,4.12
3	1.66	I-10 (WB)	EBR Parish Line	I-110	WBR	28619	0.68	249.92	A	5.1,2.3,4.12
13	2.54	I-110 (NB)	Airline Hwy	Harding Blvd	EBR	18219	0.84	137.91	C	
9	3.22	I-110 (NB)	I-10	Plank Rd	EBR	36939	0.89	242.38	C	
11	3.50	I-110 (NB)	Plank Rd	Airline Hwy	EBR	42791	0.84	258.29	C	
10	3.40	I-110 (SB)	I-10	Plank Rd	EBR	37345	0.88	234.40	C	
12	3.66	I-110 (SB)	Plank Rd	Airline Hwy	EBR	38241	0.81	234.04	C	
14	1.96	I-110 (SB)	Airline Hwy	Harding Blvd	EBR	23067	0.75	85.12	C	4.5
17	7.37	I-12 (EB)	Airline Hwy	LIV Parish Line	EBR	38113	1.19	435.82	A	
15	3.48	I-12 (EB)	I-10/I-12 Split	Airline Hwy	EBR	41109	0.96	291.73	B	
19	6.76	I-12 (EB)	LIV Parish Line	LA 447	LIV	33431	1.16	253.18	A	New Interchange @LA 16 and I-12
18	7.30	I-12 (WB)	Airline Hwy	LIV Parish Line	EBR	37730	1.10	480.68	A	
16	4.35	I-12 (WB)	I-10/I-12 Split	Airline Hwy	EBR	35916	1.17	234.97	B	2.9
20	7.53	I-12 (WB)	LIV Parish Line	LA 447	LIV	30272	0.82	261.79	A	New Interchange @LA 16 and I-12

CMS SEG ID	Len	Name	From Street	To Street	Par	Volume	V/C Ratio	Daily Delay (Veh- Hr/Mile)	Local Priority (A, B or C)	CMP Strategies
65	2.94	Jefferson Hwy	Government St	Essen Ln	EBR	31006	1.15	332.04	C	2.1,2.7
67	2.69	Jefferson Hwy	Essen Ln	Airline Hwy	EBR	21218	0.80	238.61	C	2.7
123	3.82	Jefferson Hwy	Airline Hwy	Highland Rd	EBR	21448	1.17	208.83	C	
125	1.84	Jefferson Hwy	Highland Rd	ASC Parish Line	EBR	13136	1.19	116.68	B	2.4,2.7,5.1
305	2.91	Jefferson Hwy	ASC Parish Line	Airline Hwy	ASC	8359	0.76	41.26	B	
111	2.44	Jones Creek Rd	Tigerbend Rd	S Harrell's Ferry Rd	EBR	18046	1.20	268.51	A	
101	5.18	Joor Rd	Greenwell Springs Rd	Hooper Rd	EBR	30048	1.11	349.95	C	
91	5.83	Joor Rd	Hooper Rd	LA 64	EBR	12516	1.14	71.34	B	
231	1.24	Juban Rd	I-12	US 190	LIV	15862	1.44	197.76	A	
233	1.11	Juban Rd	I-12	Wax Rd	LIV	10174	0.92	53.48	B	
143	0.97	Kenilworth Pkwy	Perkins Rd	0.97 mi S of Perkins Rd	EBR	14662	1.33	226.13	B	5.2
79	9.00	LA 1	I-10	LA 118	WBR	37951	1.19	592.77	A	5.1,2.3,4.12
327	2.16	LA 1 Connector	LA 1	I – 10	WBR	17600	0.65	334.67	A	
217	3.20	LA 1019	LA 64	0.37 mi E of LA 16	LIV	12090	1.10	118.29	C	
243	12.17	LA 16	4H Club Rd	LA 22	LIV	12342	1.12	115.66	B	
187	4.04	LA 30	I-10	Airline Hwy	ASC	14304	0.93	77.03	B	2.2
183	3.32	LA 415	I-10	US 190	WBR	28404	1.05	143.20	B	5.1,2.3,4.12
237	6.82	LA 447	I-12	LA 1024	LIV	18767	1.32	203.12	B	
239 A	2.50	LA 447	I-12	Joe May Rd	LIV	18745	1.37	440.63	B	
239 B	5.60	LA 447	Joe May Rd	LA 16	LIV	10231	0.89	200.29	B	
87	3.84	LA 64	Plank Rd	Joor Rd	EBR	17930	1.52	217.81	B	2.4,5.1
215	1.92	LA 64	LIV Parish Line	LA 16	LIV	17649	1.60	445.68	B	
219	3.44	LA 16	LA 1019	0.73 mi N of LA 1022	LIV	13706	1.00	68.37	C	
21	11.96	LA 19	Scenic Hwy	0.5 mi N of Port Hudson - Pride Rd	EBR	22961	1.00	209.93	B	
209	7.70	LA 22	Airline Hwy	LIV Parish Line	ASC	11290	1.03	72.34	C	

