



FERRY FEASIBILITY STUDY



moffatt & nichol

in association with



EXECUTIVE SUMMARY

1	PROJECT OVERVIEW	6
1.1	BACKGROUND	6
2	FERRY HISTORY AND PROJECT APPROACH	8
2.1	BRIEF HISTORY OF THE BATON ROUGE FERRY	8
2.2	PROJECT APPROACH	9
3	FINDINGS BY TASK	10
3.1	TASK 1: PUBLIC PARTICIPATION PROGRAM	10
3.2	TASK 2: EXISTING CONDITIONS AND COMPARATIVE FERRIES	10
3.3	TASK 3: NEEDS ASSESSMENT AND DEMAND ANALYSIS	12
3.4	TASK 4: IMPLEMENTATION STRATEGY	16
4	CONCLUSIONS AND NEXT STEPS	19

TASK 2: EXISTING CONDITIONS ANALYSIS

5	LOUISIANA FERRY ROUTES AND LANDINGS	22
5.1	LOUISIANA FERRY ROUTES AND RELEVANCE TO BATON ROUGE CONTEXT	22
5.2	KEY LESSONS FROM LOUISIANA FERRY ROUTES AND LANDINGS	22
5.3	DETAILED DESCRIPTIONS OF EXISTING LOUISIANA FERRY OPERATIONS	25
6	TRAFFIC STUDY	32
6.1	INTRODUCTION	32
6.2	EXISTING TRAFFIC AND CONGESTION CONDITIONS	32
6.3	EXISTING TRAVEL PATTERNS	35
6.4	EXISTING LAND USES ALONG THE MISSISSIPPI RIVER	39
6.5	EXISTING SOCIO-DEMOGRAPHIC ANALYSIS	40
6.6	CAPITAL AREA TRANSIT SYSTEM (CATS) AND TIGER TRAILS SERVICES	50
7	CASE STUDY FERRIES AND RELEVANCE TO BATON ROUGE	52
7.1	PURPOSE OF COMPARATIVE CASE STUDIES	52
7.2	SUMMARY FINDINGS FROM FERRY CASE STUDIES	52
7.3	CASE STUDY DESCRIPTIONS	56
8	SUMMARY FINDINGS AND RECOMMENDED METHODOLOGY FOR TASKS 3 AND 4	69
8.1	PURPOSE	69
8.2	FERRY ANALYSIS METHODOLOGY CONCERNS	69
8.3	PRELIMINARY FINDINGS ON FERRY FEASIBILITY TO DATE	70

TASK 3: NEEDS ASSESSMENT AND DEMAND ANALYSIS

9	PURPOSE AND APPROACH	74
10	LANDING LOCATION SITE ANALYSIS	76
10.1	OVERVIEW	76
10.2	SUMMARY OF LANDING SITE LOCATION OPTIONS	76
10.3	DESCRIPTIONS OF LANDING SITES BY STUDY QUADRANT	78
10.4	LANDING SITE EVALUATION	83
10.5	SITES RECOMMENDED BY QUADRANT FOR ROUTE SCENARIOS	84
11	FERRY ROUTE AND SERVICE OPTIONS	86
11.1	OVERVIEW	86
11.2	SUMMARY OF ROUTE SCENARIOS AND PRELIMINARY FINDINGS	86
11.3	METHODOLOGY FOR DETERMINING ROUTE SCENARIOS	88
11.4	FERRY OPERATION ASSUMPTIONS	88
11.5	DESCRIPTION OF SHORT LISTED FERRY ROUTES AND ROUTES RECOMMENDED FOR DEMAND MODELING	91

TASK 4: IMPLEMENTATION STRATEGY

12	PURPOSE AND APPROACH	98
12.1	SUMMARY IMPLEMENTATION FRAMEWORK AND SEQUENCE OF STEPS	99
13	OPTIONAL TRAFFIC MITIGATION AND TRANSIT IMPLEMENTATION MEASURES	100
13.1	OVERVIEW	100
13.2	CONSTRUCTION TRAFFIC MONITORING AND MITIGATION PROGRAMS	101
13.3	DAILY AND WEEKLY I-10 TRAFFIC REPORTS AND ALERTS	101
13.4	PUBLIC TRANSIT INFORMATION FOR CURRENT SERVICES AND MITIGATION MEASURES	102
13.5	LED TRAVEL ALERT SIGNAGE AT KEY DECISION POINTS	102
13.6	BRIDGE AND LOCAL STREET HOV LANES	103
13.7	COST AND FEASIBILITY	103
13.8	ON DEMAND LAND TRANSIT OPTIONS	103
13.9	TEMPORARY FERRY SERVICE OPTIONS	107
13.10	ADDITIONAL DATA COLLECTION AND ANALYSIS NEEDS	109
13.11	FUNDING OPTIONS AND MITIGATION RESPONSIBILITIES	109
13.12	PUBLIC OUTREACH AND USER SURVEY APPLICATIONS	110
14	RECOMMENDED NEXT STEPS	111
14.1	SUMMARY	111

APPENDIX

15	APPENDIX	114
15.1	ADDITIONAL LOUISIANA FERRY ROUTES AND LANDINGS	114
15.2	EXISTING TRAVEL PATTERNS	121
15.3	FERRY ROUTE ANALYSIS	123
15.4	ATTACHMENT A	132
15.5	ATTACHMENT B	134



A large white ferry boat is sailing on a golden sea at sunset. The water is shimmering with golden light, and the sky is a deep orange. The ferry has multiple decks and a prominent mast. The text "EXECUTIVE SUMMARY" is overlaid in the bottom right corner in a bold, white, sans-serif font. The bottom edge of the image shows the dark silhouettes of evergreen trees.

EXECUTIVE SUMMARY

1

PROJECT OVERVIEW

The Baton Rouge area has had a long history of ferry service including the current Plaquemine ferry and the former Port Allen ferry, which ceased operation in 1968 when the I-10 Bridge was opened. In 2020, the Capital Area Planning Commission or CRPC in collaboration with the Central Area Transit System (CATS) initiated a project to evaluate the feasibility of restoring ferry service between East and West Baton Rouge in the central area as a way to expand mobility choices for the traveling public.

1.1 BACKGROUND

The CRPC serves as the staff for the Metropolitan Planning Organization (MPO) for the Baton Rouge region. MPO membership includes representatives from East Baton Rouge Parish, West Baton Rouge Parish, Livingston Parish, Ascension Parish, and Iberville Parish. In addition, the MPO includes the incorporated municipalities within those parishes. As such CRPC has a long history of working with state and local officials through the MPO as well as CRPC's 11 parish planning area to promote efficient and safe transport of people throughout the region.

Commuters driving across the Mississippi River must rely on two bridges located between East Baton Rouge and West Baton Rouge: the I-10 bridge (Horace Wilkinson Bridge) to the south and the US-190 bridge (Huey P. Long –

O.K. Allen bridge) to the north. Commuter travel in south Louisiana from such cities as Lafayette to the west and New Orleans to the east. The combination of through traffic and local drivers crossing the two bridges increase congestion significantly. On any given day, traffic is backed up on both bridges as well as on LA-1 along the west bank. The congestion seen on the bridges crossing the Mississippi River comes from both commuters and through regional freight. At present, the bridges crossing the Mississippi River are over capacity causing significant freight delays. While the I-10 highway corridor widening currently underway is intended to provide added capacity when completed, the project also has the potential to further increase congestion and delays during the long duration of construction.

Between 2000 and 2015, the largely rural West Baton Rouge parish experienced a combined population growth of nearly 15%, while urban Baton Rouge parish experienced moderate growth. The increase in population growth and travel between east and west parishes is also slowing traffic flow and increasing congestion over the Mississippi River.

It should be noted that while some of these bridge congestion problems were reduced somewhat during phases of the 2020 COVID-19 pandemic, the congestion and delays have begun to return during 2021, and are expected to further accelerate as cross river travel patterns normalize.

Commuters driving across the Mississippi River must rely on two bridges located between East Baton Rouge and West Baton Rouge: the I-10 bridge (Horace Wilkinson Bridge) to the south and the U190 bridge (Huey P. Long - O.K. Allen bridge) to the north.

To identify possible remedies for increased congestion and travel times, CRPC initiated the following ferry feasibility study for East Baton Rouge and West Baton Rouge parishes. The possible addition of a ferry with related transit support would be consistent with the MPO's goals for the Capital Region as set forth in the Long-Range Transportation Plan (LRTP). The development of a ferry system between the east and west banks of the Mississippi promotes the goals established in the 2042 LRTP with the intent

of improving connectivity, congestion, and livability. As a key partner, CATS has expressed a desire to operate and maintain ferry service along the east and west bank of the Mississippi River while also connecting it to transit routes and the upcoming BRT line. Operating ferry service falls within the strategic planning goals CATS established in 2017. In particular, CATS would like to regionalize and expand service to at least one (1) eligible neighboring town or parish.



2

FERRY HISTORY AND PROJECT APPROACH

2.1 BRIEF HISTORY OF THE BATON ROUGE FERRY

In considering the feasibility of a new ferry it is informative to remember the history of the original Baton Rouge Ferry, as described in an excerpt from an article in the Advocate, on April 30, 2016, written by George Morris entitled "Ferry Tale: The *City of Baton Rouge* to turn 100 years old...in Iowa":

"The *City of Baton Rouge* was built in Jeffersonville, Indiana, and launched on August 12, 1916.. It began its ferry work in Baton Rouge early the next year. With a catamaran hull and a single paddlewheel, it could carry 500 passengers and 21 automobiles, and it operated by itself until being joined by the larger *Louisiana* in 1924 and the *Thomas Pickles* in the 1930s.

During their heyday in the 1930s, the ferries ran once every 15 minutes and cost a quarter for every car and driver and a nickel for each passenger. Because people only paid for the ferry at the Baton Rouge landing, it was common that children in Port Allen would hop on the ferry, ride to Baton Rouge, stay on the boat and catch the return trip to the west bank.

After 1940 — the year the Huey P. Long Bridge opened along U.S. 190 — it was just the *City of Baton Rouge* and the *Louisiana*.

Even with the bridge, the ferry got plenty of work because of its convenience

to Baton Rouge's and Port Allen's downtowns and for the pleasure of the ride itself.

When the I-10 bridge, formally named the Horace Wilkinson Bridge, opened in 1968, it doomed the ferry market, and the Louisiana was sold to the state and used as a ferry in Plaquemines Parish, where it is now a maintenance barge. Dennis Trone bought the *City of Baton Rouge*, moved it to Dubuque, Iowa, stripping the engine, paddlewheel and other equipment for a new steamboat, the *Julia Belle Swain*."

The history of the Baton Rouge ferry is important to the present feasibility study for several reasons. The existence of a 500 passenger/21 vehicle ferry which was used as a primary river crossing for 52 years indicates a heavy reliance on ferry transit up until the second bridge (I-10) was completed. The fact that it continued in heavy passenger use for 28 years after the first bridge (Huey P. Long) was built in 1940, indicates that there was significant demand for affordable, direct cross river transit from Port Allen to Downtown Baton Rouge, most likely including a substantial number of trip to work commuters. It can only be assumed that when the ferry service was suspended in 1968, many residents of Port Allen no longer had a convenient transit connection to east Baton Rouge jobs, and conversely, Baton Rouge residents no longer had a transit link to Port Allen industrial and maritime work locations. It is also

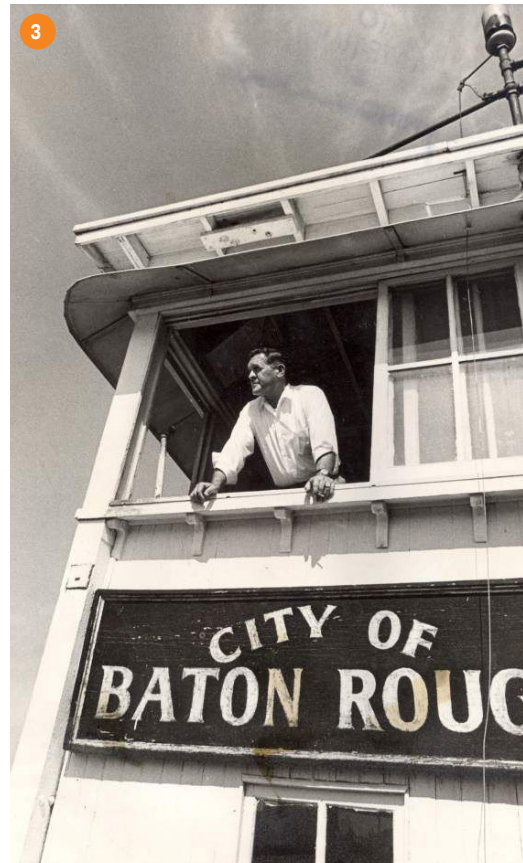
reasonable to assume that restoration of the Port Allen ferry route would open up work opportunities in both directions, particularly when bridge crossings may be delayed by construction and general congestion. These reasonable assumptions served as a good rationale for conducting the ferry study.

2.2 PROJECT APPROACH

The project tasks were developed to determine the feasibility of a ferry operation as well as provide a public outreach program to gauge interest and support. An implementation strategy was prepared for interim ferry and land transit options based on the feasibility analysis findings. The sequence of tasks included:

- **Task 1: A Public Participation Plan** to engage the general public as well as representatives of regional government in a Technical Advisory Committee.
- **Task 2: Existing Conditions and Comparative Ferries Analysis**, which included traffic and demographic analysis as a basis for ferry demand, and comparative assessments of Louisiana and national ferry systems to determine best practices applicable to a new Baton Rouge ferry.
- **Task 3: Needs Assessment and Demand Analysis** included identification of potential landing sites, ferry routes combinations, and recommended landings and routes for detailed analysis.
- **Task 4: Implementation Strategy** focused on short term ferry and land transit improvements, and needed traffic monitoring and information access to assist in resident travel planning.

1. City of Baton Rouge East Landing with I-10 bridge
2. City of Baton Rouge approaching Port Allen
3. Captain Owen Rucker on *City of Baton Rouge*, 1968
4. Port Allen Landing site park



3

FINDINGS BY TASK

Report findings are summarized by task. Detailed analysis is included in the task chapters and appendix.

3.1 TASK 1: PUBLIC PARTICIPATION PROGRAM

In the wake of COVID-19, the planning team devised a hybrid outreach and public engagement approach, relying heavily on technology's ability to accommodate interactions in a socially distant setting, while striving to have in-person outreach, whenever safe and possible. In addition to the PPP and initial formation of the Technical Advisory Committee (TAC), our team worked with CRPC staff to create a dedicated project website, which provided various ways the public could play a role in the ferry feasibility effort, learn more about the project, subscribe to stay informed on the latest news, and review relevant project materials. The website was launched in the beginning of the project and ultimately the content was adjusted to align with the project's turn of events. As the demand analysis of Task 3 progressed and was unable to identify feasible ferry options based on data available, it was decided to postpone both TAC and general public outreach efforts, until such time as verifiable ferry and/or land transit options .

The team explored various survey platforms, like MetroQuest and

SurveyMonkey, to solicit public input. The team drafted a ridership survey to gauge various aspects such as one's typical transportation route, interest in using a ferry as an alternative mode of transportation, and types or river crossing the public might use. Although the survey never launched, it is available for use when CRPC sees fit. The public outreach tool is intended to be built on SurveyMonkey as the initial priorities and preferences survey. It was the team's intention to conduct a second survey on MetroQuest later in the project once alternative route options were available.

3.2 TASK 2: EXISTING CONDITIONS AND COMPARATIVE FERRIES

Analysis and deliverables included: a description of the seven operating public ferries and landings currently in Louisiana, existing (pre-COVID) traffic congestion, regional travel pattern assessment, metropolitan study area land-uses, existing transit services, household socio-economic patterns, and case studies of relevant US ferry systems, including New Orleans, Boston, New York, Seattle, Savannah and the Quad Cities in Iowa and Illinois. The travel and traffic data with associated demographics provided an in depth understanding of the user patterns and needs, while the comparative ferry analysis indicated various examples of determining factors for relatively new ferry systems nationwide, along with more specific Louisiana based experiences with cross

river ferries and infrastructure.

On completion of Task 2, it was found that most of the data for the supply side feasibility analysis are available and can be applied to ferry operations modeling. For the user demand analysis needed to test ferry service feasibility, however, the current data is either incomplete or did not seem entirely credible for several key determinates. Data gaps included:

- Inconsistent and/or very low current (pre-COVID-19) commuter cross river trip times that couldn't be verified in the field.
- Projected minimal changes in traffic related delays due to congestion and accident incidents.
- Minimal or no projected travel delays on bridge crossing trips caused by I-10 widening construction impacts.

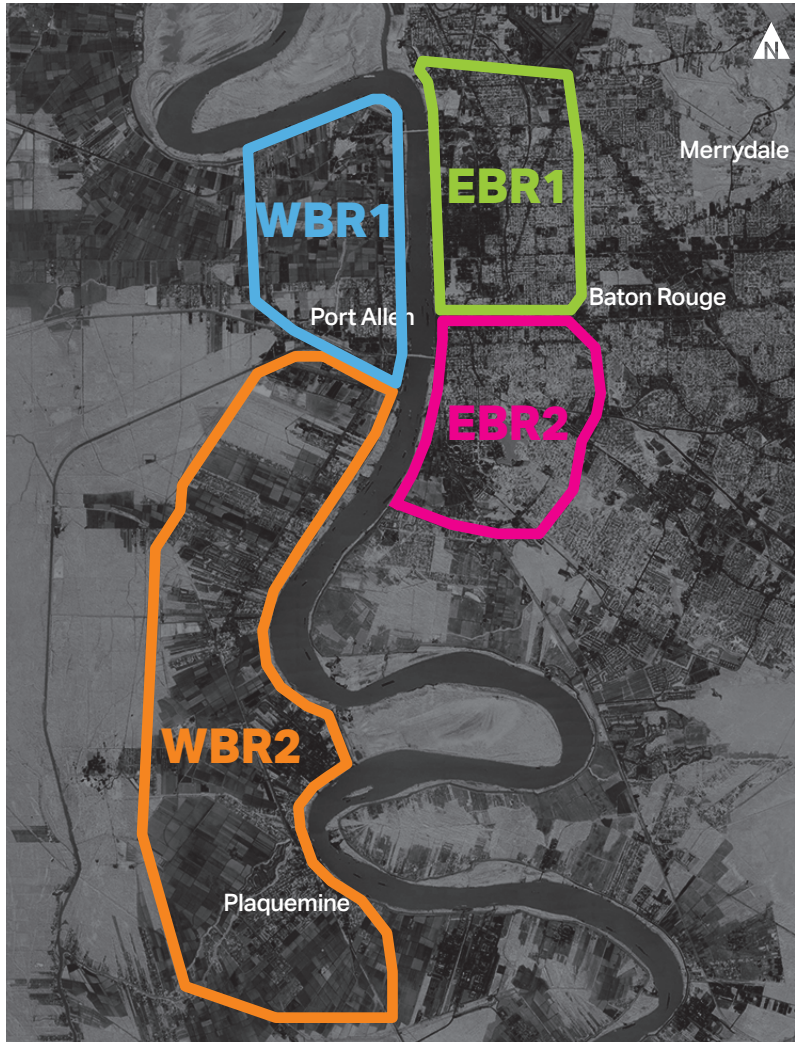
And so, while the data is available, it is not found to be either consistent and/or reliable as supporting factors in projecting ferry ridership, particularly when considering demand factors for comparable ferry systems. Based on this data the feasibility and market demand for a new ferry service cannot be justified, simply put, because the data includes what appear to be artificially low and inaccurate existing trip times, and no projected construction period travel delays. The Gresham Smith team that did the data analysis described a methodology for more accurately capturing needed data sets to fill data gaps and allow for ferry feasibility to be determined in quantitative terms. It was determined that such additions would be beyond the scope and schedule of the current study.

The existing conditions and comparative ferries provided other useful findings regarding a new Baton Rouge ferry:

- A passenger-only ferry is recommended as the most applicable for the Baton Rouge river crossing. Such a ferry would require a combination of vehicle parking and shuttle transit near ferry landings. Ferry travel times would need to be shorter and more reliable than average vehicle only trip time.
- A vehicle ferry appears to have no practical advantages for improving I-10 commuter river trips to central Baton Rouge, based on comparative Louisiana and nation-wide ferry system analyses. The volume of vehicles carried would amount to a small fraction of commuter trips. Longer trip times would not be competitive. Vehicle ferry vessel and landing capital costs are much higher than for passenger ferries.

- Commuters using the I-10 bridge both ways (west to east and east to west) with riverfront destinations comprise the most likely rider pools. Included would be west to east commuters to central Baton Rouge destinations, from residential areas north and south of the Lock and I-10. Also included would be east to west commuters to industrial employment destinations along the west bank.
- The potential user pool (current and projected future) for ferry riders is relatively small based on demographic data provided compared to other urban passenger ferry examples. For the target commuters identified, there are approximately 1400 daily round trips using the I-10 bridge, with about 700 in each direction. A relatively high percentage of auto commuters would need shift to ferry transit to sustain a service.
- Residential population growth for relevant commuter neighborhoods, and employment growth on east and west sides needs to be verified. Available data indicates little or no change during the next decade (compared to a growth spurt from 2010 to 2015), while post- pandemic conditions add additional uncertainty.
- Current I-10 bridge commuter travel times, congestion levels, and delay frequency all require more data and/or a new assessment. Accurately collecting such data is also complicated by the pandemic conditions. Available data indicates highly unreliable travel times and a high frequency of incidents on the bridge during peak hour travel. This conflicts with reported minimal delays and short average trip crossings. Planned user surveys may be used periodically to provide additional insights on relevant user experience.
- Projected I-10 widening construction traffic impact assessment as currently available is assessed to be either incomplete and/or not entirely credible. The Transportation Management Plan (TMP) for the I-10 widening provided by LADOTD stated that the impacts, delays and lane closures would be determined by the Design-build team as the project progressed. No such data has been made publicly available to date.
- Therefore at the time of this study there were no projected I-10 construction related trip delays to evaluate in considering ferry feasibility. Either new data is needed, additional traffic impact analysis is required, and/or impact mitigation measures will need to be improvised as delays actually occur.
- Comparative ferry case studies indicate that successful commuter ferry routes must realistically offer potential riders clear aggregate advantages

FIGURE 1 – BATON ROUGE SERVICE STUDY AREAS WITH LANDING SITE OPTIONS



in terms of shorter trip time, improved reliability, convenience and/or cost.

- In summary, based on presently available data without reliable travel times, without data on current I-10 traffic delays, and without projected delays during I-10 widening, it is simply not possible to justify a new ferry operation. No travel time savings can be demonstrated by ferry over the current travel times reported. If construction period commuter trip times are, in reality, not delayed over current levels, then there are few

if any advantages for auto commuters to consider ferry crossings as a preferable alternative commute.

Within the Task 2: Existing Conditions Analysis there were several other important conditions that support consideration of the hypothetical scenario ferry models. These include consideration for the following:

- Special event traffic (LSU sporting events, downtown Baton Rouge festivals etc) from west to east can result in major traffic delays and may promote special event ridership.
- A substantial number of zero vehicle households and household below the poverty line in west bank communities exist without public transit services across the river to employment locations and other essential services such as healthcare and educational facilities in East Baton Rouge.
- The unreliability of bridge crossing times caused by the high number of I-10 incidents. These incidents will only increase during the I-10 widening construction. There will also be more significant congestion due to lane closures and the elimination of existing shoulders during construction.
- The estimated construction duration of the I-10 widening varies substantially, ranging from 10 to 20 years. The longer the construction takes, the more a public transit alternative such as a ferry may be needed.

3.3 TASK 3: NEEDS ASSESSMENT AND DEMAND ANALYSIS

In Task 3 the two initial steps in a needs analysis were completed to determine the “supply” related options including likely geographic areas to be served, completed ferry landing site options and ferry route options. However, for the reasons indicated in Task 2 findings, the “demand” side, did not proceed with a conventional demand analysis due to incomplete data. The findings from the site options evaluation and route options analysis can be useful to subsequent short or longer term ferry and transit planning. The completed site and route analysis assumed the Task 2 identification of commuter origin and destination areas on the West Baton Rouge and East Baton Rouge sides as they relate to the I-10 bridge. The analysis sequence included:

- Establish geographic sectors on east and west sides as origins and destinations for potential ferry routes. Two sectors were identified on the west side, and two sector on the east side.
- Identification of landing site options for each of the four quadrant



FIGURE 2 – LANDING SITE OPTIONS, WEST AND EAST BATON ROUGE

geographic areas. Criteria for selection of landing sites as most likely to benefit commuters included proximity to origins and destinations, landside road access, and river edge conditions.

- Description of potential passenger ferry routes connecting landing sites, including beneficial land transit connections, levee and rail crossings, and landing area infrastructure needs.
- Assessment of preferred ferry routes by trip time and order of magnitude benefit/cost analysis.

3.3.1 LANDING LOCATION SITE ANALYSIS FINDINGS

The needs analysis begins with identification of geographic sectors and landing site options that would best serve the origins and destinations of cross river commuters. While the resident population and employment locations are concentrated heavily in East Baton Rouge, there are also substantial pockets of residential and employment on the west bank. For purposes of identifying ferry landing sites the clusters can be further simplified into four quadrants relating to the I-10 bridge crossing and the Port Allen lock and canal.

Figure 1 shows the four East and West Baton Rouge study quadrants. Located on the West Bank is sector WBR1 for the Port Allen area northwest of the Port Allen Lock and canal, and WBR2 for the towns southwest of the Lock. WBR 1 includes Port Allen residential origin areas plus several energy industry employment destination sites. WBR2 includes the residential origin areas of Brusly, Addis, Morrisonville and Plaquemine, as well as employment destinations along the canal and in Morrisonville and Plaquemine

The East Baton Rouge study areas include EBR1 for the downtown Baton Rouge areas northeast of the I-10 bridge, and EBR2 to the southeast of I-10. EBR1 includes employment destinations such as the Exxon complex, the State Capitol offices, the downtown and the casinos, as well as residential origin areas to the east. EBR2 includes employment and educational destinations around LSU, as well as residential origin neighborhoods surrounding LSU.

Specific landing site location options are described in Table 1, and includes summary characteristics and general rankings from best to worst. The table describes a short list of all landing sites considered. A final determination of recommended sites will require more detailed analysis of property ownership and uses, infrastructure challenges and costs, and landside site access. Based on the preliminary analysis, the recommended sites are highlighted for each quadrant. All final sites are shown in Figure 2. High priority recommended sites include W1 Port Allen/Court Street (Figure 3), E2 Baton Rouge/Paper Clip (officially the Town Landing) (Figure 4) and W3 Brusly/Phillips Lane (Figure 5).

3.3.2 ROUTE SCENARIOS AND RECOMMENDATIONS

Three types of ferry routes were considered: Two-stop or point to point routes, three-stop triangular routes and four-stop tandem routes. For commuter trip purposes, two-stop routes are generally preferred as being most time efficient, reliable and direct. The three-stop route is used in cases where the route geography allows and where there may be demand justification for multiple origin stops. The four-stop routes are actually combinations of two point to point routes connected with a single ferry and a common central pulse point.

The critical findings regarding feasibility and benefits from a cross river ferry transit alternative will eventually need to include the demand analysis to determine routes most likely to succeed. However, findings to date may be helpful in support of the interim implementation strategy in Task 4.

- The alternative ferry route and operations scenarios are described

No.	Site Location	Trip Distance Short/Medium/Long	Site Availability Public (P) or Public/ Lease (L)	Land Access (V)ehicle/(T)ransit/ (P)edestrian	Environmental (W)etland/(F)lood/ (B)ank Width	Landing Needs/Costs Low/Medium/High	Barriers RR/Levee	Ranking Best/Good/Poor/Worst
WEST BATON ROUGE								
Port Allen – North of I-10								
W1	Court Street	Short	P	V, P	F, B	Low	Levee	Best
W2	Oaks Avenue	Shorter	P	V, P	F, B	Medium	Levee	Good
Brusly- South of I-10 and canal								
W3	Phillips St. – Levee Road	Long	L	V	F, B	High	Levee	Poor
W4	Beaulieu Lane	Longer	P	-	W, F, B	Highest	Levee	Worst
EAST BATON ROUGE								
Downtown – North of I-10								
E1	North Street	Longer	P	V, P, T	F, B	Medium	Levee, RR	Good
E2	Paper Clip	Short	P	V, P, T	F	Low	Levee, RR	Best
E3	Belles Casino – France Street	Shortest	L	V, P, T	F	Low	Levee, RR	Best
LSU – South of I-10								
E4	Oklahoma Street/Gulf Water Institute	Shorter	L	V, P, T	F	Low	Levee	Best
E5	McKinley Street/Boatyard	Longer	L	V	F, B	High	Levee	Worst

TABLE 1 – LANDING SITE EVALUATION

- independently in light of the missing base data for a complementary demand analysis. Included are estimated ferry trip “cycle” times and potential frequency of service per vessel.
- The New Orleans Algiers to Canal Street ferry provides a useful model for Baton Rouge with comparable operating conditions, route and landing characteristic and vessel type.
 - Three of the four preferred landing sites would be relatively easy to convert to ferry landings in terms of manageable infrastructure costs with the exception of the Brusly Phillips Lane site.
 - Three of the sites have potential conflicts and incompatibilities with existing maritime or institutional uses, including: the Paper Clip (riverboat berthing), Phillips Lane (existing barge support business and navigation needs) and Oklahoma Street (Water Institute of the Gulf and pier usage).
 - While there are potential benefits of a ferry route for each site, varying negotiations and agreements would be needed with current occupants for addition of ferry landings and service.
 - High flood conditions and low water periods are determinates of land and water infrastructure requirements.
 - Site topographical conditions for the Brusly Phillips Lane site including a wide flood plain between the levee and closest dock location would require major landside infrastructure including a substantial levee addition or bump-out.
 - Assuming a 25 knot ferry, trip times for different two stop routes are quite short and similar in duration ranging from 5.0 to 6.0 minutes. The fast ferry is necessary to keep these crossing times to a minimum, and for river navigation safety.

FIGURE 3 – PORT ALLEN COURT STREET (W1)



FIGURE 4 – DOWNTOWN PAPER CLIP (E2)



FIGURE 5 – BRUSLY PHILLIPS LANE (W3)



- Total ferry commute times from parking to work destination are also favorable with all inclusive times ranging from 20 to 30 minutes.
- A minimum of two ferries is needed to provide back-up in case of maintenance or repair needs.
- For two stop routes a single ferry could operate on a 15 minute departure schedule (headway).
- For four stop tandem routes, a single ferry could operate on a 20 minute departure schedule.
- Ferry acquisition costs would range from \$7 to \$10 million per vessel or a total of \$14 to \$20 million for vessels.
- Preliminary Infrastructure and landing costs (order of magnitude) vary by site from a low at Paper Clip and Oklahoma Street of \$350,000 to \$750,000 and a high at Phillips Lane of \$10 to \$12 million.
- Preliminary total capital costs (including the four recommended landings) would be approximately \$17 million for two vessels plus approximately \$13 million for landings and approaches.
- Routes identified for future demand modeling include:
 - (1B) Port Allen/Court Street to Downtown/Paper Clip (Two-stop)
 - (2B) Brusly/Phillips Lane to Downtown/Paper Clip (Two-stop)
 - (5B) Port Allen/Court Street to Downtown/Paper Clip to Brusly/Phillips Lane to Port Allen/Court Street (Three-stop)
 - (5G) Port Allen/Court Street to Downtown/Paper Clip to Brusly/Phillips Lane to Paper Clip to Port Allen/Court Street (Four-stop)
 - (9A) Port Allen/Court Street to LSU/Oklahoma Street to Brusly/Phillips Lane to LSU/Oklahoma Street to Port Allen/Court Street. (Four-stop).

3.3.3 PRELIMINARY RECOMMENDED FERRY ROUTE

Based on data and analysis in the report, the preferred route is a four stop route, highlighted in Table 2. The four-stop route 5G could be operated effectively with two vessels. The three landing locations would directly serve three of the user quadrants, WBR1, WBR2, and EBR1, while indirectly serving EBR2 with shuttle bus connections. It was found that since most EBR2/LSU area destinations would need to be connected by land transit from EBR2 ferry landings, anyway, the added time/distance from the EBR Paper Clip landing would be minimal with efficient shuttle connections.

No.	Landing Origin-Destination Locations: West to East/East to West	Route Distance Miles to Nautical Miles (nm)	1-way Ferry Trip Time (25 knot ferry) see formula*	Total 1-way Trip Time with Parking and Transit Link **	West Baton Rouge Improvement Needs	East Baton Rouge Improvement Needs	Areas Served – Residential and Employment
Port Allen to Downtown to Brusly							
5G	Court St. to Paper Clip to Phillips Lane to Paper Clip to Court St.: W1 to E2 to W3 to E2 to W1	0.70 nm + 1.26 nm + 1.26 nm + 0.70 = 4.0 nm	1.5 min 2.0 min 1.5 min 3.0 min 1.5 min 3.0 min 1.5 min 2.0 min 1.5 min = 17.5 min	Court to Paper Clip = 20 min Phillips to Paper Clip = 22 min	W1 – Ramp, dock, bus drop-off, new parking W3 – Bump-out, Ramp, dock, bus drop-off, new parking	W1 – Ramp, dock, bus drop-off, new parking W3 – Bump-out, Ramp, dock, bus drop-off, new parking	1) Port Allen WB1 Residential to Downtown Employment 2) Brusly etc. Residential to Downtown Employment

TABLE 2 – RECOMMENDED PASSENGER FERRY ROUTE SCENARIO

3.3.4 RECOMMENDED ROUTE FOR DEMAND MODELLING IS HIGHLIGHTED

Task 3 stopped short of completing a ferry rider demand analysis for reasons of missing and inconsistent data as described in the Task 2 findings. It was also agreed with CRPC that the Task 4 implementation strategy for a permanent ferry service would not be useful without completing an accurate demand analysis. It was further agreed that until such ferry demand needs can be determined, that a shorter term implementation strategy focusing on incremental transit improvements and public information programs would be more useful at this time. It is very important to note that the Task 3 analysis did not determine that a permanent ferry service and land transit improvements was not feasible, but rather that there was inadequate data at this time to demonstrate such feasibility. With additional data collection and analysis (provided by the design-build team and others) as I-10 construction proceeds, anticipated delays and congestion can be monitored and quantified. Based on such needed supplemental data and a demand analysis, it remains possible (but not certain) that a new ferry service may be found feasible and effective in mitigating traffic delays.

3.4 TASK 4: IMPLEMENTATION STRATEGY

The Task 4 report includes an implementation strategy framework for Baton Rouge to move forward with short term or interim transit improvements during the I-10 and Port Allen Lock overpass construction projects. The potential

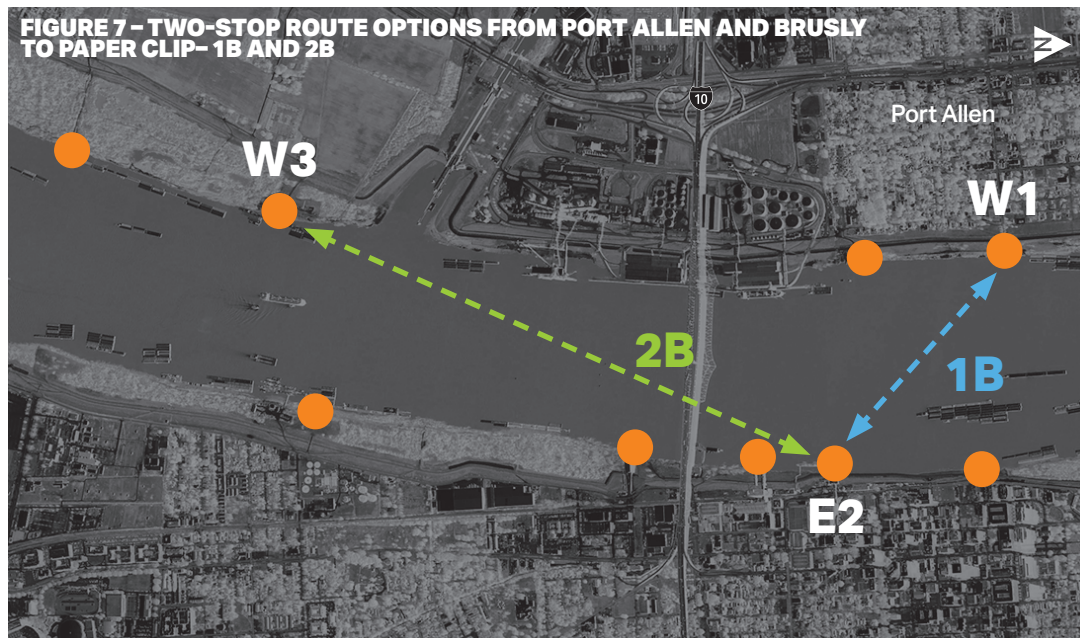
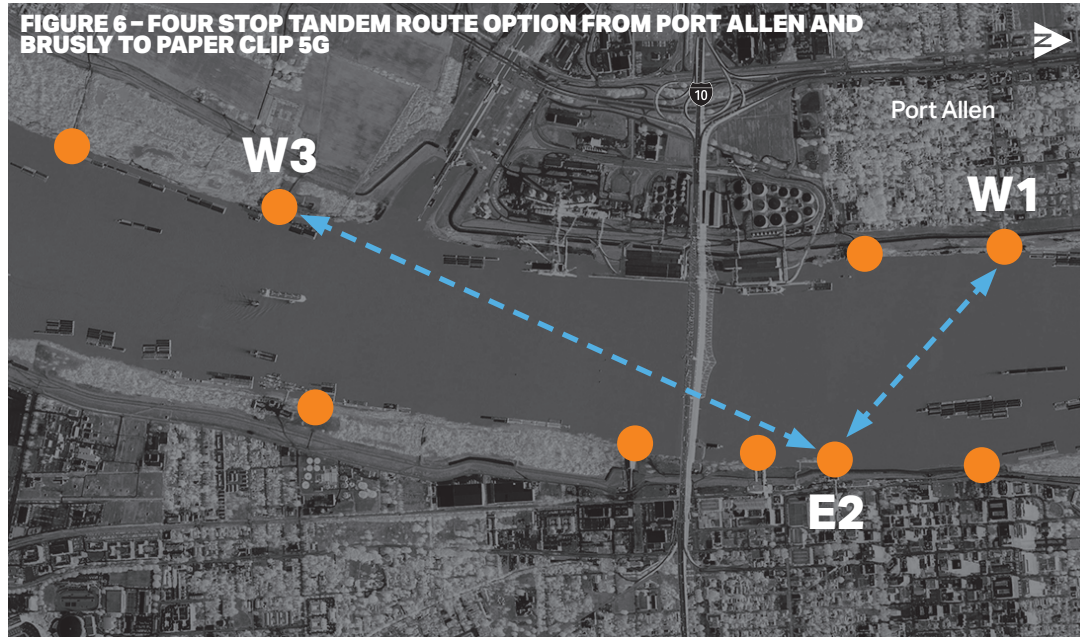
transit improvements consist of optional measures that could be implemented in response to:

1. Anticipated cross river travel delays incurred during phases of the I-10 construction project.
2. Uncertainties regarding home to work trip demands during ongoing COVID-19 pandemic recovery periods. Interim transit responses will depend on accurate and dependable monitoring of construction phase travel impacts and implementing quick action transit measures to meet evolving travel demands.

As responsibilities for such traffic impact monitoring are with LADOTD and the construction contractor, cooperative and timely sharing of information with the impacted Parishes and their transportation representatives as soon as possible. As an immediate result, a transparent traffic monitoring and public information system is recommended to assist residents with travel plans during construction, as well as a tool for making the public aware of interim transit programs. The proposed traffic monitoring remedies will require cooperation between east and west bank parishes as coordinated by the CRPC and CATS.

3.4.1 INTERIM FERRY AND LAND TRANSIT OPTIONS

There are several interim or short term ferry route and land transit options identified in Task 4 in response to the available data, that could potentially be implemented more quickly than the full-scale ferry operations described in Task 3. Such temporary transit services may also serve as a transition into more permanent ferry and land transit initiatives. One or more of these may be



useful in response when anticipated travel delays caused by I-10 construction become serious and cross river commuters begin to experience longer and less predictable travel times. The proposed options are lower capital investment approaches to transit than for a permanent ferry and may initially be considered as pilot projects for testing until proven effective.

Interim ferry services could be offered starting with a seasonal commuter and tourism link between Port Allen/Court Street and the Paper Clip in downtown Baton Rouge. The route and landing locations would be those shown in Figure 7 (1B), and quite similar to the original Baton Rouge/Port Allen ferry route. A second potential interim route shown in Figure 7 would be the two-stop route from Brusly/Phillips Lane to Downtown/ Paper Clip (2B). The interim routes could include temporary landing installations and smaller seasonal ferry vessels, all of which could be implemented for a considerably lower capital cost and faster delivery time. Both would need land-side transit support. Such operations could be similar to the “Channel Cat” in the Quad Cities (Figure 8) as described in the National Ferry Comparisons, with outboard powered catamarans, and movable, seasonal dock facilities.

On demand land transit services could address acute cross river travel time delays, in addition to avoidance of construction period delays, such options might also be applicable immediately as transit alternatives to auto trips in general. A new type of on demand land transit service could be modeled on a combination of airport shuttle vans and on-demand taxis (such as Uber or Lyft), and could employ real time traffic routing for commuters to and from central Baton Rouge. Energy efficient vehicles could be driven by CATS-trained bus drivers to provide an affordable public transit alternative to the auto commute. Port Allen would be recommended as the most likely start-up location based on such factors as the higher residential density, lower auto ownership, and ease of access to the O.H. Allen Bridge to the north as an alternate route to the I-10 bridge. Return east to west trips from central Baton Rouge neighborhoods to the Energy and other work destinations. Offering similar service to the neighborhoods south of the Port Allen Lock could also be beneficial to residents in periods without traffic delays, but less effective challenging when the I-10 bridge traffic is tied up. The on demand land transit and ferry options and applications are described at a concept level in the Task 4 report, and are included as optional actions in the implementation strategy framework. Further detailed analysis of feasibility is recommended if any of the options seem promising, particularly as travel delays increase. Public outreach

**FIGURE 8 –
CHANNEL CAT AND
LANDING**



to stakeholders is also recommended to present options, gauge interest in different measures, and determine priorities of different user groups.

3.4.2 TRAFFIC MONITORING AND PUBLIC INFORMATION PROGRAMS

In addition to the interim ferry and land transit options, several other measures are recommended to improve travel planning and commuting options for areas residents, while also potentially filling missing data gaps.

- A Construction Traffic Monitoring Program could begin to detect anticipated changes in cross river travel patterns, and provide daily information on delays and congestion. Coordination between CRPC, LADOTD, and the design build contractor would be needed for such a program.
- Enhanced User ITS (intelligent transportation system) Public Information

programs, could be developed to process and distribute the monitoring information in a useful format for resident and through-traffic travel planning. Such an information system could also be shared with public safety responders, to help avoid lengthy traffic delays.

- Importantly, such an information system is urgently needed to also be shared with public safety responders, to help avoid lengthy traffic delays.
- Additional Traffic Data Collection and Analysis Needs could be addressed by CRPC and CATS with ongoing traffic analysis grants and assistance from LADOTD.
- Identification of Mitigation Responsibilities and Funding Options may be needed if traffic delays become excessive. Such funds might assist in implementing other short term and longer term mitigation.
- Public Outreach Programs and User Survey Applications may become useful to inform the public and gather feedback as interim measures are planned and implemented.

4

CONCLUSIONS AND NEXT STEPS

There are multiple indicators that residents and visitors to the Baton Rouge metropolitan area would benefit from enhanced land and water transit services, particularly for cross river trips. In particular, the history of the Port Allen ferry indicates that there was once a robust and widely used public ferry system connecting east and west bank parishes, long after completion of the Huey P. Long (later O.H. Allen) bridge in 1940. There are strong indicators that restoration of the Port Allen Ferry on both an interim and permanent basis could provide multiple benefits to the residents and businesses of that historic community.

On the one hand, continued residential and industrial growth in Port Allen and other West Baton Rouge communities can be supported during and after I-10 construction by reviving cross river public land transit and ferries. Conversely, without widely available and efficient public cross river transit during the long I-10 construction period, such growth on the West Bank may remain static or possibly even decline. The present study was not able to demonstrate immediate feasibility of new permanent ferry routes at this time due to insubstantial travel demand data support, in combination with unexpected and continuing pandemic- related changes in work and travel patterns. The study findings, however, do indicate that a public ferry system can be both possible and feasible at such time as pandemic conditions change and when reliable

demand data is available. In addition, the findings indicate opportunities for interim land and water transit for targeted and short term relief of impacts during construction.

In the near term, as part of an interim implementation strategy, it is strongly recommended that a set of early action traffic and transit improvement and mitigation measures be considered by the East and West parishes under the direction of CRPC, in collaboration with CATS and other Metro area partners. Furthermore, it should be noted that the findings indicated that Port Allen is the most feasible West Baton Rouge community for effective service by interim transit measures, but also that its residents and businesses can most clearly benefit from restoration of public transit once provided by the ferry. As such, the interim implementation strategy outlined in Task 4 is intended as a framework of options for identifying next steps. Next steps should include discussion among stakeholders, identification of priority interim transit initiatives, and preparation of implementation plans.





TASK 2

EXISTING CONDITIONS ANALYSIS

5

LOUISIANA FERRY ROUTES AND LANDINGS

The currently operating ferry routes in Louisiana provide useful insights into operations and infrastructure related to the feasibility of a new ferry for Baton Rouge.

5.1 LOUISIANA FERRY ROUTES AND RELEVANCE TO BATON ROUGE CONTEXT

The currently operating ferry routes in Louisiana provide useful insights into operations and infrastructure related to the feasibility of a new ferry for Baton Rouge. During the past year, because of COVID-19 impacts as well as needed repairs and service alterations, statewide ferry operations changes have included permanent closures, as well as temporary closures and re-openings. A status report on the seven statewide routes and landings that are currently operating are described in this section. Table 3 summarizes the characteristics of the seven routes. These include landing configurations, service type (passenger and/or vehicle carrier), frequency of service, vessel capacity, vehicle miles saved by ferry crossing, route distance, operating entity, fare structure and navigation factors.

5.2 KEY LESSONS FROM LOUISIANA FERRY ROUTES AND LANDINGS

The state has a long history of ferry crossings. The number of ferry routes has decreased over the past 75 years as bridges have been completed, particularly in more urban areas. The ferry crossing from Port Allen in West

Baton Rouge to Baton Rouge was suspended in 1968 when the Mississippi River bridge was completed. As in other river cities including New Orleans, the passenger and vehicles vessel provided the only means of connection for residents and workers, as well as for through travelers.

Of the seven ferry routes remaining in Louisiana, five are Mississippi crossings, and all but one primarily serving vehicles. Only the recently opened (2020) Canal Street to Algiers ferry is a passenger only service, in contrast with the vehicle ferries. The following key findings focus on lessons that may be useful in determining the feasibility of restoring ferry service in Baton Rouge.

There are useful details regarding ferry routes from all Louisiana routes described below, the key findings focus on major feasibility issues including ferry type and transportation function, capital and operations funding, landing location and design factors, and route operations on the Mississippi.

5.2.1 FERRY TYPE AND TRANSPORTATION NEEDS

Examples of ferry functions for various routes include passenger-only (Canal Street – Algiers), passenger and vehicle (Chalmette – Algiers), and vehicle only (Cameron – Holly Beach). As the six vehicle focused ferries all operate at some considerable distance from the nearest bridges, they enable riders to save substantial travel time and vehicle miles.

TABLE 3 – LOUISIANA FERRY ROUTES AND RELEVANCE TO BATON ROUGE CONTEXT

	Ferry Location and Route	Landings/Pads	Service Type/Transit -Traffic Functions	Operations/Capacity	Fare: Round Trip	Distance/ Hours	Navigation Factors
1	Plaquemine – Sunshine	Barge with vehicle transfer bridge; Side loading	(2) vehicle ferries; 29 vehicle miles traveled (VMT) saved via I-10 Bridge	Public; 35 car, 51 ft max. length vehicle	\$1 auto; \$2 truck	1.0 mi. diagonal/ 5AM – 9PM	Mississippi River; Most similar to Baton Rouge (BR) crossing width, river flow and landing locations
2	New Orleans: Canal Street – Algiers	Barge with passenger transfer bridge; Canal Street in construction	(2) passenger only ferries; commuter and visitors only; 6.5 VMT saved via Crescent Connection bridge	Public; (2) 149 passenger catamarans	\$4 ped.	0.5 mi. diagonal	Mississippi River; Similar to BR crossing width and river flow; landing locations different
3	New Orleans: Lower Algiers – Chalmette	Barge and passenger transfer bridge; Side loading	Vehicle and passengers; 10 miles VMT saved via Crescent bridge	Public; 35 car, 51 ft max length vehicle	\$4 ped.; \$4 auto; \$4 truck	0.7 mi.	Mississippi River; Wider than BR crossing width; similar river flow and landing locations
4	Plaquemines Parish: Belle Chasse – Scarsdale	Barge and passenger transfer bridge; Side loading	Vehicle ferry; ~ 10-25 miles VMT saved via Crescent bridge	Public; 35 car, 51 ft max length vehicle	\$1 auto; \$2 truck	0.6 mi. diagonal	Mississippi River; Wider than BR crossing width; similar river flow and landing locations
5	Plaquemines Parish: Pointe a la Hache – West Pointe a la Hache	Barge and passenger transfer bridge; Side loading	Vehicle ferry; ~ 45-55miles VMT saved via Crescent bridge	Public; 35 car, 51 ft max length vehicle	\$1 auto; \$2 truck	0.5 mi.	Mississippi River; Wider than BR crossing width; similar river flow and landing locations
6	Cameron – Holly Beach	Vehicle transfer bridge; End-loading	Vehicle ferry; 107 VMT saved via I-10	Public; 50 cars	\$1 auto; \$2 truck	0.3 mi	LA 27; Calcasieu River/Ship Channel; Shorter than BR crossing width, less river flow; indented landings to widen ship canal
7	Duty – Enterprise	Fixed ramp; Tug and barge with landing ramp	Vehicle ferry; 45 VMT saved via ___	Public; 1 bus or 4 tandem axle trucks or 6 cars or 1 unloaded 18 wheeler	\$1 auto; \$2 truck	0.2 mi	LA 559; Ouachita River; slow Barge-Tug crossing; Shorter than BR crossing width; minimal river flow; landing ramps and edge locations different

- Passenger ferries are generally more applicable in urban locations next to bridges, with higher passenger capacities. They are in part intended to relieve bridge traffic, while also offering commuters a water transit alternative to driving, with faster trip times to compete with normal bridge crossing trips.
- The former Port Allen ferry was a combination of vehicle and passenger ferry and designed to carry substantial numbers of passengers on its enclosed upper deck.
- Vehicle ferry versus new vehicle or passenger ferry near the I-10 bridge: The 30 miles saved in VMT and travel time for most ferry users justifies the demand for the Plaquemine ferry until such time as a new bridge and roadway connection (currently in study) may be built south of the I-10 bridge. During I-10 widening, depending on frequency and duration of delays experienced, the Plaquemine ferry may experience increased demand. While a new Baton Rouge passenger ferry close to the I-10 bridge would be complementary to the current Plaquemine vehicle ferry, a new vehicle ferry might be in competition, and siphon users away from the Plaquemine route.
- There are no longer any vehicle-only or combined vehicle and passenger ferries operating adjacent to bridge crossings in either Louisiana or other US cities (with the exception of several hazardous material truck ferries next to bridges or tunnels that prohibit such cargo). The specific I-10 context in Baton Rouge is no different. Short of a full closure of the I-10 bridge for replacement, a vehicle only or

A new Baton Rouge ferry would most likely need to have heavy fare subsidies for operations.

vehicle/passenger ferry would not offer time or travel distance savings for potential riders.

5.2.2 CAPITAL FUNDING FOR VESSELS, LANDINGS AND APPROACHES

LADOTD has been responsible for capital funding for all Louisiana ferry routes to date, including grant assistance for the NORTA for recent New Orleans route improvements.

- Capital costs for vehicle ferries are substantially higher than for passenger ferries including landings and vessels.
- The two new Algiers ferries cost approximately \$10 million each, which is generally consistent with industry standards for publicly acquired vessels.
- The Algiers ferries provide one good model for a passenger vessel for Baton Rouge. They were built locally, but have been used successfully in other comparable river settings domestically and internationally.
- Federal funding grants are available for capital expenses, but must compete with other existing state ferry routes for grants.

5.2.3 OPERATIONS FUNDING AND FARE BOX RECOVERY

A new Baton Rouge ferry would most likely need to have heavy fare subsidies for operations.

- Fares for vehicle and passenger ferries are kept low as a public service. At the \$1 to \$2 fares, only a small amount of the operating costs are collected (probably as little as 10% – 20%).
- Federal capital grant funding is primarily for capital improvements and not for operations.

5.2.4 OPERATIONS MANAGEMENT OPTIONS: PARISH VERSUS STATE OPERATION

There has been a transfer of management responsibility from statewide LADOTD to Parishes and RTA's such as in New Orleans (NORTA) and Plaquemines Parish. Several vehicle ferries have remained as LADOTD funded including Plaquemine – Sunshine and Cameron – Holly Beach.

- Recent trends have indicated that LADOTD is shifting operations management to the parishes in smaller communities, and to RTA's in urbanized areas.
- The Canal Street – Algiers and Chalmette – Lower Algiers ferries provide

an operations model with NORTA management of a separate public private ferry operator, Lab-Mar.

- The remaining ferries operate by LADOTD are further from urban areas, and are all primarily vehicle ferries.

5.2.5 ROUTE AND NAVIGATION FACTORS

The five Mississippi Rive routes provide useful examples for cross river navigation in Baton Rouge.

- The Canal Street ferry provides a useful example of a smaller, faster passenger only crossing, and can be useful as more data is available over time.
- Seasonal fluctuations in flood levels and river currents are critical to design and operation for a new ferry route. There may be historical data on the specific navigation issues with the former Port Allen ferry which may be helpful in planning a new ferry.

5.2.6 LANDING PADS AND TERMINAL CONFIGURATIONS

Each terminal site location has its own specific design factors that shape the configuration of landings and approaches.

- The Mississippi routes are most instructive, as most include either an urban or rural edge including a levee and, in some cases, a grade rail line.
- Historically, when many of the urban ferries were both passenger and vehicle carriers, the terminals consisted of two boarding areas; a covered upper level with ramps for passengers, and an open lower level with transfer bridge for vehicles.
- The Canal Street landing for the new catamarans will be at grade, with a movable flood gate at the levee, and a grade crossing of the rail line. The landing itself, currently under construction will provide options for end or side loading. Ferries will need to approach landings moving upstream for safe navigation purposes.
- Moving passengers over a levee safely and with full accessibility is more challenging for pedestrians and less so for vehicles.
- Mississippi route examples include several different approaches to vehicle and pedestrian access across the levees, and varying widths of escarpment between levee and river edge.

5.3 DETAILED DESCRIPTIONS OF EXISTING LOUISIANA FERRY OPERATIONS

It should be noted that some of the ferry systems described may have had service reductions and/or conversions during the 2020 to 2021 pandemic period in response to reduced demand. Therefore, descriptions and lessons learned reflect current data as well as pre-pandemic operations (with the exception of the recently opened Algier – Canal Street route) and are so noted as data is available. The existing system conditions are described selectively as they relate to Baton Rouge, including shoreline topography, navigation and infrastructure design. Route descriptions vary in detail depending on degree of relevance to the Baton Rouge context. Each description concludes with identification of route specific lessons applicable to the Baton Rouge ferry feasibility assessment.

Included in this section are full descriptions of the two current operating Louisiana ferry systems with greatest relevance to the Baton Rouge context: the nearby Plaquemine to Sunshine route, and the Algiers to Canal Street route in New Orleans. The remaining five routes, briefly summarized in this section, are described in more detail with graphics in the Appendix.

**FIGURE 9 –
PLAQUEMINE:
PLAQUEMINE TO
SUNSHINE**



5.3.1 PLAQUEMINE: PLAQUEMINE TO SUNSHINE

Overview:

The vehicle ferry linking Plaquemine to Sunshine provides a two way link between west and east bank residents and work/commercial/recreational destinations. The ferry is 29 miles from the I-10 bridge in Baton Rouge and provides an alternative time saving route for cross river trips south of the I-10 bridge. The ferry serves as a “marine highway” link, or ferry as substitute for a fixed bridge. A study for a new bridge crossing north of Plaquemine is underway as a southern bypass to Baton Rouge and would likely replace the Plaquemine ferry if built. As the ferry user catchment overlaps with residential and commercial areas south of I-10, the vehicle ferry will remain a commuter choice for largely the same riders with or without a new passenger ferry route in Baton Rouge, based on total travel time. The ferry is one of 5 statewide that continue to be maintained and operated by LADOTD.

Route Characteristics:

The Plaquemine ferry is typical of Mississippi crossings providing primarily for various vehicle transport. The ferry schedule and vessels are tailored to local demand and crossing needs, which can adjust to variations. The two vessel operation responds to higher AM and PM weekday demands, while maintaining ample service on weekends.

- **Schedule:** Operates on the half hour weekdays from 4:30AM to 9PM with a second boat during AM and PM peak. Operates on demand during peak hours at present with the second vessel out of service. A reduced schedule operates on the weekend from 9:30AM to 7PM.
- **Edge Topography:** Both landings have levee bump-outs (levee extensions towards the river) for transfer bridge access, to allow for operations during regular flood season events. The escarpment (area between levee and river edge) is minimal and allows for a small bump-out. Stacking (waiting) traffic uses the approach roads to and across the bump-outs.
- **Landing Pad and Terminal Infrastructure:** The typical plan of levee bump-out, vehicular transfer bridge with galleys, and side loading spud barge is used on both banks.
- **Route and Crossing Navigation:** 1.0 mile crossing is diagonal, with a sharp river bends above and below the route, limiting barge visibility. General navigation is otherwise similar to Baton Rouge.
- **Function and Vessel Capacity:** Function is predominantly weekday

FIGURE 10 – (RIGHT) PLAQUEMINE LANDING

FIGURE 11 – (FAR RIGHT) SUNSHINE LANDING



auto and truck, with 2nd vessel operating at AM and PM peak. Crossing provides shorter trip time for residents and commercial south of I-10 bridge in Baton Rouge on east and west sides.

- **Nearest Bridge and Vehicle Miles Saved:** The I-10 bridge in Baton Rouge is 29 miles north of the ferry route. The ferry provides substantial savings of distance (VMT) and time for those with origins and destinations roughly 10 miles south of the I-10 bridge on either side. The available roadways following the pronounced river bends also factor into origin destination based travel decisions.

Lessons for Baton Rouge:

As a nearby downstream ferry that serves a key role in cross river commutes and commercial travel south of Baton Rouge, the Plaquemine ferry has both specific and generic lessons for consideration of a Baton Rouge ferry.

- Vehicle ferry versus new vehicle or passenger ferry near the I-10 bridge: The plus or minus 30 miles saved in VMT and travel time for most ferry users justifies the continuation of demand for the Plaquemine ferry until such time as a new bridge and roadway connection may be built south

of the I-10 bridge. During I-10 widening, depending on frequency and duration of delays experienced, the Plaquemines ferry may experience increased demand. While a new passenger ferry close to the I-10 bridge would be complimentary to the current vehicle ferry, a new vehicle ferry might be in competition, and simply siphon users away from the Plaquemine route. There are no longer any vehicle ferries operating adjacent to bridge crossings in either Louisiana or other US cities and the specific context in Baton Rouge is no different. Short of a full closure of the I-10 bridge for replacement, a vehicle ferry would offer no time or travel distance savings (see description below of New Orleans ferries).

- Plaquemines vehicle ferry will continue to play a complimentary role for relieving I-10 widening impacts.
- Bridge landing pad context and design as general model for new passenger ferry landing (Figure 10 and Figure 11)
- Ferry schedule responds to peak weekday demands.
- LADOTD provided infrastructure and vessel operations would be one useful capital and operations model.
- One way fare is \$1 per two axle vehicle and \$2 for multi axle vehicle as the

The Canal Street - Algiers ferry is typical of Mississippi river crossings.

operation is heavily subsidized as a public service.

5.3.2 NEW ORLEANS: ALGIERS TO CANAL STREET

Overview:

The recently introduced passenger only ferry linking the foot of Canal Street on the north bank to Algiers on the south bank is considered the longest continuously operating ferry crossing in Louisiana, dating back to the 1820s. Formerly a vehicle and passenger ferry, the route lost its vehicle demand when the Crescent City Connection bridge was completed, but continued as a passenger ferry for commuters wishing to avoid a bridge crossing and recreational users experiencing the Mississippi and visiting Algiers. The two new 149 passenger fast catamaran ferries were built nearby at Metal Shark, and provide a faster alternative to the former double deck vessels. The Algiers landing is 2 miles from the from the access ramps to the Crescent City Connection bridge and provides an alternative time saving route for Algiers residents for cross river trips.

The replacement ferry marks the final transition from the era of multiple vehicle ferry routes in central New Orleans. There were three as recently as the 1990s.

The Canal Street landing is currently under construction with a new at grade pedestrian transfer bridge and spud barge replacing the former double decker pedestrian and vehicle bridges. The Canal Street connection will necessitate a grade crossing over the rail tracks, and an operable levee gate to prevent flooding. The Algiers landing utilizes the former vehicle transfer bridge at grade, but anticipates a replacement with a pedestrian oriented boarding pad similar to the Canal Street facility, but with a longer bridge extension beyond the levee edge. With operations starting during the pandemic, it is too soon to determine the demand and ridership. The ferries and landings are maintained and managed by the New Orleans RTA and operated by LabMar Ferry Services LLC.

The new passenger ferry service represents a good model for Baton Rouge, because of the similar residential to downtown demand functions, and the similar navigation and operating conditions. As the service evolves, it should provide a variety of planning, implementation, funding and operating lessons in considering a ferry for Baton Rouge.

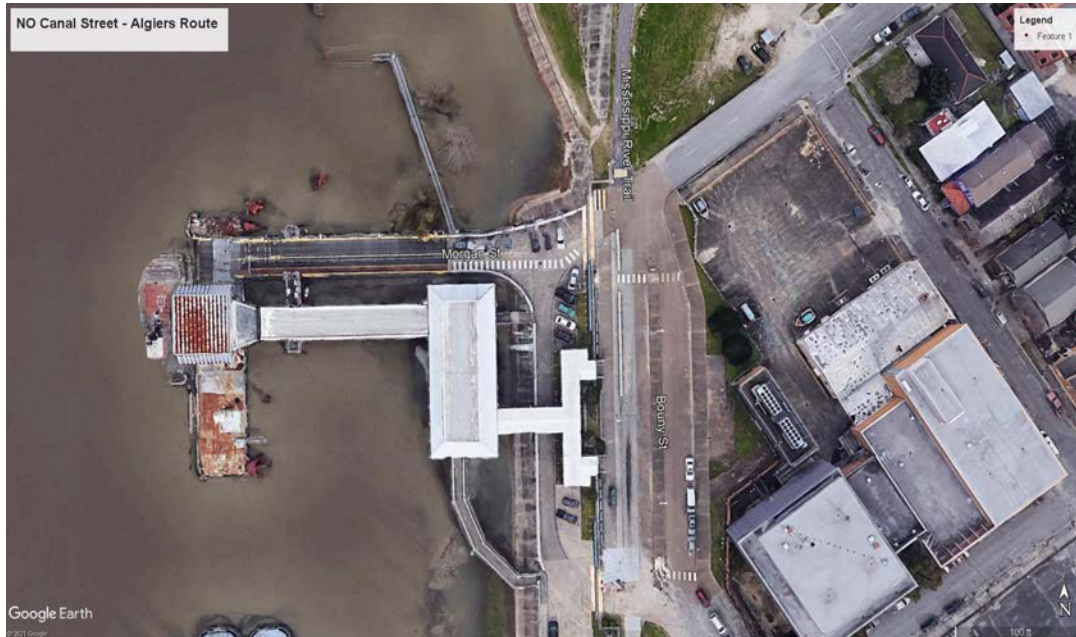
Route Characteristics:

The Canal Street – Algiers ferry is typical of Mississippi river crossings, but precedent setting for its use of passenger only fast catamarans along with pedestrian tailored landing sets. The ferry schedule and vessels are tailored to current localized demand and crossing needs, which will be able to adapt to new demand over time. The two vessel operation responds to higher AM and PM weekday demands, while maintaining ample service on weekends.

- **Schedule:** Operating hours have been in flux with delivery delays of the two vessels, combined with pandemic factors. Currently the schedule has departures from each side on the half hour weekdays (Sunday thru Thursday) from 6:00AM to 8:45PM. The weekend schedule changes on Friday and Saturday to encourage extended recreational use and operates on the half hour from 6:00AM to 11:45PM.
- **Edge Topography:** The Canal Street landing site is unique to its historic location at grade with an operable fence levee gate for flood conditions. The Algiers landing site also has a fence levee with operable gates, but the backland is at a more typical higher elevation. Shoal water requires a longer transfer bridge extension and offshore barge location. The escarpment (area between levee and river edge) has been minimized on both shores over time.

FIGURE 12 – NEW ORLEANS: ALGIERS TO CANAL STREET





**FIGURE 13-
ALGIERS LANDING**

- **Landing Pad and Terminal Infrastructure:** New pedestrian terminal and landing is in construction on the Canal Street side with a temporary landing adapting to construction phasing. The original Algiers terminal remains in use at the grade level with pedestrian use of the former vehicle transfer bridge and barge. A new terminal design will eventually replace the current facility with a smaller single level facility.
- **Route and Crossing Navigation:** The short 0.5 mile crossing is slightly diagonal, with a sharp river bend below the route, affecting currents and shipping lanes. General navigation is otherwise similar to Baton Rouge.
- **Function and Vessel Capacity:** Function is predominantly weekday and weekend passenger only, with a 2nd vessel possibly operating at AM and PM peak, depending on future demand. Fast 149 passenger catamarans provide a shorter trip time than the former vehicle ferry which allows for increased capacity and may also increase ridership demand for commuters predominantly from Algiers to downtown. The new passenger ferries require two vessels for redundancy to allow for vessel servicing and cover periodic vessel breakdowns. There are bus

connections on the downtown side for transit links to other downtown destinations. There should also be bus connections to residential neighborhoods on the Algiers side to reduce auto dependency and neighborhood traffic.

- **Nearest Bridge and Vehicle Miles Saved:** The Crescent City Connection bridge is 1 mile upstream of the Algiers ferry landing. The passenger ferry with bus transit connectors to Algiers residential areas and downtown work and recreational destinations provides incentives for non-auto commutes and substantial VMT savings combined with traffic reduction and air quality benefits (net emissions reductions). As the system matures, more data will be available on actual water and land transit benefits as ridership demand increases.

Lessons for Baton Rouge:

The Canal Street passenger ferry provides multiple lessons for a comparable service in Baton Rouge. The route crossing from Algiers to Canal Street is similar in length and river conditions to that of Port Allen to Baton Rouge, the original Baton Rouge ferry route. The residential density, character and street layout of Algiers is also quite similar to Port Allen.

- Passenger ferry near a major highway bridge: Providing a passenger ferry transit alternative to auto or vehicle transit on a heavily trafficked bridge can provide benefits in terms of reduced traffic, potentially faster commutes for some O-D trips, and reduced net carbon emissions.
- New passenger catamarans as vessel models: While more operating experience and data is needed the specific Canal Street ferry design, which has already been proven in operations such as on the Potomac River in Washington DC may serve as a good match for a Baton Rouge route.
- The two new Canal Street catamarans are categorized as fast ferries (25 knot speed), and accommodate 149 passengers. Each ferry cost approximately \$10 million.
- New catamarans have substantially reduced emissions with nationally required cleaner burning engines and exhaust systems, combined with less emissions from VMTs.
- Terminal landings for Canal Street and eventually Algiers may provide good models for a passenger service for Baton Rouge in terms of lighter weight transfer bridges and gallows, and catamaran sized barges.

FIGURE 14 - CANAL STREET LANDING

Inclusion of bus transfer links are also useful principles. The differing specific sites and edge conditions will require variations, just as is the case with various vehicle ferries.

- New Orleans Ferry schedule may also be similar to that needed in Baton Rouge regarding variations in weekday and weekend demand.
- The effectiveness of landside transit links on both sides in New Orleans may also be useful for Baton Rouge, although again, more data will be needed as the service matures.
- LADOTD provided infrastructure and vessel costs, combined with operations by the Parish (NORTA) provides one useful capital and operations model.
- One way fare is \$2 per pedestrian as the operation is heavily subsidized as a public transit service by NORTA. More data on ridership and operations costs would be needed to calculate the subsidies. However, it is safe to say that all Louisiana ferry fares are much lower than comparable services in other states and farebox recovery is minimal compared to operating costs.

5.3.3 NEW ORLEANS: LOWER ALGIERS TO CHALMETTE

Overview:

The vehicle/passenger ferry route linking the residential areas in Lower Algiers to employment and commercial destinations in Chalmette on the New Orleans side, provides a two way link between west and east bank residents and work/commercial/recreational destinations. The ferry is approximately 18 miles from the Crescent City Connection bridge to the northwest and provides an alternative time saving route for cross river trips up and down river from the two ferry landings. Like Plaquemine, the Chalmette ferry serves as a "marine highway" link, or ferry as substitute for a fixed bridge. The residential and employment areas served by the ferry are very urban in character and density, and provide a substantial ridership demand pool, both up river and down. The ferry is one of 2 routes in New Orleans that were once maintained and operated by LADOTD, but are now managed by NORTA and operated by LabMar. The ferries operated and landings are those originally provided by LADOTD, and are therefore very similar to other Mississippi vehicle ferry crossings in Louisiana. Likewise, the edge and navigation conditions are also similar to Plaquemine and other Big Muddy river crossings.

Lessons for Baton Rouge:

The Algiers to Chalmette ferry provides several useful comparisons in terms of landing siting and management.

- Chalmette landing and approach with a wide escarpment. The wide industrial escarpment requires an elevated roadway connection matching the levee height to provide year round access to the transfer bridge and barge loading. This is the needed approach when a small levee bump-out isn't possible (as on the lower Algiers side).
- New Orleans RTA management with Lab Mar type private operations seems to be the future direction for urban ferry settings, even though the infrastructure and original vessels were developed by LADOTD.
- Transfer bridge, landing pad and design as general model for new passenger ferry landing.
- Ferry schedule is simplified to have the same hours of operation for weekdays and weekends, is more characteristic of a ferry serving as a substitute for a bridge. LADOTD infrastructure and operations would be one useful capital and operations model.
- One way fare is \$2 per vehicle or pedestrian as the operation is heavily

subsidized as a public service.

5.3.4 BELLE CHASSE: BELLE CHASSE TO SCARSDALE

Overview:

The vehicle/passenger ferry route linking the largely residential areas in Belle Chase to employment and commercial destinations in Scarsdale on the east bank. The ferry is approximately 18 miles from the Crescent City Connection bridge to the northwest and provides an alternative time saving route for cross river trips up and down river from the two ferry landings. Like Plaquemine and Chalmette the ferry serves as a “marine highway” link, as substitute for a fixed bridge. The residential and employment areas served by the ferry are less urban in character and density. The Belle Chasse side is largely residential, while the Scarsdale side is sparsely populated with a single energy business nearby. This creates a moderate ridership demand pool over a large area down river. The ferry is one of 2 routes managed by Plaquemines Parish. The vessels and landings are standard prototypes provided by LADOTD, and similar to other Mississippi vehicle ferry crossings. The edges and navigation conditions are similar to Plaquemine and Pointe a la Hache.

Lessons for Baton Rouge:

The Belle Chasse to Scarsdale ferry provides several useful comparisons in terms of landing siting and management.

- Combined bump-out approaches and transfer bridges of about 400 feet from the levee on both sides with a wider than average escarpment. The wider escarpment requires an extended bump-out and elevated roadway connection matching the levee height to provide year round access to the transfer bridge and barge loading. This is the needed approach when a small levee bump-out isn't possible.
- Plaquemines Parish management of the Belle Chasse and Pointe a la Hache ferries seems to be the future direction for more rural ferry settings, even though the infrastructure and original vessels were developed by LADOTD. With the nearest bridge in New Orleans, cross river travel connecting the two banks of the Parish from New Orleans south to Venice is completely dependent on the ferry crossings
- Landing pad and design can be adapted as a general model for a new passenger ferry landing where the escarpment is wider. The bump-out can be partially used as parking, while the pedestrian transfer bridge can be much lighter in weight.

- One way fare east bound is \$1 per vehicle as the operation is heavily subsidized as a public service.

5.3.5 POINTE A LA HACHE: WEST POINTE A AL HACHE TO POINTE A LA HACHE

Overview:

The Pointe à la Hache Ferry is a vehicle ferry across the Mississippi River connecting West Pointe à la Hache and Pointe à la Hache in Plaquemines Parish. Currently, it is \$1 for single or double axle vehicles, while three or more axles are \$2. It is the last vehicle crossing of down river from New Orleans. The East Bank side of the ferry is near the end of paved roadway; while on the West Bank the river road continues down to Venice, Louisiana. On the east bank of Plaquemines Parish the population has been substantially reduced in the aftermath of Hurricane Katrina, but the ferry is a life line for those who remain.

Lessons for Baton Rouge:

- Similarities include landing topography; river crossing and navigation.
- Demographics and ferry functions are not similar: the small scale residential population and commercial areas served, combined with the greater distance from the NOLA bridge necessitates the low volume, lifeline type vehicle ferry with no passengers.
- LADOTD provided infrastructure and vessel with operations by the parish would be one useful capital and operations model.
- One way fare is \$1 per two axle vehicle and \$2 for multi axle vehicle as the operation is heavily subsidized as a public service.

5.3.6 CAMERON: CAMERON – HOLLY BEACH

Overview:

The Cameron to Holly Beach ferry provides a short crossing of the Calcasieu River and ship channel, south of Lake Charles along the Gulf Coast. The ferry provides a short east west water link for coastal Route 27, connecting Cameron on the east side to Holly Beach on the west side, a beach front camping park known as the Cajun Riviera. The car and truck ferry is larger than most Mississippi ferries and operates 24 hours a day. The ferry is a rapid on and off operation that relies on end loading ferry slips cut into the banks on each side without levee and long transfer bridge constraints found on the Mississippi River. The ferry crossing was built and is operated by LADOTD.

Lessons for Baton Rouge:

- The Cameron ferry is well suited to its ship channel crossing, but with its indented landing slips, is not applicable to the Baton Rouge ferry or river edge conditions.
- The ferry vessel design principle of bow loading is applicable for passenger ferries as a time saving factor.
- LADOTD infrastructure and operations would be one useful capital and operations model.
- One way fare east bound is \$1 per vehicle as the operation is heavily subsidized as a public service.

5.3.7 DUTY/ENTERPRISE: DUTY TO ENTERPRISE**Overview:**

The Duty to Enterprise ferry provides a crossing of the Quachita River near Enterprise in Catahoula Parish. The short crossing is served by a landing barge with tug operation that operates from 5AM to 10PM and saves 45 miles travel from the nearest bridge. The low capacity barge crossing serves local resident and commercial users. Like the Cameron ferry, the ferry operation and river context are quite different and have limited applicability to Baton Rouge.

Lessons for Baton Rouge:

- The rural setting and low capacity ferry offer few lessons for the Baton Rouge context. The landing layout would not match the topography, and the small barge tug vessel would not function on the Mississippi, or meet capacity needs.
- LADOTD infrastructure and operations would be one useful capital and operations model.
- Fare is \$1 per vehicle, 25 cents per passenger, as the service is heavily subsidized as a public service.

6

TRAFFIC STUDY

The Mississippi River Bridge is one of the most congested links in the transportation system of the Baton Rouge metropolitan area.

6.1 INTRODUCTION

6.1.1 PROJECT BACKGROUND

The Mississippi River Bridge is one of the most congested links in the transportation system of the Baton Rouge metropolitan area. The Ferry Feasibility Study examines the feasibility of ferry service between the east and west banks of the Mississippi River in Baton Rouge as an alternative mode of transportation. The study will survey community and stakeholder interest and concerns to determine overall project viability considering transportation, economic development, and land use benefits and costs.

This existing conditions report will identify the current needs and safety concerns for vulnerable transportation users, including:

- Existing Traffic and Congestion Conditions.
- Existing travel patterns for internal-internal, internal-external, and external-internal trips for Baton Rouge.
- Existing land uses along the Mississippi River for East Baton Rouge (EBR) and West Baton Rouge (WBR) parishes.
- Existing socio-demographic analysis.
- Current Capital Area Transit System (CATS) and Tiger Trails bus stops and services located in East Baton Rouge parish.

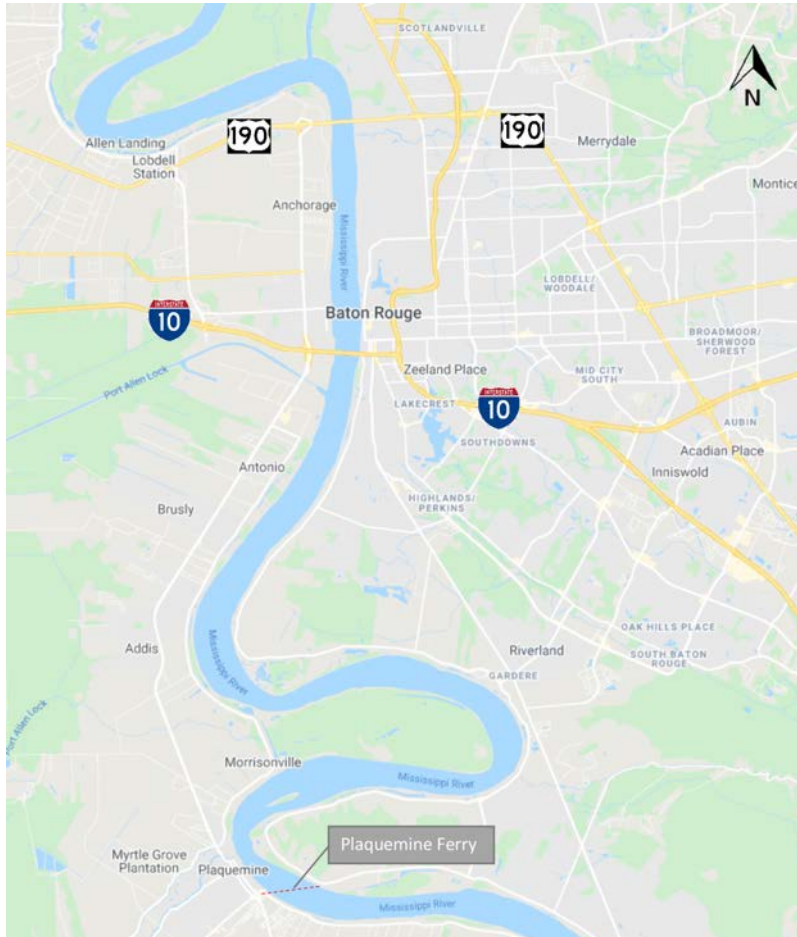
6.1.2 PROJECT AREA

The study limits include East Baton Rouge and West Baton Rouge near the Mississippi River. There are two existing bridges that cross the Mississippi River in the study area along Interstate 10 (I-10) and US Highway 190 (Airline Highway). In addition, there is a ferry crossing south of the study area in Iberville Parish between the City of Plaquemine on the west side of the river and the City of St. Gabriel on the east side. Figure 1 shows a map of the study area.

6.2 EXISTING TRAFFIC AND CONGESTION CONDITIONS

Previously performed traffic studies by others regarding the traffic, travel times, and congestion on I-10 between the East and West Baton Rouge Parishes were provided by Louisiana Department of Transportation and Development (LADOTD). These studies include:

- I-10 (LA 415 to Essen Lane on I-10 and I-12).
 - Stage 0 Feasibility Study (dated July 2016).
 - Environmental Assessment – Level 4 Transportation Management Plan (TMP) (dated March 2019).
- I-110 to Terrace Avenue Interchange Modification Report (IMR).
- East Baton Rouge Parish Mesoscopic Model Development and Calibration Report.

FIGURE 15 – STUDY AREA

The information provided was reviewed and the findings are outlined in the following sections.

6.2.1 I-10 (LA 415 TO ESSEN LANE ON I-10 AND I-12)

6.2.1.1 STAGE 0 FEASIBILITY STUDY (DATED JULY 2016)

This study was performed to assess the feasibility of various alternatives for increasing the capacity on I-10 from LA 415 (Lobdell Highway) to LA 3064 (Essen Lane) in Baton Rouge, LA. The Stage 0 Feasibility Study included an evaluation of various additional criteria such as geometry, social and

environmental impacts, and cost. The initial phase began in October of 2011. Data was collected and a variety of traffic analysis tools were utilized to identify existing and future capacity constraints. The CRPC Travel Demand Model (TDM) was used to develop traffic projections and VISSIM software was used to create microsimulation models. The capacity analysis indicated a failing level of service (LOS) was anticipated by the design year along the entire I-10 corridor within the study area.

An evaluation was performed to determine if various regional projects could be expected to attract enough traffic that improvements would not be required on I-10. Results from previous studies and the CRPC TDM were used to estimate the effect that various regional projects would have on the traffic volumes on I-10, in particular on the I-10 Mississippi River bridge. The following projects were considered:

- Baton Rouge Urban Renewal and Mobility Plan (BUMP).
- LA 1 to I-10 Connector (LA 415).
- Westside Expressway.
- LA 1 to LA 30 (Southern Mississippi River Bridge Crossing).
- Baton Rouge Loop.
- Northern Bypass.

Multiple combinations of these projects were considered, and the reduction of bridge traffic was estimated. The results indicated that even with a combination of these projects, the traffic demand on I-10 is expected to be more than the current 2015/2016 volumes. Therefore, it was concluded that improvements to I-10 must be part of the overall multi-faceted solution to address the traffic concerns in Baton Rouge.

Ultimately, the Stage 0 study determined that the I-10 mainline improvements would include one additional lane in each direction on I-10 (except across the Mississippi River Bridge span). The projected 2032 volumes across the bridge are shown in Attachment A in the Appendix.

6.2.1.2 ENVIRONMENTAL ASSESSMENT – LEVEL 4 TMP (DATED MARCH 2019)

The TMP was completed to describe the work zone management strategies that will be implemented to provide an additional lane on I-10 eastbound and westbound from the I-10/I-12 Interchange to LA 415 as well as interchange modifications at the College Drive, Acadian Thruway/Perkins Road, and Washington Street/Dalrymple Drive interchanges. The report does not

TABLE 4 – TRAVEL TIME COMPARISON EXCERPT FROM MESOSCOPIC MODEL REPORT

Modeled Paths			Travel Time (minutes)			
			AM		PM	
Route	Direction	Termini	Field Results	Model Results	Field Results	Model Results
Burbank	East	Lee to Gardene	5.00	4.65	5.62	6.11
	West	Lee to Gardene	5.03	4.81	5.67	5.06
I-10	East	College to Siegen	5.34	5.90	8.14	5.64
	West	College to Siegen	4.49	6.12	15.35	15.57
	East	LA 415 to College	12.08	7.88	21.37	16.00
	West	LA 415 to College	10.48	10.64	13.75	12.67
	East	Siegen to LA 74	9.50	8.60	14.01	8.73
	West	Siegen to LA 74	12.00	9.62	9.67	8.16

provide a general schedule and/or timeline of the construction and notes it will be developed later by others.

Queue analysis was performed to determine the times that single lane closures on I-10 could be permitted. Dual lane closures will not be allowed. Single lane closures can be permitted at the following times:

- I-10 eastbound between LA 1 ramps
 - Monday – Friday, 11 PM to 5 AM
 - Saturday – Sunday, 12 AM – 6 AM.
- I-10 eastbound between Perkins and Dalrymple
 - Monday – Friday, 12 AM to 4 AM
 - Saturday – Sunday, lane closures not permitted.
- I-10 westbound between LA 1 ramps
 - Monday – Friday, 11 PM to 5 AM
 - Saturday – Sunday, 1 AM to 6 AM.
- I-10 westbound between Perkins and Dalrymple
 - Monday – Friday, 12 AM – 4 AM
 - Saturday – Sunday, 1 AM to 4 AM.

During construction, no complete closures of I-10 or I-12 will be permitted. It is expected, that because of construction and the anticipated lane closures, that motorist may opt to use alternate routes to bypass congestion. Alternative routes were identified and include Florida Boulevard, Government Street, Perkins Road, Highland Road and Burbank Drive.

The I-10 (LA 415 to Essen Lane on I-10 and I-12) project notes a deficiency in the current I-10 corridor and a need for improvement in the future years. In addition, there will be reduced capacity and increased congestion during construction of the additional lane on I-10.

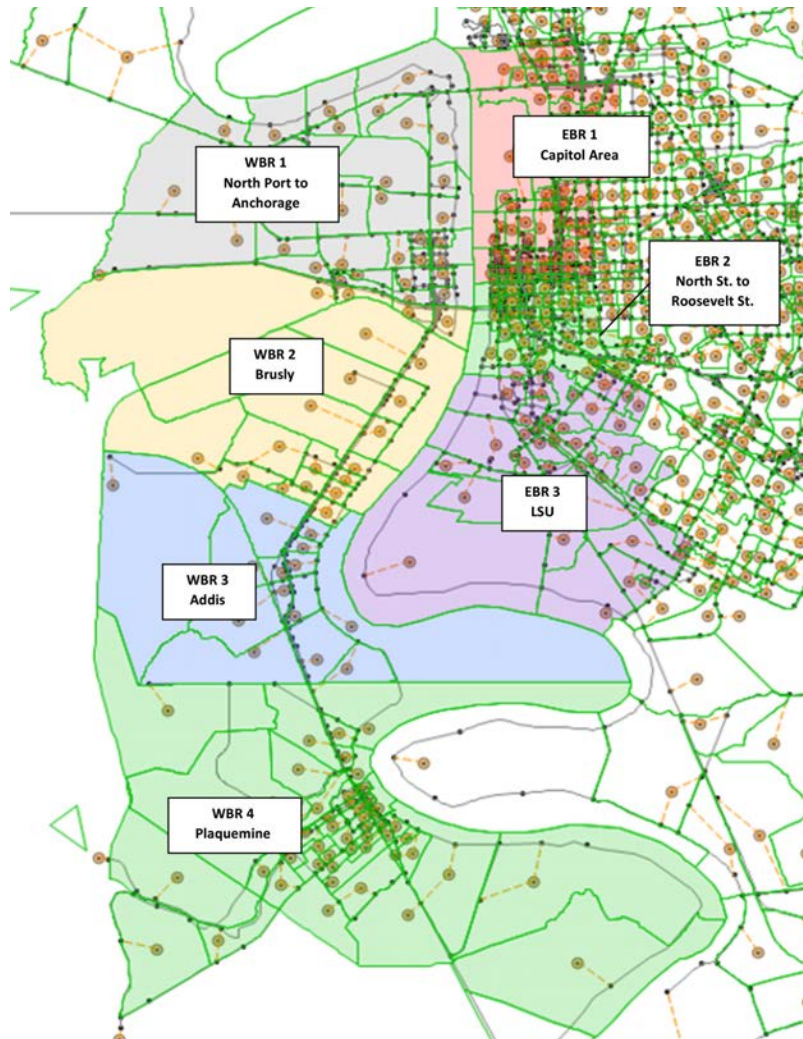
6.2.2 I-110 TO TERRACE AVENUE IMR

The purpose of this report was to present the results of the traffic and safety analyses for the IMR for I-110 at Terrace Avenue. The IMR is sponsored by the LADOTD. LADOTD proposed to construct a left exit on I-110 SB to Terrace Avenue from just south of the I-10 westbound directional ramp. The documentation in this report is intended to meet the IMR requirements as outlined in the Memorandum of Understanding (MOU) executed between the LADOTD and the Federal Highway Administration (FHWA).

6.2.3 EAST BATON ROUGE PARISH MESOSCOPIC MODEL DEVELOPMENT AND CALIBRATION REPORT

A mesoscopic model for the Baton Rouge metro area was developed to assist in determining the potential construction impacts due to the widening of Interstate 10 (I-10) between the interchange at Louisiana Highway 415 (LA 415) in West Baton Rouge Parish and the I-10/I-12 split in East Baton Rouge Parish. This report concerned the development of the model and its calibration to provide link flows and travel times to match observed (existing) traffic conditions. The model assigns trips based on simulated traffic conditions

FIGURE 16 – TDM ORIGIN DESTINATION SUBAREA ZONES



OnTheMap is a web-based mapping and reporting application that shows where workers are employed and where they live.

and provides a procedure for determining altered travel patterns during long-term construction activities. This document detailed the calibration effort and provides metrics for the calibration of the model to existing conditions.

For the purposes of this Study, the field collected travel times along I-10 are useful in determining existing conditions. An excerpt from the report is shown in Table 4. The useful travel times are along I-10 in the eastbound and westbound directions between LA 415 and College Drive.

6.3 EXISTING TRAVEL PATTERNS

6.3.1 ORIGIN DESTINATION ANALYSIS

The 2022 TDM provided by CRPC was utilized to determine trip volumes and travel times between East Baton Rouge and West Baton Rouge parishes. It was determined that the likeliest user of a ferry would be trips to and from the areas along the river. Figure 16 shows the areas used for this analysis. West Baton Rouge divided into four subareas and East Baton Rouge was divided into three subareas along the river as shown. Origin destination pairs were identified to determine trips between areas. The origin destination trips are shown in Table 1.

The 2022 TDM provided by CRPC was also utilized to determine travel times between the origin-destination zones shown in Figure 16. One limitation to this data is that it is a high level model and travel time data is based on free flow conditions (posted speed limits x link distance), not actual conditions. Therefore, in order to more appropriately estimate travel times between areas, ratios between field travel times collected within the LADOTD mesoscopic model and associated TDM travel times for AM and PM Eastbound and Westbound were developed and applied to the origin-destination (O-D) travel times pulled from the TDM.

6.3.2 CENSUS ONTHEMAP ANALYSIS

In addition to the trips gathered from the Travel Demand Model, data was gathered from the OnTheMap online platform. OnTheMap is a web-based mapping and reporting application that shows where workers are employed and where they live. Using the same limits of the EBR and WBR areas in the TDM, a paired area analysis was run between areas of each side of the Mississippi River. The output from the analysis is total number of workers. Therefore, assumptions were made to determine the number of trips from where workers live and where they work. It was assumed that one third of the worker population would commute to work in the AM hours and commute home in the PM hours. The total workers were multiplied by 67% to account for workers with a “typical” work schedule. Additionally, the total number of workers was divided by 1.15 workers/vehicle to account for carpooling or ridesharing. The number of workers and calculated trips are shown in Table 36.

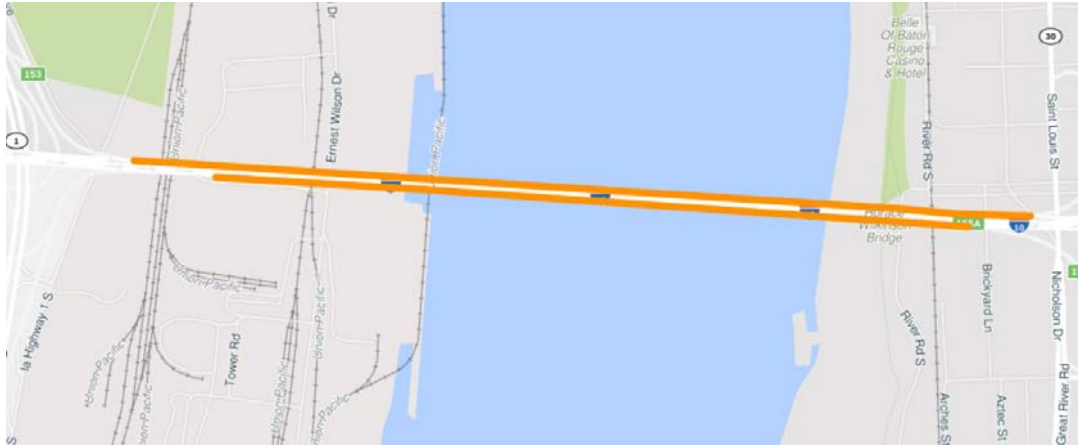


FIGURE 17 – (ABOVE) INRIX TRAVEL SEGMENTS

FIGURE 18 – I-10 WESTBOUND AM FREQUENCY TABLE

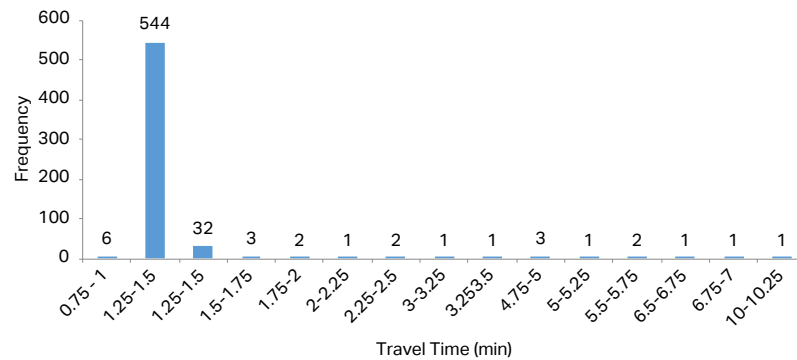
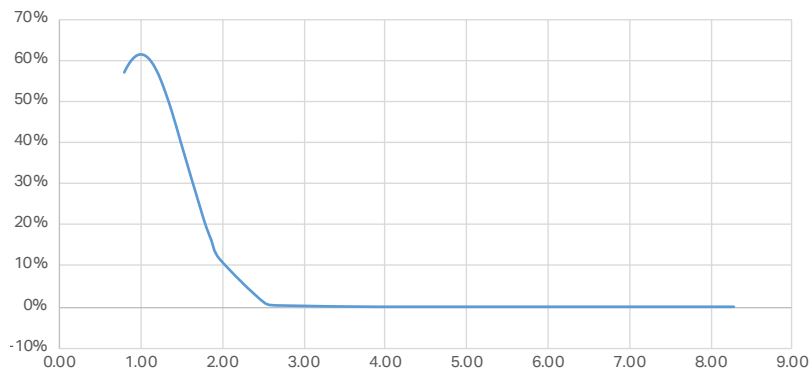


FIGURE 19 – I-10 WESTBOUND AM STANDARD DEVIATION BELL CURVE



6.3.3 TRAVEL TIME RELIABILITY

Probe data collected by INRIX was pulled for the I-10 corridor within the study. Data was pulled for the eastbound and westbound directions of I-10 as shown in Figure 17 to determine travel time reliability. Travel times were pulled between August 1, 2019 and February 28, 2020 for weekdays only. To determine travel time reliability, the average travel time with standard deviation values between the hours of AM period of 5:00AM – 9:00AM and the PM period of 3:00PM – 7:00PM are summarized by direction in Table 5.

The I-10 westbound AM average travel time for all observations during the observed period was 1.23 minutes. Eleven hours out of over 600 observations occurred outside of 2 standard deviations (95% confidence) which totaled about 2% of all travel times pulled. Of those 11 instances, the average increase

FIGURE 20 – I-10 WESTBOUND PM FREQUENCY TABLE

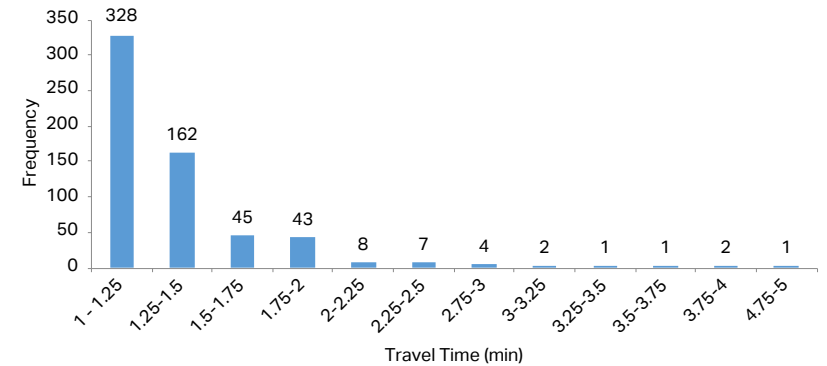


FIGURE 21 – I-10 WESTBOUND PM STANDARD DEVIATION BELL CURVE

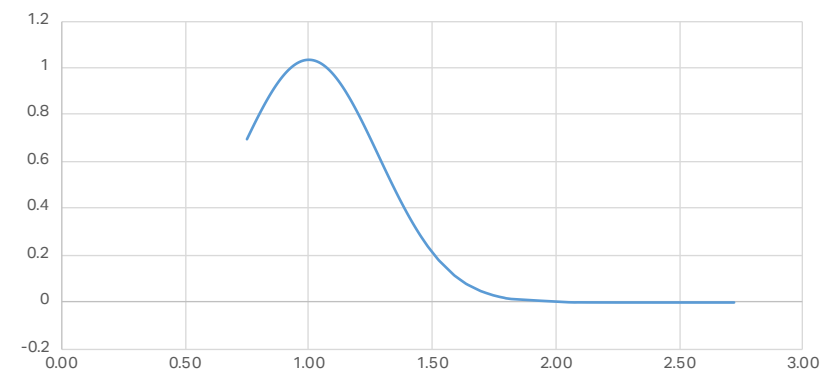


TABLE 5 – I-10 TRAVEL TIME SUMMARY

Direction	Time Period	Average Travel Time (min)	Standard Deviation (min)
Westbound	AM	1.23	0.65
	PM	1.37	0.39
Eastbound	AM	1.19	0.46
	PM	2.61	1.12

in travel time was 452% of the average travel time while the maximum travel time occurring in that observed period was 10.18 minutes or 827% of the average travel time. Figure 18 shows the frequency of each travel time range while Figure 19 shows the standard deviation bell curve for the observed period.