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307	0.89	LA 22	LIV Parish Line	LA 16	LIV	9211	0.84	43.03	C	
245	0.26	LA 42	LIV Parish Line	LA 16	ASC	16390	1.49	238.68	B	5.1,2.2
203	4.39	LA 42	Airline Hwy	Roddy Rd	ASC	15585	1.42	247.17	A	
189	5.41	LA 431	Airline Hwy	LA 931	ASC	13382	1.22	90.64	A	2.4
205	4.24	LA 431	LA 931	LA 42	ASC	9864	0.90	37.61	C	2.4
193	2.88	LA 44	I-10	LA 22	ASC	15090	1.06	124.12	B	5.1
191	7.78	LA 44	LA 30	LA 42	ASC	19527	0.94	98.82	B	5.1,2.4,2.7
199	2.56	LA 621	LA 73	Airline Hwy	ASC	12198	1.11	127.18	B	5.1,2.2
207	3.19	LA 70	LA 22	ASC Parish Line	ASC	16039	1.46	120.64	A	5.1
195	2.40	LA 73	Airline Hwy	I-10	ASC	17414	1.23	159.74	B	
197	2.02	LA 73	I-10	LA 429	ASC	14468	0.92	106.31	B	
201	3.54	LA 74	LA 73	Airline Hwy	ASC	11589	1.05	66.30	C	
303	3.04	LA 931	LA 44	LA 431	ASC	9261	0.84	44.52	C	
145	2.70	Lee Dr	Nicholson Dr	Perkins Rd	EBR	25036	1.61	584.41	B	
173	1.31	Lobdell Av	Jefferson Hwy	Florida Blvd	EBR	19427	1.12	321.14	B	
227	4.48	Lockhart Rd	N Range Av	Burgess Av	LIV	12983	1.18	109.74	B	
51	3.04	Mickens Rd	Joor Rd	Hooper Rd	EBR	13548	1.23	97.92	B	2.4
75	1.52	Millerville Rd	S Harrell's Ferry Rd	Old Hammond Hwy	EBR	22876	0.85	289.88	B	
107	0.94	Monterey Dr	S Choctaw Dr	Greenwell Springs Rd	EBR	15869	1.44	201.91	B	4.18
23	0.97	N 22nd Stt	Government St	I-110	EBR	20157	0.75	110.41	B	2.1,2.4
275	4.32	N Flannery Rd	Old Hammond Hwy	Greenwell Springs Rd	EBR	16768	1.31	187.50	B	
59	1.98	N Foster Dr	College Dr	Greenwell Springs Rd	EBR	24228	0.99	212.54	B	
213	5.56	N Range Av	US 190	LA 1024	LIV	28029	1.06	270.93	B	
77	2.46	Nicholson Dr	South Blvd	Burbank Dr	EBR	37711	1.42	885.60	C	4.18
159	7.16	Nicholson Dr	Burbank Dr	ASC Parish Line	EBR	15606	1.42	184.81	A	
249	4.21	Nicholson Dr	IBR Parish Line	LA 74	IBER	13775	1.25	100.50	B	