FIGURE 22 – I-10 EASTBOUND AM FREQUENCY TABLE

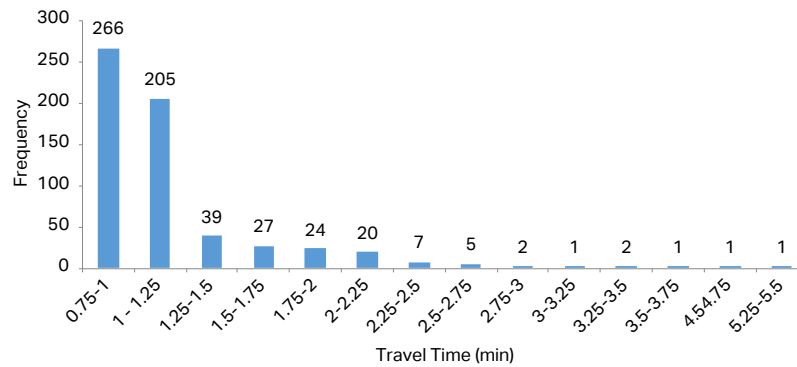
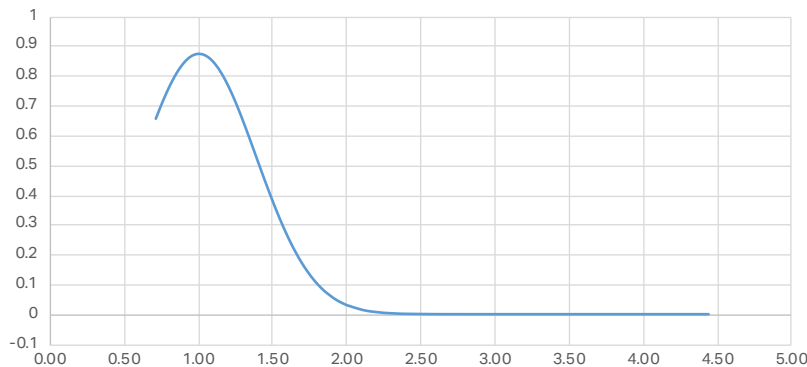


FIGURE 23 – EASTBOUND AM STANDARD DEVIATION BELL CURVE



The I-10 westbound PM average travel time for all observations during the observed period was 1.37 minutes. Eighteen hours out of over 600 observations occurred outside of 2 standard deviations (95% confidence) which totaled about 8% of all travel times pulled. Of those 11 instances, the average increase in travel time was 219% of the average travel time while the maximum travel time occurring in that observed period was 4.85 minutes or 353% of the average travel time. Figure 20 shows the frequency of each travel time range while Figure 21 shows the standard deviation bell curve for the observed period.

The I-10 eastbound AM average travel time for all observations during the observed period was 1.19 minutes. Thirty-three hours out of over 600 observations occurred outside of 2 standard deviations (95% confidence)

FIGURE 24 – I-10 EASTBOUND PM FREQUENCY TABLE

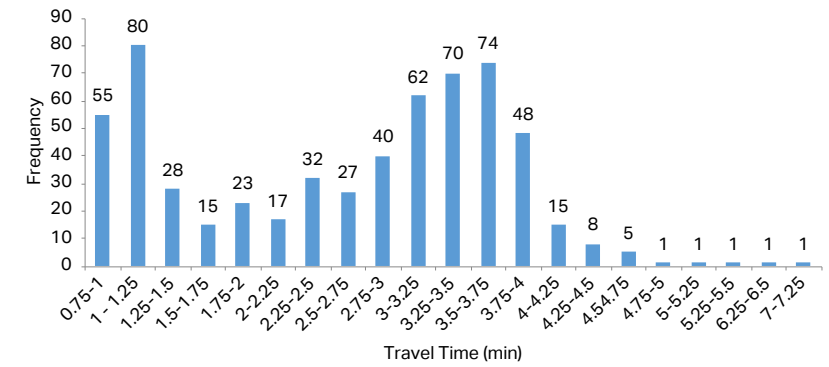
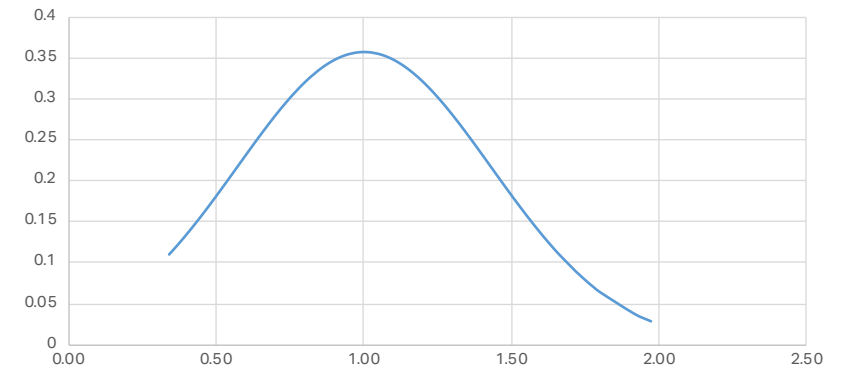


FIGURE 25 – I-10 EASTBOUND PM STANDARD DEVIATION BELL CURVE



Severity	2014	2015	2016	2017	Total
Fatal	1	2	-	1	4
Severe	1	2	-	1	4
Moderate	20	23	19	16	78
Complaint	85	99	95	84	363
Property Damage Only	367	386	433	433	1619
Grand Total	474	512	547	535	2068

**TABLE 6 – (ABOVE)
HISTORICAL CRASH
DATA BY SEVERITY
(2014-2017)**

which totaled about 5% of all travel times pulled. Of those 33 instances, the average increase in travel time was 220% of the average travel time while the maximum travel time occurring in that observed period was 5.26 minutes or 444% of the average travel time. Figure 22 shows the frequency of each travel time range while Figure 23 shows the standard deviation bell curve for the observed period.

The I-10 eastbound PM average travel time for all observations during the observed period was 2.61 minutes. Two hours out of over 600 observations occurred outside of 2 standard deviations (95% confidence) which totaled about 0.3% of all travel times pulled. Of those 2 instances, the average increase in travel time was 260% of the average travel time while the maximum travel time occurring in that observed period was 7.23 minutes or 277% of the average travel time. Figure 24 shows the frequency of each travel time range while Figure 25 shows the standard deviation bell curve for the observed period.

6.3.4 HISTORIC CRASH DATA

CRPC provided historical crash data for the years of 2014-2017 along the I-10 Mississippi River Bridge between East and West Baton Rouge Parishes. Between the LA 1 and I-110 interchanges, an average of 517 crashes per year occurred on this segment of I-10. Therefore, on average, 1.4 crashes per day can be expected leading to potential traffic congestion and longer travel times.

The historical crash data for I-10 are shown by severity in Table 6 and by time of day are shown in Table 7. The most common type of crash is property damage only. Also, the crash frequency is highest during what is assumed to be peak commute hours of 5:00 – 6:00AM and 3:00 – 6:00PM.

**TABLE 7 – (RIGHT)
HISTORICAL CRASH
DATA BY TIME DAY
(2014-2017)**

6.3.5 ADVANCED TRAFFIC MANAGEMENT SYSTEM (ATMS) AND 511 INCIDENT DATA

A public records request form was submitted to LADOTD to request all Advanced Traffic Management System (ATMS) and 511 for the years 2017-2019, on the I-10 Mississippi River Bridge between LA 1 and I-110 interchanges. The ATMS is a software that assists the Transportation

Hours	2014	2015	2016	2017	Grand Total
0	8	9	8	5	30
1	2	7	5	1	15
2	7	14	6	4	31
3	4	5	4	6	19
4	8	6	8	16	38
5	24	50	47	22	143
6	21	23	21	24	89
7	16	17	33	33	99
8	20	27	29	26	102
9	20	17	18	24	79
10	16	22	30	20	88
11	33	29	36	29	127
12	31	20	32	40	123
13	26	27	26	34	113
14	32	32	28	28	120
15	38	41	50	45	174
16	48	29	52	39	168
17	37	47	36	51	171
18	31	26	31	18	106
19	11	21	18	17	67
20	13	15	11	20	59
21	13	10	5	12	40
22	6	11	7	14	38
23	9	7	6	7	29
Grand Total	474	512	547	535	2068

There were 127 total incidents occurring in 2019 during the peak periods with a total duration of over 82 hours with an average of 39 minutes per incident.

Management Center (TMC) in detecting, confirming, and storing incidents that happen on state roadways. Incidents can be classified as a motor vehicle collision, stalled or disabled vehicles, debris on roadway, closures, road maintenance and more. While some information was provided for 2018, 2019 was the first full year of data provided. The 2019 data was filtered by the location to ensure it was within the study area and was filtered during the peak travel time periods between 6:00 – 9:00 AM and 3:00 – 7:00 PM. There were 127 total incidents occurring in 2019 during the peak periods with a

total duration of over 82 hours with an average of 39 minutes per incident. This accounts to an incident occurring during peak travel times every three days. These include all incidents reported to the TMC whether significant or insignificant. Therefore, it is difficult to quantify the impact to surrounding traffic. All incidents obtained from the public records request are provided in Attachment B in the Appendix.

6.4 EXISTING LAND USES ALONG THE MISSISSIPPI RIVER

Figure 26 depicts the current land use patterns along the Mississippi River for East Baton Rouge Parish and West Baton Rouge Parish. Areas with no data reflect those places where data was unable to be obtained by the project team, including the Town of Addis and the City of Port Allen. These areas are predominantly residential or undeveloped areas in close proximity to the river.

6.4.1 EAST BATON ROUGE (EBR)

This eastern shore of the river covers the City of Baton Rouge and is more developed than its western counterpart. Land to the immediate south of US 190 and extending southward towards Downtown Baton Rouge is classified as industrial due to the location of the ExxonMobil Baton Rouge Refinery on the site. Downtown Baton Rouge along the Mississippi River is largely open space including the levee with commercial uses to the east of River Road. To the south of Downtown and I-10, land along the river west of River Road is classified as undeveloped due to the levee while land to the east of River Road becoming increasingly residential further south towards the main campus of Louisiana State University (LSU). LSU's campus is classified as public/institutional. To the south of LSU are a few residential neighborhoods with land becoming more agricultural and undeveloped south of Farr Park. Land uses east of the Mississippi continue as relatively undeveloped until the boundary with Iberville Parish.

Comprehensive land use planning and zoning policy for the City of Baton Rouge reveals that most existing land use patterns will continue into the future with several notable exceptions.

Downtown is expected to become more mixed use as a downtown core embodying principles of the 20-minute neighborhood and accommodating infill development. Some agricultural land to the south of LSU's main campus will become residential over the next 20 years.

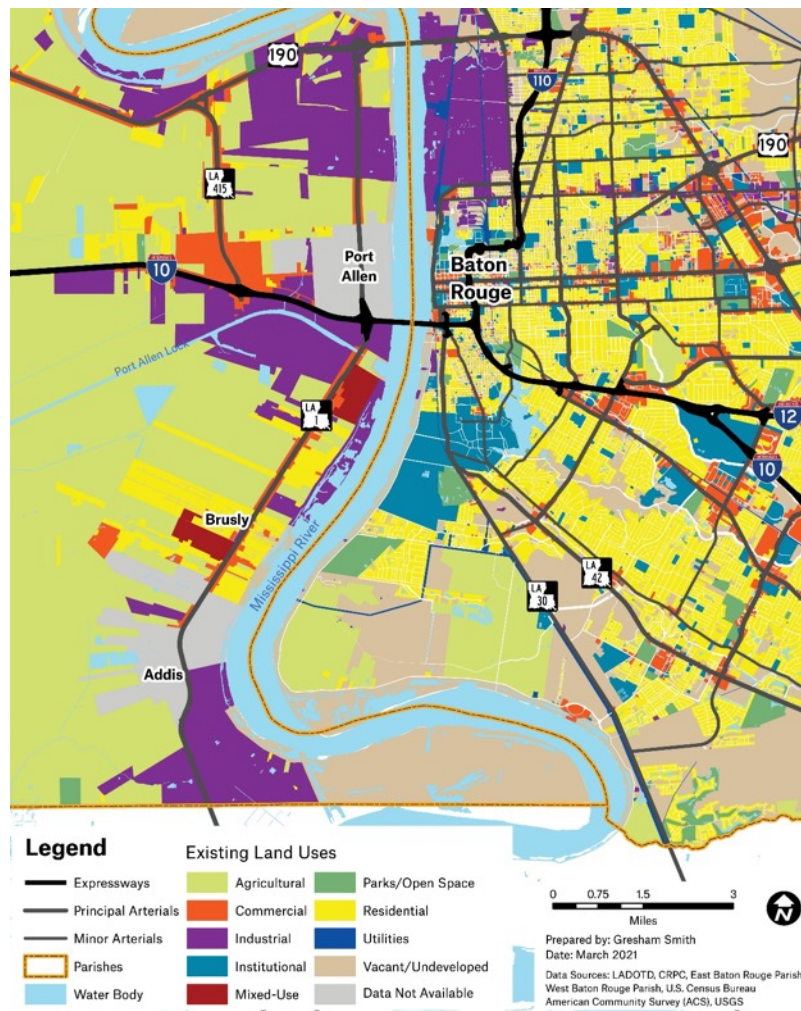
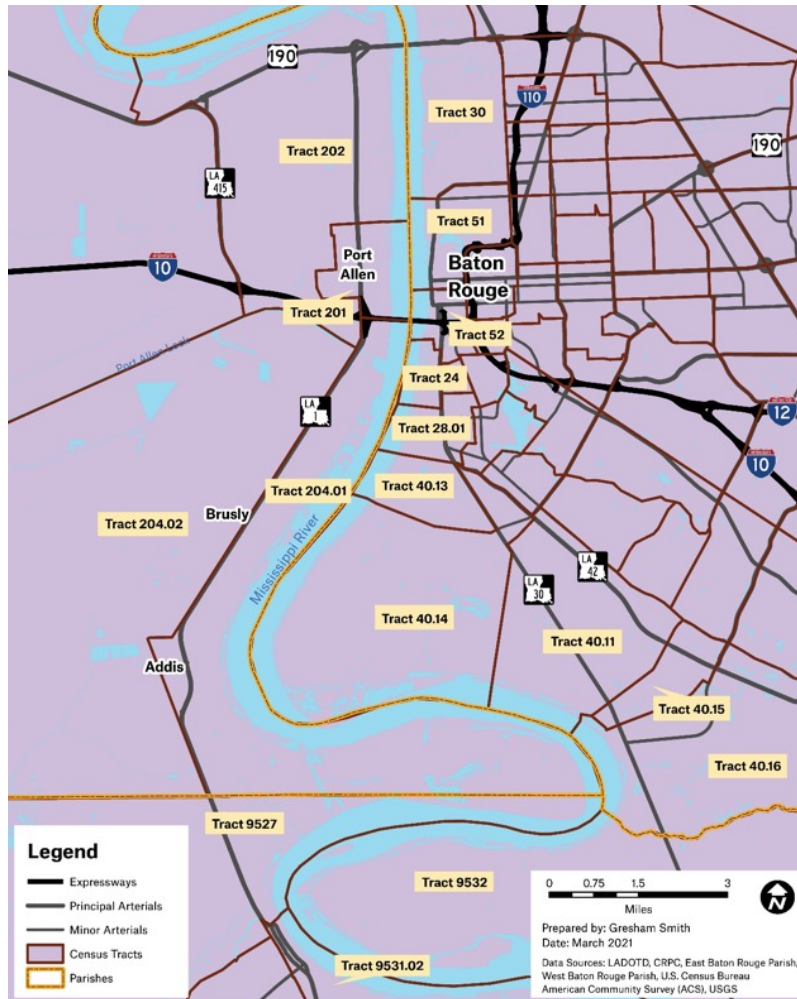


FIGURE 26 – EXISTING LAND USE

FIGURE 27 – FIGURE 14: CENSUS TRACTS ALONG THE MISSISSIPPI RIVER



6.4.2 WEST BATON ROUGE (WBR)

West Baton Rouge is largely rural and agricultural; however, commercial development in close proximity to the river focuses on I-10 and LA 1. LA 1 is the closest major route to the western banks of the Mississippi River and is home to a variety of land uses including agricultural, commercial, industrial, and residential. Starting at US 190 and extending south to the City of Port Allen, land use along the river is mostly industrial or agricultural with several warehouses, the ExxonMobil Port Allen Lube Plant, and Placid Refining

Company being major occupants west of the levee. Land between LA 1 and the shores of the river are residential within the City of Port Allen. To the immediate south of I-10 is the Port of Greater Baton Rouge and the convergence of the Port Allen Lock with the Mississippi River. South of the port, LA 1 and land west of the Mississippi River is mostly rural with some commercial and residential land uses corresponding to communities such as Antonio, Brusly, and Addis. South of Addis is the site of the Dow North America plant and then the City of Plaquemine in Iberville Parish. Land uses along this side of the river should stay relatively undeveloped or industrial over the next 20 years.

6.5 EXISTING SOCIO-DEMOGRAPHIC ANALYSIS

A socio-demographic analysis was completed for this section of the Mississippi River at the census tract level using 2015-2019 5-year data from the American Community Survey (ACS). The analysis consists of discussion on population trends, percent minority (Non-White/Caucasian) population, percent Hispanic population, median household income, poverty, modeshare, and vehicle access. Locations are analyzed at the parish, city, and census tract levels for locations along the Mississippi River. For census tracts, information is presented by each tract, and these tracts are shown in the map in Figure 27. Employment projections are courtesy of 2016 to 2026 data from the Louisiana Workforce Commission as well as summary highlights from the 2021-22 Louisiana Economic Outlook to understand impacts related to the 2020 coronavirus (COVID-19) pandemic.

6.5.1 POPULATION

6.5.1.1 POPULATION TRENDS

Current population trends for municipalities and parishes along the Mississippi River are summarized in Table 8. The Town of Addis experienced the highest percentage population growth from 2010 to 2019 at 73.1 percent while the Cities of Baton Rouge and Plaquemine as well as the City of Port Allen have experienced a slight population loss over the course of the 2010s. West Baton Rouge Parish's population increased by 11.3 percent while Iberville and East Baton Rouge parishes slightly decreased in population.

Population trends at the census tract level are shown in Table 9. Most growth in West Baton Rouge Parish was concentrated in Tract 204.02 west of LA 1,

TABLE 8 – POPULATION TRENDS BY JURISDICTION

Jurisdiction	2010A	2019B	Percent Change
Town/City			
City of Baton Rouge	229,493	220,236	-4.0%
Town of Addis	3,593	6,221	73.1%
Town of Brusly	2,589	2,617	1.1%
City of Plaquemine	7,119	6,539	-8.1%
City of Port Allen	5,180	4,743	-8.4%
Parish			
East Baton Rouge	440,171	440,059	-0.1%
Iberville	33,387	32,511	-2.6%
West Baton Rouge	23,788	26,465	11.3%

FIGURE 28 – (FAR RIGHT) POPULATION DENSITY BY CENSUS TRACT

TABLE 9 – (BELOW) POPULATION TRENDS BY CENSUS TRACT ALONG THE MISSISSIPPI RIVER

Source(s): A: 2010 U.S. Decennial Census, U.S. Census Bureau; B: 2019 U.S. Census Annual Population Estimates

Parish	Census Tract	2010	2019	Percent Change
East Baton Rouge	Tract 24	2,682	2,603	-2.9%
	Tract 28.01	3,471	2,211	-36.3%
	Tract 30	4,758	4,191	-11.9%
	Tract 40.11	4,731	7,048	49.0%
	Tract 40.13	3,676	3,028	-17.6%
	Tract 40.14	10,391	10,563	1.7%
	Tract 40.15	8,474	7,564	-10.7%
	Tract 40.16	6,775	10,218	50.8%
	Tract 51	2,944	2,776	-5.7%
West Baton Rouge	Tract 52	1,946	1,883	-3.2%
	Tract 201	4,299	3,924	-8.7%
	Tract 202	3,349	3,676	9.8%
	Tract 204.01	4,864	5,233	7.6%
	Tract 204.02	5,453	7,459	36.8%
Iberville	Tract 9527	6,228	5,812	-6.7%
	Tract 9531.02	2,449	2,196	-10.3%
	Tract 9532	7,759	8,279	6.7%

Source(s): A: 2010 U.S. Decennial Census, U.S. Census Bureau; B: 2015-2019 U.S. Census American Community Survey 5-Year Population Estimates, Table DP05

Brusly, and Addis. Tracts 40.11 and 40.16 located along the LA 30 corridor experienced the most growth with 49 and 50.8 percent, respectively. Population for tracts surrounding Plaquemine slightly decreased over the course of the nine year period.

Population density for the area is shown in Figure 28. Based on the map, denser neighborhoods are located in the City of Baton Rouge but not in close proximity to the river. The densest census tract along the river is Tract 24 which coincides with the LSU campus. West of the river, the census tract coinciding

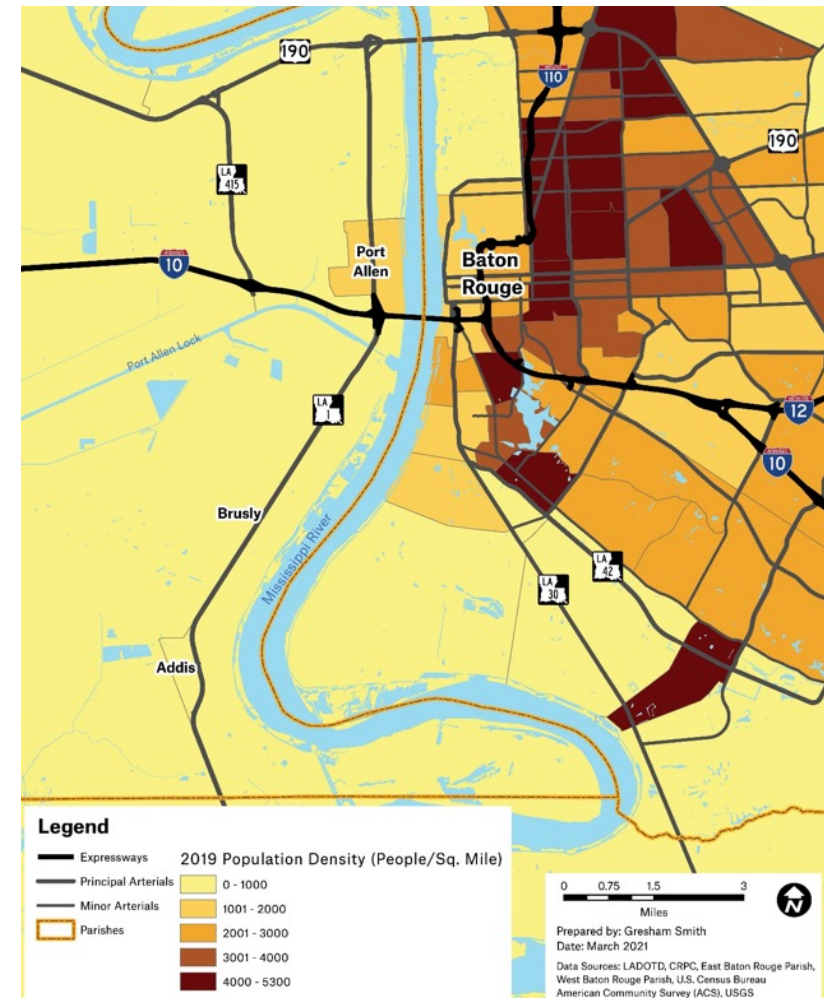


TABLE 10 – 2019 PERCENT MINORITY POPULATION BY JURISDICTION

Jurisdiction	% Minority Population
Town/City	
City of Baton Rouge	60.2%
Town of Addis	47.6%
Town of Brusly	25.8%
City of Plaquemine	56.8%
City of Port Allen	60.2%
Parish	
East Baton Rouge	33.2%
Iberville	50.4%
West Baton Rouge	41.7%

Source: 2015-2019 U.S. Census American Community Survey 5-Year Population Estimates, Table DP05

with Port Allen is the most densely populated.

6.5.1.2 MINORITY POPULATION

Minority population shares for municipalities and parishes along the Mississippi River are summarized in Table 10. The City of Baton Rouge and the City of Port Allen both have 60.2 percent minority population while the Town of Brusly has the lowest share with 25.8 percent. West Baton Rouge Parish’s minority population is 41.7 percent while Iberville Parish’s minority population is slightly over half and East Baton Rouge Parish is one-third minority.

TABLE 11 – 2019 PERCENT MINORITY POPULATION BY CENSUS TRACT ALONG THE MISSISSIPPI RIVER

Parish	Census Tract	% Minority Population
East Baton Rouge	Tract 24	74.7%
	Tract 28.01	30.1%
	Tract 30	90.4%
	Tract 40.11	50.3%
	Tract 40.13	49.6%
	Tract 40.14	18.3%
	Tract 40.15	66.3%
	Tract 40.16	13.9%
	Tract 51	61.6%
West Baton Rouge	Tract 52	78.4%
	Tract 201	55.5%
	Tract 202	69%
	Tract 204.01	38%
	Tract 204.02	32.3%
Iberville	Tract 9527	35.9%
	Tract 9531.02	67.7%
	Tract 9532	60.4%

Source: 2015-2019 U.S. Census American Community Survey 5-Year Population Estimates, Table DP05

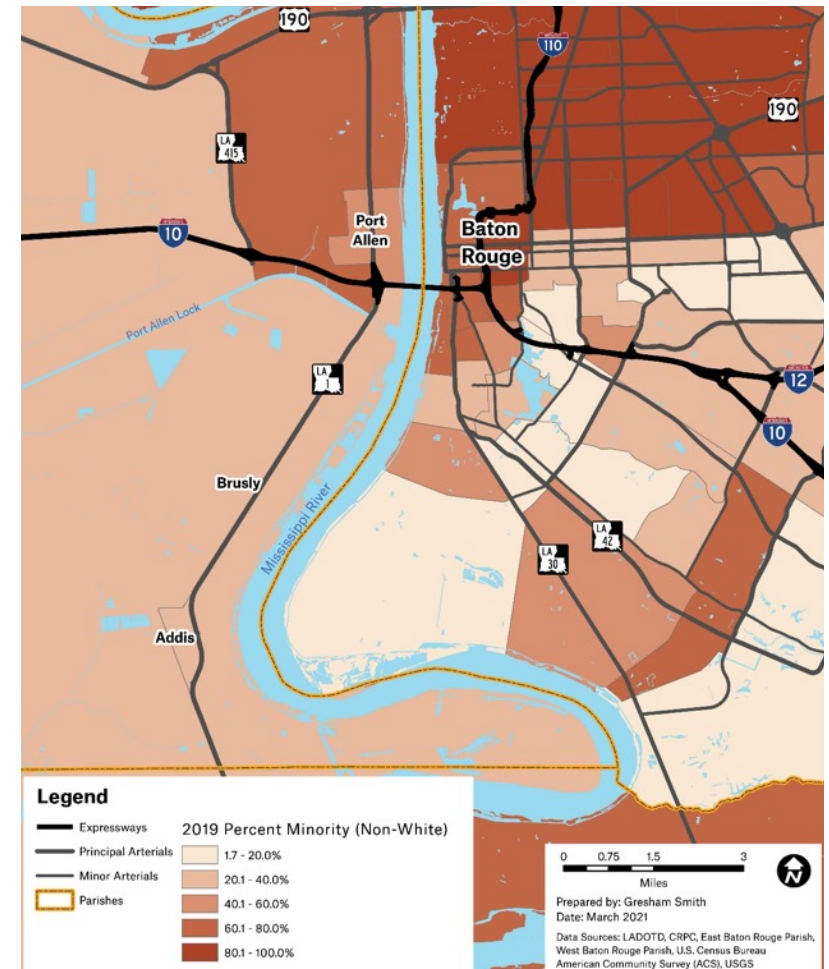


FIGURE 29 – PERCENT MINORITY POPULATION BY CENSUS TRACT

TABLE 12 – 2019 PERCENT HISPANIC POPULATION BY JURISDICTION

Jurisdiction	% Hispanic Population
Town/City	
City of Baton Rouge	3.9%
Town of Addis	4.4%
Town of Brusly	1.4%
City of Plaquemine	18.0%
City of Port Allen	1.6%
Parish	
East Baton Rouge	4.2%
Iberville	2.6%
West Baton Rouge	3.1%

Source: 2015-2019 U.S. Census American Community Survey 5-Year Population Estimates, Table DP05

TABLE 13 – 2019 PERCENT HISPANIC POPULATION BY CENSUS TRACT ALONG THE MISSISSIPPI RIVER

Parish	Census Tract	% Minority Population
East Baton Rouge	Tract 24	11.1%
	Tract 28.01	5.7%
	Tract 30	3.3%
	Tract 40.11	14.1%
	Tract 40.13	3.6%
	Tract 40.14	3.4%
	Tract 40.15	9.7%
	Tract 40.16	2.5%
	Tract 51	1.6%
	Tract 52	1.7%
West Baton Rouge	Tract 201	1.5%
	Tract 202	1.5%
	Tract 204.01	9.3%
	Tract 204.02	0.6%
	Iberville	Tract 9527
	Tract 9531.02	1.9%
	Tract 9532	1.6%

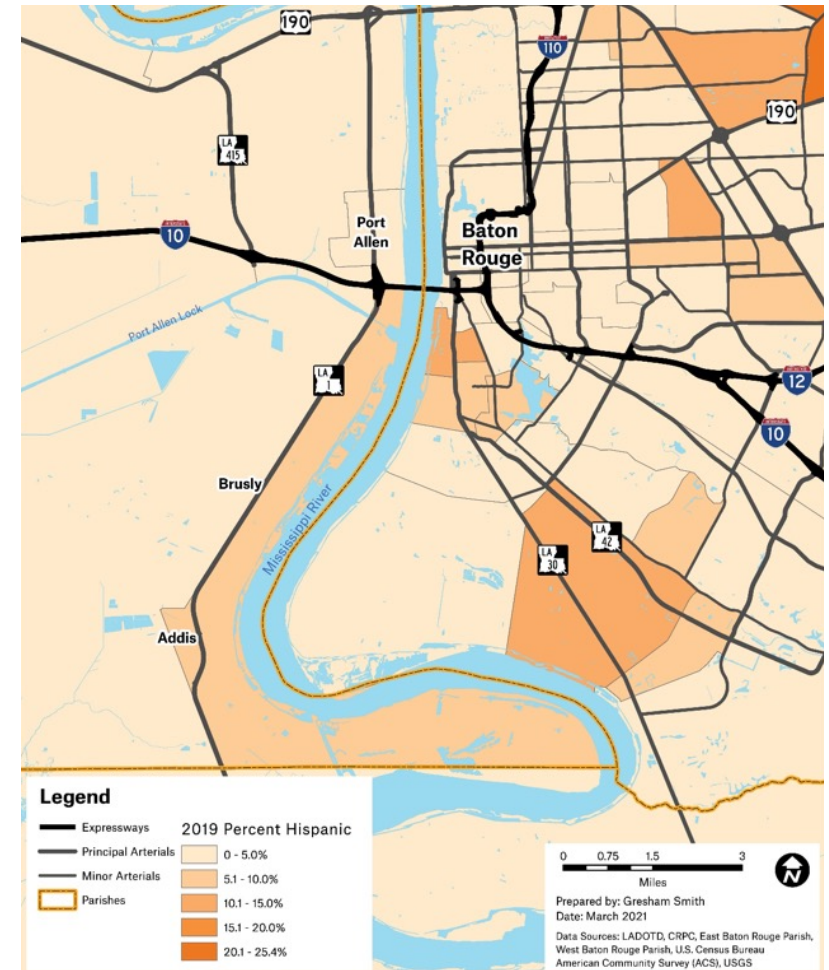
Source: 2015-2019 U.S. Census American Community Survey 5-Year Population Estimates, Table DP05

FIGURE 30 – (FAR RIGHT) PERCENT HISPANIC POPULATION BY CENSUS TRACT

Minority population shares at the census tract level are shown in Table 11 and are mapped in Figure 29. This information reveals that minority populations are largely concentrated to the north and east of Downtown Baton Rouge. However, there are some minority shares along the river between I-10 and LSU in the City of Baton Rouge as well as Port Allen and north towards US 190 on the west side of the river.

6.5.1.3 HISPANIC POPULATION

Hispanic population shares for municipalities and parishes along the



Mississippi River are summarized in Table 12. The City of Plaquemine has the largest Hispanic population at 18 percent while other locations have less than 5 percent each.

Hispanic population shares at the census tract level are shown in Table 13 and are mapped in Figure 30. This information reveals that a larger share of the Hispanic population in the Baton Rouge region is within East Baton Rouge Parish. The largest Hispanic concentration within the City and near the river is at Tract 24 on the LSU campus. On the opposite side of the river, the tract between LA 1 and the river has a larger share of Hispanic population compared to other nearby tracts in West Baton Rouge Parish.

TABLE 14 - BATON ROUGE REGION EMPLOYMENT PROJECTION BY INDUSTRY

Industry/Sector	2016 Average Employment	2026 Projected Employment	Employment Change (2016-2026)	Percent Change (2016-2026)
Agriculture, Fishing, Forestry, and Hunting	2,340	2,455	115	4.9%
Mining	1,053	1,154	101	9.6%
Utilities	2,540	2,723	183	7.2%
Construction	52,574	53,662	1,088	2.1%
Manufacturing	32,635	34,108	1,473	4.5%
Wholesale Trade	15,353	16,150	797	5.2%
Retail Trade	51,599	57,626	6,027	11.7%
Transportation and Warehousing	15,733	18,296	2,563	16.3%
Information	6,146	6,483	337	5.5%
Finance and Insurance	12,606	13,852	1,246	9.9%
Real Estate	6,714	7,329	615	9.2%
Professional, Scientific, and Technical Services	21,974	26,409	4,435	20.2%
Management	6,018	6,578	560	9.3%
Administrative and Waste Services	23,535	27,465	3,930	16.7%
Health Care and Social Assistance	58,884	67,078	8,194	13.9%
Educational Services	41,465	45,841	4,376	10.6%
Arts, Entertainment and Recreation	5,977	6,535	558	9.3%
Accommodations and Food Services	39,079	44,868	5,789	14.8%
Government	36,039	36,730	691	1.9%
Other Services	39,595	43,980	4,385	11.1%
Total	471,859	519,322	47,463	10.1%

Source: Louisiana Workforce Commission

6.5.2 EMPLOYMENT, INCOME AND POVERTY

6.5.2.1 EMPLOYMENT PROJECTIONS

In 2016, the Louisiana Workforce Commission projected a 10 percent increase in employment for the Baton Rouge Regional Labor Market by 2026. Additional job growth along the Mississippi River can be expected in the coming years. Employment growth by sector is shown in Table 14. Growth rates higher than 15 percent are forecasted for the transportation and warehousing, administrative and waste services, and professional, scientific, and technical services sectors.

The 2021-22 Louisiana Economic Outlook reflects effects of the 2020

**TABLE 15 –
2019 MEDIAN
HOUSEHOLD
INCOME**

Jurisdiction	Median Household Income
Town/City	
City of Baton Rouge	\$45,819
Town of Addis	\$77,819
Town of Brusly	\$77,563
City of Plaquemine	\$44,457
City of Port Allen	\$55,426
Parish	
East Baton Rouge	\$54,948
Iberville	\$50,161
West Baton Rouge	\$65,385

Source: 2015-2019 U.S. Census American Community Survey 5-Year Estimates, Table S1903

**TABLE 16 –
2019 MEDIAN
HOUSEHOLD
INCOME BY CENSUS
TRACT ALONG THE
MISSISSIPPI RIVER**

Parish	Census Tract	Median Household Income
East Baton Rouge	Tract 24	\$29,117
	Tract 28.01	\$19,306
	Tract 30	\$18,762
	Tract 40.11	\$39,447
	Tract 40.13	\$24,707
	Tract 40.14	\$25,332
	Tract 40.15	\$39,681
	Tract 40.16	\$141,291
	Tract 51	\$28,992
	Tract 52	\$42,143
West Baton Rouge	Tract 201	\$47,500
	Tract 202	\$56,284
	Tract 204.01	\$57,365
	Tract 204.02	\$85,735
Iberville	Tract 9527	\$47,273
	Tract 9531.02	\$45,461
	Tract 9532	\$56,936

Source: 2015-2019 U.S. Census American Community Survey 5-Year Estimates, Table S1903

coronavirus (COVID-19) pandemic throughout the state including in the Greater Baton Rouge region. The metropolitan area anchored by Baton Rouge suffered losses in industrial construction as well as closed casinos due to COVID-19. Overall, the region lost 21,800 jobs or 5.3 percent of its employment in 2020; however, these losses will begin to be recovered as the pandemic’s end draws closer. The Baton Rouge metropolitan statistical area (MSA) is forecasted to add 17,300 jobs in 2021 (4.4 percent growth) and another 5,800 in 2022 (1.4 percent growth).

6.5.2.2 MEDIAN HOUSEHOLD INCOME

Median household incomes for municipalities and parishes along the Mississippi River are summarized in Table 15. The Towns of Addis and Brusly have the highest median household incomes at over \$77,000 each. This contributes to West Baton Rouge Parish having a higher median household income at \$65,385 compared to East Baton Rouge and Iberville parishes.

Median household incomes at the census tract level are shown in Table 16 and are mapped in Figure 31. Within East Baton Rouge Parish, the most affluent tract near the river is Tract 40.16 to the east of LA 30 and immediately north of the boundary with Iberville Parish at \$141,296. Tract 204.02 located west of LA 1 is the most affluent tract west of the Mississippi River in the area with a median household income of \$85,735.

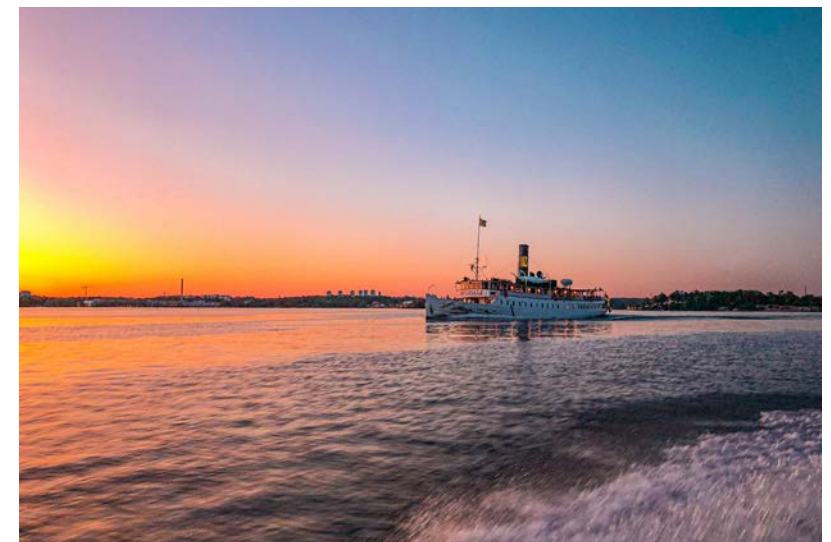


TABLE 17 – 2019 PERCENT BELOW POVERTY LINE

Jurisdiction	% Below Poverty Line
Town/City	
City of Baton Rouge	24.8%
Town of Addis	7.8%
Town of Brusly	17.7%
City of Plaquemine	27.0%
City of Port Allen	12.5%
Parish	
East Baton Rouge	18.0%
Iberville	18.2%
West Baton Rouge	12.5%

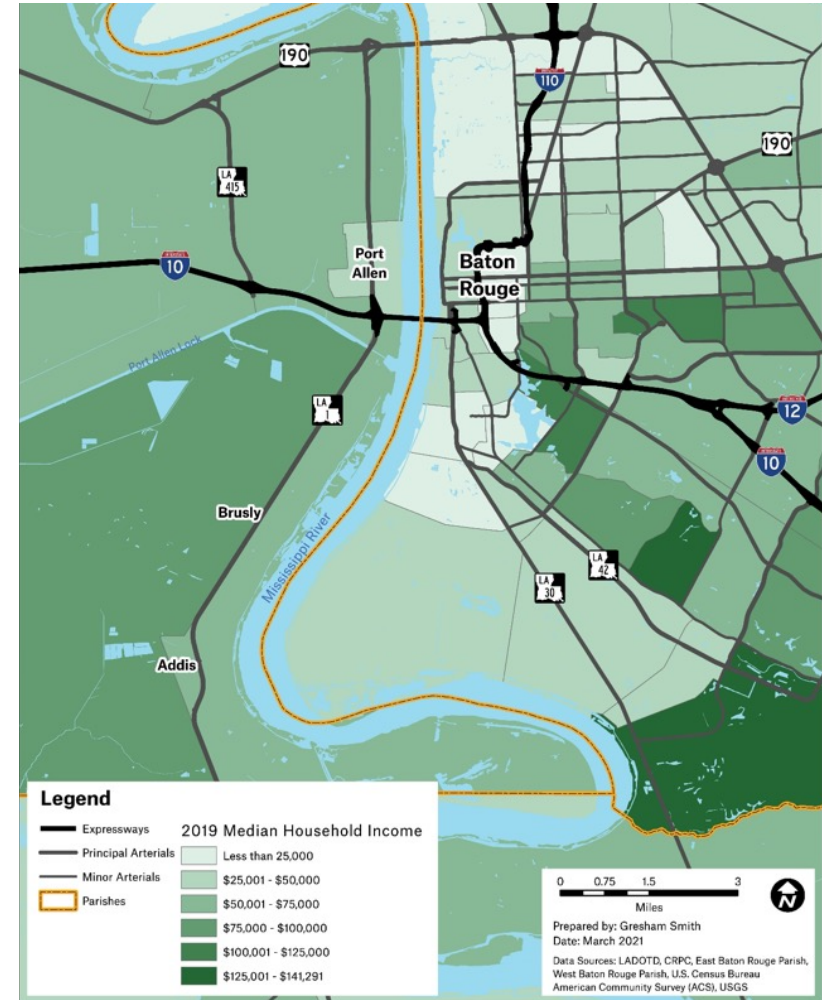
Source: 2015-2019 U.S. Census American Community Survey 5-Year Estimates, Table S1701

TABLE 18 – 2019 PERCENT BELOW POVERTY LINE BY CENSUS TRACT ALONG THE MISSISSIPPI RIVER

Parish	Census Tract	% Below Poverty Line
East Baton Rouge	Tract 24	31.1%
	Tract 28.01	56.9%
	Tract 30	38.9%
	Tract 40.11	29.4%
	Tract 40.13	33.3%
	Tract 40.14	53.4%
	Tract 40.15	21.5%
	Tract 40.16	5.2%
	Tract 51	35.6%
West Baton Rouge	Tract 52	31.7%
	Tract 201	12.6%
	Tract 202	20.0%
	Tract 204.01	9.5%
Iberville	Tract 204.02	8.4%
	Tract 9527	18.0%
	Tract 9531.02	10.3%
	Tract 9532	16.3%

Source: 2015-2019 U.S. Census American Community Survey 5-Year Estimates, Table S1701

FIGURE 31 – (FAR RIGHT) MEDIAN HOUSEHOLD INCOME BY CENSUS TRACT

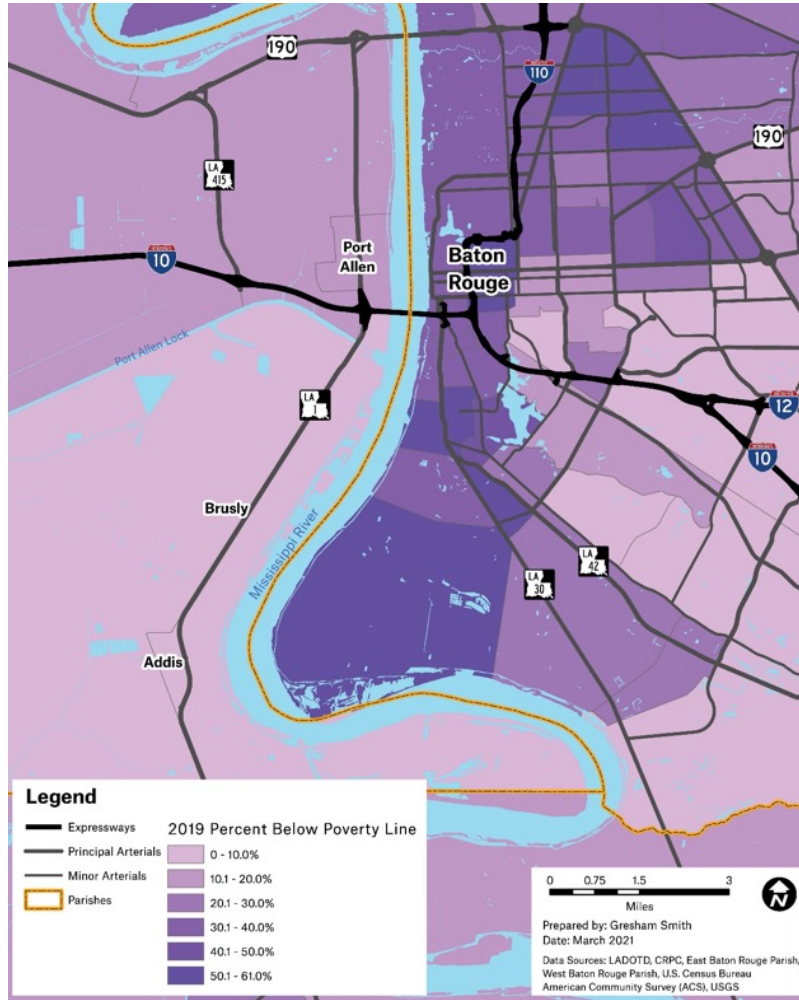


6.5.2.3 POVERTY

The percentage of population living below the poverty line for municipalities and parishes along the Mississippi River are summarized in Table 17. The City of Plaquemine has the largest population share living in poverty at 27 percent followed closely behind by the City of Baton Rouge at 24.8 percent. Among parishes, East Baton Rouge and Iberville each have 18 percent of the population living in poverty.

The percentage of population living below the poverty line at the census tract

FIGURE 32 – PERCENT LIVING BELOW THE POVERTY LINE BY CENSUS TRACT



level is shown in Table 18 and is mapped in Figure 32. This information shows that a larger share of the population below the poverty line in the Baton Rouge region is either east of I-110, south of the LSU campus, or adjacent to industrial areas around Port Allen and north of Downtown Baton Rouge. The census tracts within the City that have the highest percent of people living in poverty is Tract 28.01 on the LSU campus at 56.9 percent and Tract 40.14 near Farr Park at 53.4 percent. On the opposite side of the river, Tract 202 to the north and west of Port Allen and I-10 has 20 percent of the population living below

the poverty line and Tract 9527 between the abandoned town of Morrisonville and Plaquemine has 18 percent of people living in poverty.

6.5.3 COMMUTE BEHAVIOR

6.5.3.1 MODESHARE

Modeshare for cities and parishes in the Baton Rouge region is shown in Table 19. The “Other” category in this analysis does include taxi companies and ferry routes, such as the existing route in Plaquemine across the Mississippi River. Modeshare in the Baton Rouge region is primarily oriented around the automobile. The largest percentage of people who bike to work is in Plaquemine, and the other category shows five percent, which is high compared to other surrounding municipalities due to usage of the Plaquemine ferry route.

Modeshare data at the census tract level is shown in Table 20 and is consistent with data from municipalities. Census tracts closer to downtown Baton Rouge were more likely to carpool than those further away or on the opposite side of the Mississippi River. Tract 28.01 had the highest percentage of residents walking to work at 39.6 percent primarily due to its location to the immediate south of LSU’s main campus. Transit rider share was at 9.3 percent in Tract 52 (Downtown Baton Rouge).



Jurisdiction	Drive Alone	Carpool	Walk	Transit	Bike	Other	Work from Home
Town/City							
City of Baton Rouge	80.3%	9.8%	3.4%	2.5%	0.6%	0.6%	2.9%
Town of Addis	85.6%	11.2%	2.0%	0.4%	0.0%	0.5%	0.3%
Town of Brusly	92.7%	4.6%	0.4%	0.0%	0.0%	1.1%	1.1%
City of Plaquemine	85.0%	4.4%	1.2%	0.0%	2.9%	5.0%	1.5%
City of Port Allen	76.1%	20.6%	0.5%	0.0%	0.0%	0.2%	2.6%
Parish							
East Baton Rouge	83.3%	9.2%	2.1%	1.4%	0.4%	0.7%	2.9%
Iberville	84.0%	8.5%	1.3%	0.6%	0.9%	2.7%	1.9%
West Baton Rouge	87.4%	9.9%	1.1%	0.1%	0.0%	0.4%	1.1%

Source: 2015-2019 U.S. Census American Community Survey 5-Year Population Estimates, Table S0801

6.5.3.2 VEHICLE ACCESS

The percentage of households without vehicle access is shown for municipalities and parishes along the Mississippi River in Table 21. The City of Baton Rouge has almost 11 percent of households without vehicle access while Plaquemine and Port Allen each have approximately nine percent of households without access to a vehicle.

The percent of households without vehicle access is shown at the census tract level in Table 22 and is mapped in Figure 33. On the east side of the river, tracts to the north of Brightside Drive including LSU and Downtown Baton Rouge have higher percentages of households without a vehicle. Tract 51 which covers northern Downtown Baton Rouge has the highest percent without vehicle access at 26 percent followed by Tract 30 around the ExxonMobil refinery at 21.7 percent. Overall, the percent of households without vehicle access drops the further away from Downtown Baton Rouge and LSU.

TABLE 19 – (ABOVE) 2019 MODESHARE

TABLE 20 – (RIGHT) 2019 MODESHARE BY CENSUS TRACT ALONG THE MISSISSIPPI RIVER

Parish	Census Tract	Drive Alone	Carpool	Walk	Transit	Bike	Other	Work from Home
East Baton Rouge	Tract 24	62.1%	25.1%	6.1%	5.3%	0.0%	0.7%	0.6%
	Tract 28.01	43.6%	4.4%	39.6%	6.6%	5.8%	0.0%	0.0%
	Tract 30	62.0%	15.8%	10.8%	5.3%	1.9%	0.7%	3.6%
	Tract 40.11	79.5%	15.1%	1.4%	2.4%	0.7%	0.3%	0.7%
	Tract 40.13	67.5%	23.9%	0.1%	5.3%	1.5%	0.0%	1.8%
	Tract 40.14	86.4%	6.1%	3.1%	0.4%	2.0%	0.0%	1.9%
	Tract 40.15	86.8%	10.2%	0.0%	0.8%	0.0%	1.5%	0.7%
	Tract 40.16	89.0%	5.3%	0.3%	0.3%	0.0%	0.0%	5.1%
	Tract 51	74.3%	4.9%	11.0%	4.4%	0.8%	0.0%	4.6%
Tract 52	78.4%	4.9%	3.0%	9.3%	0.5%	2.2%	1.7%	
West Baton Rouge	Tract 201	78.9%	18.9%	0.6%	0.0%	0.0%	0.0%	1.6%
	Tract 202	82.6%	12.5%	1.1%	0.0%	0.0%	0.9%	2.8%
	Tract 204.01	82.1%	15.3%	0.1%	0.4%	0.0%	0.0%	2.2%
	Tract 204.02	91.0%	5.5%	2.6%	0.0%	0.0%	0.8%	0.1%
Iberville	Tract 9527	89.7%	2.1%	0.8%	2.2%	0.0%	2.1%	3.3%
	Tract 9531.02	85.4%	10.7%	1.1%	0.0%	0.0%	0.8%	2.0%
	Tract 9532	78.7%	15.7%	2.9%	0.0%	0.0%	0.7%	1.9%

Source: 2015-2019 U.S. Census American Community Survey 5-Year Population Estimates, Table S0801

TABLE 21 – 2019 PERCENT WITH NO VEHICLE ACCESS

Jurisdiction	% No Vehicle Access
Town/City	
City of Baton Rouge	10.9%
Town of Addis	2.1%
Town of Brusly	1.8%
City of Plaquemine	8.9%
City of Port Allen	9.3%
Parish	
East Baton Rouge	7.2%
Iberville	9.2%
West Baton Rouge	6.3%

Source: 2015-2019 U.S. Census American Community Survey 5-Year Population Estimates, Table S2504

TABLE 22 – 2019 PERCENT WITH NO VEHICLE ACCESS BY CENSUS TRACT ALONG THE MISSISSIPPI RIVER

Parish	Census Tract	% No Vehicle Access
East Baton Rouge	Tract 24	19.3%
	Tract 28.01	18.7%
	Tract 30	21.7%
	Tract 40.11	6.9%
	Tract 40.13	17.3%
	Tract 40.14	0.7%
	Tract 40.15	1.6%
	Tract 40.16	1.3%
	Tract 51	26.7%
Tract 52	16.8%	
West Baton Rouge	Tract 201	9.5%
	Tract 202	9.6%
	Tract 204.01	9.7%
	Tract 204.02	2.6%
Iberville	Tract 9527	6.7%
	Tract 9531.02	11.8%
	Tract 9532	11.3%

Source: 2015-2019 U.S. Census American Community Survey 5-Year Population Estimates, Table S2504

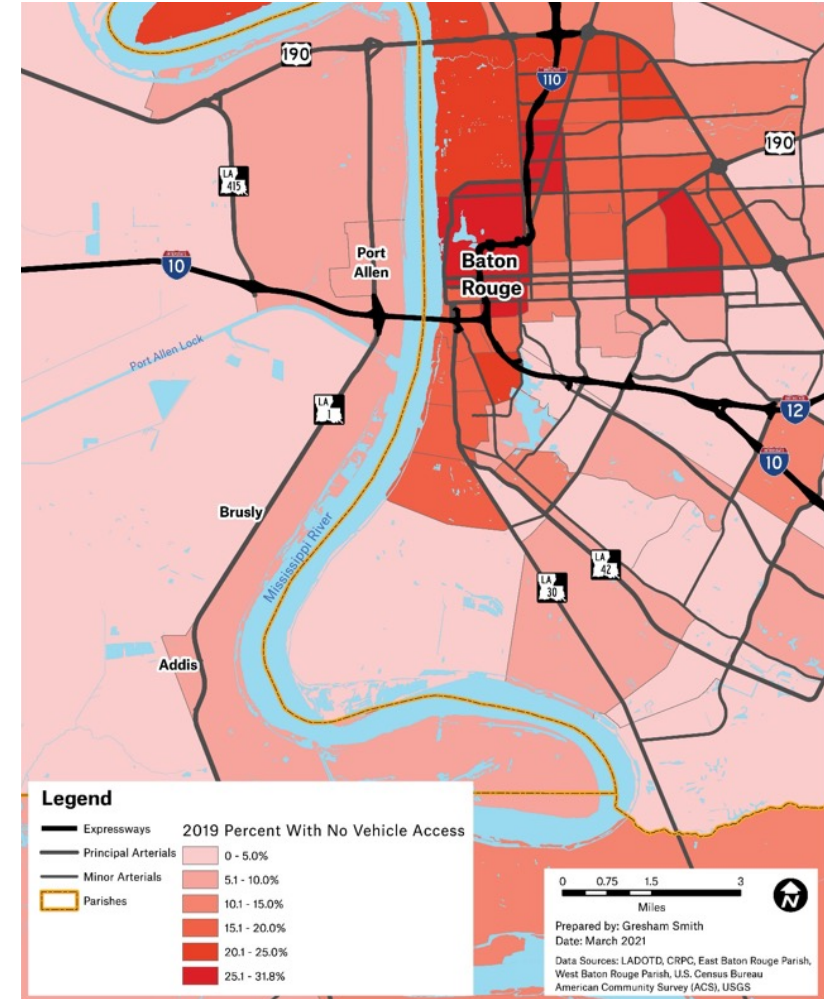
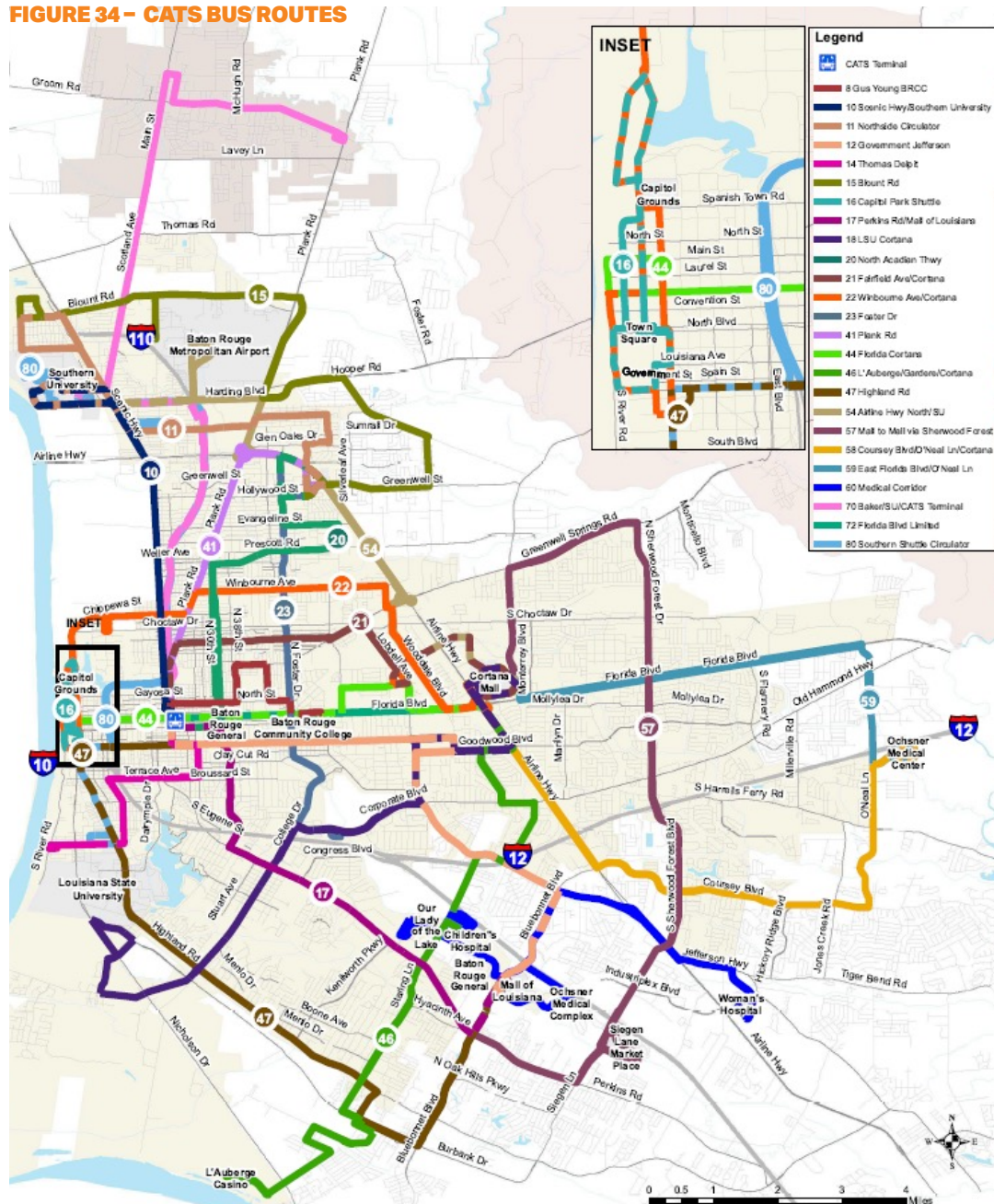


FIGURE 34 – CATS BUS ROUTES



6.6 CAPITAL AREA TRANSIT SYSTEM (CATS) AND TIGER TRAILS SERVICES

6.6.1 CATS

CATS provides bus service to residents of and visitors to Baton Rouge, Louisiana. CATS operates 25 bus lines, helping people get to the places where they live, work and play. The agency provides more than 2 million rides each year. CATS buses operate from 5:00AM – 11:00PM on Monday – Friday and 6:00AM – 9:00PM on Saturday – Sunday. A map of all routes is shown in Figure 34. Several routes run near the river in East Baton Rouge Parish. These lines include:

- Route 14: Thomas Delpit
 - Route 14 runs from the CATS Terminal to Old South Baton Rouge and serves McKinley High, the Garden District, and the McKinley Alumni Center.
- Route 16: Capitol Park Shuttle
 - As of March 2021, this shuttle is not in service. Service to and around downtown Baton Rouge will be provided via Route 44 – Florida Boulevard and Route 22 – Winbourne Avenue.
- Route 22: Winbourne Avenue/Cortana
 - Route 22 runs from Cortana Mall to Downtown and serves Howell Community Park, Istrouma, and the Exxon Mobil South Gate.
- Route 44: Florida Cortana
 - Route 44 travels between Downtown Baton Rouge and the Cortana Transit Center via Florida Blvd and Harry Drive. This route serves the following points of interest: Cortana Mall, Bon Marche Business Center, Collegiate Baton Rouge, BREC Headquarters, Milton J. Womack Park, Baton Rouge Community College, Baton Rouge General Hospital, Mid-City Patient Plus Urgent Care South, Greyhound Bus Station, Louisiana Virtual Charter Academy, Downtown Baton Rouge, Russell B. Long Federal Building and United States Courthouse, Chase Bank, Mentorship Academy, and 19th Judicial District Courthouse.
- Route 47: Highland Road
 - Route 47 travels between the CATS Terminal and the Mall of Louisiana via Government Street, Highland Road, Burbank Drive and Bluebonnet Boulevard. This route serves the following points of interest: Downtown Baton Rouge, Belle of Baton Rouge Hotel

and Casino, Louisiana State University, Historic Highland Road, Bluebonnet Regional Branch Library, Perkins Rowe, and the Mall of Louisiana.

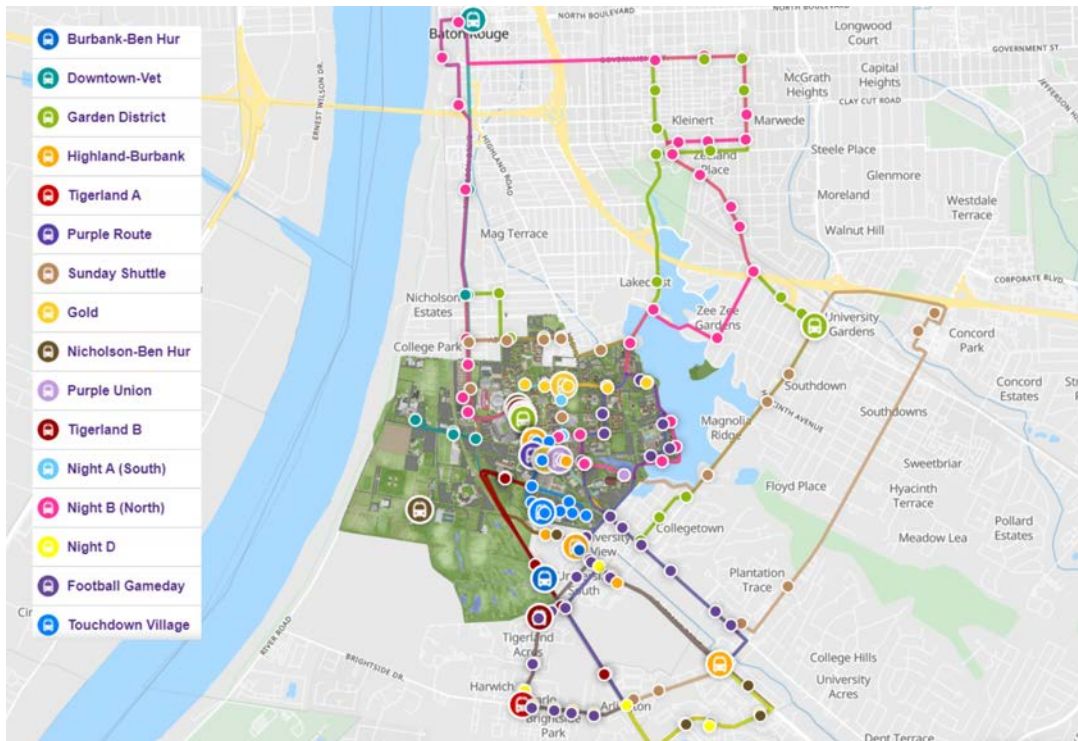
- Route 80: Southern Shuttle Circulator
 - As of March 2021, this shuttle is not in service. Service to Southern University’s campus will be provided via Routes 10, 11, 54 and 70 via the Mini Dome outer ring bus stop and Swan Ave bus stops.

6.6.2 TIGER TRAILS

The Tiger Trails bus system’s primary focus is on-campus circulation and connecting students between campus and their off-campus residence. The bus routes are shown in Figure 35. As shown, the Downtown-Vet route is a radial route that connects LSU’s main campus to downtown Baton Rouge, the School of Veterinary Medicine, and parking lots along Skip Bertman Drive. Key destinations served by the route include the State Capitol, 3rd Street in downtown, the Veterinary School, the School of Journalism, and various

destinations along Nicholson Drive. The route is the only university route that connects the campus to downtown and is available weekdays between 7:00AM and 6:00PM. The Night B Route is a combination route that operates in place of Downtown-Vet, Garden District-Perkins, and Gold routes on weekday evenings and Saturdays. The route connects LSU’s main campus to downtown Baton Rouge, off-campus apartment complexes, and retail areas north of campus. Key destinations served by the route include the Vet School, Nicholson-Aster, and the State Capitol. Night B service is available on Monday through Wednesday from 6:00PM to 12:00AM and Thursday through Sunday from 10:00PM and 3:00AM.

FIGURE 35 – TIGER TRAILS BUS ROUTES



7

CASE STUDY FERRIES AND RELEVANCE TO BATON ROUGE

There are aspects of many US ferry systems that have relevance to the Baton Rouge ferry study and its potential operations.

7.1 PURPOSE OF COMPARATIVE CASE STUDIES

There are aspects of many US ferry systems that have relevance to the Baton Rouge ferry study and its potential operations. It is intended that the six selected systems cover multiple factors which may provide useful precedents for determining the feasibility of a new ferry for the Baton Rouge area. The context of descriptions is on the “normal” operations of each ferry operation, as virtually all systems have experienced major service reductions or suspension during the 2020 and 2021 pandemic period, responding to dramatically reduced demand. Therefore, descriptions and data primarily reflect pre-pandemic operations, rather than 2020 or 2021 operations. However, where there are important new changes that may be relevant to Baton Rouge in the long run, such factors are identified. The ferry system locations considered include:

1. New Orleans
2. Boston
3. New York
4. Seattle
5. Savannah
6. Quad Cities.

As requested, New Orleans ferries have been included in the case study group in addition to the earlier section on existing Louisiana ferries, to expand the analysis and to highlight the close similarities to the Baton Rouge context.

While there are many ways of describing the case study systems, the approach taken is to be selective and identify particular characteristics which may be most helpful in assessing feasibility of a Baton Rouge ferry. The summary Table 23 highlights case study factors including location, ferry routes considered, transit and traffic functions of ferries, public and/or private operations, and the operating conditions including navigation and weather. In some cases the systems have been described in terms of specific routes and in others characterized in more general terms.

7.2 SUMMARY FINDINGS FROM FERRY CASE STUDIES

There are several key general findings from the comparative case studies when considered broadly all together, as well as a variety of findings by city and by route. The important general findings appear to be the following;

- There are no examples of vehicle-only or combined vehicle and passenger ferry routes that occur in close proximity or parallel to a

**TABLE 23 –
COMPARATIVE
FERRY CASE
STUDIES**

Case Study Candidates and Relevance to Baton Rouge:					
	Location: Metro Population (MSA 2019)	Routes	Transit/Traffic Functions	Public/Private Operations	Navigation
1	New Orleans: Pop. 1,271,000	Canal Street – Algiers	Passengers; commuter and visitor	Public	Mississippi River; 0.5 mi.
		Chalmette – Lower Algiers	Vehicles and passengers; commuter	Public	Mississippi River; 0.7 mi
2	Boston; Pop. 4,948,000	Charlestown – Downtown	Passengers; commuter and visitor	Public management/Private Operation contract	Boston Inner Harbor; 1.2 mi.
		Hingham/Hull – Downtown	Passengers; commuter		Boston Outer Harbor; 8.0-9.0 mi.
3	New York; Pop. 19,216,000	East River – NYC Ferries	Passenger; commuter and visitor	Public management/Private Operation contract	East River; 0.5 – 2.0 mi.
		Hudson River – NY Waterways	Passenger; commuter and visitor	Private	Hudson River; 1.0 – 18.0 mi
4	Seattle/Washington State Ferries: Pop. 3,780,000	WSF Puget Sound Routes	Vehicle and passengers; commuter and visitor	Public	Puget Sound; 8.0 – 20.0 mi.
		Kitsap Fast Ferries	Passenger; commuter	Public/Private	Puget Sound; 17.0 mi.
5	Savannah: Pop. 393,000	Savannah Belles Loop	Passenger; commuter and visitor	Public/Private	Savannah River; 0,4 – 1.0 mi
6	Quad Cities- Davenport, Moline, Rock Island: Pop. 379,000	Quad Cities Channel Cat	Passenger; commuter and visitor; (seasonal operation)	Public Management/Private operation	Mississippi River; 0.7 – 7.0 mi.
-	Baton Rouge: Pop. 746,000	TBD	TBD	TBD	Mississippi River; (potential routes) 0.5 – 2.0 mi.

bridge such as the I-10 bridge in Baton Rouge. (An exception in several locations is a truck ferry for hazardous materials next to a bridge or tunnel which doesn't allow hazmat cargo). Vehicle ferries are commonly used only when they are remote from a bridge crossing location and cross water travel by ferry would save considerable time. Typical of such vehicle ferries is the nearby Plaquemine route as well as with all remaining Louisiana vehicle ferries.

- Passenger ferries are commonly used as a transit alternative to auto commuter travel via nearby congested or over-capacity highways, bridges and tunnels. In some cases, in dense urban areas (such as New York City, Boston, and San Francisco) passenger ferries are also used as more efficient alternatives to nearby congested and over-capacity land-based transit options.
- Commuter passenger ferries most commonly draw origin ridership from residential areas near the shore based landings, often concentrated

within a 10 minute drive or transit radius. Vehicle parking close to the origin landing point is required, even if there are also transit (bus or rail) connections to the departure point.

- The new Canal Street to Algiers passenger ferry route was found to have the greatest similarities and potential applicability to the Baton Rouge context, in terms of transportation function, operating context, and public private management opportunities.
- Passenger ferries have been initiated and used as FHWA funded mitigation for highway, bridge and tunnel widening projects, similar to the I-10 widening project in Baton Rouge. Federal funding has been provided as part of the project cost when significant travel delays are expected, and where water transit mitigation can be shown to best serve shoreline based commuters. Mitigation funding for ferries has been included for both capital costs, including vessels and terminal areas, and for ferry operating costs.

The case specific findings for the ferry routes and locations evaluated are summarized below. More detailed descriptions of the case studies follow.

7.2.1 NEW ORLEANS LESSONS FOR BATON ROUGE

The two ferry routes evaluated in New Orleans were the new Canal Street to Algiers passenger ferry and the Chalmette to Lower Algiers vehicle and passenger ferry.

- The new Canal Street ferries and terminals provide perhaps the best model for a passenger commuter focused ferry service for Baton Rouge.
- Canal Street and Chalmette ferry route distances are similar, but serve different passenger and vehicle functions.
- Mississippi River operating and climate conditions are nearly identical to Baton Rouge.
- Primary commuter and secondary recreational functions for the Canal Street ferry are similar.
- Commuter functions are similar for the Chalmette ferry for a primarily vehicle operation.
- The Canal Street route continues to be a popular and affordable off-peak river trip for visitors and residents.
- New Canal Street vessel design and construction were local (MetalShark) and a similar approach would be applicable for Baton Rouge.
- State and FTA funding opportunities are the similar, with RTA (NORTA) management of operations.
- Fare levels have been kept low through substantial operating subsidies to keep ferries affordable to all.

7.2.2 BOSTON LESSONS FOR BATON ROUGE

The two ferry routes evaluated in Boston were both passenger routes including Charlestown Navy Yard to Long Wharf (downtown) and Hingham and Hull to Rowes Wharf (downtown). There are numerous other commuter ferry routes in Boston Harbor.

- Charlestown ferry route distance is similar to Baton Rouge.
- Charlestown route is a popular visitor attraction, 9 months of the year.
- Two way peak commuting adds substantially to ridership.
- For the Hingham route, the two new MBTA owned, 149 passenger fast catamarans are good models for Baton Rouge
- Both routes were initiated to mitigate traffic delays during major highway

and bridge widening.

- Both routes developed dedicated ridership and continued after highway impacts ended.
- Capital and operating costs were provided as FHWA mitigation funding with a small state match.
- Two variations of public-private management and operations may be applicable to Baton Rouge. Charlestown has MBTA (RTA) management with subsidized contracts for private vessels and operator. Hingham has MBTA management and vessels with subsidized contracts operator.
- Climate and operating conditions differ from Baton Rouge, with winter and periodic harbor icing rather than summer heat and rain being the extreme.
- For Hingham and Hull, the user population densities ferry routes are somewhat higher, while commuter trip times are longer than normal Baton Rouge commutes.
- User decisions to ride ferries have depended on shorter and highly predictable trip times, with comparable fare costs to other transit modes. Downtown parking rates for Boston are much higher than Baton Rouge (\$15-\$20 per day) and a larger part of auto commuter costs.

7.2.3 NEW YORK LESSONS FOR BATON ROUGE

The two passenger only ferry networks evaluated in New York City are both passenger systems, and included NYWaterway routes crossing the Hudson from New Jersey to Manhattan and NYC Ferry routes connecting various New York Boroughs across the East River to Manhattan including:

- Route distances for some Hudson and East River routes are similar to Baton Rouge, and crossing times short.
- Both river operating and navigation conditions are somewhat similar to Baton Rouge, but with tidal factors and without the flooding.
- While some aspects of public-private capital funding, vessel acquisition and operating models for NYC Ferry may be worth consideration for Baton Rouge, they depended heavily on the EDC, an unusual economic development authority.
- NYWaterway routes were initiated to provide shorter trips for cross river commuters for multiple reasons: congestion relief for highways and tunnel traffic, reduction of commuter vehicle traffic in Manhattan, relief for over capacity extended transit services, and as emergency relief for disasters.
- The all private NYWaterway management model with market rate fares would probably not work well for Baton Rouge commuters.

- User decisions to ride NYC Ferry routes depend on shorter commuter trip times, predictable trip times, frequency of service, and fare costs equal to or less than other transit modes.
- NYC Ferry implementation was accelerated largely a response to hurricane disruption from Sandy in 2012.
- The NYC Ferry multi-stop route model might be useful in Baton Rouge.
- Vessels on both systems have been designed for specific river crossing conditions.
- New passenger ferry routes have often mimicked historic passenger, vehicle and rail routes.
- Unique population densities and demand levels in New York have resulted in large scale ferry systems and multiple routes.

7.2.4 SEATTLE LESSONS FOR BATON ROUGE

The Seattle systems considered included the vehicle and passenger routes of Washington State Ferry (WSF) system, and the passenger only fast ferries run by Kitsap County.

- Kitsap passenger only fast ferries are much faster (35 knots versus 15 knots) and trip times much shorter than for the larger WSF vehicle/passenger ferries.
- Two shorter distance Kitsap ferries connect Bremerton with Port Orchard and Annapolis.
- Kitsap passenger ferries were initiated by and are managed by the Kitsap RTA.
- The innovative Kitsap fast ferries were designed and built locally with major advances in emissions reduction.
- Passenger ferries with dedicated land transit connections such as a Kitsap can be more effective in reducing VMT's and encouraging all transit commutes.
- Climate conditions for year round operation are similar to Baton Rouge, except for summer heat.
- Operating conditions, navigation and environmental sensitivity in the tidal Puget Sound differ considerably from Baton Rouge.
- WSF funding is from FHWA for capital costs and from the state and farebox for operating expenses.
- Kitsap ferries capital costs are from FTA and state grants, with county taxes and farebox covering operating costs.
- Route distance for the three Kitsap routes are much longer than the Baton

Rouge river crossing and require faster ferries for shorter commuting time.

- The Bremerton – Port Orchard – Annapolis routes are more conventional but serve similar purposes in reducing VMTs by shortening commuter trips and providing transit and park and ride options.

7.2.5 SAVANNAH LESSONS FOR BATON ROUGE

The Savannah Belles passenger ferry route was considered as being in a similar river context on the Savannah River.

- Public/private operations funding support is provided by a consortium of the City and private businesses as an independent adjunct to the RTA (CATS) to cover the annual expenses for the free ferry services.
- The visitor and tourism function of the ferry may be useful for off-peak periods. However, a free fare would probably not be recommended.
- Route distances across and along the Savannah River are similar to Baton Rouge.
- The triangular three stop loop route may be applicable to Baton Rouge for connecting multiple west bank landing sites to a central downtown site.
- River operating and navigation conditions are similar to Baton Rouge, with the somewhat less seasonal flood levels on the Savannah River.
- The “character” monohulls are suitable to the tourism and convention function in Savannah, but the monohulls may be too slow for the Mississippi context.

7.2.6 QUAD CITIES LESSONS FOR BATON ROUGE

The seasonal passenger Channel Cat ferry in Quad Cities is presented as an interesting smaller and more basic ferry option that could be quickly mobilized and used for either a demonstration or pilot service to test user demand, or as a temporary service used during periods of major traffic delays.

- Route distance across the Mississippi River is similar to Baton Rouge.
- Like the Channel Cat many traditionally Mississippi river ferries have been covered but open air for passengers.
- The four-stop loop route might be applicable for Baton Rouge
- Up river Mississippi operating conditions are similar to Baton Rouge, including flooding but with the addition of locks and dams. Quad Cities area river barge traffic is slower and less frequent.
- Significantly lower capital costs for vessel and infrastructure, and somewhat lower operating costs.

- The Channel Cat evolved from an even more basic short term demonstration project, with a leased pontoon boat, to become the now permanent three-vessel seasonal operation. In some settings where the level of demand for both commuter and recreational ferry routes is uncertain, a short term demonstration service with leased equipment can test the waters for a more permanent solution.

7.3 CASE STUDY DESCRIPTIONS

While there are aspects of many US ferry systems that have relevance to the Baton Rouge study routes, the six selected systems have multiple relevant factors. It should be noted that all ferry systems described have had major service reductions during the 2020 and 2021 pandemic period in response to dramatically reduced demand. Therefore, descriptions and data reflect pre-pandemic operations.

7.3.1 NEW ORLEANS

1. Canal Street to Algiers
2. Chalmette to Lower Algiers.

FIGURE 36 – NEW ALGIERS TO CANAL STREET PASSENGER FERRY ROUTE



Overview:

Historically ferries and skiffs moved goods and people across the river between New Orleans and to Algiers. The first regularly scheduled ferry service between Canal Street and Algiers was established in 1827. The route was established by city officials who awarded steam ferry service contracts to convey passengers and goods between the two banks. In 1858 a rail ferry was added.

As the city grew on both banks, new routes were added and eventually six ferries served the New Orleans area from the 1930s until the 1980s when the second half of the Crescent City Connection was completed. Up river the narrower Huey P. Long Bridge Mississippi River bridge was completed in 1938, and widened in 2014. Eventually all New Orleans area routes served passengers and vehicles, most commonly with vehicles on the lower deck and pedestrians on the enclosed upper deck. Today there remain two ferries in the central area, from Canal Street to Algiers, and Chalmette to Lower Algiers. A ferry from Gretna to Jackson Avenue closed in 2015 due to shifting commuter patterns and minimal ridership. Two other ferries continue to serve the metropolitan area down river, including Belle Chasse to Scarsdale route and the West Point a la Hache to Pointe a la Hache route. The following analysis describes the new passenger only Canal Street route and the vehicle and passenger Chalmette route as two functional models for consideration for Baton Rouge.

The new Algiers to Canal Street passenger ferry route (Figure 36) has recently been opened to replace what was originally a passenger and vehicle route that had operated until well after completion of the Crescent City Connection expansion. The new fast catamaran vessels offer a transit alternative to the longer vehicle route via the up-river Crescent City Connection bridge, saving 6.5 vehicle miles. The new Canal Street ferry provides a useful model for a passenger only ferry in Baton Rouge.

The Chalmette to Lower Algiers route (Figure 37) continues to function as a vehicle and passenger ferry also as an alternative to the Crescent City Connection bridge, with a savings of 18 vehicle miles. Both routes are managed by the RTA multi-modal transit system (NORTA), and operated by LabMar, a private LLC. The Chalmette ferry, operating further down the river and serving a different set of commuters, provides a useful model for a vehicle ferry with passengers, including bus transit connections.



FIGURE 37 – (ABOVE) CHALMETTE TO LOWER ALGIERS ROUTE



FIGURE 38 – (RIGHT) CANAL STREET NEW RTA FERRY

As noted, operating conditions, climate, and navigational issues in New Orleans on the lower Mississippi are very comparable to Baton Rouge. While the Algiers ferry serves commuting and tourism functions while the Chalmette Ferry is used primarily for work commutes. The Algiers ferry has long provided an affordable and convenient commuter connection on weekdays while also offering a popular river trip for New Orleans visitors and residents alike during off-peak and weekend periods.

Both ferries utilized Federal FTA grants for capital costs coordinated by LADOTD. The operations management by NORTA provides substantial public funding subsidies to offset the \$2 passenger and \$4 vehicle fares. For the Algiers route, two new 149 passenger high speed catamaran ferries (Figure 38) were designed and built locally, to meet the specific river navigation conditions. A new grade level passenger terminal is currently under construction, and will replace the former two level vehicle and passenger ferry landing. The Chalmette route is served by a single deck vehicle passenger ferry, a newer model used on many of the Mississippi vehicle ferry routes. The landing configurations of levee bump-outs, gallows transfer bridges and side-loading spud barge are also typical for other Mississippi vehicle ferries.

Service and Operation Factors Relevant to Baton Rouge:

While many of the relevant factors have been identified earlier in Section 5.1, the following descriptions of the two New Orleans routes consider the differences in applications of the passenger and vehicle ferries they relate to specific operating and demand conditions in Baton Rouge.

Canal Street to Algiers provides one of the best state-of-the-art passenger ferry models for a Baton Rouge passenger only commuter service. The operating conditions on the Mississippi are very similar, the new ferries are well suited to the navigation challenges and potential capacity needs. The procurement process also provides one recent Louisiana model for capital funding, with LADOTD assistance, management by the RTA and operations by a contracted private operator. While the new vessels are yet to be fully tested, they replace older, slower vessels that provided passenger only service for several decades after the retirement of converted vehicle/passenger vessels, which proved to be too large, costly to run and at the end of their useful life.

There are contextual similarities and differences between the Canal Street

West Baton Rouge residential areas are more dispersed, as are the energy related employment destinations.

route and potential Baton Rouge crossings. The Canal Street ferry, though further distant from the nearest bridge (CCC), has evolved as the only public transit passenger ferry in Louisiana and has operated as such for nearly 30 years, carrying as many as 2 million passengers a year before COVID-19. It has fulfilled a combined weekday commuter function and off-peak recreational function during that time. In some ways the Canal Street-Algiers history paralleled the former Baton Rouge ferry from Port Allen to Downtown, as the vehicle carrying function diminished rapidly after the completion of the nearby bridges. In New Orleans the passenger service continued while in Baton Rouge the ferry was closed entirely in 1963 when the nearby bridge was completed. The new fast ferries (Figure 38) offer shorter trips timewise on the 149 passenger vessels, with potential for greater effective passenger capacities and more frequent departures than the former vessels. They are also more user friendly, accessible and meet current environmental standards in terms of emissions and wake.

The major differences between the two settings relate to the land-use patterns and corresponding potential ridership. While there are similarities between the downtown work and recreational destinations, cross river rider

demand from Algiers, population 26,000, to Canal Street is greater and more concentrated when compared to than for potential two way demand across the river in Baton Rouge. While residential populations are comparable in size, but with concentrations divided by the ship canal. West Baton Rouge residential areas are more dispersed, as are the energy related employment destinations.

Lower Algiers to Chalmette: By contrast, the Chalmette ferry provides a model of the current vehicle plus passenger ferry along the Mississippi. With a crossing considerably further in time and distance downriver from the CCC bridge (18 miles on the northeast bank), the newer single platform, open deck ferry is designed primarily for vehicles, but allows pedestrians. It functions to connect residential areas in Lower Algiers an further downriver, to work destinations in Chalmette and down river from central New Orleans, as well as to accommodate commercial trips in both directions.

The Chalmette ferry is more analogous to the current Plaquemine ferry in terms of being a substitute for an upriver bridge crossing. In terms of the passenger use of the single open deck ferries (Figure 41), there are few amenities including limited parking, exposed decks, and long exposed pedestrian boarding routes. There are some NORTA transit connections landside, but limited indoor seating on the newer single deck ferries. While this is related to diminished passenger demand, the open deck ferries are not well suited to passenger use. The limited 36 vehicle capacity fulfills demand needs, and functions well with travel time and VMT savings and convenience for the relatively small number of rider crossings. Vehicle capacity volumes are too small to relieve traffic on roadways or the nearest bridge (CCC).

FIGURE 39 – LOWER ALGIERS LANDING



7.3.2 BOSTON

Overview:

There are at least six year-round public ferry routes in Boston Harbor that connect out-lying residential areas to work destinations in downtown Boston, as well as provide Inner Harbor links between residential and work destinations. There has also been a long history of recreation and tourism ferries including seasonal service to the Harbor Islands National Park. While the number of year-round commuters (pre-COVID-19) has remained around 600,000, the total annual ridership including recreational trips have been between 2.5 to 3.0 million.



FIGURE 40 - (ABOVE) BOSTON CHARLESTOWN ROUTE

The passenger ferries were initiated long after vehicle and rail ferries ceased to operate in the 1950s and 60s, with the completion of cross harbor bridges and tunnels. Of interest to the Baton Rouge context, two of those routes, the Charlestown Navy Yard and Hingham-Hull ferries, were implemented as traffic mitigation measures during major urban highway and bridge projects (from the 1970s through the early 2000s). Initial capital improvements (landings and later vessels), as well as construction period operating expenses were funded through FHWA traffic mitigation programs. Both routes have continued retain dedicated riders, and operate successfully as integral components of the public transit network (MBTA) after highway and new tunnel construction projects were completed, the network and the specific Charlestown and Hingham/Hull routes held steady until commuter demand dwindled during the COVID pandemic, and service levels were reduced.

Charlestown Navy Yard to Long Wharf (downtown) (Figure 40): Operating in a protected, inner harbor tidal setting, the Charlestown ferry route, at 1.5 miles, is comparable in distance to potential Baton Rouge crossings. The Charlestown ferry functions as a transit option for two-way commutes to offset absence of convenient bus or rail connections, The ferry has recently been

more in demand during the replacement of a key bridge connection between Charlestown and central Boston. In addition to its primary transit purpose, the ferry is also used extensively during off-peak service by tourism and recreational users as part of the Freedom Trail including the USS Constitution, Navy Yard Park and Bunker Hill. While the fare of \$3.70 is equal to transit fares, the high ridership revenue covers much of the operating costs, reducing subsidy. Most passengers walk to the ferry landings at the Charlestown and downtown ends.

While the older monohull ferries are not fast (15 knots), the harbor has speed limitations that preclude any higher speeds.

Hingham/Hull to Rowes Wharf (downtown) (Figure 43): The ferry routes at a distance of 8 to 10 miles, are shorter than land options, and have reliably shorter travel times than the longer distance highway and commuter rail options. The two-stop route connects two south shore residential towns to downtown work locations. For the Hingham/Hull routes two new 149 passenger catamaran ferries (25 knots) (Figure 44) were added in the past five years to expand the publicly funded fleet to four. Both Hingham and Hull rely on ample parking, but also provide schedule coordinated bus transit connections to the landings. At the downtown end, most work destinations are within a 10 minute walk, but there are also nearby subway connections. It is notable that ferry ridership has



FIGURE 41 - (FAR RIGHT) BOSTON NAVY YARD FERRY AND LANDING

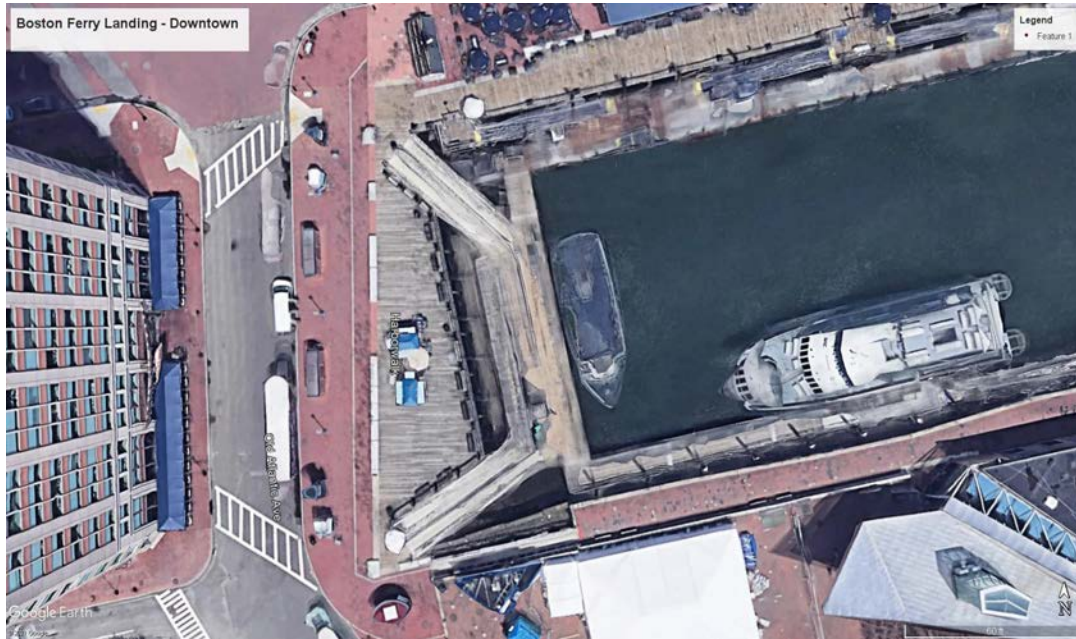
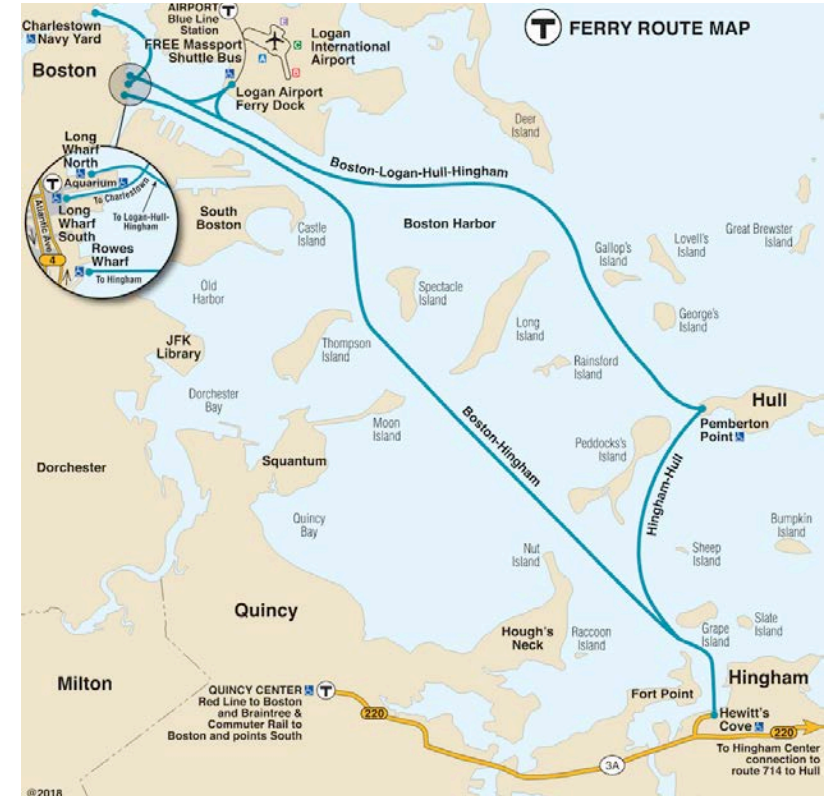


FIGURE 42 – (ABOVE) BOSTON DOWNTOWN LANDING

FIGURE 43 – (ABOVE RIGHT) BOSTON HINGHAM TO HULL FERRY ROUTE



remained relatively constant well after two major highway widenings, although there was a slight dip immediately after expansion completion.

Through multiple highway improvement and tunnel projects, the ferry mitigation was included as a total project cost and obligation, and received FHWA funding for capital costs and operations during construction. While the ongoing services are publicly subsidized by the State and transit authority, the strong ridership allows fare collection on the ferries to offset operating costs to a higher degree than for all other transit modes (bus, subway or rail).

Service and Operation Factors Relevant to Baton Rouge:

Charlestown Navy Yard to Long Wharf: With a similar route distance, the ferry distance and travel time is similar to potential Baton rouge routes. The operating model provides one option for Baton Rouge that varies somewhat from New Orleans. Capital investments in landings were through state and federal grants, with management by the local RTA, and contracted private operators including vessels with negotiated subsidies. The two-way AM and PM commutes add to the volume of riders, and may have applicability to Baton Rouge. The federal mitigation capital and operating during highway

FIGURE 44 – (FAR RIGHT) BOSTON HULL FERRY AND LANDING

Ferries have also played an important role in relief of other emergency events such as 9/11 evacuation, as well as in rescues of airline accidents.

construction might also be applicable to Baton Rouge, particularly for a long duration project, such as the I-10 widening.

Hingham/Hull to Rowes Wharf: The longer commuter routes have similar but somewhat different lessons for Baton Rouge. While the route distances are longer, the predictable trip times of the ferry commute combined with internet access in a comfortable setting are features that have created dedicated long term riders. The FHWA federally assisted purchase of two used 149 passenger catamarans (~2000) and later FTA assisted acquisition of two new-build 149 passenger catamarans (2015) are two models for vessel funding. The vessels are quite similar to the new Canal Street ferries. The Hingham/Hull management model is more like New Orleans, with federal and state assists for vessels and landings, RTA management and subsidies, and negotiated contracts with private operators to run and maintain the vessels. The Hingham population base is 26,170. While the Hull population base is smaller at 10,290, the land side driving and transit trip times are longer and result in a higher ferry ridership capture.

Both routes were notable for having been started as traffic mitigation during major highway construction projects in Boston. Each of those projects included the ferries as partial components for mitigating projected traffic congestion, and were coordinated with construction phasing. Such an approach could be helpful in mitigating unanticipated traffic delays for bridge crossings caused by the current I-10 widening project.

7.3.3 NEW YORK

Overview:

In addition to the heavily used Staten Island ferry, there are multiple well established passenger routes in and around New York's Boroughs. These include longer routes from the Highlands and Rockaway in the outer Harbor, as well as the more numerous shorter routes crossing the Hudson River and newer routes on the East River. For the Hudson River crossings, New York Waterway has provided privately operated passenger service from New Jersey to Manhattan as a commuter alternative to increasingly congested commuter routes since the 1980s. The NYC Ferry connects outlying eastern Boroughs to downtown Manhattan across the East River. While originally opening in 2011, the routes were greatly expanded as temporary emergency measures after storm damage from Hurricane Sandy disabled parts of the inter-Borough subway transit system. The routes became permanent in 2018.

Prior to COVID-19, ridership had far exceeded expectations and new ferries needed to be added.

Ferries have also played an important role in relief of other emergency events such as 9/11 evacuation, as well as in rescues of airline accidents. Both NY Waterway and NYC Ferry were initiated to provide relief for severely congested rail, transit and bridge commuter routes as well as in emergency relief of damaged infrastructure. While both systems primarily serve commuters, they also serve off-peak and weekend recreational, and event functions. While NYC Ferry is a public transit planned and subsidized by the Economic Development Corporation (EDC), a quasi-autonomous public authority with capabilities for contracting for private landing and vessel construction as well as ferry operations.

Hudson River Ferries – NYWaterway (Figure 45): The interstate NY Waterway routes are privately operated with market rate fares. The only route with public assistance from NJDOT is the Hoboken to midtown route, which directly relieves congestion on the adjacent PATH transit line which is over capacity and cannot be expanded because of tunnel and track constraints. When Arthur Imperatore started the NY Waterway system, he followed the routes and

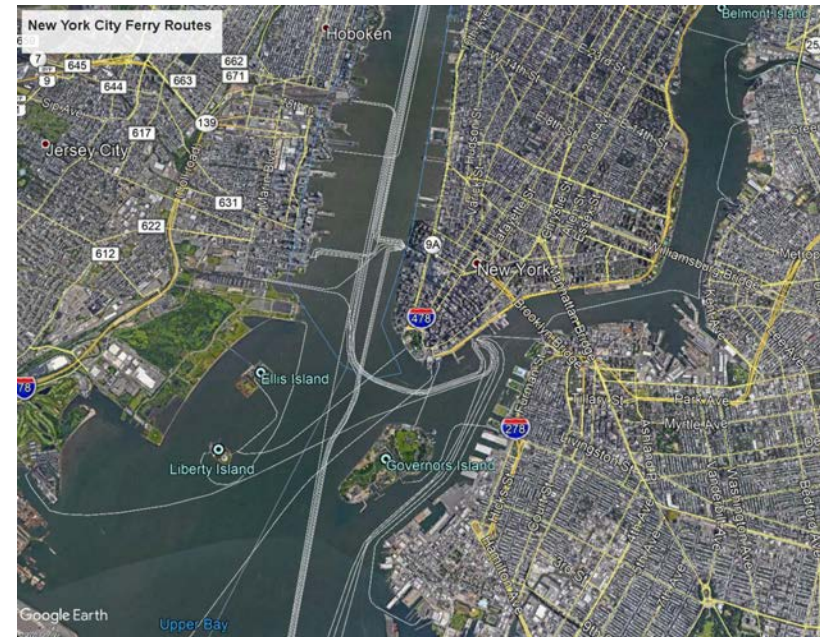


FIGURE 45 – (FAR RIGHT) NEW YORK CITY FERRY ROUTES



**FIGURE 46 – (ABOVE)
NY WATERWAY
HUDSON RIVER**

**FIGURE 47 – (ABOVE
RIGHT) NYC FERRY
ROUTE MAP**

landing locations of former cross Hudson ferries, with the realization that the long established access corridors on both sides remained the same. Ample parking was provided at terminal locations on the New Jersey side, with bus transit links on the Manhattan side. A fleet of interchangeable vessels were custom built to navigate the Hudson currents and to optimize boarding with bow loading. Starting with a single route from Weehawken to Mid-town, the system has expanded to multiple routes connecting 10 terminals on the New Jersey side to 7 terminals on the New York side (Figure 46). Routes vary in length from 1 mile (direct crossings) to 20 miles (Outer Harbor/Belford to Wall Street).