CMS SEG ID	Len	Name	From Street	To Street	Par	Volume	V/C Ratio	Daily Delay (Veh- Hr/Mile)	Local Priority (A, B or C)	CMP Strategies
323	0.41	Nicholson Ext	Highland Rd	0.41 mi W of Highland Rd	EBR	12387	1.13	174.49	C	2.4
271	0.83	Oak Villa Blvd	S Choctaw Dr	Greenwell Springs Rd	EBR	26780	0.99	299.46	C	
295	1.46	Old Hammond Hwy	Airline Hwy	Sherwood Forest Blvd	EBR	22889	0.85	177.38	B	
297	3.35	Old Hammond Hwy	Sherwood Forest Blvd	O'Neal Ln	EBR	16525	1.07	156.56	A	
293	1.69	Old Hammond Hwy	Jefferson Hwy	Airline Hwy	EBR	23878	0.88	168.96	C	2.7
269	5.43	Old Scenic Hwy	US 61	LA 64	EBR	9930	0.90	47.70	C	
113	2.41	O'Neal Ln	George O'Neal Rd	I-12	EBR	26229	1.42	509.56	A	
115	1.73	O'Neal Ln	I-12	Florida Blvd	EBR	19302	0.96	160.31	B	
279	1.62	Park Blvd	I-10	Florida Blvd	EBR	11990	0.88	235.77	C	
285	2.48	Pecue Ln	Perkins Rd	Jefferson Hwy	EBR	9787	0.89	56.69	C	
177	4.72	Perkins Rd	Park Blvd	Essen Ln	EBR	23477	1.17	357.64	C	3.3
133	3.11	Perkins Rd	Siegen Ln	Highland Rd	EBR	18046	1.46	230.60	A	5.1
179	2.93	Perkins Rd	Essen Ln	Siegen Ln	EBR	25660	0.95	188.52	B	
127	1.25	Perkins Rd	Highland Rd	ASC Parish Line	EBR	17681	1.61	351.98	B	5.1
129	2.37	Perkins Rd	ASC Parish Line	Jefferson Hwy	ASC	13550	1.16	121.87	B	5.1,2.4
221	6.26	Pete's Hwy	I-12	Hood Rd	LIV	12302	1.12	108.51	B	
223	2.02	Pete's Hwy	I-12	US 190	LIV	10768	0.98	73.15	B	
27	10.01	Plank Rd	Airline Hwy	LA 64	EBR	27060	1.23	255.45	B	
25	3.30	Plank Rd	I-110	Airline Hwy	EBR	22024	0.90	145.18	B	2.7
161	1.91	River Rd	South Blvd	Skip Bertmann Dr	EBR	12304	1.12	174.09	C	2.4,5.1
311	2.06	River Rd	South Blvd	Choctaw Dr	EBR	15241	0.73	89.37	B	2.7
175	0.83	S Choctaw Dr	Lobdell Av	Airline Hwy	EBR	10066	0.92	64.73	B	2.1,2.7
103	4.48	S Choctaw Dr	Airline Hwy	N Flannery Rd	EBR	23767	0.98	212.13	C	2.7
109	3.08	S Harrell's Ferry	Sherwood Forest Blvd	O'Neal Lane	EBR	16058	1.07	152.92	C	