Borough Ferries – NYC Ferry (Figure 47): The NYC Ferry concept evolved in the 2000s resulting in several routes connecting from Brooklyn to Wall Street. As noted the routes were greatly expanded in the aftermath of Hurricane Sandy and made permanent with new vessels and landings, and a long term contract with an operator, Hornblower. The unconventional contract between EDC and the operator was a new approach with the operator charged with having 18 vessels built with a turn-key buy back agreement, in exchange for a subsidized operation over a six year time frame.

Unexpectedly, a major increase in demand after start-up in 2018, was followed in 2020 by an abrupt downturn in ridership, leaving a renegotiated contract in disarray. It is hoped that with the general recovery, the rider demand will return



to its pre-pandemic levels. Contracted subsidy levels on a per rider basis are high because of the substantial upfront cost of purchasing the vessels (Figure 48). The ferry system with five routes serving 20 landings (Figure 49) is also unusual as each route has multiple stops providing riders options for mixing origins and destinations along each route.

Service and Operation Factors Relevant to Baton Rouge:

Hudson River Ferries – New York Waterway: The NYWaterway system has been one of the few successful private market fare rate ferries in the country, based on several factors unique to the New York context, including high salaried riders, excessive congestion in vehicle or transit commuting, and the combination of employment concentration on the island of Manhattan with limited residential affordability. As such the private market rate fare structure is not applicable to Baton Rouge or neighboring New Orleans. Some of the

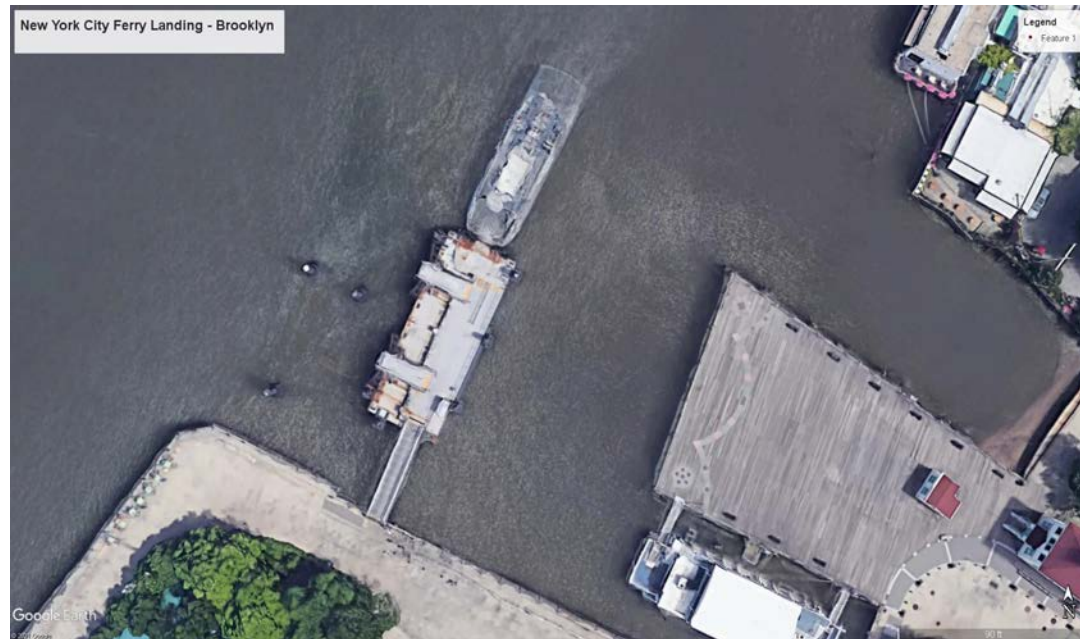
FIGURE 48 – NYC FERRY NEW VESSEL



innovative aspects of route selection based on previous ferry locations and the necessity for efficient dedicated land transit connections to and from work are worth considering. NY Waterway struggled with schedule coordination with established public bus routes and eventually had to provide its own bus links. The innovative integral terminal design with bow-loading vessels to minimize

trip time are also important considerations.

FIGURE 49 – (BELOW) NYC FERRY LANDING – BROOKLYN



Borough Ferries – NYC Ferry: It may be too soon to fully assess the results of the unusual contracting approach taken by EDC to expedite start up of NYC Ferry, particularly with the COVID timing. While subsidizing fares to other public transit levels to encourage competitive choice is a useful objective for Baton Rouge as in New Orleans, it depends largely on how such subsidies can be funded. NYC Ferry subsidies are through EDC and partially supported by unrelated EDC real estate income. The concept of a multi-stop service may be worth considering for Baton Rouge to address the two west bank residential clusters separated by the canal and I-10 bridge. The ferry acquisition through a turnkey purchase contract with the operator resulted in a rapid start-up, which was a high priority for the Mayor DiBlasio administration (mayors need short project implementation). However, there have been many questions regarding cost effectiveness of the turnkey approach to acquiring vessels and building landings. The new vessels were prototypical 149 passenger catamarans, but proved to be too small to meet the unanticipated start-up demand.

7.3.4 SEATTLE

1. Washington State Ferries
2. Kitsap County Transit Ferries.

Overview:

Washington State Ferries (WSE) runs a large fleet of combined vehicle and passenger ferries across Puget Sound. While WSF is one of the leading public

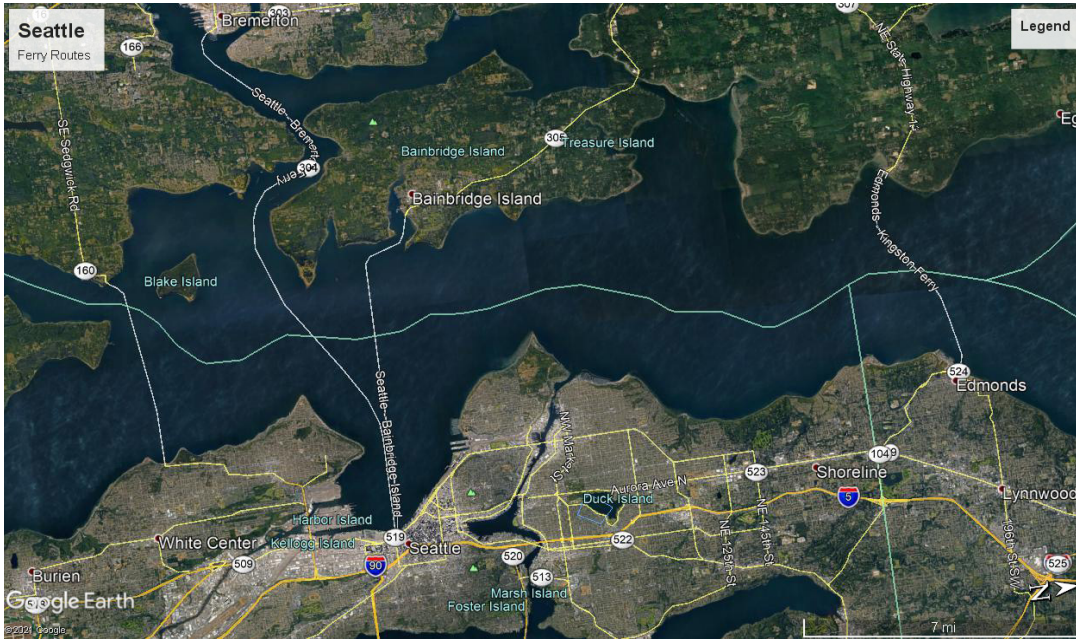
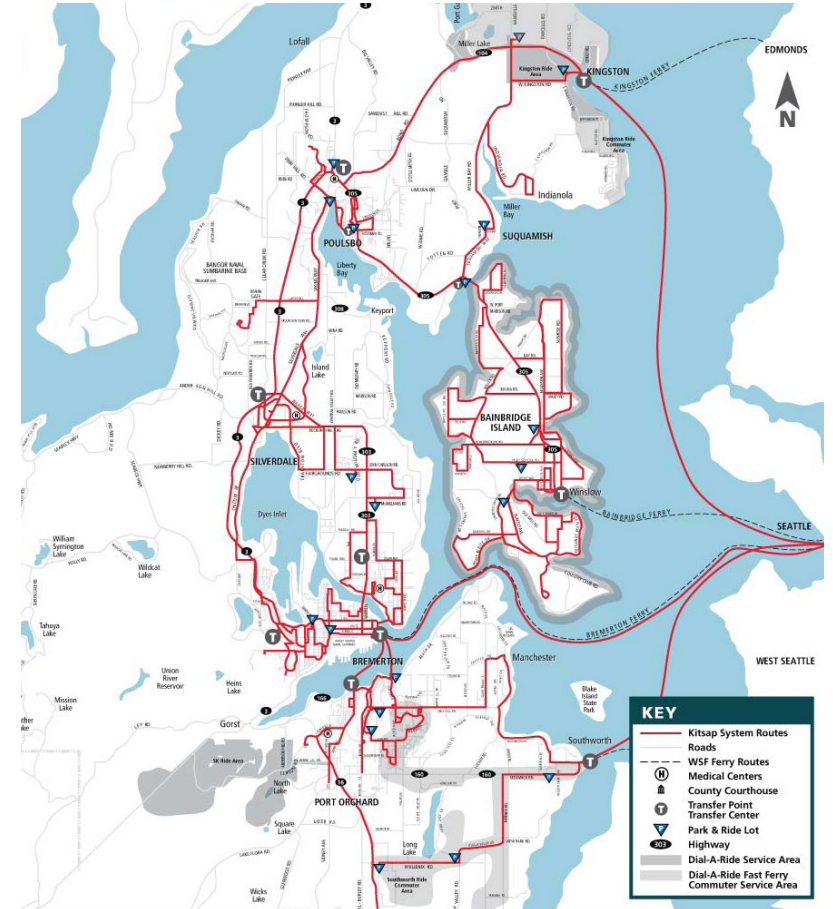


FIGURE 50 – (ABOVE) SEATTLE WSF FERRY ROUTES

FIGURE 51 – (ABOVE RIGHT) KITSAP TRANSIT FERRY MAP

ferry operators in the US in terms of user volume route miles and metropolitan transportation services, in most respects there is limited relevance to Baton Rouge with significant differences in operating conditions, ferry routes and vessel functions. As such this analysis will focus on a limited number of applicable lessons to be learned from the three new Kitsap County Transit fast passenger ferry routes, along with more general observations about WSF vehicle/passenger services such as Bremerton and Bainbridge Island to downtown Seattle.

The WSF ferries originated in the 1950s as a cost effective decision to expand cross Puget Sound vehicle and passenger ferry transportation, instead of prohibitively more expensive and technically challenging bridges across the sound. The new state authorized and managed system replaced a dwindling set of private steamer routes that were struggling to stay in business without increases in fares. According to Wikipedia: “Washington State Ferries (WSF) is a government agency that operates automobile and passenger ferry service in the U.S. state of Washington as part of the Washington State Department of Transportation. It runs ten routes serving 20 terminals located around Puget Sound and in the San Juan Islands,



designated as part of the state highway system. The agency maintains the largest fleet and largest ferries (Figure 50) in the United States at 23 vessels, carrying 24.2 million passengers in 2016. As of 2016, it was the largest ferry operator in the United States, and the second-largest ferry system in the world.”

The WFS system (Figure 51) has long been funded by FHWA primarily for capital costs with state supplements for operations. The system is commonly referred to as the “marine highway”. While subsidized by state and local public funding, the WSE operating authority is required to recover as much of the operating expenses as possible, and reports regularly to the State Legislature

FIGURE 52 – WSF JUMBO VEHICLE FERRY



FIGURE 53 – (BELOW) SOUTHWORTH NEW FERRY ENETAJ



on WFS performance in balancing revenues from affordable fares with ever increasing capital and operating expenses. There are obvious challenges in having state legislature oversight of a ferry system that only serves coastal communities with limited representation.

Kitsap County Transit (Figure 52) opened three new passenger fast ferry routes from Bremerton to Seattle in 2017, Kingston to Edmonds in 2018, and Southworth to Seattle in 2021. Also of interest are Kitsap operated ferries on the two shorter distance routes connecting Bremerton across the Sinclair Inlet for commuters to Port Orchard and Annapolis, saving considerable driving time and VMTs around the Inlet. The purpose was to provide commuters with faster crossing options to downtown and north Seattle, while also reducing vehicular traffic on both the Kitsap County the Seattle sides. As the passenger- only services are inherently in competition with the WSF routes from Bremerton, Southworth and Kingston, the responsibilities for planning, funding and operating the alternate services were initiated by the Kitsap RTA, rather than WSF. The passenger only routes, synchronized Kitsap Transit feeder bus routes have been added to provide faster trips and encourage auto free commuting, while reducing auto traffic in Kitsap County and in Seattle proper. The newest vessels (Figure 53) represent the state of the art in fast catamaran design, with single deck capacity of 255 passengers, innovative emissions controls, 35 knot cruising speed and side or bow loading. As with many commuter focused ferry routes, Kitsap Transit has acquired two identical interchangeable vessels per route to guarantee service in case of breakdowns or maintenance cycles.

Service and Operation Factors Relevant to Baton Rouge:

The Kitsap Transit Passenger Ferries: Of primary interest to Baton Rouge is the process by which the County initiated a new passenger ferry system. Each step from concept to opening of service was initiated by the county and RTA with resident referendums to approve and fund each step. The vessel innovations evolved with each set of vessels learning from the previous ones. The two- vessel system for each route is also common good practice to ensure continuity and reliability for commuters as well as ease of repairs with interchangeable parts. The transit connections at the originating terminal provides for an all-transit commute, reduces VMTs and allows for smaller park and ride lots. Local vessel construction (Nichols Brothers in Seattle) is also recommended for Baton Rouge for accountability and follow-up maintenance, while keeping jobs in state. However, the longer routes and faster vessels

would not be as applicable to Baton Rouge.

Washington State Ferries: The much larger vehicle and passenger ferries (Figure 53) have little direct applicability to Baton Rouge. They do however indicate the large scale of operation needed to provide enough capacity for vehicles and passengers to significantly address traffic demand needs, as well as the complexities of separate vehicle and passenger boarding. The complex funding process through the statewide legislature is generally to be avoided, while the Kitsap County-wide funding with RTA management is a better approach.

7.3.5 SAVANNAH: SAVANNAH BELLES FERRY

The Savannah Belles Ferry route (Figure 54) operates across the Savannah River connecting the downtown waterfront to a major Convention Center on Hutchison Island. Initiated by the City with enthusiastic private sector support, the ferry primarily serves an economic development and tourism function, which allowed the convention Center to be built across the Savannah River from the downtown waterfront hotels and entertainment activity. The free fare “character” ferries (Figure 55) transport convention attendees efficiently

**FIGURE 54 –
(BELOW)
SAVANNAH BELLES
FERRY ROUTE**

**FIGURE 55 –
(BELOW RIGHT)
SAVANNAH BELLES
CHARACTER FERRY**



and comfortably across the river while also providing commuter service for Convention Center employees, most of whom live who live in Savannah. Capital improvements for landings and vessels has been through FTA grants with Georgia DOT assistance, including recent fleet expansion and landing maintenance, The service is managed by the local RTA, ironically named CATS for Chatham Area Transit System. However, operating funds for the free service are provided by an innovative consortium of City, CATS, and private businesses, many located along the festive riverfront, who all contribute through a ferry specific designated management authority to meet annual operations costs.

The free triangular Belles ferry route provides an alternative, quicker travel route from downtown to the Convention Center, for both visitors and employees, saving VMTs from a more longer and circuitous up-river bridge crossing. The route is also popular with visitors and tourists as a river tour (Figure 56). The navigation and travel distances for the route across the Savannah River and circumventing of frequent container shipping traffic (Figure 57), are similar to the river conditions in Baton Rouge. Capital funding including new vessels for the aging fleet, have relied on federal and state grants. As the Savannah ferries are not primarily devoted to work commutes, their capital grants indicate some flexibility for ferry projects that are more oriented to economic development and have only secondary transit functions.

**FIGURE 56 –
SAVANNAH BELLES**



**FIGURE 57 –
(BELOW)
SAVANNAH BELLES
AND SHIPPING**



Service and Operation Factors Relevant to Baton Rouge:

The public/private partnership that originated and sustains the free ferry service is an innovative approach to operating a ferry that doesn't fit a traditional water transit model. The river tour aspect might appeal to Baton Rouge residents and visitors including the Baton Rouge Convention Center as well as the Casinos. When tourism is a primary ferry function, character vessels, such as the relatively slow monohulls of the Savannah Belles fleet (Figure 57), may be preferable to the more efficient and faster catamarans typical of commuter focused ferries. However, as river crossing time and navigation are priorities, such an approach may not suit Baton Rouge. The triangular ferry route concept, however, may be a useful model for Baton Rouge in connecting multiple west bank landings to a central downtown landing. While Savannah does experience some seasonal flooding, there are no levees to cross, and landings designs are more straight forward. One of the town landings at the north end is combined with a riverboat landing, which may also be an opportunity at the Baton Rouge town landing.

7.3.6 QUAD CITIES, IOWA AND ILLINOIS: CHANNEL FAST CAT WATER TAXI

The Channel Cat Water Taxi (Figure 58) provides seasonal ferry service in the Quad Cities on the "upper middle" Mississippi River, linking three of the towns north of the locks and dam. Three open-air passenger ferry vessels are used for scheduled trips linking the Davenport, Bettendorf, and Moline riverfronts. Special charters and excursions may venture further up river, or down river through the locks. The seasonal service is generally provided from Memorial Day through Labor Day, with additional weekend service through October, weather permitting. While the Channel Cat is primarily a recreational and tourism service and not intended for work commutes, it is included in the comparative ferry case studies as an example of a viable bare bones seasonal vessel that could serve Baton Rouge in several ways. Based on the Channel Cat model, a basic system of smaller vessels and landings could serve as an easily implemented demonstration ferry to test rider demand. Alternatively such a service could initially provide temporary relief during I-10 widening, and then remain as a permanent seasonal tourism and recreation route after project completion.

The Channel Cat catamarans (Figure 59) (are covered, open air 47 foot, 24 net ton military transport barges, with aluminum hull, a deck, bench seating

FIGURE 58 – (RIGHT) QUAD CITIES CHANNEL CAT

FIGURE 59 – (FAR RIGHT) CHANNEL CAT INTERIOR



for 49 passengers. Each Channel Cat is powered by two 250 horsepower John Deere engines using B20 Bio-diesel fuel and is fully ADA accessible. A local riverboat company is contracted to provide Coast Guard Certified Boat Captains and deckhands. The four landing locations (Figure 60) offer a variety of businesses and restaurants to visit along the bi-state riverfront. They also have accommodations for 7 bicycles, for riders who wish to utilize the extensive Mississippi River Trail (MRT) system. The service concept originated in 1994, when River Action, a local non-profit group dedicated to fostering environmental, economic and cultural vitality of the Mississippi River in the Quad Cities region, received a \$25,000 grant from the Riverboat Development Authority to conduct a feasibility study of a water taxi on the Mississippi River. The service is currently managed by the local RTA (MetroLINK). Through the Federal Transit Administration Passenger Ferryboat Program and Federal Highway Administration Ferryboat Program, MetroLINK has been awarded over \$1.2 million for vessels and nearly 5 million dollars for dock infrastructure projects. The all day fare is \$8 for an adult and \$4 per child.

Service and Operation Factors Relevant to Baton Rouge:

Channel Cat is a seasonal service with smaller vessels might be a useful model for several different applications in Baton Rouge if a full scale commuter ferry is found to be unfeasible. Options might include one or more of the following:

1. A short term demonstration service to test ridership demand.



2. As temporary service during major I-10 construction related traffic delays.
3. A quickly implemented cross river service from Port Allen to downtown following the former ferry route.
4. A seasonal visitor and tourism service similar to the Quad Cities operation.

The basic, no frills 49 passenger vessel type could be acquired more economically and quickly, for a temporary service in Baton Rouge, but would need to be site tested for navigation and safe operation in local Baton Rouge river conditions. The funding of this type of alternative ferry service by FTA indicates, along with the Savannah Belles, a degree of flexibility with federal grants. While further analysis is needed the vessel and landing capital costs might be as little as 10% the costs of a full scale commuter ferry, while operating costs would also be less.



FIGURE 60 – (FAR RIGHT) CHANNEL CAT LANDING

8

SUMMARY FINDINGS AND RECOMMENDED METHODOLOGY FOR TASKS 3 AND 4

8.1 PURPOSE

To report on the findings from Task 2: Existing Conditions Analysis and on the status of Baton Rouge ferry feasibility data collection including Sections 5 to 8. Based on these findings, revised methodology recommendations are presented for completing the Needs Assessment and Demand Analysis and Implementation Strategy and Operations Models for Tasks 3 and 4 respectively.

8.2 FERRY ANALYSIS METHODOLOGY CONCERNS

Most data for the supply side feasibility analysis are available and can be applied to ferry operations modeling. For the user demand analysis, however, current data is either incomplete or are not entirely credible for several key determinates. These include:

- Inconsistent and/or artificially low current (pre-COVID-19) commuter cross river trip times.
- Projected minimal changes in traffic related delays due to congestion and accident incident.
- Minimal or no projected travel delays on bridge crossing trips caused by I-10 widening construction impacts.

Based on the limited available data available and the unknown impacts that the I-10 widening construction will have on the traffic, it is difficult to estimate the important factors in projecting ferry ridership. Based on these data gaps, the feasibility and market demand for a new ferry service cannot be effectively quantified, rendering the ability to determine the operational justification not possible. The existing data made available for this study indicates random delays caused by a high number of incidents creating delays, congestion and unreliable travel times. Furthermore, there is no accurate projections of construction period travel delays.

While it is possible to address these data gaps with a proposed methodology with additional analysis steps for more accurately capturing needed data sets, and hence provide for the ability to establish the Feasibility of the Baton Rouge Ferry Operation in quantitative terms, it has been determined that such additions would be beyond the scope and schedule of the current study.

However, using the data made available during the study, it is possible in Task 3: Needs and Demand Analysis and Task 4: Implementation Strategy to describe feasible operation scenarios based on hypothetical changes in these key factors.

8.3 PRELIMINARY FINDINGS ON FERRY FEASIBILITY TO DATE

These findings are based on data collection, conditions analysis and comparative ferry system research. As per scope, Task 2 deliverables include:

- A summary description of the seven operating public ferries and landings currently in Louisiana.
- Existing (pre-COVID-19) traffic congestion analysis.
- Travel pattern assessment.
- Study area land-uses.
- Existing transit services.
- Household socio-economic patterns.
- Case studies of relevant LA and US ferry systems, including New Orleans, Boston, New York, Seattle, Savannah and the Quad Cities in Iowa and Illinois.

A passenger-only ferry is recommended as the most applicable for the Baton Rouge river crossing.

- Such a ferry would require a combination of vehicle parking and shuttle transit near ferry landings on both sides of the river.
- Ferry travel times would need to be shorter and more reliable than average vehicle only trip time.
- An auto ferry appears to have no practical advantages for improving I-10 commuter river trips to central Baton Rouge, based on Louisiana ferry and comparative ferry systems analyses.
- The volume of vehicles carried would amount to a small fraction of commuter trips.
- Longer trip times would not be competitive.
- Vessel and landing capital costs are much higher than for passenger ferries and would require significant investment in crossing Mississippi River Levee, road and rail infrastructure.

Commuters using the I-10 bridge both ways (west to east and east to west) with riverfront destinations comprise the most likely candidates of potential ridership pools.

- This potential ridership pool includes west to east commuters to central downtown Baton Rouge destinations, from residential areas north and south of the Port Allen canal and I-10.
- This potential ridership pool includes east to west commuters to

industrial employment destinations along the west bank.

The potential user pool (current and future) for ferry riders is relatively small based on demographic data provided compared to other urban passenger ferry examples.

- For the target commuters identified, there are approximately 1400 daily round trips using the I-10 bridge, with about 700 in each direction.
- Residential population growth for relevant commuter neighborhoods, and employment growth on east and west sides needs to be verified.
- Available data indicates little or no change during the next decade, while post-pandemic conditions add uncertainty.

Current I-10 bridge commuter travel times, congestion levels, and delay frequency requires more data and/or a new assessment. Collecting such data is also complicated by the pandemic conditions.

- Available data indicates highly unreliable travel times and a high frequency of incidents on the bridge during peak hour travel.
- Methods for collecting supplemental data needed to address identified data gap issues have been described and discussed separately. They are considered beyond the scope and schedule of the current study.
- Planned user surveys as part of the Public Participate Plan are to be structured to help provide additional insights.

Projected I-10 widening construction traffic impact assessment as currently available is assessed to be either incomplete and/or not credible.

- The Transportation Management Plan (TMP) for the I-10 widening provided by LADOTD stated that the impacts, delays and lane closures would be determined by the Design-Build team and as such not currently available.
- No such data has been made available to date, which means that there is no documentation or quantification of projected I-10 construction related trip delays to evaluate in considering ferry feasibility.
- Either new data is needed, additional traffic impact analysis is required, and/or impact mitigation measures will need to be improvised when delays actually occur.

Comparative ferry case studies indicate that successful commuter ferry routes must offer potential riders clear advantages in terms of trip time, reliability, convenience and/or cost. Based on presently

available data without reliable travel times, that does not include current I-10 traffic delays, and without projected delays during I-10 widening, it is simply not possible to quantify the demand for a new ferry operation, based on accurate readership demand.

- No travel time savings can be demonstrated by a projected ferry



operation over the current travel times reported.

- If construction period commuter trip times are not delayed over current levels, (as is currently documented with the available data) there are few if any incentives for auto commuters to consider ferry crossings as a preferable alternative commute, until such construction travel delays can be accurately quantified.

Alternatively, even without accurate official traffic and travel data, a hypothetical model or scenario could be developed to identify threshold conditions that would assess whether or not a new ferry service is a feasible development. In other words, under what set of future traffic and travel conditions would a ferry-based commute be preferable to a vehicle-only commute.

Several important commuter factors included in the data will be considered in formulation of the hypothetical scenario ferry models. These include consideration for the following:

- Special event traffic (LSU sporting events, downtown Baton Rouge festivals etc) from west to east can result in major traffic delays and may promote special event ridership.
- A substantial number of zero vehicle households in west bank communities exist without public transit services across the river to employment locations in East Baton Rouge.
- The unreliability of bridge crossing times caused by the high number of I-10 incidents will only increase during construction, and incident number scenarios will be developed.
- The estimates of duration of phased widening of the I-10 vary substantially, ranging from as much as 10 to 20 years. The longer the construction takes, the more a public transit alternative such as a ferry may be needed.

The longer the construction takes and the more frequently travel delays occur, the greater public transit alternatives such as a passenger ferry may be needed. The public outreach and stakeholder/potential user survey was constructed in order to address some of the data gaps, and provide new insights on pre-pandemic commuter trips, but responses were not expected to result in a conclusive or complete alternative data base. If such outreach was to be conducted, responses could be used as a qualitative verification of the assumptions surrounding the scenarios.





TASK 3

NEEDS ASSESSMENT AND DEMAND ANALYSIS

9

PURPOSE AND APPROACH

The approach and methodology originally proposed for Task 3: Needs Assessment and Demand Analysis has been adjusted in response to the findings described in the Task 2: Existing Conditions Analysis. As indicated in the findings, the data currently available do not support a conventional approach to determining the feasibility of a new ferry transit service for Baton Rouge. As noted, the incomplete data set is further complicated by the dramatically altered traffic and travel patterns during the past 15 months of COVID-19 pandemic (March 2020 to June 2021) and which are only now beginning to return to pre-COVID-19 levels. These conditions have led to recommendation of a new approach to approximating demand for a potential new ferry transit option. To reiterate from the Task 2: Existing Conditions Analysis findings:

“Existing Conditions Analysis and Ferry Analysis Methodology Concerns: Most data for the supply side feasibility analysis are available and can be applied to ferry operations modeling. For the user demand side analysis, however, current data is either incomplete or are not entirely credible for several key determinates. These include:

1. *Inconsistent and/or artificially low current (pre-COVID-19) commuter cross river trip times.*
2. *Projected minimal changes in traffic related delays due to congestion*

and accident incidents.

3. *Minimal or no projected travel delays on bridge crossing trips caused by I-10 widening construction impacts. Based on this available data and trip time projections.*

While the data is available, it is not found to be either consistent and/or reliable for these important factors in projecting ferry ridership. Based on this data the feasibility and market demand for a new ferry service cannot be justified, simply put, because the data includes what appear to be artificially low and inaccurate existing trip times, and no projected construction period travel delays. Gresham Smith has proposed a methodology for additional analysis steps for more accurately capturing needed data sets that could help fill these data gaps and allow for ferry feasibility to be determined in quantitative terms. After CRPC review, it has been determined that such additions would be beyond the scope and schedule of the current study. However, using the same data, it is possible in Tasks 3 and 4 to describe what conditions would support feasible ferry operations based on hypothetical changes in these key factors.”

Task 3: Needs Assessment and Demand Analysis is based on these Task 2: Existing Conditions Analysis findings. The initial analysis will assume the earlier identification of commuter origin and destination areas on the West

If there are regular traffic delays for I-10 bridge crossings of 40 minutes, 3 days a week, how many commuters would choose to take a ferry with shuttle bus that would consistently take 20 to 25 minutes 5 days a week.

Baton Rouge and East Baton Rouge sides as they relate to the I-10 bridge. The most plausible analysis sequence includes:

- Identification of landing site options for west and east sides, Selection of landing sites most likely to benefit commuters based on origins and destinations.
- Description of potential passenger ferry routes connecting landing sites, including land transit connections, and landing area infrastructure needs.
- Assessment of ferry routes by trip time and order of magnitude benefit/cost analysis.
- Demand analysis modeling of three most promising routes and sites.
- Ferry impacts on travel patterns.
- Conclusions and Recommendations for an Implementation Strategy.

It was initially intended that the missing data for ridership demand for commuter travel could be replaced by hypothetical modeling in the demand analysis in Task 3. Metrics such as trip time delays, travel time comparisons, and projected ferry ridership could be modeled based on alternative hypothetical levels to contrast with current data sets. The intention was to identify thresholds of possible travel impacts that could result in a demand for ferry service, at such time as the current trip time and delay projections were to change. For example, if there are regular traffic delays for I-10 bridge crossings of 40 minutes, 3 days a week, how many commuters would choose to take a ferry combined with shuttle bus that would consistently take 20 to 25 minutes 5 days a week. Following the demand analysis results, hypothetical impacts on traffic and travel patterns could then be assessed (Section 3.5).

It is important to note that the hypothetical demand modeling and resulting impacts on travel patterns were intended to proceed only after CRPC had reviewed and approved the preferred landing site locations from Sections 6 and 10, and the recommended ferry routes from Section 11. Only then could the Ridership Demand Analysis be conducted, followed by the Travel Impacts Assessment.

Following a detailed review by CRPC of the route and landing findings as well as further travel and demographic analysis conducted in Section 6 by the project team, it was decided that proceeding with the hypothetical demand analysis and ferry impacts on travel should not be conducted as this time, as the results would be too speculative and difficult to communicate credibly or effectively to stakeholders. It was also recognized that the Ridership Demand

and Travel Impact assessment could proceed at such time as more complete travel and demand data was available

In summary, the Task 3: Needs Assessment and Demand Analysis findings in this section contain the landing and route analysis of Sections 10 and 11.

To date the needs assessment has focused on identification of commuter-oriented passenger ferry transit services. Inclusion of off-peak or secondary ferry uses and infrastructure are also deferred until the demand modeling can be completed. At that time, such secondary ferry uses can be considered including recreational tours, special events, and educational uses of ferries and routes.

Similarly the more detailed assessment of ferry capital and operating costs, fare structure and funding are all also deferred to a later date when more definitive travel and demand data is available.

10 LANDING LOCATION SITE ANALYSIS

10.1 OVERVIEW

The needs and demand analysis begins with identification of landing site options that would best serve the origins and destinations of cross river commuters. While the resident population and employment locations are concentrated heavily in East Baton Rouge, there are also substantial pockets of residential and employment on the west bank. Clusters of origin and destination locations relate to a combination of topographical, demographic and municipal boundaries. For purposes of identifying ferry landing sites the clusters can be further simplified into four quadrants relating to the I-10 bridge crossing and the Port Allen lock and canal.

Figure 61 shows the two West Baton Rouge study areas which are labeled WBR1 for the Port Allen area northwest of the canal, and WBR 2 for the towns southwest of the ship canal. North of the canal WBR 1 includes Port Allen residential origin areas plus several energy industry employment destination sites. South of the canal, WBR 2 includes the residential origin areas of Brusly, Addis, Morrisonville and Plaquemine, as well as employment destinations along the canal and in Morrisonville and Plaquemine

Figure 62 shows the East Baton Rouge study areas; EBR 1 for the downtown Baton Rouge areas northeast of the I-10 bridge, and EBR 2 North of I-10. EBR 1 includes employment destinations such as the Exxon complex, the State

Capitol offices, the downtown and the casinos, as well as residential origin areas to the east. South of I-10, EBR 2 includes employment and educational destinations around LSU, as well as residential origin neighborhoods surrounding LSU.

10.2 SUMMARY OF LANDING SITE LOCATION OPTIONS

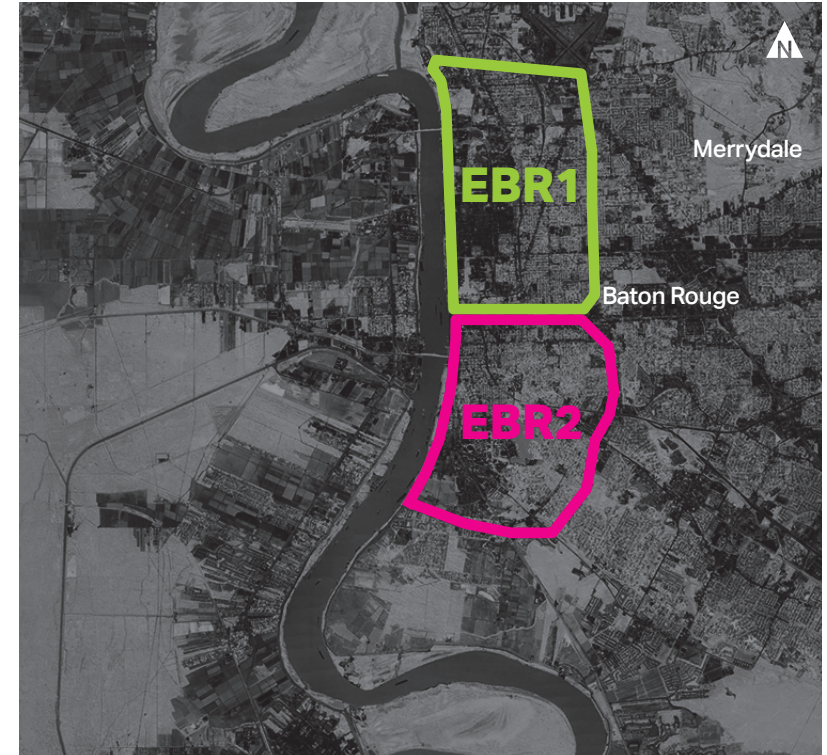
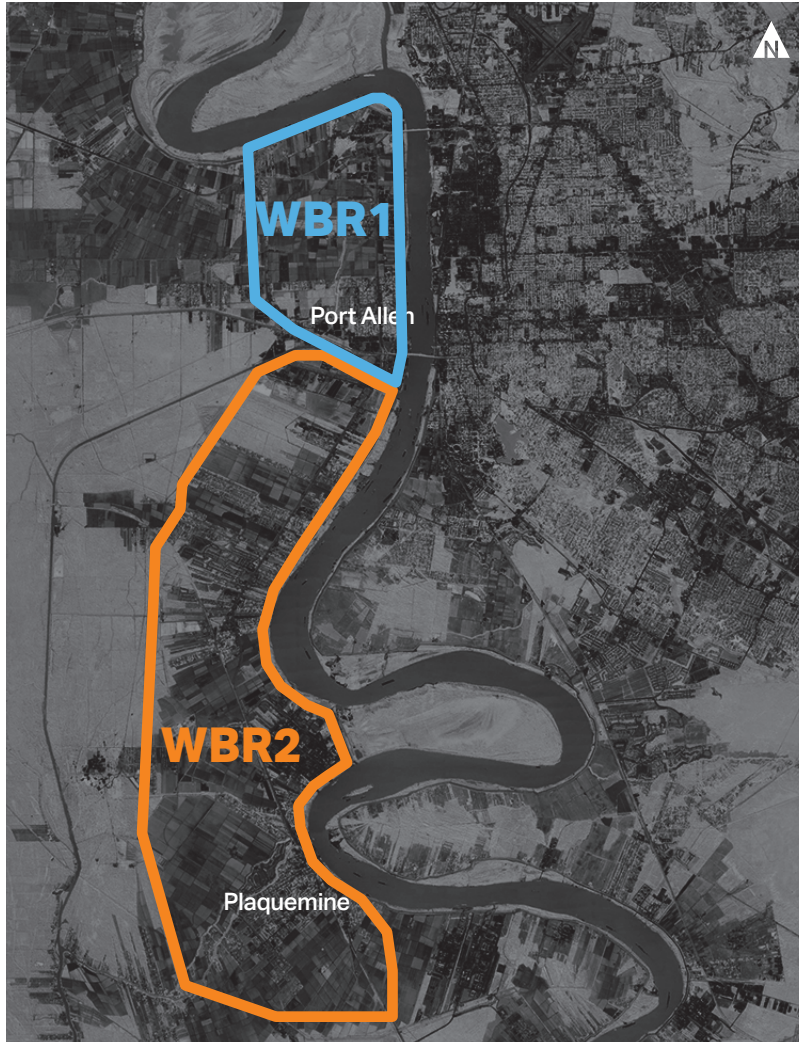
10.2.1 SITE SELECTION CRITERIA

To determine the most appropriate landing sites for the 4 areas, basic selection criteria were applied to identify landing site options.

- Vehicular access from primary and secondary roads to and over the Mississippi River levee.
- Public or private property that does not conflict with other established maritime, industrial, or commercial uses. These most commonly may include barge holding loading and maintenance sites where moorings might need to be relocated or other adjustments to accommodate a ferry landing.
- Locations to minimize cross river ferry route distances.
- Consideration of high (flood) and low water levels.

FIGURE 61 - (RIGHT) WEST BATON ROUGE SERVICE STUDY AREAS WITH LANDING SITE OPTIONS

FIGURE 62 - (FAR RIGHT) EAST BATON ROUGE SERVICE STUDY AREAS WITH LANDING SITE OPTIONS



- Adequate water depth and for landing floats and vessel maneuvering room.
- Minimize dredging needs or major environmental permitting and remediation.
- Avoid areas near Port Allen Lock and Canal entrance.
- In East Baton Rouge, consider rail crossings for bus and vehicle drop-off, and pedestrian safety.

- In West Baton Rouge, allow for on-site parking above flood levels. In East Baton Rouge assume use of existing parking.
- Allow for pedestrian access for landings near denser residential, office and commercial areas.
- Allow for land transit shuttle bus connections at all sites.
- Allow for "reverse commutes" to cross river employment sites with corporate support and transit links, i.e. East Baton Rouge residents to West Baton Rouge energy compounds.

10.2.2 SUMMARY TABLE OF SITE OPTIONS

The landing sites identified in Table 24 appeared to best meet the criteria. For competing sites in a given quadrant, additional site evaluation has been conducted to determine site suitability. Site benefits and liabilities are listed in the table were appropriate.

No.	Site Location	Publicly owned	Privately Owned	Edge Type; Flood Exposure	Dredge Needs ($x=min$; $2x=med$; $3x=max$)	Landing Improvement Needs	Areas Served – Residential and Employment
WEST BATON ROUGE							
Port Allen – North of I-10							
W1	Court Street	X		Levee, narrow bank, less flood	x	Ramp, dock, bus drop-off, add parking	Former ferry landing; Port Allen
W2	Oaks Avenue	X(?)		Levee, narrow bank less flood, boat launch	x	Ramp, dock, bus drop-off, add parking	Port Allen
Brusly- South of I-10 and canal							
W3	Phillips St. – Levee Road		X	Levee, wide bank, max. flood width, existing barge	x	New bump out, long ramp, dock, bus drop-off, parking	Brusly to Plaquemine
W4	Beaulieu Lane	?	?	Levee, wide bank, max. flood width, wetland?	2x (?)	New bump-out, long ramp, dock, bus drop-off, parking	Brusly to Plaquemine
EAST BATON ROUGE							
Downtown – North of I-10							
E1	North Street	X		Levee, narrow bank, min. flood, RR grade crossing	x	Ramp, dock, bus drop-off, parking new	Downtown and State Offices; Former ferry landing?
E2	Paper Clip	X		Levee, narrow bank, min. flood, RR ped.br.	x	Existing dock, new float, existing parking(?)	Downtown and State Offices
E3	Belles Casino – France Street		X(?)	Levee, narrow bank, min. flood, RR ped.br.	x	Existing dock, new float, existing parking(?)	Downtown and State Offices
LSU – South of I-10							
E4	Oklahoma Street/Gulf Water Institute		X	Levee, limited flood, RR grade crossing	2x	Existing dock, new float and ramp, improved road & bus drop-off, parking ?	LSU area
E5	McKinley Street/Boatyard	X(?)		Levee, wide flood, park, RR grade crossing	2x	New ramp & dock, improved road & parking (l)	LSU area and Stadium

TABLE 24 – LANDING SITE LOCATION OPTIONS

10.3 DESCRIPTIONS OF LANDING SITES BY STUDY QUADRANT

10.3.1 WEST BATON ROUGE PORT ALLEN (WBR1) NORTHWEST OF PORT ALLEN LOCK AND CANAL

Two sites are located on the Port Allen waterfront, and would serve the residential origins and employment destinations north of the canal in and around Port Allen:

Port Allen Court Street (W1)

The Court Street site (W1) is the former location of the Baton Rouge Ferry Landing which connected to the Downtown waterfront prior to I-10 bridge construction. Little remains of the landing infrastructure except for steps at the end of Court Street. This site is located to would serve the residents of Port Allen well, but might draw traffic through town from outlying western commuters. Nearby existing and new parking potential are good. A bus and drop-off area would be needed at the end of Court Street. Topographically, the

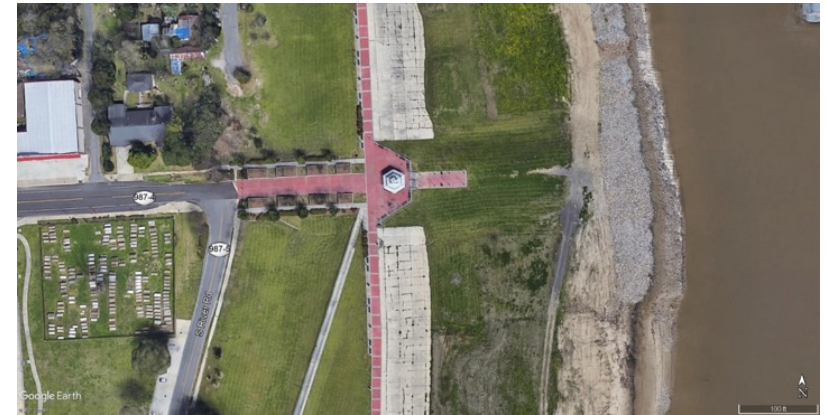


FIGURE 63 – (ABOVE) LANDING SITE OPTIONS, WEST AND EAST BATON ROUGE

distance from levee to new landing would be minimal (~200 feet).

Estimated Infrastructure Cost: Low @ \$350,000 to \$750,000

FIGURE 64 – (TOP RIGHT) PORT ALLEN COURT STREET (W1)



Port Allen Oakes Avenue (W2)

The Oakes Avenue (W2) site is at the end of the southside arterial street with better vehicle connections to the last east bound I-10 exit before the bridge at Lobdell Highway. The site would serve Port Allen residents fairly well, but would also allow for western commuters from the Lobdell exit to skirt the downtown area. Landing ramps and floats would need to be coordinate with the existing boat ramp. Nearby existing and new parking potential are good. A bus and drop-off area would be needed at the end of Oakes Avenue. Topographically, the distance from levee to new landing would be minimal (~200 feet).

Estimated Infrastructure Cost: Medium @ \$1- \$3 million

FIGURE 65 – (CENTRE RIGHT) PORT ALLEN COURT STREET AT FLOOD LEVEL



FIGURE 66 – (BOTTOM RIGHT) PORT ALLEN OAKES AVENUE (W2)

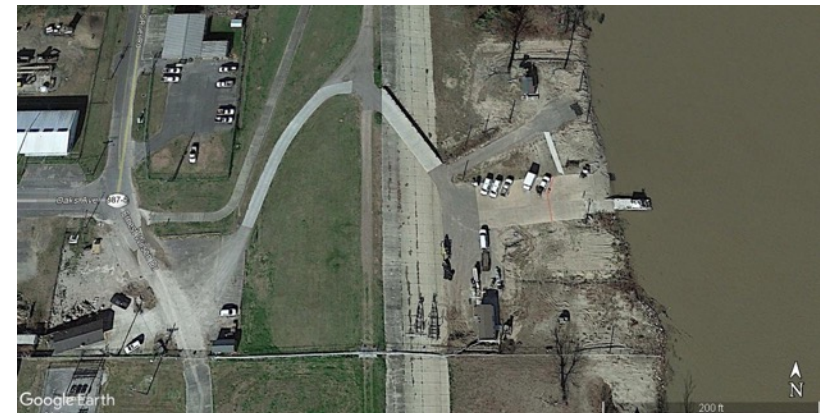


FIGURE 67 – PORT ALLEN OAKS AVENUE AT FLOOD LEVEL



FIGURE 68 – BRUSLY PHILLIPS LANE (W3)



FIGURE 69 – BRUSLY PHILLIPS LANE AT FLOOD LEVEL



10.3.2 WEST BATON ROUGE BRUSLY AND SOUTH (WBR2) SOUTHWEST OF PORT ALLEN LOCK AND CANAL

Two sites are located south of the canal and would serve residential areas and employment destinations south of the canal. It should be noted that the two sites were selected as being best suited for residential park and ride access combined with relatively short ferry crossing times, even though the topography and existing uses would require major landside infrastructure investments.

Brusly Phillips Lane (W3)

The Phillips Lane site is at just south of the Port Allen Lock entrance with good vehicle connections to La 1 just before the lock overpass ramp. The location would serve Brusly and residential areas to the south including Addis, Morrisonville and Plaquemine, as well as industrial sites along the river. The site on the levee bank is currently occupied by a barge transfer operation which includes an extensive barge landing. An approach road bump-out from the levee would be needed, similar to those at other river ferry landings from the levee, as well as parking, landing ramps and boarding floats. All improvements would need to be coordinated with the existing barge operation. Topographically, the distance from levee to new landing is substantial (~800 feet). Due to the wide levee bank which fully floods, substantial new landside infrastructure would be needed, including parking and bus drop. The primary advantage of W3 is that it would minimize the ferry route distance and trip times to the downtown landing sites.

Estimated Infrastructure Cost: High @ \$8 - \$12 million

Brusly Beaulieu Lane (W4)

The site is about ¾ mile further south of the W3 site and would add to ferry trip time to the downtown. Beaulieu Lane provides good vehicle connections to La 1. The location would also serve Brusly and residential areas to the south including Addis, Morrisonville and Plaquemine, as well as industrial sites along the river. The site on the levee bank is currently unoccupied and unimproved with only a dirt road across the site but still an approach road bump-out from the levee, parking, landing ramps and boarding floats would all need to be coordinated with the existing barge operation. Topographically, like W3 the distance from levee to new landing is somewhat longer than W3 (~1300 feet). Due to the wider levee bank which fully floods, even more new landside infrastructure would be

FIGURE 70 – BRUSLY BEAULIEU LANE (W4)



needed, including a long levee bump-out including parking and bus drop. There may also be wetland issues regarding the site vegetation.

Estimated Infrastructure Cost: Highest @ \$10 – \$15 million

10.3.3 EAST BATON ROUGE DOWNTOWN (EBR 1) – NORTHEAST OF I-10 BRIDGE

The Downtown quadrant is the primary employment destination and includes the State Capitol area, state office buildings, casinos and other commercial uses. To the north of the State Capitol, is a large energy enclave which also is an employment destination.

Downtown North Street (E1)

The levee at the end of North Street provides the northern most landing site option. There is a grade crossing of the rail tracks and a road stub crossing the top of the levee. The site is well situated for pedestrian and shuttle bus links to work destinations in the downtown. Topographically, the levee embankment is narrow in width and a bump-out, similar to Court Street in Port Allen, with a ramp and float landing could be relatively simple to install. An at-grade landing connection at street level has the disadvantage of the RR crossing, but advantages in terms of minimizing vertical elevator and bridge needs to cross the tracks and reduces up and down level changes for ADA purposes.

Estimated Infrastructure Cost: Medium @ \$3 – \$5 million

Downtown Paper Clip (E2)

The public town landing at the Paper Clip offers a different type of landing option. With the landing infrastructure and pedestrian circulation already in place, the addition of a float dock could be all that is needed to provide an ADA accessible access point for the ferry. Well located in proximity to downtown employment and entertainment destinations, the street level connections would also provide for bus and vehicle drop-off. Use of existing parking options for west bound commuters would need to be considered near the site. The topographic conditions are similar to Belles, with the enclosed circulation bridges and elevator/stair tower adapt to the levee and RR crossings. The use of the Paper Clip as a Riverboat landing would require a carefully placed ferry landing to allow for reliable regular service. Navigation challenges include the tight up-river dock approach around the permanent Cruiser site.

Estimated Infrastructure Cost: Low @ \$300,000 to \$750,000

FIGURE 71 – DOWNTOWN NORTH STREET (E1)

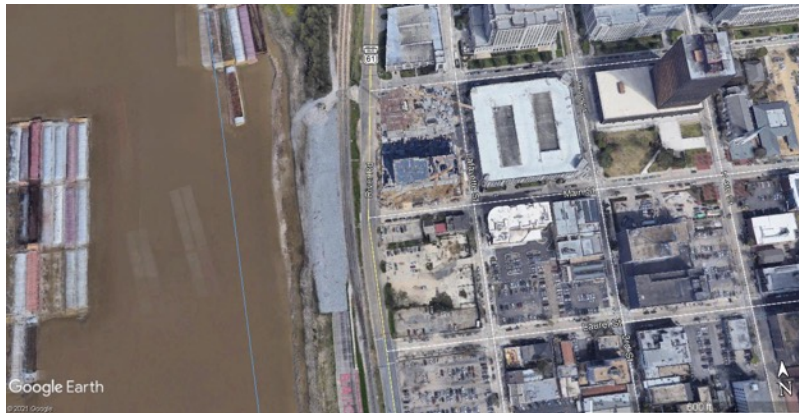
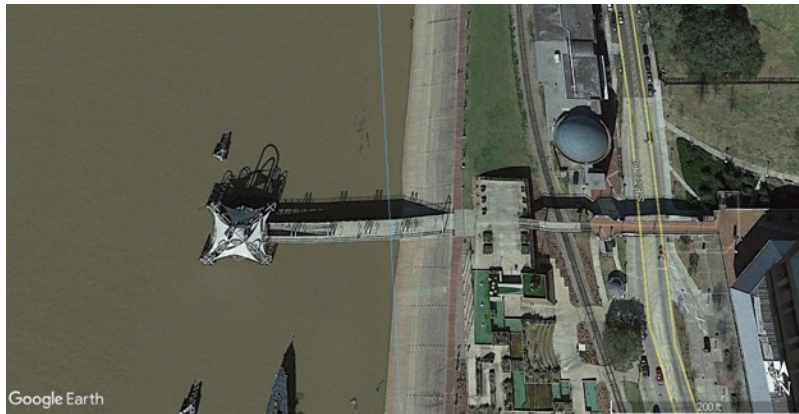


FIGURE 72 – DOWNTOWN PAPER CLIP (E2)



**FIGURE 73 –
DOWNTOWN
BELLES CASINO (E3)**



**FIGURE 74 – LSU
OKLAHOMA STREET
(E4)**



**FIGURE 75 – LSU
MCKINLEY STREET
(E5)**



Downtown Belles Casino (E3)

The private Belles Casino landing just south of the offers many of the same circulation features as the Paper Clip, but with the added necessity of an agreement with the casino to allow for addition of a ferry landing. In addition, it has been recently reported that the Belles may add a landing for riverboat cruise ships, which might also affect the addition of a ferry landing. If such an agreement were possible, with the landing infrastructure and pedestrian circulation already in place, the addition of a float and ramp would be needed to provide an ADA accessible access point for the ferry. Also well located in proximity to downtown employment and entertainment destinations, the street level connections would allow for bus and vehicle drop-off. Like the Paper Clip site, parking options would need to be considered nearby. The use of the Blues Casino doc as a permanent riverboat landing would also require a well-placed ferry landing on the south face to allow for regular service. Being the southern most site, a shuttle connection to the LSU would be a bit closer than E1 or E2.

Estimated Infrastructure Cost: Low @ \$300,000 to \$750,000

10.3.4 EAST BATON ROUGE LSU (EBR 2) SOUTHEAST OF I-10 BRIDGE

The LSU quadrant includes two site options, and would serve the University and residential areas south of the bridge.

LSU Oklahoma Street (E4)

While this site is somewhat north of the LSU campus, it features a favorable topography and an existing pier with good landside road access. The bank width is minimal and there is little flood exposure. The closer proximity to the downtown for shuttle but connections can also be useful for some route options. Located conveniently on River Road, nearby Oklahoma Street offers a RR grade crossing for shuttle access to the LSU campus area. The existing pier supports a new building for the Water Institute of the Gulf which may or may not be compatible with addition of a ferry landing and circulation around the building structure. The Institute might benefit from the ferry landing as a berth for its own vessels and as an educational opportunity for river tours. The extent of repair needs for the outer pier would require a survey, to determine costs for providing for safe access, and addition of a needed new ramp and float. Otherwise much of the need infrastructure is already in place.

Estimated Infrastructure Cost: Low @ \$500,000 to \$1 million

LSU McKinley Street (E5)

The McKinley Street site is further south and has existing grade crossings for the rail corridor which at this location is further inland from the water. The site is currently occupied by a boatyard and barge maintenance center with an existing linear float system. As with the Phillips Lane site and several other sites that are privately owned and actively used for maritime industrial businesses, compatibility and willingness of businesses to consider a ferry terminal are critical questions. The site topography is not favorable to daily year-round ferry access as there is a wide bank prone to flooding. As such a long bump-out from the levee might be needed. Parking would need to be along the approach road on the bump-out.

Estimated Infrastructure Cost: High @ \$8 – \$12 million

10.4 LANDING SITE EVALUATION

10.4.1 EVALUATIVE CRITERIA

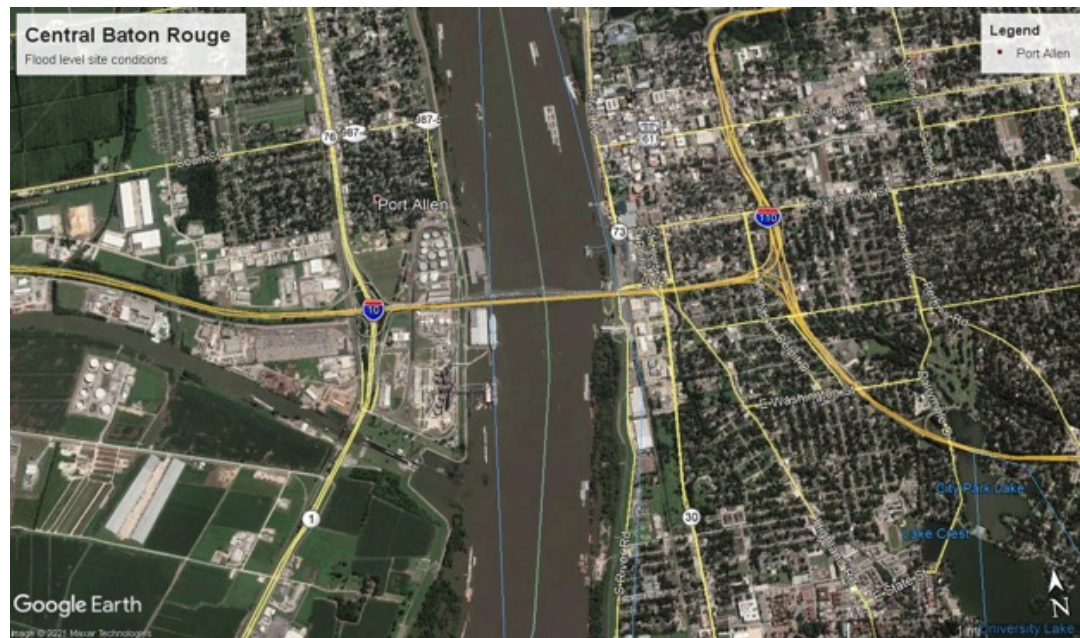
There are many factors that might determine the selection of preferred ferry landing sites. For example, ferry route effectiveness in terms of trip time and

access for potential riders is critical, as some route and landings may have clear advantages over others. Environmental factors are also critical in the selection of sites, as high and low river levels, flood plains, bank widths, and dredging needs all vary from site to site. Site availability in terms of ownership and compatibility with existing land/maritime uses are also important considerations, as is public, public/leased or private land ownership. Landing costs must also be weighed in site selection, as an ideal site may be disproportionately costly to develop in terms of new road infrastructure, parking, and dock configuration. Landside access is also complicated by site specific levee and rail crossings. Year-round ferry operations require consideration of high and low river levels for landside and waterside infrastructure needs. Finally, land transit and pedestrian connections at the landing site must be considered. Having described several major selection factors, there is also the consideration for implementation time, particularly in Baton Rouge where the need and timing for a ferry alternative to bridge crossings may not be known until the last minute.

Criteria to evaluate the landing site options as shown in Table 25 include:

- Ferry trip crossing, quadrant to quadrant:
 - Short = 0.5 mile or less
 - Medium = 0.5 mile to 1.0 mile
 - Long = 1.0 mile to 2.5 mile
- Site availability:
 - Public open or public leased
- Landside access:
 - Vehicle
 - Pedestrian
 - Transit
- Environmental factors:
 - Flood plain
 - Bank width
 - Wetlands, permits
- Landing and Approach Improvement Costs:
 - High = \$8 to \$20 million
 - Medium = \$1 to \$5 million
 - Low = \$1 million or less
- Barrier crossings:
 - Levee
 - Flood plain.

**FIGURE 76 –
LANDING SITE
OPTIONS AT FLOOD
LEVEL**



10.5 SITES RECOMMENDED BY QUADRANT FOR ROUTE SCENARIOS

Preferred landing sites for each quadrant are identified based on the evaluative criteria summarized in Table 25. The following descriptions include the rationale for each site. It should be noted that many of the sites recommended may have existing tenants and uses, and discussions and negotiations would be needed to determine whether they can accommodate addition of a ferry landing and regular ferry rider pass through. Such negotiations were beyond the scope of this study and would not be appropriate until such time as there is a firm commitment to implementation of a ferry service. Until such time the landing sites may be regarded as hypothetical for study purposes and by no means represent final recommendations.

West Baton Rouge Port Allen Quadrant (WB1) Preferred Landing Site – Court Street

The Court Street site (W1) is ranked as best suited for the Port Allen quadrant for several reasons. The historic Baton Rouge Ferry landing site is centrally located in Port Allen and best suited to serve its resident population. The site could also serve as access to energy industry employment clusters for west bound commuters, as it is centrally located between north and south concentrations up-river from the canal. The existing “bump-out” from the levee would minimize infrastructure needs and costs by providing street level pedestrian to a take-off point for a ramp and floating landing, similar to the original landing for the historic ferry service. While the alternative site at **Oakes Avenue (W2)** is ranked good as it can be relatively easily converted to a landing site. While its off-center location relative to residential concentrations, the existing boat

TABLE 25 – LANDING SITE EVALUATION

No.	Site Location	Trip Distance <i>Short/Medium/Long</i>	Site Availability <i>Public (P) or Public/ Lease (L)</i>	Land Access <i>(V)ehicle/(T)ransit/ (P)edestrian</i>	Environmental <i>(W)etland/(F)lood/ (B)ank Width</i>	Landing Needs/Costs <i>Low/Medium/High</i>	Barriers <i>RR/Levee</i>	Ranking <i>Best/Good/Poor/Worst</i>
WEST BATON ROUGE								
Port Allen – North of I-10								
W1	Court Street	Short	P	V, P	F, B	Low	Levee	Best
W2	Oaks Avenue	Shorter	P	V, P	F, B	Medium	Levee	Good
Brusly- South of I-10 and canal								
W3	Phillips St. – Levee Road	Long	L	V	F, B	High	Levee	Poor
W4	Beaulieu Lane	Longer	P	-	W, F, B	Highest	Levee	Worst
EAST BATON ROUGE								
Downtown – North of I-10								
E1	North Street	Longer	P	V, P, T	F, B	Medium	Levee, RR	Good
E2	Paper Clip	Short	P	V, P, T	F	Low	Levee, RR	Best +
E3	Belles Casino – France Street	Shortest	L	V, P, T	F	Low	Levee, RR	Best
LSU – South of I-10								
E4	Oklahoma Street/Gulf Water Institute	Shorter	L	V, P, T	F	Low	Levee	Best
E5	McKinley Street/ Boatyard	Longer	L	V	F, B	High	Levee	Worst

The city owned town landing, the Paper Clip (E2), provides a well-located landing site with most of the needed infrastructure in place for a new ferry dock.

ramp, and higher infrastructure costs (medium) all make this site a good choice.

West Baton Rouge Brusly Quadrant (WB2) Preferred Landing Site – Phillips Lane

While both of the site alternatives have major challenges, the Phillips Lane site (W3) is ranked as better suited for the Brusly quadrant for several reasons. The Phillips Lane barge site is the best landing location south of the Port Allen Lock and Canal, and would serve La 1 commuters well as a park and ride site. The location is ranked poorly in general because of the existing maritime barge operation and because of substantial and costly infrastructure needs related to the need for a long bump-out from the levee to allow for access during high water events. It is possible that if a ferry landing can reasonably be incorporated into the barge float berthing, and is compatible with barge operations, such roadway approach improvements could be beneficial to the barge activities as well, and help justify the high costs. The roadway connection on Phillips Lane is the last point before La1 congestion occurs approaching the bridge over the canal, and provides the necessary link to the riverfront site.

The alternative site to the south at **Beaulieu Lane (W4)** is ranked lower because of the even higher infrastructure costs required to cross the wider flood plain, and the longer ferry distance to downtown landings. While the site being unimproved and not in use as a barge operation may be helpful, the downside is that there may be more environmental issues and permitting hurdles.

The challenges for both sites are the high cost and the complexity of infrastructure and landing construction, while also trying to serve the multiple residential communities south of the canal which may be expected to experience the greatest travel delays during I-10 widening and the La1 canal bridge reconstruction. By way of comparison, there are past precedents for the high costs of levee and flood plane infrastructure needed for the Phillips Lane or Beaulieu Lane sites. As noted in Section 10.2 the topographical conditions of these two locations are comparable to Mississippi vehicle ferry landing sites such as at Chalmette and nearby Sunshine where significant levee bump-outs and ramp connections were built by LADOTD.

East Baton Rouge Downtown Quadrant (EB1) preferred Landing Site – Paper Clip

The city owned town landing, the Paper Clip (E2), provides a well-located landing site with most of the needed infrastructure in place for a new ferry dock. The primary need would be a new float landing on the south face of the tower,

along with a possible new float and mooring dolphins for expanded riverboat berthing. The addition of a ferry service would be fully compatible with the town landing functions and would benefit from the existing covered bridge link over the rail line to the city street level. The needed landing investments are ranked at the low end for all sites. The **Belles Casino site (E3)** is similarly highly ranked for location and infrastructure but has the disadvantage of being attached to a private casino operation. The City would have less control over improvements and management of such a landing and negotiations would be needed with the casino. The third downtown site at **North Street (E1)** has an advantageous location for the downtown, but is further up river from the WBR 2 quadrant in terms of ferry route crossing distance. Infrastructure costs (medium) would also be higher because of a needed bump-out from the levee. Ferry riders would need to use the existing grade crossing of the rail line at North Street.

East Baton Rouge LSU Quadrant (EB1) Preferred Landing Site – Oklahoma Street

The existing pier and home of the Water Institute of the Gulf (E4) has the advantage of an existing pier, pedestrian access in place, and a roadside transit drop-off on River Road. While it is somewhat removed from the central LSU campus, all LSU ferry sites are beyond walking distance and will need a transit loop connection to scattered employment, education, recreation and residential areas. While compatibility and access through the Institute needs to be considered, the infrastructure needs at the site are minimal including a landing float and ramp. The Institute's focus on water activities could also benefit from a ferry and boat landing as an opportunity to better connect with the river. The alternative site at McKinley Street (E5) is somewhat closer to the campus center, but has major infrastructure needs (substantial new bump-out distance) and high costs, as well as property availability and compatibility with the existing barge business. While the cost and compatibility issues with McKinley Street are similar to the Phillips Street site (W3) across the river, it fails in comparison in most respects with the Institute site to the north.

11 FERRY ROUTE AND SERVICE OPTIONS

11.1 OVERVIEW

Identifying the most promising ferry route scenarios for Baton Rouge required a sequence of steps. The landing location analysis identified the preferred sites for each quadrant. These sites included: Port Allen/Court Street and Brusly/Phillips Lane in West Baton Rouge, as well as Downtown/Paper Clip and LSU/Water Institute in East Baton Rouge. The preferred landing site selection process included consideration of a wider variety of ferry route scenarios involving all feasible landing sites.

A short list of potential routes was developed and evaluated with various route configurations connecting the four preferred quadrant sites. While the routes generated are based on general available data on sites identifying origins and destinations for cross river commuter trips, it should be reiterated that these route scenarios are hypothetical and do not derive from certified demand or travel patterns. Instead, the short list of route scenarios, is intended to be tested for hypothetical demand based on estimated ferry transit time from different quadrants, i.e. Port Allen to Downtown, or Brusly to LSU, as compared to hypothetical travel delays. The route trip times are estimated based on a set of conventional assumptions about vessels, landings and transit links listed below. The routes are also evaluated for generalized or order of magnitude relative costs and benefits.

11.1.1 REVIEW PROCESS NEEDED FOR LANDING AND ROUTE SCENARIOS

During the Task 3 needs assessment process, it will be essential to review and fully understand the recommended landing sites and route scenarios before proceeding with the hypothetical demand analysis. The draft report to date includes the route analysis and descriptions in Section 11.3, but reserves Section 11.4 on the demand modeling and Section 11.5 on travel pattern impacts until reviews of recommended routes and landings are completed, and modification or substitutions incorporated.

11.2 SUMMARY OF ROUTE SCENARIOS AND PRELIMINARY FINDINGS

Three types of ferry routes were considered: Two-stop or point to point routes, three-stop triangular routes and four-stop tandem routes. For commuter trip purposes, two-stop routes are generally preferred as being most time efficient, reliable and direct. The three-stop route is used in cases where the route geography allows and where there may be demand justification for multiple origin stops. The four-stop routes are actually combinations of two point to point routes with a single ferry and a common central pulse point.

The critical findings regarding feasibility and benefits from a cross river ferry transit alternative will need to include the hypothetical demand analysis.

Table 26, Table 27 and Table 28 summarize the alternative route scenarios identified for evaluation. Figures 78 to 84 show the short-listed routes recommended for demand modeling. The short list of routes will need to be further reduced to three to complete the demand modeling and traffic impact analysis.

11.2.1 TWO-STOP ROUTES

Five two-stop routes were found to have potential for ferry transit connections between the four recommended landing locations for the origin quadrants described in Section 11. Four of the routes would connect across the river to landings on opposite banks. One route (1E) connects the two landings on the west bank. The five route options are shown in Figure 78 and Figure 79 and include:

- (1) Port Allen/Court Street to Downtown/Paper Clip.
- (1E) Port Allen/Court Street to Brusly/Phillips Lane.
- (2B) Brusly/Phillips Lane to Downtown/Paper Clip.
- (4B) Brusly/Phillips Lane to LSU/Oklahoma Street Water Institute.
- (5A) Port Allen/Court Street to LSU/Oklahoma Street Water Institute.

11.2.2 THREE-STOP TRIANGULAR ROUTES

Two triangular routes were identified as alternative approaches to connecting the four quadrants with two different origin/destination focuses. The two triangular routes are shown in Figure 81 and Figure 82. Each triangular route would consist of a three-stop loop with two stops on the west bank and one stop on the east bank.

- (5B) Port Allen/Court Street to Downtown/Paper Clip to Brusly/Phillips Lane to Port Allen/Court Street.
- (6C) Port Allen/Court Street to LSU/Oklahoma Street to Brusly/Phillips Lane to Port Allen/Court Street.

11.2.3 FOUR-STOP TANDEM ROUTES

Two four-stop tandem routes were identified, each with two pairs of linked two-stop routes passing through a single landing in East Baton Rouge. This would allow a single ferry to serve the two west Baton Rouge quadrants with one of the two East Baton Rouge quadrants. The tandem routes are shown in Figure 83 and Figure 84.

- (5G) Port Allen/Court Street to Downtown/Paper Clip to Brusly/Phillips

Lane to Paper Clip to Port Allen/Court Street.

- (9A) Port Allen/Court Street to LSU/Oklahoma Street to Brusly/Phillips Lane to LSU/Oklahoma Street to Port Allen/Court Street.

11.2.4 SUMMARY FINDINGS FROM ROUTE ANALYSIS TO DATE

The critical findings regarding feasibility and benefits from a cross river ferry transit alternative will need to include the hypothetical demand analysis. Findings to date may be helpful in the route scenario and landings review. Figure 77 shows the location of landings by origin quadrant.

- The ferry route and operations scenarios are intended to provide missing base data for the demand analysis including estimated ferry trip times and frequency of service.
- The New Orleans Algiers to Canal Street ferry provides a useful model for Baton Rouge with comparable operating conditions, route and landing characteristic and vessel type.
- Three of four landing sites would be relatively easy to convert to ferry landings in terms of manageable infrastructure costs with the exception of the Brusly Phillips Lane site.
- Three of the sites have potential conflicts and incompatibilities with existing maritime or institutional uses, including: the Paper Clip (riverboat berthing), Phillips Lane (existing barge support business and navigation needs) and Oklahoma Street (Water Institute of the Gulf and pier usage).
- While there are potential benefits of a ferry for each site, negotiations and agreements would be needed with current occupants for addition of ferry landings and service.
- High flood conditions and low water periods are determinates of land and water infrastructure requirements.
- Site topographical conditions for the Brusly Phillips Lane site including a wide flood plain between the levee and closest dock location would require major infrastructure including a substantial levee addition or bump-out.
- Assuming a 25 knot ferry, trip crossing times for different two stop routes are short and similar in duration ranging from 5.0 to 6.0 minutes. The fast ferry is necessary to keep these crossing times to a minimum.
- Total ferry commute times from parking to work destination are also favorable with all inclusive times ranging from 20 to 30 minutes.
- A minimum of two ferries is needed to provide back-up in case of



**FIGURE 77 –
RECOMMENDED
LANDING SITES BY
QUADRANT: PORT
ALLEN W1, BRUSLY
W3, DOWNTOWN E2,
LSU E4**

maintenance or repair needs.

- For two stop routes a single ferry could operate on a 15 minute departure schedule (headway).
- For four stop tandem routes, a single ferry could operate on a 20 minute departure schedule.
- Ferry acquisition costs would range from \$7 to \$10 million per vessel or a total of \$14 to \$20 million for vessels.
- Infrastructure and landing costs (preliminary order of magnitude) vary by site from a low at Paper Clip and Oklahoma Street of \$350,000 to \$750,000 and a high at Phillips Lane of \$10 to \$12 million.
- Preliminary total capital costs (including the four recommended landings) would be approximately \$17 million for 2 vessels plus approximately \$13 million for landings and approaches.
- Routes identified for demand modeling include:
 - (1B) Port Allen/Court Street to Downtown/Paper Clip (Two-stop)
 - (2B) Brusly/Phillips Lane to Downtown/Paper Clip (Two-stop)
 - (5B) Port Allen/Court Street to Downtown/Paper Clip to Brusly/Phillips Lane to Port Allen/Court Street (Three-stop)

- (5G) Port Allen/Court Street to Downtown/Paper Clip to Brusly/Phillips Lane to Paper Clip to Port Allen/Court Street (Four-stop)
- (9A) Port Allen/Court Street to LSU/Oklahoma Street to Brusly/Phillips Lane to LSU/Oklahoma Street to Port Allen/Court Street. (Four-stop).

11.3 METHODOLOGY FOR DETERMINING ROUTE SCENARIOS

Task 2: Existing Conditions Analysis established the four origin destination quadrants and range of cross river trip purposes, as well as demographic makeup of East and West Baton Rouge. The landing site analysis (Section 6.2) determined the most suitable sites by quadrant based on factors including vehicle access, topographic and environmental issues, landing development costs, river crossing distances, and compatibility with existing maritime and land uses.

The route analysis included looking at a wide range of sites and route connections to verify trip distance and crossing time characteristics as well as landside access patterns. Consideration of these additional options helped to verify the relative advantages and limitations of the routes connecting the recommended quadrant sites. Assumptions regarding vessel routes and operations, as well as needed landing infrastructure were prepared based on the earlier comparative analysis of Louisiana and National ferry examples. Further analysis of potential route combinations to connect the four quadrant sites then followed to prepare the short list of route scenarios for the different type of route (two-stop, three stop triangle, and four stop tandem).

The resulting ferry route scenarios included trip and schedule characteristics that could then be used for the hypothetical demand modeling and subsequent travel impact assessment.

11.4 FERRY OPERATION ASSUMPTIONS

11.4.1 LANDING INFRASTRUCTURE NEEDS

Ferry landings will need to operate year-round and during both high flood and low river levels. The preferred sites vary in topography and existing landing status and require a range of infrastructure improvements on land and in water, with corresponding capital investments needed. More specifically,

the landside high point for each landing approach is the top of the levee, and the offshore low point is far enough into the river to allow for a minimum depth of 10 feet at anticipated low water. The pedestrian path of transfer with fixed road and drop-off to floating dock needs to be ADA accessible for the average extremes of high and low water. Floating docks for vessel tie up and boarding need to be oriented so that vessels can approach upstream for navigation safety, just as current and historic Louisiana ferries have done for nearly two centuries. Floats should have both bow-loading and side loading capability.

11.4.2 LANDING SITE USE COMPATIBILITY

Three of the four recommended sites are currently occupied with different types and levels of maritime activity, with only the Court Street site in Port Allen having no competing river related functions. Similarly, many of the other quadrant sites also had competing existing maritime uses. While a ferry

landing can co-exist with the various maritime activities, further investigation and discussions with current owner/users is necessary to determine if or how such new ferries incorporated into each site. While it is always preferable for ferry services to have sole use of the ferry landing locations, it is not uncommon for comparable other systems to share locations with other marine and berthing uses. The most challenging site in that regard would be the Phillips Lane site with its barge operation and long floating service dock.

11.4.3 VESSEL SPECIFICATIONS

There are many generations of Mississippi ferries to reference in regard to optimal vessel type. However, the newest river vessels serving the Algiers to Canal Street service have been described as perhaps the best match for Baton Rouge. The 149 passenger fast catamaran also has been used in numerous other examples cited in the comparative studies in Section 11 as well for many other national and international. It is recommended



No.	Landing Origin-Destination Locations: West to East/East to West	Route Distance Miles to Nautical Miles (nm)	1-way Ferry Trip Time (25 knot ferry) see formula*	Total 1-way Trip Time with Parking and Transit Link **	West Baton Rouge Improvement Needs	East Baton Rouge Improvement Needs	Areas Served – Residential and Employment
Port Allen – North of I-10							
1B	Court Street to Paper Clip: W1 to E2	0.80 mi. = 0.70 nm	1.5 min	2 min	Ramp, dock, bus drop-off, new parking	Float dock, existing parking	Port Allen Residential to Downtown Employment
	Paper Clip to Court Street: E2 to W1		2.0 min 1.5 min = 5.0 min				10 min 8 min = 20 min
Brusly – South of I-10 to Downtown							
2B	Phillips Lane to Paper Clip: W3 to E2	1.45 mi = 1.26 nm	1.5 min	2 min	Bump-out, Ramp, dock, bus drop-off, new parking	Float dock, existing parking	Brusly, Addis, etc. Residential to Downtown Employment
	Paper Clip to Phillips St.: E2 to W3		3.0 min 1.5 min = 6.0 min				11 min 8 min = 21 min
Brusly – South of I-10 to LSU							
4A	Phillips Lane to LSU Oklahoma W3 to E4	1.20 mi = 1.04 nm	1.5 min	2 min	Ramp, Dock, bus drop-off, new parking	Float dock, ramp existing parking	Port Allen Residential to LSU Employment, Education, Events
	LSU Oklahoma to Court St. E4 to W1		2.5 min 1.5 min = 5.5 min				10.5 min 10 min = 23 min
Port Allen – North of I- 10 to South of I-10							
1E	Court St. to Brusly/Phillips Lane	1.85 nm	1.5 min 4.0 min 1.5 min = 7.0 min	N/A	Float dock, existing parking	Bump-out, Ramp, dock, bus drop-off, new parking	Port Allen Residential/ Employment to Brusly Employment, Residential

Note: *Ferry trip only time = Boarding @ 1.5 minutes + Ferry Crossing@ x minutes + Unload @ 1.5 minutes; **Total commuter trip time from parking/drop-off to destination = Parking to Boarding @ 7 minutes + Ferry Trip Time @ x minutes + Shuttle Transit or Walking Distance @ 8 minutes; Recommended routes for demand modeling are highlighted in Bold.

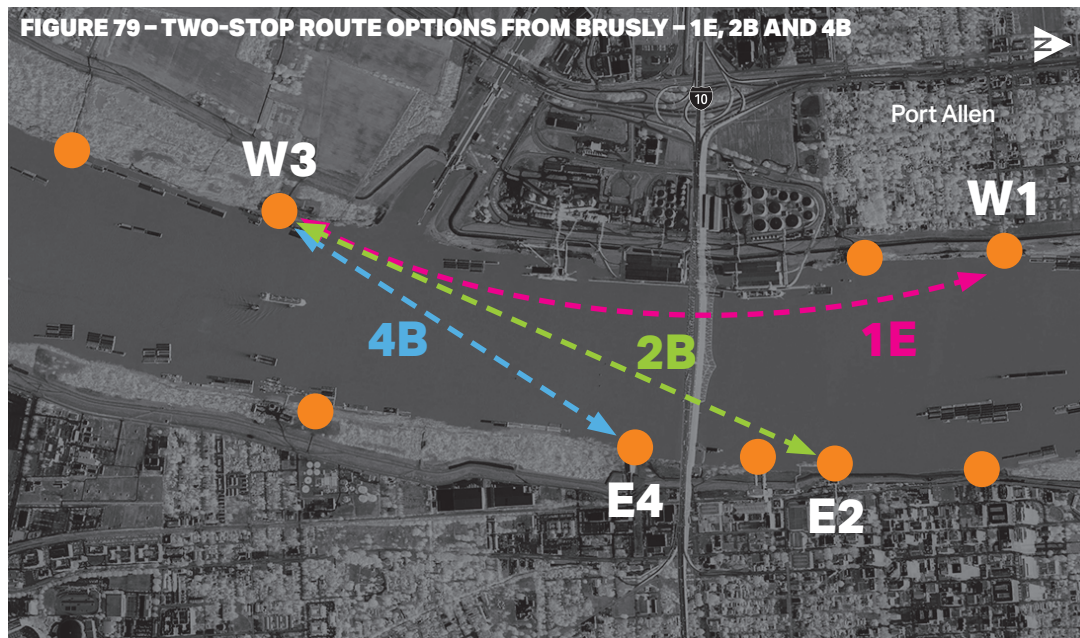
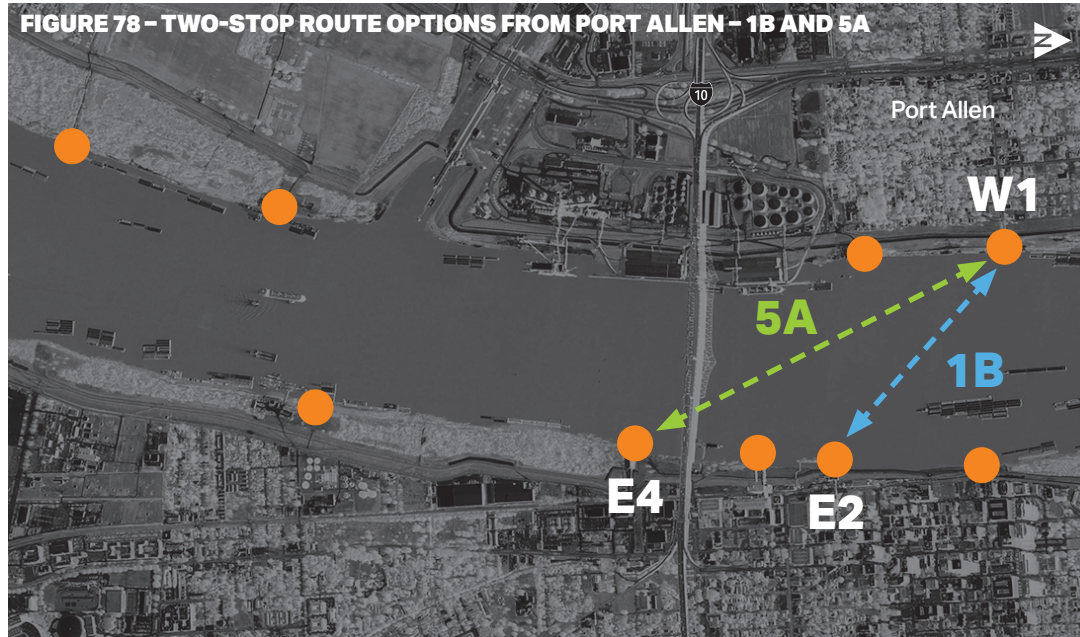
TABLE 26 – PASSENGER FERRY ROUTE SCENARIOS: TWO STOP ROUTES (SHORT LIST). ROUTE ORIGIN IS WEST BATON ROUGE TO EAST BATON ROUGE

that the vessels be flexible for both bow and side loading. The vessel type is not only well suited for cross Mississippi operations, but also is a well-defined passenger transit vessel with a clearly defined Coast Guard operating permit. There are also multiple proven builders in the Gulf Coast area with license agreement for specific designs currently in use. While there are opportunities for acquisition of used vessels with similar vessel specifications, their availability in pairs as recommended is unpredictable, and re-fits for engines, interiors and other USCG license requirements can be costly as well. A minimum of two vessels is the standard recommendation to guarantee a back-up when maintenance or repair are needed, as well as to

provide flexibility for multiple routes and ridership growth over time.

11.4.4 CAPITAL COST ESTIMATES

The order of magnitude capital costs of landing infrastructure for four sites would be in the range of \$10 to \$15 million, subject to costs Estimated capital investments for two vessel at a total of \$14 to \$20 million appear to be more than half of the need infrastructure costs for starting a ferry transit system. The landing costs including such components as road bump-outs from levees, parking and drop-off areas, pedestrian ramps, landing floats and associated hardware, are difficult to accurately predict until more detailed



site surveys and engineering designs are well underway. They may also vary if alternative sites need to be selected and/or if fewer than four sites are needed.

11.4.5 FERRY ROUTE AND SERVICE MODELING

The routes described assume that public land transit shuttle links will be definitely be needed on the East Baton Rouge side and should also be explored on the west bank. The preliminary route configurations seek to reduce the trip time for ferry crossings in order to maximize the number of trips offered per hour as an incentive for riders to take the ferry. Crew and operating costs can be estimated as ongoing expenses. Fare levels can also be considered, but preliminary assumptions are that as with other Mississippi operations the fares will be minimal and cannot be expected to offset the operating costs. Off peak operations for tours, special events, and educational purposes are all possibilities that could add to the ferry uses and possible account for some additional revenue.

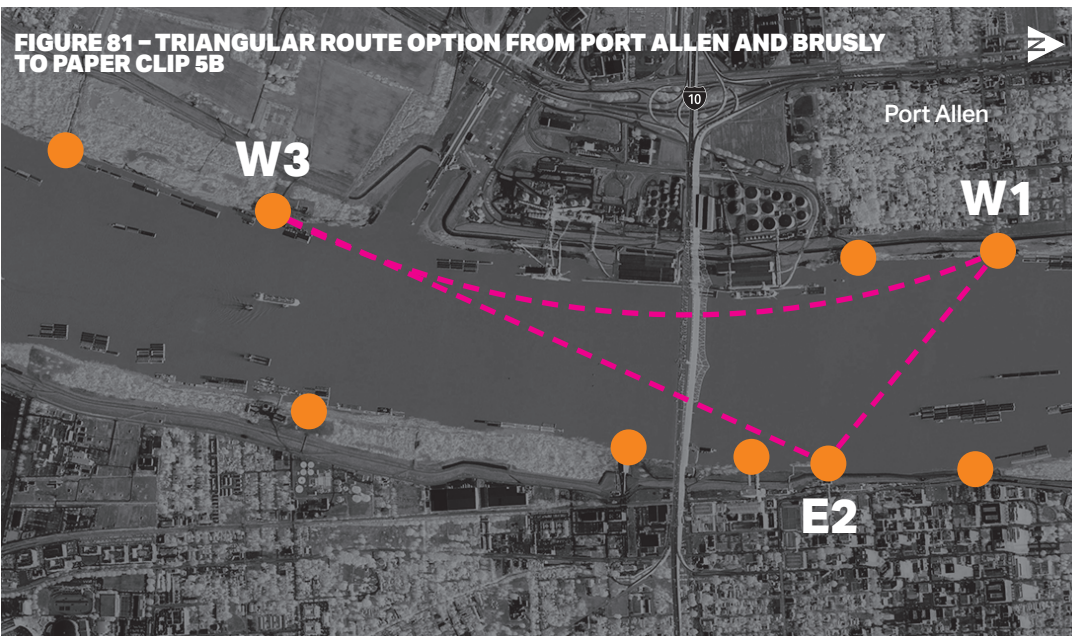
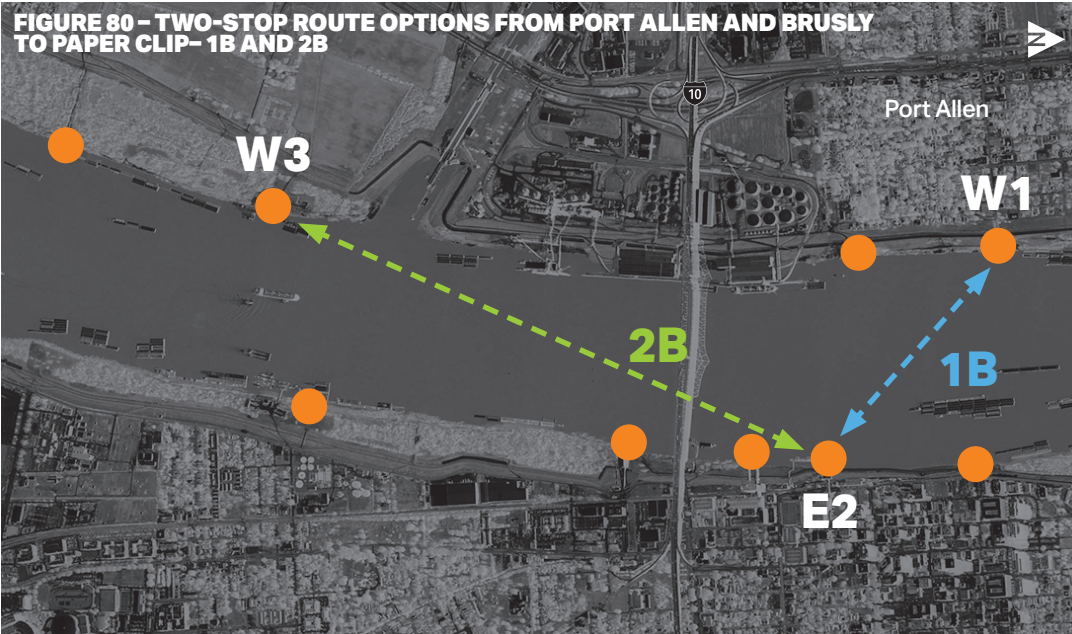
11.5 DESCRIPTION OF SHORT LISTED FERRY ROUTES AND ROUTES RECOMMENDED FOR DEMAND MODELING

11.5.1 TWO-STOP ROUTES

Five two-stop routes were evaluated to determine those most likely to provide feasible ferry transit connections between the West and East origin/destination quadrants as shown in Figure 61 and Figure 62. Table 26 describes the short list of two-stop route options and their comparative characteristics. Each route would connect two landings on opposite banks, except for 1E which connects Port Allen to Brusly Quadrants on the west side.

- (1B) Port Allen/Court Street to Downtown/Paper Clip.
- (1E) Port Allen/Court Street to Brusly/Phillips Lane.
- (2B) Brusly/Phillips Lane to Downtown/Paper Clip.
- (4B) Brusly/Phillips Lane to LSU/Oklahoma Street Water Institute.
- (5A) Port Allen/Court Street to LSU/Oklahoma Street Water Institute.

The two route options identified for demand modeling are included for consideration as stand-alone routes as well as for inclusion in the four-stop



tandem route described below. The two recommended routes and attributes are highlighted in the table. The two routes are shown in Figure 78, and would best be served by two ferries, each dedicated to one of the routes.

11.5.1.1 ROUTE 1B

Port Allen/Court Street to Downtown/Paper Clip is considered a strong candidate for demand modeling based on the demand for commuter trips from the central waterfront of Port Allen to the downtown. The route resembles the original Baton Rouge Ferry which provide two-way transit for east and West Baton Rouge residents prior to I-10 bridge construction. As indicated in the Table, the estimated vessel crossing time is kept short at 5 minutes, and the total trip time from parking drop-off to work destination would average 20 minutes.

11.5.1.2 ROUTE 2B

Brusly/Phillips Lane to Downtown/Paper Clip is considered as being the northern most feasible site downriver of the canal and the canal bridge for Brusly quadrant residents to depart by ferry for the downtown. Further research is needed to determine if the ferry landing and approaches can be compatible with the current barge operation and landing. As indicated in the Table, the estimated vessel crossing time is kept short at 5 minutes, and the total trip time from parking drop-off to work destination would average 20 minutes.

11.5.1.3 ROUTES 4B AND 5A

Neither of the two-stop routes from West Baton Rouge to LSU/Oklahoma Street were selected for several reasons. The demand for trips to the LSU quadrant were expected to be less than for the downtown quadrant. Connections with the LSU could be better achieved with a four-stop tandem route, if and when demand levels increased.

Route 1E from Court Street to Phillips Lane was not included as a standalone two-stop route as there seems to be a small but insufficient demand for resident to work trips between the two. The two-stop route does however become one leg of the three-stop route recommended below.

11.5.2 THREE-STOP TRIANGULAR ROUTES

Two triangular routes were identified as alternative approaches to connecting

TABLE 27 – PASSENGER FERRY ROUTE SCENARIOS: TRIANGULAR THREE-STOP ROUTE (SHORT LIST)

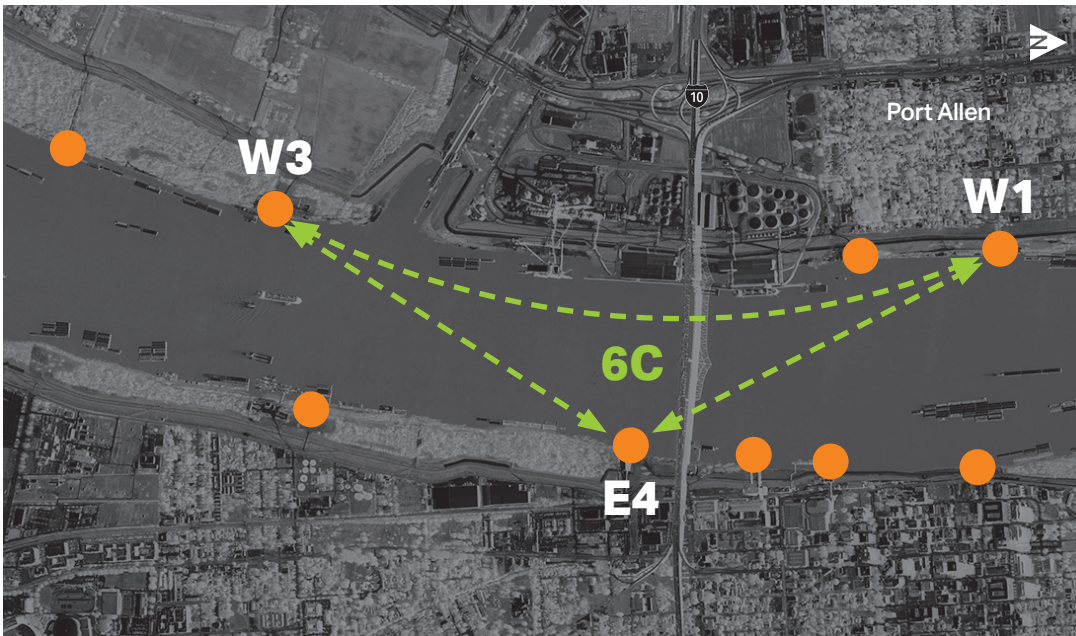
No.	Landing Origin-Destination Locations: West to East/East to West	Route Distance Miles to Nautical Miles (nm)	1-way Ferry Trip Time (25 knot ferry) see formula*	Total 1-way Trip Time with Parking and Transit Link **	West Baton Rouge Improvement Needs	East Baton Rouge Improvement Needs	Areas Served – Residential and Employment
Port Allen to Downtown to Brusly							
5B	Court St. to Paper Clip to Phillips St. to Court St.: W1 to E2 to W3 to W1	0.70 nm + 1.26 nm + 1.85 nm	5.0 min 1.5 min 6.0 min 1.5 min 7.0 min = 21.0 min	Court to Paper Clip = 20 min Phillips to Court to Paper Clip = 27 min	W1 – Ramp, dock, bus drop- off, new parking W3 – Bump-out, Ramp, dock, bus drop-off, new parking	Float dock, existing parking	Port Allen and Brusly etc. Residential to Downtown Employment

Note: *Ferry trip only time = Boarding @ 1.5 minutes + Ferry Crossing @ x minutes + Unload @ 1.5 minutes; **Total commuter trip time from parking/drop-off to destination = Parking to Boarding @ 7 minutes + Ferry Trip Time @ x minutes + Shuttle Transit or Walking Distance @ 8 minutes; Recommended routes for demand modeling are highlighted in Bold.

the four quadrants with two different origin/destination focuses. The two triangular routes are shown in Figure 81 and Figure 82 Each triangular route consists of a three-stop loop with two stops on the west bank and one stop on the east bank. The characteristics of Route 5B are shown in Table 27.

The Port Allen/Court Street to Downtown/Paper Clip to Brusly/Phillips Lane to Port Allen/Court Street 5B route was selected for demand modeling because of the stronger potential for ridership with a downtown destination. The route would originate in the AM at Court Street in Port Allen and proceed to the Paper Clip with Port Allen residents.

FIGURE 82 – TRIANGULAR ROUTE OPTION FROM PORT ALLEN AND BRUSLY TO LSU/WATER INSTITUTE 6C



The vessel would then take Baton Rouge residents to Phillips Lane and potential shuttle connections to work destinations from the canal south to Plaquemine. Brusly residents would then board and the vessel would head up River to Court Street. More Port Allen passengers would board and the vessel would return to the downtown Paper Clip to drop off both the Brusly and Port Allen passengers.

As indicated in the Table, the estimated vessel crossing time is longer with a triangular route with the Port Allen to Paper Clip leg remaining at 5 minutes, but the Brusly to Paper Clip increasing to 7.5 minutes. As shown in Table 27, the total trip time from parking drop-off to work destination from Port Allen would average 20 minutes, while the total trip from Brusly to downtown would increase to 27 minutes. With the longer triangular route vessel time, the frequency of service would require two vessels to maintain reasonable departure times.

11.5.2.1 ROUTE 6C

The Port Allen/Court Street to LSU/Oklahoma Street to Brusly/Phillips Lane to Port Allen/Court Street was not selected at this time as the demand from the west bank to LSU is less than to downtown and the long trip times for some of the riders would diminish demand even further.