CMS SEG ID	Len	Name	From Street	To Street	Par	Volume	V/C Ratio	Daily Delay (Veh- Hr/Mile)	Local Priority (A, B or C)	CMP Strategies
		Rd								
85	1.92	S Range Av	I-12	US 190	LIV	26996	1.00	232.76	B	
321	1.60	S Sharp Rd	Old Hammond Hwy	Florida Blvd	EBR	13850	1.03	202.98	B	
309	0.80	S. Alexander Av	I-10	Maryland Av	WBR	28466	0.89	261.80	B	5.1,2.3,4.12
55	2.35	Sherwood Forest Blvd	Airline Hwy	I-12	EBR	41473	1.54	979.47	C	
57	4.35	Sherwood Forest Blvd	I-12	Greenwell Springs Rd	EBR	24731	1.21	401.50	A	
53	2.52	Siegen Ln	Perkins Rd	Airline Hwy	EBR	48989	1.18	549.40	B	2.7,4.10
135	1.32	Siegen Ln	Perkins Rd	Highland Rd	EBR	14170	1.20	192.09	A	
301	0.26	St Ferdinand St	South Blvd	Government St	EBR	12308	0.72	252.95	C	2.5
251	0.26	St Louis St	South Blvd	Government St	EBR	13592	1.18	287.33	C	2.5
299	0.26	St Philip St	South Blvd	Government St	EBR	5384	0.98	54.25	C	2.5
151	1.70	Stanford Av	Highland Rd	Perkins Rd	EBR	27083	1.24	483.30	B	2.4
69	1.98	Staring Ln	Highland Rd	Perkins Rd	EBR	14700	1.11	194.32	C	
95	4.36	Sullivan Rd	Greenwell Springs Rd	Joor Rd	EBR	16815	1.33	243.62	B	
315	0.52	Terrace Av	Nicholson Dr	I-10	EBR	9869	0.84	107.64	B	2.4
155	0.65	Thomas H. Delpit Dr	E Washington St	Highland Rd	EBR	10944	0.99	155.53	B	2.4
121	1.70	Tiger Bend Rd	Jefferson Hwy	Antioch Rd	EBR	18531	0.90	214.69	B	5.1
29	1.57	US 190	EBR Parish Line	Airline Hwy	EBR	28439	1.05	462.86	B	
241	5.66	US 190	LA 447	MPO Study Area Boundry	LIV	13317	1.04	68.96	C	
257	3.69	US 190	LA 415	MPO Study Area Boundary	WBR	22705	0.92	129.32	B	5.1,2.3,4.12
255	4.06	US 190	WBR Parish Line	LA 415	WBR	18171	0.69	93.37	B	5.1,2.3,4.12
81	2.05	US 61	US 190	I-110	EBR	19067	0.71	141.84	C	2.4,2.5
83	10.94	US 61	I-110	Port Hudson - Plains Rd	EBR	30968	1.15	167.08	B	

CMS SEG ID	Len	Name	From Street	To Street	Par	Volume	V/C Ratio	Daily Delay (Veh- Hr/Mile)	Local Priority (A, B or C)	CMP Strategies
263	0.67	Vincent Rd	S. Range Av	Pete's Hwy	LIV	10765	0.98	66.11	C	
283	0.35	W Lake Shore Dr	Stanford Av	W Parker Blvd	EBR	13692	1.24	250.08	B	
281	0.26	W Parker Blvd	Burbank Dr	Highland Rd	EBR	15978	1.45	398.72	B	2.6,3.3

Appendix G - New Roadway Alignments

New Roadway Alignments

S.No	Parish	Segment Name	Segment Limits
1	EBR	Staring Ln/Gardere Ln	Burbank Dr to Nicholson Dr
2	EBR	LA 64 Bypass	Main St to LA 19 (Zachary)
3	EBR	Highland-Burbank Connector	Highland Rd to Burbank Dr
4	EBR	I 10	Pecue Ln
5	EBR	Picardy Perkins Connector	Picardy Ave - Perkins Rd
6	LIV	Cook Rd	Pete's Hwy to Juban Rd
7	ASC/LIV	Ascension - Livingston parkway	New segment between ASC and LIV across the Amite River
8	EBR/LIV	LA 408 Ext	New segment between EBR and LIV across the Amite River
9	Regional	BR Loop	New Loop (Bypass to I-10 and I-12)