No.	Landing Origin-Destination Locations: West to East/East to West	Route Distance Miles to Nautical Miles (nm)	1-way Ferry Trip Time (25 knot ferry) see formula*	Total 1-way Trip Time with Parking and Transit Link **	West Baton Rouge Improvement Needs	East Baton Rouge Improvement Needs	Areas Served – Residential and Employment
Port Allen to Downtown to Brusly							
5G	Court St. to Paper Clip to Phillips Lane to Paper Clip to Court St.: W1 to E2 to W3 to E2 to W1	0.70 nm + 1.26 nm + 1.26 nm + 0.70 = 4.0 nm	6.0 min 1.5 min 6.0 min 1.5 min 5.0 min = 20.0 min	Court to Paper Clip = 20 min Phillips to Paper Clip = 22 min	W1 - Ramp, dock, bus drop-off, new parking W3 - Bump-out, Ramp, dock, bus drop-off, new parking	Float dock, existing parking	1) Port Allen WB1 Residential to Downtown Employment: 2) Brusly etc. Residential to Downtown Employment
9A	Phillips Lane to Oklahoma St. to Court St. to Oklahoma St. to Phillips Lane Court St.	1.04 nm + 1.0 nm + 1.0 nm + 1.04 mn = 4.1 nm	5.5 min 1.5 min 5.5 min 1.5 min 5.5 min = 19.5 min	2 min 10.5 min 10 min = 23 min 2 min 10.5 min 8 min = 21 min	Ramp, Dock, bus drop-off, new parking Ramp, dock, bus drop-off, new parking	Float dock, ramp, existing parking Float dock, ramp, existing parking	1) Port Allen Residential to LSU Employment, Education, Events 2) Brusly, Addis, etc. Residential to LSU Employment, Education, Events

Note: *Ferry trip only time = Boarding @1.5 minutes + Ferry Crossing@ x minutes + Unload @ 1.5 minutes; **Total commuter trip time from parking/drop-off to destination = Parking to Boarding @ 7 minutes + Ferry Trip Time @ x minutes + Shuttle Transit or Walking Distance @ 8 minutes; Recommended routes for demand modeling are highlighted in Bold.

TABLE 28 – PASSENGER FERRY ROUTE SCENARIOS: TANDEM FOUR STOP ROUTE (SHORT LIST)

11.5.3 FOUR-STOP TANDEM ROUTES

Two four-stop tandem routes were identified, each with two pairs of linked two-stop routes passing through a single landing in East Baton Rouge as described in Table 28. This would allow a single ferry to serve the two west Baton Rouge quadrants with either of the two East Baton Rouge quadrants. Route 5G connects to two west bank landings through the downtown Paper Clip, and Route 9A connects the west side with LSU through the Oklahoma Street landing. Route 5B was favored for further modeling as with the previous two route types, because of the downtown connection. However, the LSU tandem route is also recommended for modeling, as the best of the three route types to for ferry transit to the LSU area. vessel and time efficient option. The two tandem route options are shown in Figure 83 and Figure 84.

11.5.3.1 ROUTE 5G

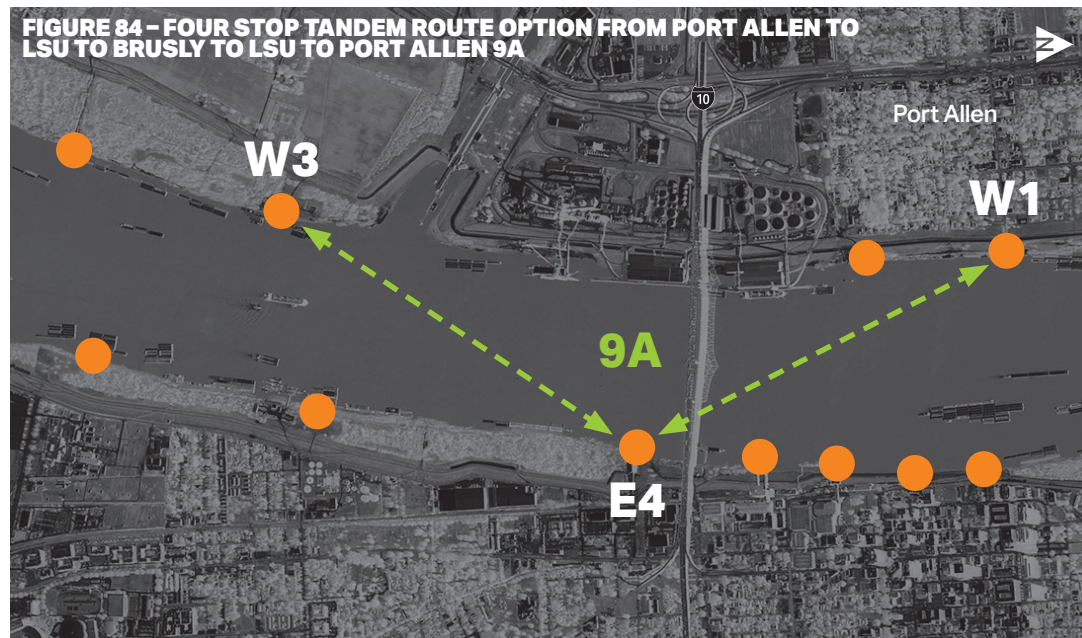
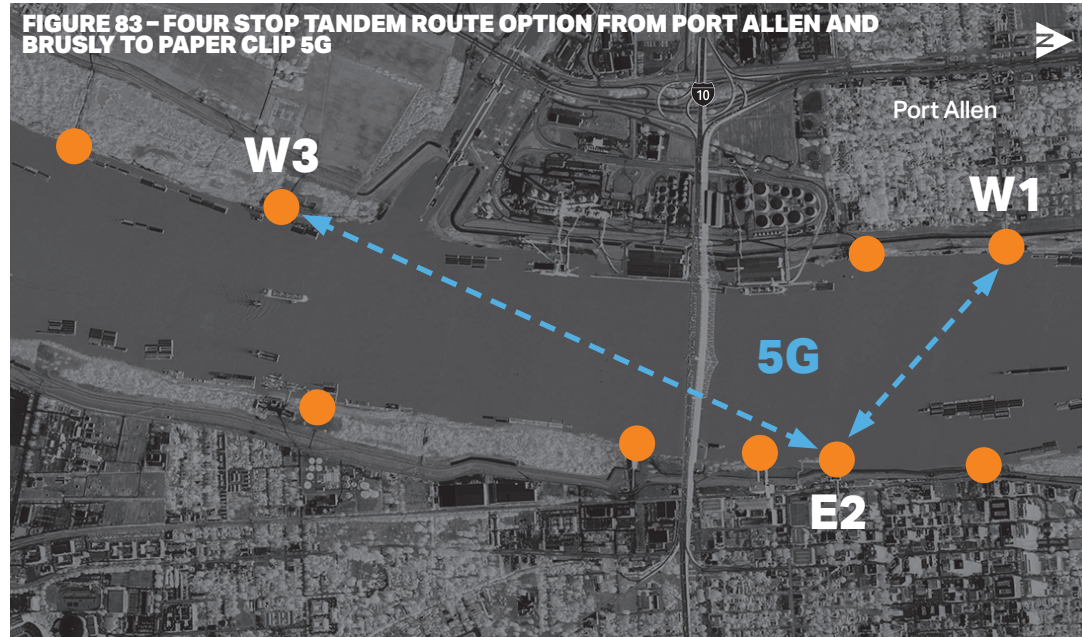
The Port Allen/Court Street to Downtown/Paper Clip to Brusly/Phillips Lane to Paper Clip to Port Allen/Court Street shows promise because it allows a single ferry to connect the west bank landings to the downtown and

could accommodate lower demand levels or variations in demand times. If combined with the Route 9A option, the two vessel ferry system could cover the maximum number of ferry transit travel choices. As shown in Table 28, the vessel crossing times are the same for each segment of the linked route as in the two-stop scenarios, and when combined for the four stops total 20 minutes.

This crossing time helps determine the number of round trips times per hour for a single vessel which would be three, or 20 minute departure times. For the riders the total trip times are relevant only for each leg with the Port Allen leg remaining at 5 minutes and the Brusly time remaining at 6 minutes.

11.5.3.2 ROUTE 9A

Port Allen/Court Street to LSU/Oklahoma Street to Brusly/Phillips Lane to LSU/Oklahoma Street to Port Allen/Court Street. Route 9A is added to the potential list for demand modeling since it provides reasonable frequency from both west bank origins. The route could be run by a single vessel with a roundtrip cycle time of 18 minutes or 3 round trips per hour.



11.5.4 RECOMMENDED ROUTES FOR DEMAND ANALYSIS MODELING

The following routes are recommended as most promising for demand modeling:

- (1B) Port Allen/Court Street to Downtown/Paper Clip
- (2B) Brusly/Phillips Lane to Downtown/Paper Clip (Two-stop)
- (5B) Port Allen/Court Street to Downtown/Paper Clip to Brusly/Phillips Lane to Port Allen/Court Street
- (5G) Port Allen/Court Street to Downtown/Paper Clip to Brusly/Phillips Lane to Paper Clip to Port Allen/Court Street
- (9A) Port Allen/Court Street to LSU/Oklahoma Street to Brusly/Phillips Lane to LSU/Oklahoma Street to Port Allen/Court Street.





TASK 4

IMPLEMENTATION STRATEGY

12 PURPOSE AND APPROACH

The Task 4 report includes an implementation framework for Baton Rouge to move forward with short-term or interim transit improvements during the I-10 and Port Allen Lock crossing overpass construction projects. The potential transit improvements consist of a set of optional measures that could be implemented in response to anticipated cross river travel delays incurred during phases of the I-10 construction project. Responsibilities for monitoring construction phase travel impacts and implementing possible transit remedies will require agreement and cooperation between east and west bank parishes as coordinated by the CRPC and CATS, and collaboration with LADOTD and I-10 contractors.

Based on findings in Tasks 2 and 3, a broad-based implementation framework of short-term options for land and water transit was determined to be more useful to Baton Rouge at this time, in place of completing a detailed implementation plan and business model for a new permanent ferry service. Factors leading to this decision include:

- Findings from Task 2: Existing Conditions Data Analysis including no delays for existing I-10 bridge traffic, projected minimal I-10 construction related delays, and a limited east and west bank demand pool for cross river commuter travel, have combined to prevent the study from identifying feasible permanent ferry models as based on current available travel information.
- A Public Outreach Plan and Schedule was prepared, however, the meetings were postponed because no feasible ferry transit plans could be presented based on available traffic and ridership data. The TAC and Public Outreach programs may be useful, however, as other interim transit measures need to be introduced.
- However, it should be noted that the traffic and ridership data analyzed in Task 2 were found to be inconsistent and incomplete. As such the team was unable to either support or recommend against implementing a costly ferry transit alternative at this time. More specifically:
 - Cross river travel times were inconsistent and unreliable due to a high frequency of traffic incidents.
 - The design-build team performing the I-10 widening has not yet determined impacts on traffic caused by the upcoming construction.
- Current cross river trip time data is inconsistent and generally reported to have no present or anticipated delays related by I-10 construction. It is anticipated that periodic delays are likely to occur as construction phases proceed.
- While the project team finds the data to be inadequate and incomplete at present, with additional data collection and analysis (by the design-build team and others) as construction proceeds, delays can be anticipated

The potential transit improvements consist of a set of optional measures that could be implemented in response to anticipated cross river travel delays incurred during phases of the I-10 construction project

and quantified. Based on such needed supplemental data, it remains possible (but not certain) that a new ferry service may be found feasible and effective in mitigation of traffic delays.

- Cross river commuter trip numbers (the rider pool) were found to be small based on limited west bank census findings and trip to work numbers, combined with limited residential growth projections. Justification of a full-time passenger ferry service would require a high percentage of auto trip diversions.
- Although hypothetical demand and operating models were considered and could be developed, funding and implementation would be difficult to justify based on speculative changes in traffic delays.
- In summary, since the official traffic model data indicates artificially short trip times and no projected delays based on construction or accident incidents, it is not possible to justify new ferry or transit alternatives, or expect financial support for implementation.

Included in Task 4: Implementation Strategy are the following implementation framework elements:

- Summary Implementation Framework:
 - Describing a sequence of recommended steps and optional short-term transit measures to address travel delays as they arise.
- Description of Optional Transit Implementation Measures:
 - Construction monitoring to detect and anticipate changes in cross river travel patterns.
 - Toolkit of interim and/or transitional ferry and land transit options, as well as enhanced user ITS (intelligent transportation system) public information programs.
 - Additional data collection and analysis needs.
 - Identification of funding options and mitigation responsibilities.
 - Public outreach and user survey plan applications.

measures that can adapt to changing traffic and travel patterns. The selected list of steps and options are not intended to be comprehensive, but rather to focus on measures that can be implemented quickly and cost effectively in response to construction and related impacts as they are identified. The implementation options presented include the following:

1. Construction Traffic Monitoring and Mitigation Programs.
2. Land Transit Options.
3. Temporary Ferry Transit Routes.
4. Additional Data Collection and Analysis.
5. Funding Options and Grants.
6. Public Outreach Programs.

It should be noted that while some of these measures may already be in place, the list serves as a checklist for either improving existing measures and/or adding new initiatives. The individual measures are discussed in greater detail in Section 11.

12.1 SUMMARY IMPLEMENTATION FRAMEWORK AND SEQUENCE OF STEPS

With the objective of Baton Rouge being prepared to identify changing travel needs for those area residents who frequently cross the river as described in the Task 2 findings, the intention is to identify potential short-term transit

13 OPTIONAL TRAFFIC MITIGATION AND TRANSIT IMPLEMENTATION MEASURES

13.1 OVERVIEW

As I-10 and Ship Canal overpass (LA-1) construction is expected to continue for many years to come, cross river travel patterns are likely to change frequently depending on the construction phases. However, based on the current lack of data to support feasibility of a permanent new public ferry service, combined with continuing uncertainties of home-to-work travel caused by the COVID pandemic, the following implementation framework identifies short term, interim measures that may address evolving travel impacts and delays over the next few years. The implementation framework is intended to provide options for West and East Baton Rouge travelers, and also serve as a basis for Parish planning and transportation departments to identify construction delays in real time, and, as needed, advocate for specific impact mitigation measures. The interim measures include outreach programs to inform the public of real time traffic delays and corresponding travel options during construction induced congestion periods. The design/build contract for the I-10 highway construction should necessitate such real time travel delay monitoring and reporting (which was not apparent or available during the course of the study). In addition the design/build contract should also require traffic impact mitigation as needed, and provide opportunities for pilot project testing and activation of interim land-based and ferry transit mitigation measures.

The Implementation Plan identifies a range of quick action transit measures, based on the conditions and route assessments conducted to date. Tables 29 through 33 summarize various types of interim measures and actions as options that can be considered along with potential responsibilities and public benefits. The options identified are described at a conceptual level and will require additional research and development if and when determined to be effective and feasible.

In addition to the primary work trip benefits for west and east bank travelers, there are other potential uses and benefits of the land and water transit measures. Off peak and recreational trips by transit could be helpful at times of severe bridge delays, for example during LSU game days, or other special events. For a community such as Port Allen, there may also be broader economic development advantages in terms of supporting west bank riverboat landings, as well as access to historic and recreational sites. An increasing number of Mississippi riverfront towns and cities are developing attractive parks and trails on top of the levees to provide access and views to their famous river edge. Ferry links such as the Channel Cat in the Quad Cities have supported nearly 100 miles of incrementally extended recreational river trails. In more general terms, such interim and longer term transit options can also support a resurgence in west bank residential and commercial growth.

TABLE 29 – CONSTRUCTION MONITORING AND IMPLEMENTATION PROGRAMS

	Measure	Components	Responsible Lead	Coordinate With	Time Frame	Public Benefits
1	Construction Traffic Monitoring and Mitigation Programs	Daily I-10 traffic report, website, alerts	CRPC, CATS, LADOTD	I-10 contract mitigation; parishes	2021 thru completion	Plan auto trips; Identify transit options; Multi-media
		Public transit info and monthly fare program	CATS, LADOTD	Parishes, providers	2021 thru completion	Plan transit trips; Identify transit options; Multi-media
		LED alert signs at decision points	CRPC, LADOTD	I-10 contract mitigation; parishes	2021 thru completion	All Travelers
		Bridges HOV lanes	CRPC, CATS, LADOTD	I-10 contract mitigation, parishes	2021 thru completion	All residents

A thorough public outreach program for the stakeholders was recommended originally as a critical component of considering interest in new longer term ferry and transit initiatives. It is now recommended that the same outreach be conducted for short term traffic and transit measures by the East and West parishes by CRPC and CATS, along with other Metro area partners. Public meetings should include discussion among stakeholders, identification of priority interim transit initiatives, and consideration of implementation plans.

13.2 CONSTRUCTION TRAFFIC MONITORING AND MITIGATION PROGRAMS

During the estimated 10-plus years of construction phasing ahead (from 2021), East and West Baton Rouge residents can all benefit from comprehensive weekly traffic monitoring made available through easily accessed internet availability and daily media distribution. CRPC and CATS can play a lead role in identifying the most effective monitoring and distribution programs, and partnering with the I-10 contractors and LADOTD to make them happen. While some such programs may already be occurring, the recent report analysis did identify such information as real time traffic reporting and daily construction impacts as being transparent and available to the public. In addition, when such anticipated impacts are identified by CRPC, appropriate measures to mitigate traffic delays will need to be prepared and available for application with cooperation and support from I-10 contractors and LADOTD. It is recommended that CRPC and CATS, along with representation from the affected east and west Parishes, consider the feasibility and practicality of developing and implementing the following smart transportation measures

(see Table 29). In addition, as any further contracts for planning and construction phasing proceeds, such as the Ship Canal overpass, CRPC and the Parish officials need to be included in planning and advocacy for anticipated traffic mitigation needs and decisions.

13.3 DAILY AND WEEKLY I-10 TRAFFIC REPORTS AND ALERTS

While local news media are generally likely to report on real time traffic delays and problems, the public would benefit from a well-informed and pro-active information network that announced anticipated construction impacts in advance, such as lane closures, ramp closures, or other scheduled construction events that may alter travel routes and trip times for regular users. A coordinated traffic monitoring effort that includes the contractors, police details, and LADOTD contract management could provide an effective source of such data, while CRPC can assure that such information is distributed to east and west residents and media outlets, as well as establish an interactive website and hotline for help users plan their trips. If or when such public information programs are implemented, ongoing monitoring and quality control will be useful over the longer duration of the construction phases.

It is important to note that in addition to commuter trip planning, an even more important reason for requesting accurate real time and projected I-10 traffic delays relates to public safety. With limited bridge crossings as well as other potential I-10 bottlenecks, obtaining daily reports as well as real time accident and back-up alerts is essential to allowing health, fire, police and emergency response vehicles to find best routes for their trips. Traffic information coordination with all such providers is recommended.

**TABLE 30 – INTERIM
LAND AND FERRY
TRANSIT OPTIONS**

	Measure	Components	Responsible Lead	Coordinate With	Time Frame	Public Benefits
2	Land Transit Options	Port Allen; Land Transit; LT1	CRPC, CATS	LADOTD; I-10 contract mitigation	2021 planning; 2022 implement	Port Allen/Baton Rouge commuters and students
		Brusly/Addis; Land Transit; LT2	CRPC, CATS	LADOTD; I-10 contract mitigation	2021 planning; 2022 implement	Brusly/Addis/Baon Rouge commuters and students
		Plaquemine/Morrisonville; Land Transit; LT3	CRPC, CATS, Parish	LADOTD; I-10 contract mitigation	2021 planning; 2022 implement	Plaquemine/Morrisonville/Baton Rouge commuters and students
3	Temporary Ferry Transit Routes	Port Allen to Downtown; TF1	CRPC, CATS, Parish	LADOTD; I-10 contract mitigation	2021 planning; 2022 implement	Port Allen/Baton Rouge commuters and students
		Brusly to Downtown; TF2	CRPC, CATS, Parish	LADOTD; I-10 contract mitigation	2021 planning; 2022 implement	Brusly/Addis/Baon Rouge commuters and students
		Enhanced Plaquemine Ferry; TF3	CRPC, CATS, Parish	LADOTD; I-10 contract mitigation	2021 planning; 2022 implement	Plaquemine/Morrisonville/Baton Rouge commuters and students

13.4 PUBLIC TRANSIT INFORMATION FOR CURRENT SERVICES AND MITIGATION MEASURES

To complement the traffic focused information network, CATS and CRPC can also provide an enhanced transit service, schedule and availability network. Such enhancements could include suggested uses of current and new transit services to improve trip to work time and reliability in general, as well as specifically during delay periods. For cross river transit use, new services would need to be considered such as those described below for land and ferry transit options. If existing CATS bus routes can be better utilized to save trip time and reduce auto traffic along corridors affected by I-10 construction, such opportunities should be promoted by CATS and possibly supported by employers for employees. If and when cross river transit mitigation measures are introduced, they too could be promoted by CATS on an active transit trip planning site. If user fares seem to be a decision factor, CATS may want to consider construction period reduced or free fares to promote transit ridership when it can serve a mitigation function. CATS would need to coordinate with the I-10 contractors, Parishes, and LADOTD to initiate the enhanced information network. It should be noted that extended traffic delays of single occupant vehicles can result in worsened air quality, and transit use can help offset such spikes by reducing auto travel.

13.5 LED TRAVEL ALERT SIGNAGE AT KEY DECISION POINTS

Another traffic program that may already be in place or planned, an enhanced LED travel alert system can be helpful to both residents and through-travelers during periods of construction related delays. If such mobile LED programs are in place, monitoring their placement and effectiveness for east and west residents can be useful, also utilizing a traffic website and hotline.

CRPC and parish traffic representatives can assist residents by conducting such monitoring and reporting on existing or new LED systems. If such systems are not in place or found to be inadequate, CRPC and the parishes may need to identify improvements and appeal to LADOTD and contractors for improvements. For example, for east side residents south of the I-10 bridge, real time LED announcements on LA-1 may be useful during major bridge back-ups to divert some drivers to the Plaquemine ferry as an alternative crossing.

For such similar back-ups, LED signage along arterial routes in Port Allen, or further west on I-10 may help divert drivers to the Huey Long bridge crossing as being a more time effective route.

There are potential on demand land transit measures that could address acute cross river travel time disruptions.

13.6 BRIDGE AND LOCAL STREET HOV LANES

Another common traffic mitigation program is the introduction of dedicated HOV or bus-only lanes during construction, where lane availability allows. Increasingly, HOV lanes are being used for bus-only applications, on highways and on local streets at crowded intersections so that the bus travelers can benefit from faster trips, and to help maintain bus schedules and predictability. If new east-west buses and/or on demand transit is considered during I-10 construction, CRPC and CATS can take the lead in explore various opportunities to enhance transit travel and attract new riders. As with other initiatives collaboration with Parishes and coordination with LADOTD and contractors would be needed.

13.7 COST AND FEASIBILITY

As more specific traffic mitigation needs and opportunities are identified through the CRPC monitoring process, it will be easier to identify land and water transit services that can be applied for the benefit of particular residential areas. When compared with the full service passenger ferry landings and routes evaluated in Task 3, the interim transit measures require substantially lower capital investments, and can be implemented more quickly in response to different phases of construction that may have short- or long-term impacts. The options identified are on demand land transit and interim ferry landings and routes which can be deployed with a short start up period and can be incrementally expanded or contracted as needed. The various options would be beneficial to different pairs of west and east commuter neighborhoods. Table 30 summarizes some of the more promising interim on demand land transit and ferry options.

The land transit measures focus on on-call “smart” vehicles to offer a one seat ride. Users would be picked up at or near home and delivered to cross river work destinations. Park and ride sites may be used, but the on call nature of the service might be best suited to home pick-up, particularly in Port Allen. In the less dense, more dispersed neighborhoods of Brusly or Addis a park and ride approach might be more suitable. The primary target group would be west bank residents with limited travel routes across I-10 to East Baton Rouge work or school destinations, with a secondary use by central Baton Rouge residents headed for west bank work destinations. For both land and ferry routes the initial service would be primarily for weekday commuters. If

during a test commuter service it was found that there were sufficient off-peak and weekend demands, the land-based vehicle and/or ferry fleets could also provide similar services when travel delays on I-10 interfere with weekend off-peak hour travel.

There are several interim ferry route and land transit options identified in response to the available data, that could potentially be implemented more quickly than the full-scale ferry operations described in Task 3. Such temporary transit services may also serve as a pilot or transition to more permanent ferry and land transit initiatives. One or more of these may be useful in response as anticipated travel delays caused by I-10 construction become serious and cross river commuters begin to experience longer and less predictable travel times. The proposed options are lower capital investment approaches to permanent transit and may initially be treated as pilot projects until proven effective.

Interim ferry services could be offered starting with a seasonal commuter link between Port Allen/Court Street and the Paper Clip in downtown Baton Rouge. The route and landing locations would be those described in Section 11 in the two-stop Route Scenario 1B, and similar to the original Baton Rouge/Port Allen ferry route. A second potential interim route would be the two stop route 2B Brusly/Phillips Lane to Downtown/Paper Clip. The interim routes would include temporary, movable landing installations and smaller seasonal ferry vessels, all of which could be implemented for a much lower capital cost and faster delivery time. Both would benefit from land-side transit support.

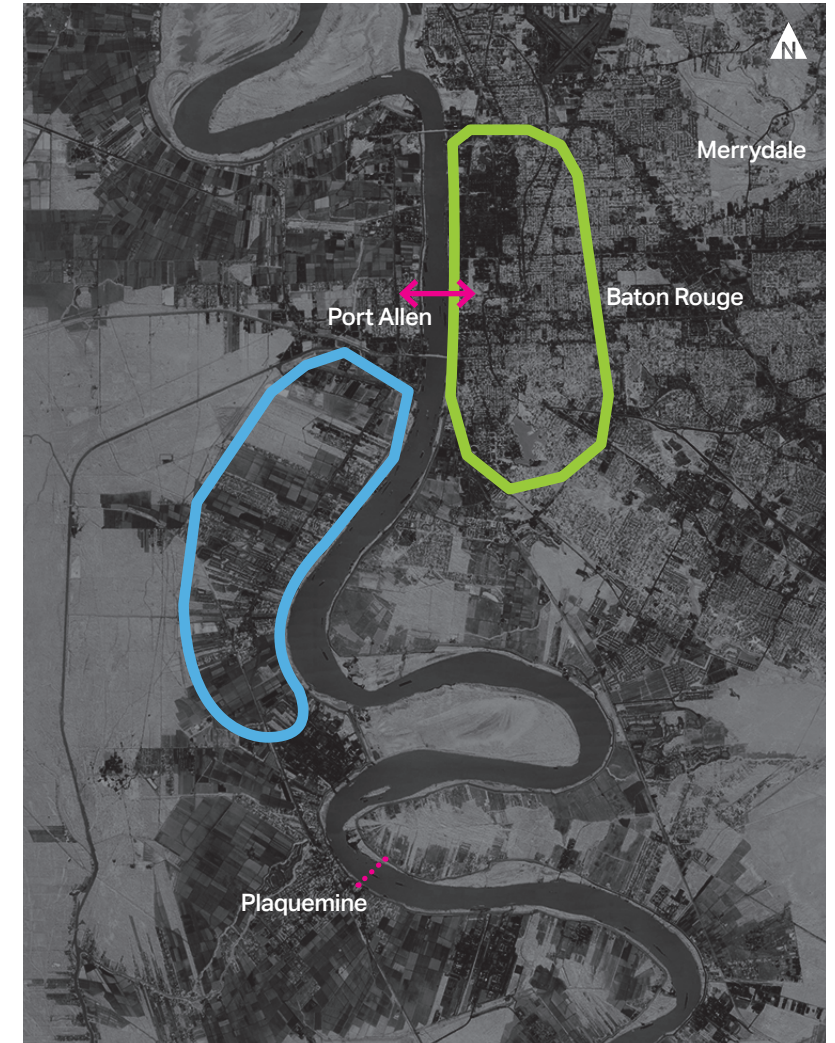
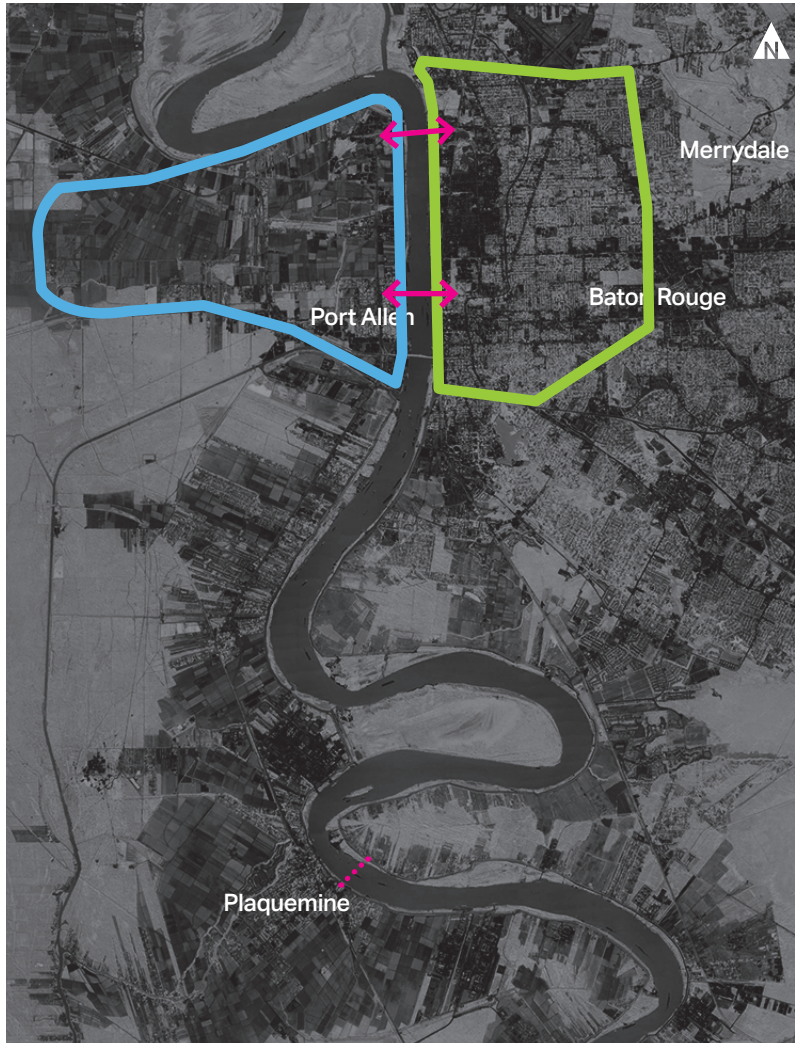
The land transit and ferry options and applications are described at a concept level in the Task 4 report, and are referenced as possible actions in the implementation framework. Further detailed analysis of feasibility is recommended if any of the options seem promising, particularly as travel delays increase.

13.8 ON DEMAND LAND TRANSIT OPTIONS

There are potential on demand land transit measures that could address various cross river travel time disruptions, In addition to avoidance of construction period delays, such options might also be applicable immediately as transit alternatives to auto trips in general. A new type of on demand vehicle service could be modeled on a combination of airport shuttle vans and on-demand taxis (such as Uber or Lyft), and could employ real time traffic conditions

**FIGURE 85 - (RIGHT)
LT-1: PORT ALLEN
BASED ON DEMAND
LAND TRANSIT**

**FIGURE 86 - (FAR
RIGHT) LT-2:
BRUSLY/ADDIS ON
DEMAND LAND
TRANSIT**



routing for commuters to and from central Baton Rouge. Energy efficient vehicles could be driven by CATS-trained bus drivers to provide an affordable public transit alternative to the auto commute, while also improving air quality.

Port Allen would be the most likely on demand land transit start-up location. Offering similar service to the neighborhoods south of the Shipping Canal could also be beneficial without traffic delays, but more challenging when the

I-10 bridge is tied up.

The demographic analysis identified relatively low-density west bank residential patterns with the exception of Port Allen, which has residential densities comparable to the Algiers neighborhood in New Orleans. Port Allen was also identified as having comparatively low vehicle ownership and, like other west bank towns, has no public transit service. During construction

FIGURE 87 – (FAR RIGHT) LT-3: PLAQUEMINE/ MORRISONVILLE ON DEMAND LAND TRANSIT

delays, providing conventional bus or shuttle bus transit across the I-10 Bridge, would not provide reliable trip time savings. However, particularly for Port Allen, there may be opportunities for smaller on demand options with door to door service.

On demand services could be effective for some segments of west to east commuters, with publicly provided vehicles ranging in capacity for 6 to 10 passengers, affordable fares, and guided by smart traffic routing. For example, in Port Allen, a vehicle could circulate through the residential area and then use either the I-10 bridge or the Huey P.Long–O.K. Allen Bridge to deliver passengers to downtown or LSU work destinations. The same providers could then collect central Baton Rouge residents and deliver them to west bank work locations on the return trip.

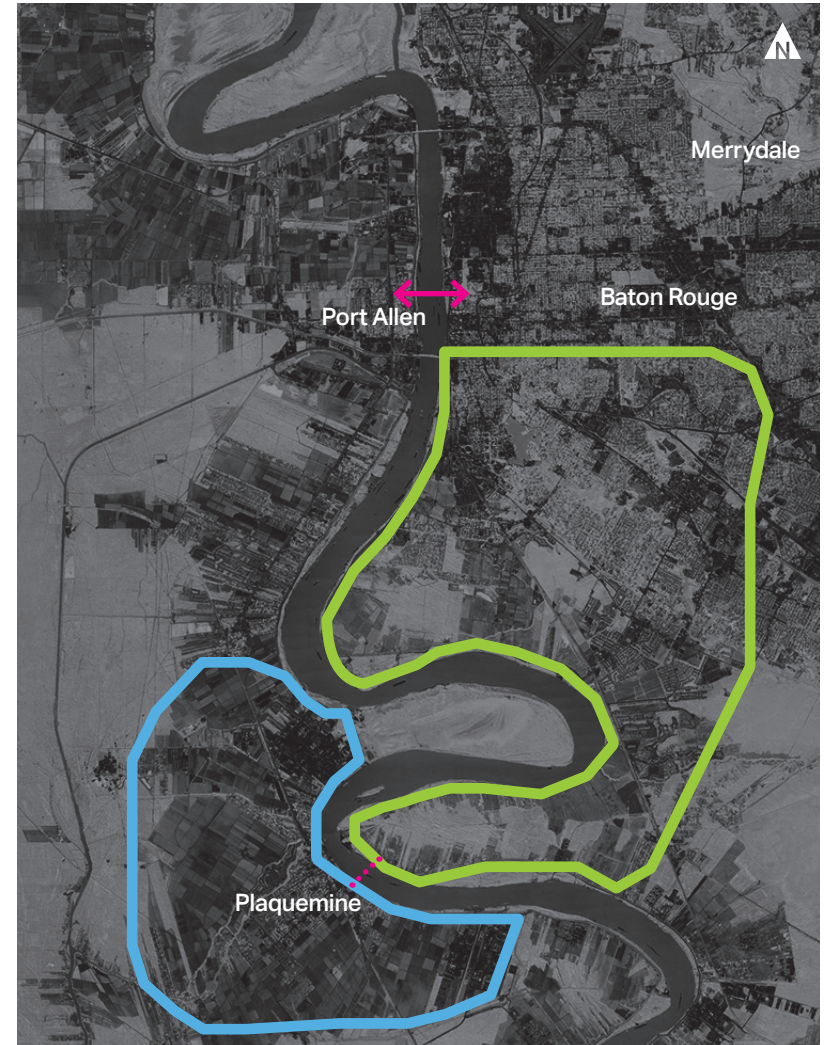
Because low fares would be an essential incentive for riders to leave cars at home, public fare support is needed even if operated by a private market-rate on-call service. All private service, like airport van pools or Uber/Lyft type owner driven services, would not work financially. CATS would be the likely sponsor and operator of such a multi-parish service, in expanding public transit to the west bank. Such van pool services might have varying applications to different residential areas. A ‘smart’ on demand network could be tested as a pilot project with few vehicles, starting in Port Allen, and then incrementally expanding by adding vehicles to serve other neighborhoods and towns, if and when the services proved popular and effective.

In addition to the start of real time traffic monitoring, further analysis would be needed to determine the potential competitiveness of trip times, funding needs, and start-up timing. Localized trip modeling would be needed for specific neighborhoods and for providing guidance to drivers on variable travel routes. More analysis would also be needed for how many riders would benefit, estimated capital and operating costs. Research is needed on availability and costs of suitable vans, as well as clean energy powering options.

13.8.1 LT-1: PORT ALLEN BASED ON DEMAND LAND TRANSIT (FIGURE 85)

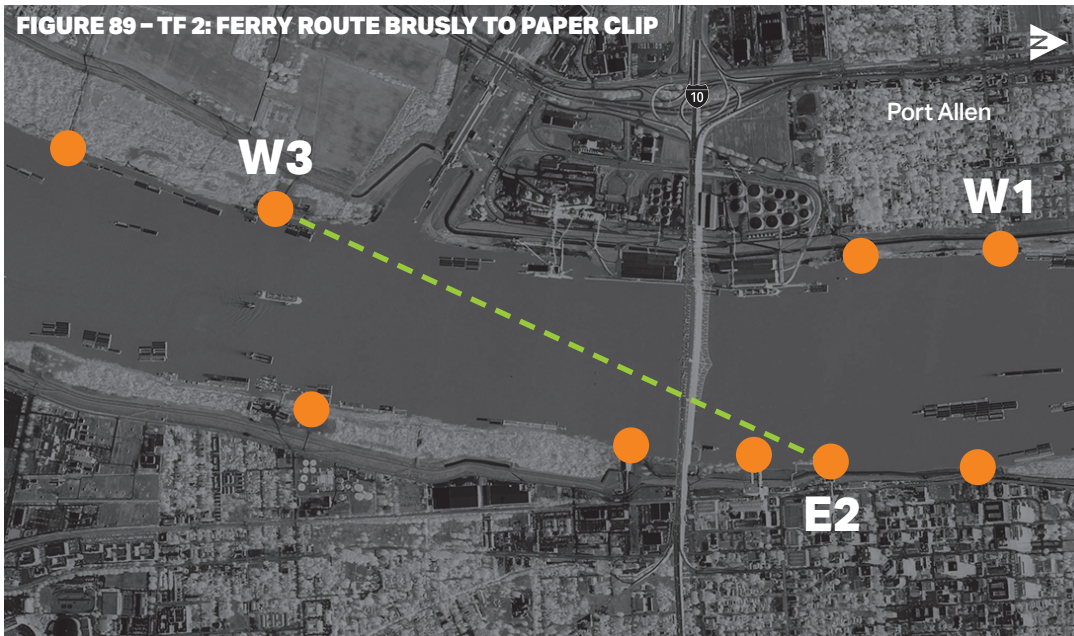
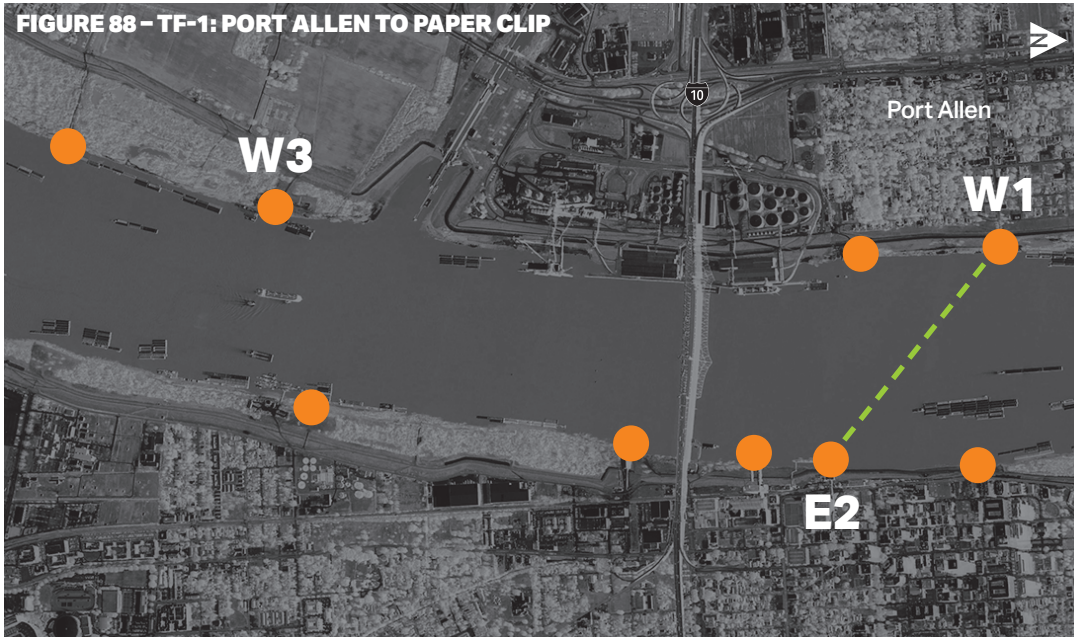
Port Allen was identified in the report as a prime candidate for transit improvements. Since the closing of the Port Allen Ferry, neither residents and businesses have had continuous affordable and reliable transit service.

Located for use by residents and for work destinations north of the Shipping



Channel and I-10 Bridge, an on-demand land transit service could have multiple potential applications. A stand-alone public van pool service could be effective for multiple trips purposes:

- West to east commuter trips with multiple downtown drop-off locations
- Reverse direction east to west trips for central Baton Rouge residents to Port Allen work destinations



- Off-peak work, school or recreational trips. In addition, as described above, Port Allen based on demand transit could provide west bank access in support of an interim ferry (TF-1), primarily for commuters working in the central downtown area. The Port Allen area is suitable for on demand land transit to relieve construction travel impacts because of access to the two bridges. A on demand vehicle service would also provide a public transit alternative for residents without cars, and could therefore expand cross river employment opportunities.

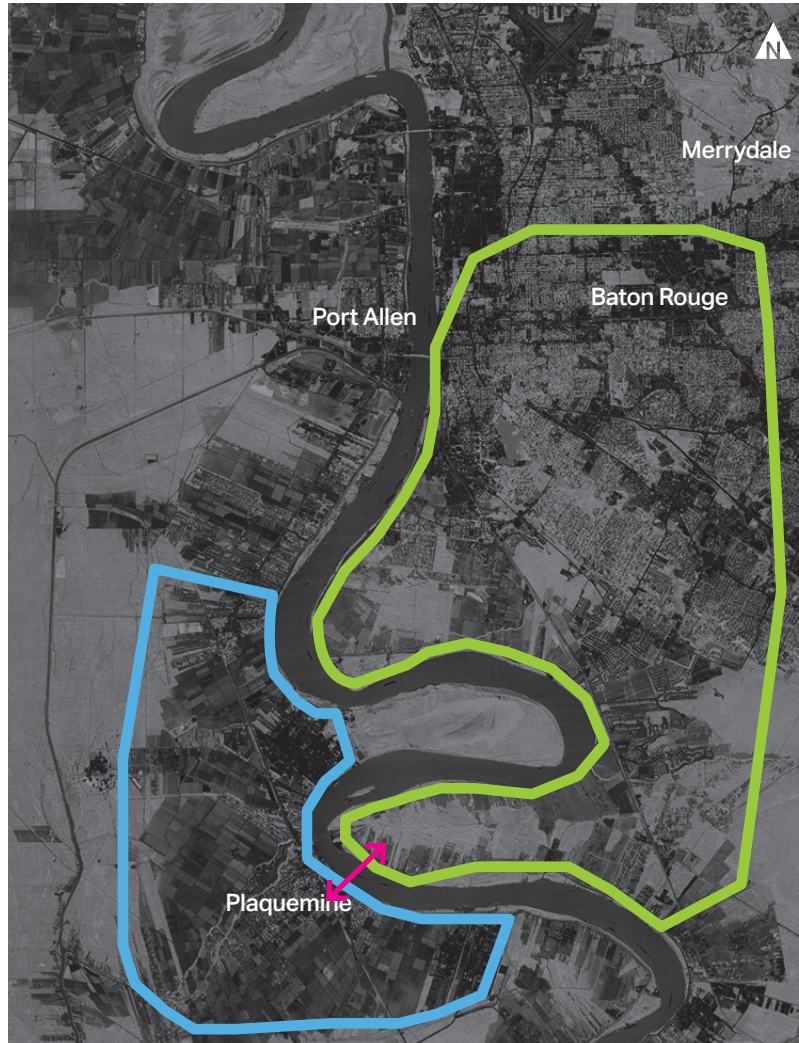
13.8.2 BRUSLY/ADDIS ON DEMAND LAND TRANSIT (FIGURE 86)

For residents south of the Shipping Channel and I-10 Bridge, on demand land transit benefits and efficiencies may be more limited, because there are no viable alternative cross river routes to the LA 1 Channel overpass and I-10 route. The first step would be to initiate a real time I-10 traffic monitoring website to supplement commercial Google Maps and other travel information platforms. Information about current and expected delays relating to the construction sequences could be helpful to all residents, but particularly those with limited options such as Brusly, Addis, and Morrisonville residents and workers. Such a site would also be helpful to all west bank on demand land transit operators and riders, in reporting delays and projected travel times. The on demand land transit support of a temporary ferry, TF-2 could also be useful as there may be limited parking available at the Phillips Lane site. Such a linking on demand land transit or mini-bus could be a park and ride type system, since the ferry would be operating on a schedule. Parking sites could be by neighborhood, such as Brusly or Addis.

13.8.3 LT-3: PLAQUEMINE/MORRISONVILLE ON DEMAND TRANSIT (FIGURE 87)

For residents and work destinations further south of the Shipping Channel and I-10 Bridge, on demand transit options could also be useful to those residents and workers closer to the Plaquemine vehicle ferry particularly at times when the I-10 delays are long and unpredictable. The on demand land transit could be helpful for two applications: with or without a Brusly temporary ferry service. In conjunction with a TF-2 ferry, on demand land transit could take the southwest residents northward towards the I-10 bridge with two options; either continue over the bridge if no delays, or drop riders at the TF-2 ferry when bridge delays would make the ferry trip

FIGURE 90 - TF-3: EXISTING PLAQUEMINE FERRY (ENHANCED UTILIZATION)



quicker. The second application would be without the Brusly ferry in support of the TF-3 Plaquemine vehicle ferry, by going south on LA-1 and taking the existing ferry to avoid long I-10 bridge delays. As with the Brusly and Addis neighborhoods, the ferry linking on demand land transit or mini-bus could be a park and ride type system, since the Plaquemine ferry would be operating on a schedule. Parking sites could be by neighborhood, such as Brusly or Addis.

13.9 TEMPORARY FERRY SERVICE OPTIONS

The temporary or interim ferry route options are based on earlier analysis of landings and routes described in Task 3. While the routes and landing locations are similar to the more permanent services described above, the temporary services would be capable of faster implementation and lower capital costs. By using temporary, movable landing components, with smaller ferry vessels designed for quick build and seasonal or interim use, such temporary or interim services could be in place at an earlier date. The concept is based on the Quad Cities River Cat described in the Comparative Ferry Analysis in the Task 2 report. The catamaran vessel designs could be similar to the Quad Cities ferries which are fundamentally workboats based on military transit models. While a more thorough search for available vessels would be advisable, the general characteristics could include the following: catamarans which have proven successful historically, covered and weather protected but not climate controlled, powered by outboard motors rather than inboard, slower speed requirements (18 to 20 knots) and suitability for seasonal or interim uses. Two 75-100 passenger vessels would be recommended for back-up purposes. Such vessel costs are potentially a fraction of the cost of the highspeed 149 passenger ferries recommended for the permanent service routes. Several route opportunities exist, also based on the earlier route and landing analysis, rider catchment areas, and geographic factors.

13.9.1 PORT ALLEN - NORTH OF THE SHIPPING CHANNEL AND I-10 BRIDGE

In West Baton Rouge, the Port Allen residential and industrial work locations are those areas north of the Shipping Channel.

Port Allen presents the most favorable location for an interim ferry service for a number of reasons. The ferry landing is within walking distance of a large portion of the Port Allen residential areas. A ferry connection directly to the downtown would greatly reduce commuting time, particular during I-10 construction. The ferry route would be very similar to the successful historic route. A ferry link could also provide a tourism connection, with possible overflow riverboat landing opportunities. The capital costs for a seasonal or adaptable service could be reduced for both landing infrastructure and vessel purchase. An interim ferry service could act as a transition to a more permanent ferry and landing. Most importantly, the ferry would provide a reliable and much needed

**TABLE 31 –
ADDITIONAL DATA
COLLECTION AND
ANALYSIS NEEDS**

	Measure	Components	Responsible Lead	Coordinate With	Time Frame	Public Benefits
4	Expanded Data Collection and Analysis	I-10 Construction Impacts and Mitigation	CRPC, LADOTD	I-10 contract; parishes; surveys	2021 with annual updates	All residents; All travelers
		Ship Canal Overpass Construction Impacts and Mitigation	CRPC, LADOTD	I-10 contract; parishes; surveys	2021 with annual updates	All residents south of I-10

public transit link, for a community which has limited transportation options.

The historic Court Street ferry landing site remains as a good central location with useful cross levee pedestrian access, which would provide a good access platform and reduce infrastructure costs. Temporary floats and ramps could be easily installed and removed or relocated during flood periods, as needed, much the same as these historic ferry landings were adaptable to changing river conditions. In the East Baton Rouge downtown area, the town pier at the Paper Clip provides a suitable landing site with ADA access up and over the rail tracks, and is within walking distance of many work opportunities and central services. Temporary floats could be attached and adapted to changing visiting Riverboat seasons as needed, at the Paper Clip as well as on the Port Allen side.

- **TF-1: Port Allen to Paper Clip (Figure 88)** – The route is the same as the recommended permanent two stop route 1B described above. The Interim ferry route could be operated initially as a pilot public transit project focusing on peak commuter hours with the purpose of offering a ferry alternative to anticipated travel delays on the I-10 bridge. Like the more permanent Port Allen service, the ferry would need to be supported with land transit shuttle loops on the Baton Rouge side, and either the on demand land transit service (described below), or a shuttle loop on the Port Allen side. The temporary ferry could serve commuter needs in both directions if combined with an on-call van pool. The TF-1 route would be recommended as the first priority because of community transit needs and ease of installation.

**TABLE 32 –
FUNDING OPTIONS
AND MITIGATION
RESPONSIBILITIES**

	Measure	Components	Responsible Lead	Coordinate With	Time Frame	Public Benefits
5	Funding Options, Grants	Traffic Monitoring and Data Collection	CRPC, LADOTD	I-10 contract; parishes	2021 with annual updates	All residents; All travelers
		Transit Info Program	CRPC, CATS, LADOTD	I-10 contract; parishes	2021 with annual updates	All residents
		Land Transit Land Transit Pilot Routes	CRPC, CATS, LADOTD	I-10 contract mitigation; parishes	2021 with annual updates	All residents
		Ferry Transit Pilot Routes	CRPC, CATS, LADOTD	I-10 contract mitigation; parishes	2021 with annual updates	All residents

**TABLE 33 – PUBLIC
OUTREACH AND
USER SURVEY
APPLICATIONS**

	Measure	Components	Responsible Lead	Coordinate With	Time Frame	Public Benefits
6	Public Outreach Programs	TAC Review and Coordination	CRPC, CATS, Parishes	I-10 contractors; LADOTD; local media	2021 on	All residents
		New Transit Announcements	CRPC, CATS, Parishes	I-10 contractors; LADOTD; local media	2021 on	All residents
		User Surveys for Pilot Programs	CRPC, CATS, TAC, Parishes	I-10 contractors; LADOTD; local media	2021 on	All residents

13.9.2 BRUSLY AND ADDIS – SOUTH OF THE SHIPPING CHANNEL AND I-10 BRIDGE

Similar in concept to the TF-1 route above, an interim ferry could also be implemented south of the Shipping Canal to serve the Brusly and Addis residential areas south of the bridge. A temporary adaptable floating landing could be added to or adjacent to the existing Ingram Barge structure at the site described as Phillips Lane/Brusly. The Brusly site would be more challenging than Court Street because of existing maritime uses, and would need to have cooperation from the barge business. However, a temporary added use of the site might be more acceptable than a long-term commitment. The Downtown site would be at the Paper Clip and could share temporary float landings with a Port Allen ferry.

- **TF-2: Ferry Route Brusly to Paper Clip (Figure 89)** – The route is the same as the recommended permanent two-stop route 2B described above. The purpose of the route would be the same as TF-1; providing a reliable transit alternative during construction related travel delays across the I-10 bridge corridor. As with TF-1, two way commuting could also be supported by an on demand land transit operation. With a two ferry fleet, both TF-1 and TF-2 could be operated on reasonable schedules for cross river commuters, but might be several minutes longer with the interim ferry approach compared with the faster permanent catamarans.

13.9.3 TF- 3: EXISTING PLAQUEMINE FERRY (ENHANCED UTILIZATION) (FIGURE 6)

In the likely event of frequent and long delays from I-10 construction, there could be an opportunity for interim transit options for southwest Baton Rouge residents and workers south of I-10, with enhanced use of existing Plaquemine vehicle ferry. Such a system would include additions to the present service. An on-call land transit vehicle would pick up riders at home, roll-on to the Plaquemine ferry, and deliver them to work destinations across the river. More frequent vehicle ferry crossings during peak hours would be helpful to shorten the total trip times. A third element to consider would be an HOV priority boarding for on demand service users. The TF-3 service would best serve the residents and work destinations further south such as Morrisonville and Plaquemine on the west bank, and LSU and points south of the I-10 bridge on the east bank. The downtown area north of I-10 might be too far for a competitive trip time, except possibly in cases of maximum bridge travel delays.

13.10 ADDITIONAL DATA COLLECTION AND ANALYSIS NEEDS

As described in Task 2, there is no data available that projects traffic delays related to different phases of I-10 construction. Nor is there traffic impact and mitigation needs data for the planned Ship Canal overpass and on ramp construction. The I-10 data gap has been attributed to the nature of the design-build construction contract, which requires the builder to be responsible for identifying construction phase impacts and mitigation needs as the project progresses providing remedies when needed. By contrast, a more conventional build-only construction bid process would include a more rigorous environmental and traffic analysis, identifying impacts during the design phase, and requiring specific mitigation remedies in the separate construction bid. Required reviews also allow the affected communities to be aware of projected impacts, and advocate for mitigation, including costs in the construction contract, while preparing for any other needed measures ahead of time.

The first priority for the parishes with assistance from CRPC and CATS is to appeal to LADOTD for provision of such I-10 impact and mitigation data that appears to have been missing in the process to date. A second priority would be to advocate for similar travel impact data to be provided for any subsequent highway projects that could interrupt area commuter and discretionary travel, such as the LA-1 Ship Canal bridge and ramp repairs. Obtaining this data will allow for CRPC to address area wide mitigation and transit improvements (including the interim measures for land transit and ferry), as well as consider longer term transit initiatives such as a permanent west Baton Rouge land and ferry transit system.

13.11 FUNDING OPTIONS AND MITIGATION RESPONSIBILITIES

As traffic information and mitigation priorities are determined, and more detailed plans developed, each measure should include a cost estimate and public benefit/cost analysis. Funding for these initiatives will then need to be sought by CRPC, CATS, and the parishes. Funding sources should include Federal and State grants, city transportation budgets and private sector contributors. While additional tasks and funding may emerge as better data is received, the likely initial candidates would need to include traffic data collection, ongoing monitoring programs and equipment, and a public traffic

and transit trip planning information and alert system, In addition, if van pooling, interim ferry, or other transit services are found feasible and viable as pilot projects, funding for such phased start-ups will be required.

13.12 PUBLIC OUTREACH AND USER SURVEY APPLICATIONS

Substantial progress was completed in Task 1 to plan and put in place a Public Information and Outreach system, with the initial purpose of presenting and discussing the feasibility of a permanent Baton Rouge ferry system.

The outreach process was to be conducted largely through online and remote meetings, largely in response to Covid-19 protocols which limited live public meetings. While the system has not yet been activated, those outreach programs can be adapted to the ongoing needs for public travel assistance, as well as for any surveys, alerts, service announcements and general public discourse during the long construction period. Prompted by Covid-19 needs, other communities are successfully offering multi-purpose daily communications internet platforms which include interactive public health, education, weather, public safety and transportation components. At the least, a public transportation information program adapted from the Task 1 framework could include creation of a Technical Advisory Committee (TAC), a Traffic and Transit trip advisory website, and a user survey platform and public forum for new transit and traffic initiatives.

14 RECOMMENDED NEXT STEPS

14.1 SUMMARY

With I-10 construction and varying degrees of traffic delays are expected to continue for many years to come, the implementation framework is intended to provide options for Baton Rouge and West Baton Rouge planning and transportation departments to pro-actively identify construction impact mitigation needs for travelers, advocate for specific mitigation solution measures, and inform the general public, as well as public safety providers of real time traffic delays and travel route options during the ongoing construction phases. The design/build approach to the I-10 highway construction should both require and allow for opportunities for incremental testing and implementation of land and ferry transit mitigation measures. The I-10 project should also be held responsible for providing accurate and widely available traffic analysis reports and alerts to assist cross river commuters, travelers, and public safety responders in their daily trip planning. Tables 29 through 33 above summarize measures that can be considered along with responsibilities and public benefits. The most promising interim transit options are for Port Allen including an interim ferry service, and on demand land transit services. Both are recommended for further research and consideration.

While all of the described options are conceptual and require additional research and development, CRPC is encouraged to consider public

engagement steps to determine preferred choices and further action steps at the earliest possible date so that selected measures can be developed, funded and implemented in the short-term as well as available in reserve when needed.





APPENDIX

15 APPENDIX

15.1 ADDITIONAL LOUISIANA FERRY ROUTES AND LANDINGS

15.1.1 NEW ORLEANS: LOWER ALGIERS TO CHALMETTE

Overview:

The vehicle/passenger ferry route linking the residential areas in Lower Algiers to employment and commercial destinations in Chalmette on the New Orleans side, provides a two way link between west and east bank residents and work/commercial/recreational destinations. The ferry is approximately 18 miles from the Crescent City Connection bridge to the northwest and provides an alternative time saving route for cross river trips up and down river from the two ferry landings. Like Plaquemine, the Chalmette ferry serves as a “marine highway” link, or ferry as substitute for a fixed bridge. The residential and employment areas served by the ferry are very urban in character and density, and provide a substantial ridership demand pool, both up river and down. The ferry is one of 2 routes in New Orleans that were once maintained and operated by LADOTD, but are now managed by NORTA and operated by LabMar. The ferries operated and landings are those originally provided by LADOTD, and are therefore very similar to other Mississippi vehicle ferry crossings in Louisiana. Likewise, the edge and navigation conditions are also

similar to Plaquemine and other Big Muddy river crossings.

Route Characteristics:

The Chalmette ferry is typical of other Mississippi vehicle ferry crossings, although because for the denser development also carries pedestrians.

- **Schedule:** Operates on the half hour weekdays and weekends from 6:00AM to 9:00PM.
- **Edge Topography:** The Lower Algiers landing has a typical levee bump-outs for transfer bridge access, to allow for operations during regular flood season events. The Algiers escarpment (area between levee and river edge) is minimal and allows for a small bump-out. The Chalmette side has a wider escarpment with an elevated roadway connection to the transfer bridge, spud barge loading area. Vehicle stacking (waiting) traffic uses the approach roads to the transfer bridges on both sides.
- **Landing Pad and Terminal Infrastructure:** The typical plan of vehicular transfer bridge with gallows, and side loading spud barge is used on both banks.
- **Route and Crossing Navigation:** 0.7 mile crossing is perpendicular, with a sharp river bends above and below the route, limiting barge visibility. General navigation is otherwise similar to Baton Rouge.
- **Function and Vessel Capacity:** Function is predominantly weekday



FIGURE 91 - NEW ORLEANS: LOWER ALGIERS TO CHALMETTE

FIGURE 92 - LOWER ALGIERS LANDING

FIGURE 93 - CHALMETTE LANDING

auto and truck, and secondarily pedestrian. Typical side loaded vessel configuration and capacity of Crossing provides shorter trip time for resident and commercial use southeast of the Crescent City Connection in New Orleans. The Chalmette edge is industrial with energy businesses along the river and with residential and mixed use upland behind the levee. The Algiers bank is predominantly residential upland of the levee.

- Nearest Bridge and Vehicle Miles Saved:** The Crescent City Connection is 18 miles northwest of the of the ferry route. The ferry provides substantial savings of distance (VMT) and time for those with origins and destinations within a several miles radius of the two landings. Down river there are no bridges and the next ferry at Belle Chase is 5 miles away from Lower Algiers, while the Scarsdale Landing on the west bank is roughly 15 miles away. The arterial roadways are somewhat inland of the river edge and vehicular travel is relatively slow and circuitous in the urbanized areas surrounding the landings.

Lessons for Baton Rouge:

The Algiers to Chalmette ferry provides several useful comparisons in terms of landing siting and management.



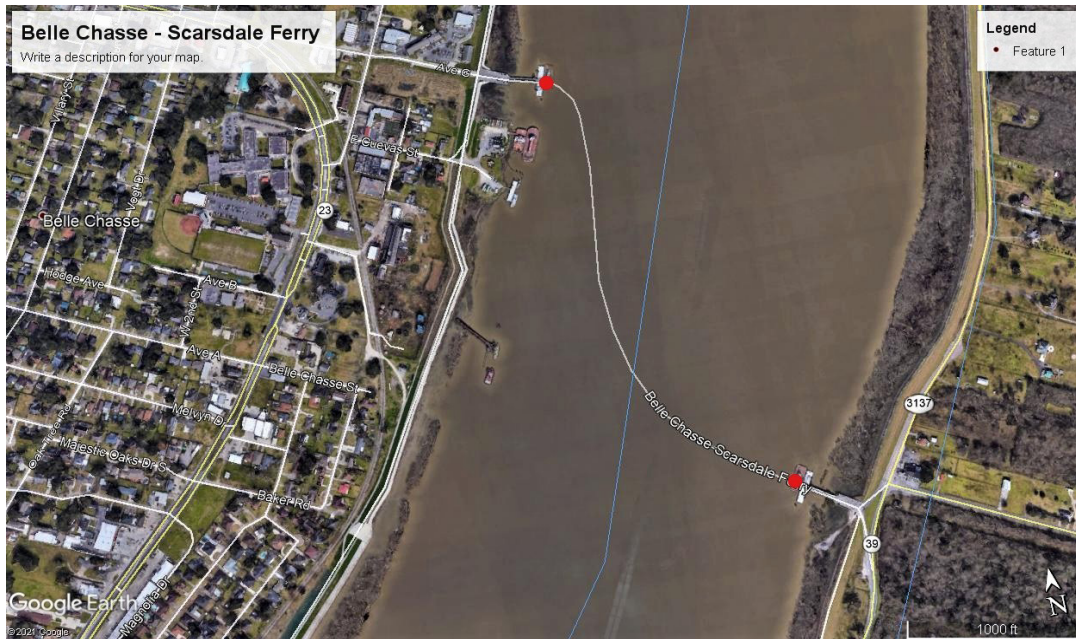


FIGURE 94 – BELLE CHASSE: BELLE CHASSE TO SCARSDALE

- Chalmette landing and approach with a wide escarpment. The wide industrial escarpment requires an elevated roadway connection matching the levee height to provide year round access to the transfer bridge and barge loading. This is the needed approach when a small levee bump-out isn't possible (as on the lower Algiers side).
- New Orleans RTA management with Lab Mar type private operations seems to be the future direction for urban ferry settings, even though the infrastructure and original vessels were developed by LADOTD.
- Transfer bridge, landing pad and design as general model for new passenger ferry landing.
- Ferry schedule is simplified to have the same hours of operation for weekdays and weekends, is more characteristic of a ferry serving as a substitute for a bridge. LADOTD infrastructure and operations would be one useful capital and operations model.
- One way fare is \$2 per vehicle or pedestrian as the operation is heavily subsidized as a public service.

15.1.2 BELLE CHASSE: BELLE CHASSE TO SCARSDALE

Overview:

The vehicle/passenger ferry route linking the largely residential areas in Belle Chase to employment and commercial destinations in Scarsdale on the east bank. The ferry is approximately 18 miles from the Crescent City Connection bridge to the northwest and provides an alternative time saving route for cross river trips up and down river from the two ferry landings. Like Plaquemine and Chalmette the ferry serves as a “marine highway” link, as substitute for a fixed bridge. The residential and employment areas served by the ferry are less urban in character and density. The Belle Chasse side is largely residential, while the Scarsdale side is sparsely populated with a single energy business nearby. This creates a moderate ridership demand pool over a large area down river. The ferry is one of 2 routes managed by Plaquemines Parish. The vessels and landings are standard prototypes provided by LADOTD, and similar to other Mississippi vehicle ferry crossings. The edges and navigation conditions are similar to Plaquemine and Pointe a la Hache.

Route Characteristics:

The Belle Chasse ferry is typical of other Mississippi vehicle ferry crossings, and like Chalmette, and, being even further downstream from the Crescent City Connection, saves many vehicle miles for residential and commercial areas on the two banks.

- **Schedule:** Operates on the half hour weekdays and weekends from 6:00AM to 5:30PM.
- **Edge Topography:** The Belle Chasse and Scarsdale landings both have extended levee bump-outs for transfer bridge access, to allow for operations during regular flood season events. Both escarpments (area between levee and river edge) and barge locations to are wider than average (combined 400 feet to boarding from the levee) and require a longer bump-out. The vehicle stacking (waiting) traffic uses the approach roads to the transfer bridges on both sides.
- **Landing Pad and Terminal Infrastructure:** Both landings feature the typical perpendicular transfer bridge and parallel spud barge connections with side loading vessels. Belle Chasse landing configuration is shown in Figure 94.
- **Route and Crossing Navigation:** 0.6 mile crossing is diagonal with a sharp river bends upstream of the route, somewhat limiting barge and

FIGURE 95 - (RIGHT) BELLE CHASSE LANDING

FIGURE 96 - (FAR RIGHT) SCARSDALE LANDING



shipping visibility. General navigation is otherwise similar to Baton Rouge.

- **Function and Vessel Capacity:** Function is predominantly weekday auto and truck. Typical side loaded vessel configuration and capacity of the crossing provides shorter trip time for resident and commercial use southeast of the Crescent City Connection in New Orleans. The Scarsdale edge is rural agricultural with one large energy business near the ferry landing river. The Belle Chasse bank is predominantly residential upland of the levee. The vessels provide for 35 smaller vehicles and/or larger trucks.
- **Nearest Bridge and Vehicle Miles Saved:** The Crescent City Connection is 10 miles north of Belle Chasse and central New Orleans is a winding 18 miles from Scarsdale. The ferry provides substantial savings of distance (VMT) and time for those with origins and destinations within several miles radius of the two landings. Down river there are no bridges and the next ferry at Pointe a la Hache is another 25 miles downstream from the Belle Chasse landing and 35 miles from the Scarsdale landing.

Lessons for Baton Rouge:

The Belle Chasse to Scarsdale ferry provides several useful comparisons in

terms of landing siting and management.

- Combined bump-out approaches and transfer bridges of about 400 feet from the levee on both sides with a wider than average escarpment. The wider escarpment requires an extended bump-out and elevated roadway connection matching the levee height to provide year round access to the transfer bridge and barge loading. This is the needed approach when a small levee bump-out isn't possible.
- Plaquemines Parish management of the Belle Chasse and Pointe a la Hache ferries seems to be the future direction for more rural ferry settings, even though the infrastructure and original vessels were developed by LADOTD. With the nearest bridge in New Orleans, cross river travel connecting the two banks of the Parish from New Orleans south to Venice is completely dependent on the ferry crossings
- Landing pad and design can be adapted as a general model for a new passenger ferry landing where the escarpment is wider. The bump-out can be partially used as parking, while the pedestrian transfer bridge can be much lighter in weight.
- One way fare east bound is \$1 per vehicle as the operation is heavily

FIGURE 97 – POINTE A LA HACHE: WEST POINTE A AL HACHE TO POINTE A LA HACHE



FIGURE 98 – POINTE A LA HACHE LANDING



subsidized as a public service.

15.1.3 POINTE A LA HACHE: WEST POINTE A AL HACHE TO POINTE A LA HACHE

Overview:

The Pointe à la Hache Ferry is a vehicle ferry across the Mississippi River connecting West Pointe à la Hache and Pointe à la Hache in Plaquemines Parish. Currently, it is \$1 for single or double axle vehicles, while three or more axles are \$2. It is the last vehicle crossing of down river from New Orleans. The East Bank side of the ferry is near the end of paved roadway; while on the West Bank the river road continues down to Venice, Louisiana. On the east bank of Plaquemines Parish the population has been substantially reduced in the aftermath of Hurricane Katrina, but the ferry is a life line for those who remain.

Route Characteristics:

- **Schedule:** Ferry service occurs every hour between 6AM and 10:30PM, with 30 minute service between 6AM and 7AM, as well as at 6:30AM. Likewise, ferry service to the westbank occurs at 6:15AM, 6:45AM, and on the bottom of every hour between 7:30AM and 10:30PM.
- **Edge Topography:** The levee on both shores has a narrow wooded escarpment. The levee bump-outs on both banks provides the roadway connection with vehicle stacking on the bump-out and approach roads.
- **Landing Pad and Terminal Infrastructure:** Typical levee bump-out; gallows transfer bridge; side loading spud barge on both shores.
- **Route and Crossing Navigation:** The route is the southern-most perpendicular crossing on the Mississippi River. Navigation conditions are similar to Baton Rouge.
- **Function and Vessel Capacity:** Vehicle ferry with a 35 car capacity connects small residential and work areas across the lower river.
- **Nearest Bridge and Vehicle Miles Saved:** Crescent City Connection in NOLA is 35 to 45 miles to the northwest from west and east landings.

Lessons for Baton Rouge:

- Similarities include landing topography; river crossing and navigation.
- Demographics and ferry functions are not similar: the small scale residential population and commercial areas served, combined with the greater distance from the NOLA bridge necessitates the low volume, lifeline type vehicle ferry with no passengers.
- LADOTD provided infrastructure and vessel with operations by the parish



FIGURE 99 – (ABOVE) CAMERON – HOLLY BEACH



FIGURE 100 – (RIGHT) HOLLY BEACH LANDING

would be one useful capital and operations model.

- One way fare is \$1 per two axle vehicle and \$2 for multi axle vehicle as the operation is heavily subsidized as a public service.

15.1.4 CAMERON: CAMERON – HOLLY BEACH

Overview:

The Cameron to Holly Beach ferry provides a short crossing of the Calcasieu River and ship channel, south of Lake Charles along the Gulf Coast. The ferry provides a short east west water link for coastal Route 27, connecting Cameron on the east side to Holly Beach on the west side, a beach front camping park known as the Cajun Riviera. The car and truck ferry is larger than most Mississippi ferries and operates 24 hours a day. The ferry is a rapid on and off operation that relies on end loading ferry slips cut into the banks on each side without levee and long transfer bridge constraints found on the Mississippi River. The ferry crossing was built and is operated by LADOTD.

Route Characteristics:

- **Schedule:** 24 hours, seven days a week, with departures on the quarter hour.
- **Edge Topography:** The Calcasieu River edge at the ferry location is a man-made ship canal with rip rap edges, but without levee walls.
- **Landing Pad and Terminal Infrastructure:** The newer ferry slips have been cut into the bank to accommodate the double ended ferries and keep the ship channel open. The former prototypical barge and transfer bridge landings remain in place. Based on aerial photos, siltation of the slips appears to be present and may need periodic dredging, beyond the continuous prop wash which generally keeps them open.
- **Route and Crossing Navigation:** The Calcasieu Ship Channel crossing and width is approximately 1,000 feet and the crossing time is short. Trips may be delayed when shipping is approaching up or down river. River currents and navigation factors are minimal compared to the Mississippi River crossings.
- **Function and Vessel Capacity:** The double ended ferry holds up to 50 cars, with linear drive through loading/offloading. Recreational and commercial trips are made on the ferry and volumes vary seasonally. The double ended vessel design is unique to Louisiana ferries, but commonly used in other US contexts in tidal and river areas without the constraints of swift currents, seasonal flooding and levee walls.

FIGURE 101 – DUTY/ENTERPRISE: DUTY TO ENTERPRISE



- **Nearest Bridge and Vehicle Miles Saved:** I-10 and the next bridges to the north are in Lake Charles and would require a 107 mile detour to connect east or west on route 27.

Lessons for Baton Rouge:

- The Cameron ferry is well suited to its ship channel crossing, but with its indented landing slips, is not applicable to the Baton Rouge ferry or river edge conditions.
- The ferry vessel design principle of bow loading is applicable for passenger ferries as a time saving factor.
- LADOTD infrastructure and operations would be one useful capital and operations model.
- One way fare east bound is \$1 per vehicle as the operation is heavily subsidized as a public service.

15.1.5 DUTY/ENTERPRISE: DUTY TO ENTERPRISE

Overview:

The Duty to Enterprise ferry provides a crossing of the Quachita River near Enterprise in Catahoula Parish. The short crossing is served by a landing barge

with tug operation that operates from 5AM to 10PM and saves 45 miles travel from the nearest bridge. The low capacity barge crossing serves local resident and commercial users. Like the Cameron ferry, the ferry operation and river context are quite different and have limited applicability to Baton Rouge.

Route Characteristics:

Schedule: Ferry operates from 5AM to 10AM from Sunday to Thursday and from 5AM to 10:30PM on Friday and Saturday.

Edge Topography: Both banks have a natural river edge with no levee or flood control needs. Fixed ramps adapt to changing river heights.

Landing Pad and Terminal Infrastructure: Landing consists of a fixed ramp links on both banks to allow for the barge mounted movable ramp as a transfer bridge. Minimal infrastructure is needed in this location.

Route and Crossing Navigation: Short river crossing of 600 feet with little commercial river traffic

Function and Vessel Capacity: The tug barge accommodates six cars or one truck or bus. The ferry serves a small rural population on both banks with Enterprise as the nearest small town.

Nearest Bridge and Vehicle Miles Saved: The next bridge is in Columbia to the north or Harrisonburg to the south. The ferry connection between routes 124 on the west and 559 on the east saves a detour of 45 miles.

Lessons for Baton Rouge:

- The rural setting and low capacity ferry offer few lessons for the Baton Rouge context. The landing layout would not match the topography, and the small barge tug vessel would not function on the Mississippi, or meet capacity needs.
- LADOTD infrastructure and operations would be one useful capital and operations model.
- Fare is \$1 per vehicle, 25 cents per passenger, as the service is heavily subsidized as a public service.

15.2 EXISTING TRAVEL PATTERNS

TABLE 34 – 2022 TDM ORIGIN-DESTINATION TRIPS

Origin – Destination	AM				PM			
	Home Based Work	Home Based Office	Non-Home Based Work	Non-Home Based Office	Home Based Work	Home Based Office	Non-Home Based Work	Non-Home Based Office
WBR 1 TO EBR 1	61	20	25	10	36	36	26	17
WBR 2 TO EBR 1	71	25	18	13	32	39	19	23
WBR 3 TO EBR 1	53	8	10	3	21	11	10	6
WBR 4 TO EBR 1	132	14	18	8	68	21	19	14
WBR 1 TO EBR 2	43	17	16	7	39	27	17	12
WBR 2 TO EBR 2	47	22	13	10	31	34	14	17
WBR 3 TO EBR 2	35	7	6	2	21	10	6	4
WBR 4 TO EBR 2	90	12	11	6	71	17	11	10
WBR 1 TO EBR 3	30	23	28	12	106	44	28	20
WBR 2 TO EBR 3	31	32	23	17	77	55	24	30
WBR 3 TO EBR 3	23	11	10	4	46	16	11	8
WBR 4 TO EBR 3	56	19	18	10	157	31	19	18
EBR 1 TO WBR 1	32	18	25	10	62	37	26	17
EBR 1 TO WBR 2	28	19	18	13	69	42	19	23
EBR 1 TO WBR 3	18	5	10	3	51	13	10	6
EBR 1 TO WBR 4	62	9	18	8	132	23	19	14
EBR 2 TO WBR 1	38	13	16	7	45	29	17	12
EBR 2 TO WBR 2	29	16	13	10	47	38	14	17
EBR 2 TO WBR 3	19	4	6	2	35	12	6	4
EBR 2 TO WBR 4	71	7	11	6	93	20	11	10
EBR 3 TO WBR 1	111	22	28	12	38	44	28	20
EBR 3 TO WBR 2	80	28	23	17	35	58	24	30
EBR 3 TO WBR 3	48	7	10	4	25	19	11	8
EBR 3 TO WBR 4	167	15	18	10	66	33	19	18
WBR to EBR	672	210	198	102	704	341	203	179
EBR to WBR	702	162	198	102	698	368	203	179

TABLE 35 – 2022 TDM ORIGIN-DESTINATION TRAVEL TIMES

Origin – Destination	AM Calibration Factor	PM Calibration Factor	Model Travel Time (min)	AM Travel Time (min)	PM Travel Time (min)
WBR 1 TO EBR 1	1.319	2.333	8.21	10.83	19.15
WBR 1 TO EBR 2	1.319	2.333	6.7	8.84	15.63
WBR 1 TO EBR 3	1.319	2.333	10.9	14.37	25.43
WBR 2 TO EBR 1	1.319	2.333	11.6	15.30	27.06
WBR 2 TO EBR 2	1.319	2.333	9.9	13.06	23.10
WBR 2 TO EBR 3	1.319	2.333	13.4	17.67	31.26
WBR 3 TO EBR 1	1.319	2.333	13.96	18.41	32.57
WBR 3 TO EBR 2	1.319	2.333	12.2	16.09	28.46
WBR 3 TO EBR 3	1.319	2.333	15.8	20.84	36.86
WBR 4 TO EBR 1	1.319	2.333	21.4	28.22	49.93
WBR 4 TO EBR 2	1.319	2.333	19.7	25.98	45.96
WBR 4 TO EBR 3	1.319	2.333	23.2	30.60	54.12
EBR 1 TO WBR 1	1.144	1.501	8.21	9.39	12.32
EBR 2 TO WBR 1	1.144	1.501	6.7	7.67	10.06
EBR 3 TO WBR 1	1.144	1.501	10.9	12.47	16.36
EBR 1 TO WBR 2	1.144	1.501	11.6	13.27	17.41
EBR 2 TO WBR 2	1.144	1.501	9.9	11.33	14.86
EBR 3 TO WBR 2	1.144	1.501	13.4	15.33	20.11
EBR 1 TO WBR 3	1.144	1.501	13.96	15.97	20.96
EBR 2 TO WBR 3	1.144	1.501	12.2	13.96	18.31
EBR 3 TO WBR 3	1.144	1.501	15.8	18.08	23.72
EBR 1 TO WBR 3	1.144	1.501	21.4	24.48	32.12
EBR 2 TO WBR 3	1.144	1.501	19.7	22.54	29.57
EBR 3 TO WBR 3	1.144	1.501	23.2	26.54	34.83

TABLE 36 – ONTHEMAP TOTAL WORKERS AND CALCULATED TRIPS

Origin – Destination	No. of Workers	Calculated Trips
WBR 1 TO EBR 1	255	149
WBR 2 TO EBR 1	286	167
WBR 3 TO EBR 1	156	91
WBR 4 TO EBR 1	318	185
WBR 1 TO EBR 2	118	69
WBR 2 TO EBR 2	102	59
WBR 3 TO EBR 2	51	30
WBR 4 TO EBR 2	97	57
WBR 1 TO EBR 3	84	49
WBR 2 TO EBR 3	79	46
WBR 3 TO EBR 3	38	22
WBR 4 TO EBR 3	77	45
EBR 1 TO WBR 1	200	117
EBR 1 TO WBR 2	74	43
EBR 1 TO WBR 3	6	3
EBR 1 TO WBR 4	101	59
EBR 2 TO WBR 1	127	74
EBR 2 TO WBR 2	41	24
EBR 2 TO WBR 3	7	4
EBR 2 TO WBR 4	117	68
EBR 3 TO WBR 1	122	71
EBR 3 TO WBR 2	51	30
EBR 3 TO WBR 3	17	10
EBR 3 TO WBR 4	161	94
WBR to EBR	968	
EBR to WBR	597	

15.3 FERRY ROUTE ANALYSIS

CRPC Baton Rouge Ferry Feasibility Report

Task 3.0 Ferry Demand, Needs and Route Scenarios

3.3 Ferry Route and Service Options

Overview: Identifying the most promising ferry route scenarios for Baton Rouge required a sequence of steps. The landing location analysis in Section 3.2 identified the preferred sites for each quadrant. These sites included: Port Allen/Court Street and Brusly/Phillips Lane in West Baton Rouge, as well as Downtown/Paper Clip and LSU/Water Institute in East Baton Rouge. The preferred landing site selection process included consideration of a wider variety of ferry route scenarios involving all feasible landing sites which are included in the Section 3 Appendix.

A short list of potential routes was developed and evaluated with various route configurations connecting the four preferred quadrant sites. While the routes generated are based on general available data on sites identifying origins and destinations for cross river commuter trips, it should be reiterated that these route scenarios are hypothetical and do not derive from certified demand or travel patterns. Instead, the short list of route scenarios, is intended to be tested for hypothetical demand based on estimated ferry transit time from different quadrants, i.e. Port Allen to Downtown, or Brusly to LSU, as compared to hypothetical travel delays. The route trip times are estimated based on a set of conventional assumptions about vessels, landings and transit links listed below. The routes are also evaluated for generalized or order of magnitude relative costs and benefits.

Review Process Needed for Landing and Route Scenarios: During the Task 3 needs assessment process, it will be essential to review and full understand the recommended landing sites and route scenarios before proceeding with the hypothetical demand analysis. The draft report to date includes the route analysis and descriptions in section 3.3, but reserves section 3.4 on the demand modelling and Section 3.5 on travel pattern impacts until reviews of recommended routes and landings are completed, and modification or substitutions incorporated.

Summary of Route Scenarios and Preliminary Findings:

Three types of ferry routes were considered: Two-stop or point to point routes, three-stop triangular routes and four-stop tandem routes. For commuter trip purposes, two-stop routes are generally preferred as being most time efficient, reliable and direct. The three-stop route is used in cases where the route geography allows and where there may be demand justification for multiple origin stops. The four-stop routes are actually combinations of two point to point routes with a single ferry and a common central pulse point.

Tables 3, 4 and 5 below summarize the alternative route scenarios identified for evaluation. Figures 1 to 6 show the short-listed routes recommended for demand modelling. The short list of routes will need to be further reduced to three to complete the demand modelling and traffic impact analysis.

Two-stop Routes: Five two-stop routes were found to have potential for ferry transit connections between the four recommended landing locations for the origin quadrants described in Section 3.2. Four of the routes would connect across the river to landings on opposite banks. One route (1E) connects the two landings on the west bank. The five route options are shown in Fig. 3.32 and 3.33 and include:

- (1B) Port Allen/Court Street to Downtown/Paper Clip
- (1E) Port Allen/Court Street to Brusly/Phillips Lane

- (2B) Brusly/Phillips Lane to Downtown/Paper Clip
- (4B) Brusly/Phillips Lane to LSU/ Oklahoma Street Water Institute
- (5A) Port Allen/Court Street to LSU/ Oklahoma Street Water Institute.

Three-Stop Triangular Routes: Two triangular routes were identified as alternative approaches to connecting the four quadrants with two different origin/destination focuses. The two triangular routes are shown in Figures 3.34 and 3.35. Each triangular route would consist of a three-stop loop with two stops on the west bank and one stop on the east bank.

- (5B) Port Allen/Court Street to Downtown/ Paper Clip to Brusly/Phillips Lane to Port Allen/ Court Street
- (6C) Port Allen/Court Street to LSU/Oklahoma Street to Brusly/ Phillips Lane to Port Allen/ Court Street

Four-Stop Tandem Routes: Two four-stop tandem routes were identified, each with two pairs of linked two-stop routes passing through a single landing in East Baton Rouge. This would allow a single ferry to serve the two west Baton Rouge quadrants with one of the two East Baton Rouge quadrants. The tandem routes are shown in Figure 3.36 and 3.37.

- (5G) Port Allen/Court Street to Downtown/ Paper Clip to Brusly/Phillips Lane to Paper Clip to Port Allen/Court Street
- (9A) Port Allen/Court Street to LSU/Oklahoma Street to Brusly/ Phillips Lane to LSU/Oklahoma Street to Port Allen/ Court Street.

Summary Findings from Route Analysis to Date: The critical findings regarding feasibility and benefits from a cross river ferry transit alternative will need to include the hypothetical demand analysis. Findings to date may be helpful in the route scenario and landings review. Figure 3.3.1 shows the location of landings by origin quadrant.

- The ferry route and operations scenarios are intended to provide missing base data for the demand analysis including estimated ferry trip times and frequency of service.
- The New Orleans Algiers to Canal Street ferry provides a useful model for Baton Rouge with comparable operating conditions, route and landing characteristic and vessel type.
- Three of four landing sites would be relatively easy to convert to ferry landings in terms of manageable infrastructure costs with the exception of the Brusly Phillips Lane site.
- Three of the sites have potential conflicts and incompatibilities with existing maritime or institutional uses, including: the Paper Clip (riverboat berthing), Phillips Lane (existing barge support business and navigation needs) and Oklahoma Street (Water Institute of the Gulf and pier usage).
- While there are potential benefits of a ferry for each site, negotiations and agreements would be needed with current occupants for addition of ferry landings and service
- High flood conditions and low water periods are determinates of land and water infrastructure requirements.
- Site topographical conditions for the Brusly Phillips Lane site including a wide flood plain between the levee and closest dock location would require major infrastructure including a substantial levee addition or bump-out.
- Assuming a 25 knot ferry, trip crossing times for different two stop routes are short and similar in duration ranging from 5.0 to 6.0 minutes. The fast ferry is necessary to keep these crossing times to a minimum.
- Total ferry commute times from parking to work destination are also favorable with all inclusive times ranging from 20 to 30 minutes.
- A minimum of two ferries is needed to provide back-up in case of maintenance or repair needs.

- For two stop routes a single ferry could operate on a 15 minute departure schedule (headway).
- For four stop tandem routes, a single ferry could operate on a 20 minute departure schedule
- Ferry acquisition costs would range from \$7 to \$10 million per vessel or a total of \$14 to \$20 million for vessels.
- Infrastructure and landing costs (preliminary order of magnitude) vary by site from a low at Paper Clip and Oklahoma Street of \$350,000 to \$750,000 and a high at Phillips Lane of \$10 to \$12 million.
- Preliminary total capital costs (including the four recommended landings) would be approximately \$17 m. for 2 vessels plus approximately \$13 million for landings and approaches.
- Routes identified for demand modelling include:
 - (1B) Port Allen/Court Street to Downtown/Paper Clip (Two-stop)
 - (2B) Brusly/Phillips Lane to Downtown/Paper Clip (Two-stop)
 - (5B) Port Allen/Court Street to Downtown/ Paper Clip to Brusly/Phillips Lane to Port Allen/ Court Street (Three-stop)
 - (5G) Port Allen/Court Street to Downtown/ Paper Clip to Brusly/Phillips Lane to Paper Clip to Port Allen/Court Street (Four-stop)
 - (9A) Port Allen/Court Street to LSU/Oklahoma Street to Brusly/ Phillips Lane to LSU/Oklahoma Street to Port Allen/ Court Street. (Four-stop)

3.31 Recommended Landing Sites by Quadrant: Port Allen W1, Brusly W3, Downtown E2, LSU E4



Methodology for Determining Route Scenarios:

The existing conditions (Task 2 Report) analysis established the four origin destination quadrants and range of cross river trip purposes, as well as demographic makeup of East and West Baton Rouge. The landing site analysis (Section 3.2) determined the most suitable sites by quadrant based on factors including vehicle access, topographic and environmental issues, landing development costs, river crossing distances, and compatibility with existing maritime and land uses.

The route analysis included looking at a wide range of sites and route connections to verify trip distance and crossing time characteristics as well as landside access patterns (as included in the Appendix 3). Consideration of these additional options helped to verify the relative advantages and limitations of the routes connecting the recommended quadrant sites. Assumptions regarding vessel routes and operations, as well as needed landing infrastructure were prepared based on the earlier comparative analysis of Louisiana and National ferry examples. Further analysis of potential route combination existings to connect the four quadrant sites then followed to prepare the short list of route scenarios for the different type of route (two-stop, three stop triangle, and four stop tandem).

The resulting ferry route scenarios included trip and schedule characteristics that could then be used for the hypothetical demand modelling and subsequent travel impact assessment.

Ferry Operation Assumptions:

Landing Infrastructure Needs: Ferry landings will need to operate year round and during both high flood and low river levels. The preferred sites vary in topography and existing landing status, and require a range of infrastructure improvements on land and in water, with corresponding capital investments needed. More specifically, the landside high point for each landing approach is the top of the levee, and the offshore low point is far enough into the river to allow for a minimum depth of 10 feet at anticipated low water. The pedestrian path of transfer with fixed road and drop-off to floating dock needs to be ADA accessible for the average extremes of high and low water. Floating docks for vessel tie up and boarding need to be oriented so that vessels can approach upstream for navigation safety, just as current at historic Louisiana ferries have done for nearly two centuries. Floats should have both bow-loading and side loading capability.

Landing Site Use Compatibility: Three of the four recommended sites are currently occupied with different types and levels of maritime activity, with only the Court Street site in Port Allen having no competing river related functions. Similarly many of the the other quadrant sites also had competing existing maritime uses. While a ferry landing can co-exist with the various maritime activities, further investigation and discussions with current owner/users is necessary to determine if or how such new fer incorporated into each site. While it is always preferable for ferry services to have sole use of the ferry landing locations, it is not uncommon for comparable other systems to share locations with other marine and berthing uses. The most challenging site in that regard would be the Phillips Lane site with its barge operation and long floating service dock.

Vessel Specifications: There are many generations of Mississippi ferries to reference in regard to optimal vessel type. However, the newest river vessels serving the Algiers to Canal Street service have been described as perhaps the best match for Baton Rouge. The 149 passenger fast catamaran also has been used in numerous other examples cited in the comparative studies in Section 2 as well for many other national and international. It is recommended that the vessels be flexible for both bow and side loading. The vessel type is not only well suited for cross Mississippi operations, but also is a well-defined

passenger transit vessel with a clearly defined Coast Guard operating permit. There are also multiple proven builders in the Gulf Coast area with license agreement for specific designs currently in use. While there are opportunities for acquisition of used vessels with similar vessel specifications, their availability in pairs as recommended is unpredictable, and re-fits for engines, interiors and other USCG license requirements can be costly as well. A minimum of two vessels is the standard recommendation to guarantee a back-up when maintenance or repair are needed, as well as to provide flexibility for multiple routes and ridership growth over time.

Capital Cost Estimates: The order of magnitude capital costs of landing infrastructure for four sites would be in the range of \$10 to \$15 million, subject to costs Estimated capital investments for two vessel at a total of \$14 to \$20 million appear to be more than half of the need infrastructure costs for starting a ferry transit system. The landing costs including such components as road bump-outs from levees, parking and drop-off areas, pedestrian ramps, landing floats and associated hardware, are difficult to accurately predict until more detailed site surveys and engineering designs are well underway. They may also vary if alternative sites need to be selected and/or if fewer than four sites are needed.

Ferry Route and Service Modelling: The routes described assume that public land transit shuttle links will be definitely be needed on the East Baton Rouge side and should also be explored on the west bank. The preliminary route configurations seek to reduce the trip time for ferry crossings in order to maximize the number of trips offered per hour as an incentive for riders to take the ferry. Crew and operating costs can be estimated as ongoing expenses. Fare levels can also be considered, but preliminary assumptions are that as with other Mississippi operations the fares will be minimal and cannot be expected to offset the operating costs. Off peak operations for tours, special events, and educational purposes are all possibilities that could add to the ferry uses and possible account for some additional revenue.

Description of Short Listed Ferry Routes and Routes Recommended for Demand Modelling:

Two-stop Routes: Five two-stop routes were evaluated to determine those most likely to provide feasible ferry transit connections between the West and East origin/destination quadrants as shown in Figures 3.32 and 3.33. Table 3 describes the short list of two-stop route options and their comparative characteristics. Each route would connect two landings on opposite banks, except for 1E which connects Port Allen to Brusly Quadrants on the west side.

- (1B) Port Allen/Court Street to Downtown/Paper Clip
- (1E) Port Allen/Court Street to Brusly/Phillips Lane
- (2B) Brusly/Phillips Lane to Downtown/Paper Clip
- (4B) Brusly/Phillips Lane to LSU/ Oklahoma Street Water Institute
- (5A) Port Allen/Court Street to LSU/ Oklahoma Street Water Institute.

The two route options identified for demand modeling are included for consideration as stand-alone routes as well as for inclusion in the four-stop tandem route described below. The two recommended routes and attributes are highlighted in the table. The two routes are shown in Figure 3.34, and would best be served by two ferries, each dedicated to one of the routes.

Route 1B: Port Allen/Court Street to Downtown/Paper Clip is considered a strong candidate for demand modelling based on the demand for commuter trips from the central waterfront of Port Allen to the downtown. The route resembles the original Baton Rouge Ferry which provide two-way transit for east and West Baton Rouge residents prior to I-10 bridge construction. As indicated in the Table, the estimated

vessel crossing time is kept short at 5 minutes, and the total trip time from parking drop-off to work destination would average 20 minutes.

Route 2B: Brusly/Phillips Lane to Downtown/Paper Clip is considered as being the northern most feasible site downriver of the canal and the canal bridge for Brusly quadrant residents to depart by ferry for the downtown. Further research is needed to determine if the ferry landing and approaches can be compatible with the current barge operation and landing. As indicated in the Table, the estimated vessel crossing time is kept short at 5 minutes, and the total trip time from parking drop-off to work destination would average 20 minutes.

Routes 4B and 5A. Neither of the two-stop routes from West Baton Rouge to LSU/Oklahoma Street were selected for several reasons. The demand for trips to the LSU quadrant were expected to be less than for the downtown quadrant. Connections with the LSU could be better achieved with a four stop tandem route, if and when demand levels increased.

Route 1E from Court Street to Phillips Lane was not included as a stand alone two-stop route as there seems to be a small but insufficient demand for resident to work trips between the two. The two-stop route does however become one leg of the three-stop route recommended below

Table 3. Passenger Ferry Route Scenarios: Two Stop Routes (Short List)
Route Origin is West Baton Rouge to East Baton Rouge

No.	Landing Origin-Destination Locations: West to east East to west	Route Distance Miles to Nautical Miles (nm)	1-way Ferry Trip Time (25 knot ferry) see formula*	Total 1-way Trip Time with Parking and Transit Link **	West Baton Rouge Improvement Needs	East Baton Rouge Improvement Needs	Areas Served – Residential and Employment
Port Allen – North of I-10 to Downtown							
1B	Court Street to Paper Clip; W1 to E2	0.80 mi. = 0.70 nm	1.5 min 2.0 min 1.5 min = 5.0 min	2 min 10 min 8 min = 20 min	Ramp, dock, bus drop-off, new parking	Float dock, existing parking	Port Allen Residential to Downtown Employment;
	Paper Clip to Court Street: E2 to W1	"	"	"	"	"	Baton Rouge Residential to Port Allen Employment
Brusley - South of I-10 to Downtown							
2B	Phillips Lane to Paper Clip; W3 to E2	1.45 mi. = 1.26 nm	1.5 min 3.0 min 1.5 min = 6.0 min	2 min 11 min 8 min = 21 min	Bump-out, Ramp, dock, bus drop-off, new parking	Float dock, existing parking	Brusley, Addis, etc. Residential to Downtown Employment
	Paper Clip to Phillips St.: E2 to W3	"	"	"	"	"	Baton Rouge Residential to Brusley, Addis, etc. Employment
Brusley - South of I-10 to LSU							
4A	Phillips Lane to LSU Oklahoma W3 to E4	1.20 mi. = 1.04 nm	1.5 min 2.5 min 1.5 min = 5.5 min	2 min 10.5 min 8 min = 21 min	Ramp, dock, bus drop-off, new parking	Float dock, ramp, existing parking	Brusley, Addis, etc. Residential to LSU Employment, Education, Events
	LSU Oklahoma to Phillips St. E4 to W3	"	"	"	"	"	LSU Residential to Brusley, Addis, etc. Employment
Port Allen – South of I-10 to LSU							
5A	Court St. to LSU Oklahoma W1 to E4	1.15 mi. = 1.00 nm	1.5 min 2.5 min 1.5 min = 5.5 min	2 min 10.5 min 10 min = 23 min	Ramp, Dock, bus drop-off, new parking	Float dock, ramp existing parking	Port Allen Residential to LSU Employment, Education, Events
	LSU Oklahoma to Court St. E4 to W1	"	"	"	"	"	LSU Residential to Port Allen Employment
Port Allen – North of I-10 to South of I-10							
1E	Court St. to Brusley/ Phillips Lane	1.85 nm	1.5 min 4.0 min 1.5 min	NA	Float dock, existing parking	Bump-out, Ramp, dock, bus drop-off,	Port Allen Residential/ Employment to

	W1 to W3		= 7.0 min			new parking	Brusley Employment, Residential

* Ferry trip only time = Boarding @ 1.5 minutes + Ferry Crossing @ x minutes + Unload @ 1.5 minutes
 ** Total commuter trip time from parking/drop-off to destination = Parking to Boarding @ 7 minutes + Ferry Trip Time @ x minutes + Shuttle Transit or Walking Distance @ 8 minutes
 Recommended routes for demand modelling are highlighted.

3.32 Two-Stop Route Options from Port Allen – 1B and 5A



3.33 Two-Stop Route Options from Brusley – 1E, 2B and 4B



3.34 Two-Stop Route Options from Port Allen and Brusly to Paper Clip– 1B and 2B



Three-Stop Triangular Routes: Two triangular routes were identified as alternative approaches to connecting the four quadrants with two different origin/destination focuses. The two triangular routes are shown in Figures 3.34 and 3.35. Each triangular route consists of a three-stop loop with two stops on the west bank and one stop on the east bank. The characteristics of the two options are described in Table 4.

Route 5B: The Port Allen/Court Street to Downtown/ Paper Clip to Brusly/Phillips Lane to Port Allen/ Court Street 5B route was selected for demand modelling because of the stronger potential for ridership with a downtown destination. The route would originate in the AM at Court Street in Port Allen and proceed to the Paper Clip with Port Allen residents. The vessel would then take Baton Rouge residents to Phillips Lane and potential shuttle connections to work destinations from the canal south to Plaquemine. Brusly residents would then board and the vessel would head up River to Court Street. More Port Allen passengers would board and the vessel would return to the downtown Paper Clip to drop off both the Brusly and Port Allen passengers. As indicated in the Table, the estimated vessel crossing time is longer with a triangular route with the Port Allen to Paper Clip leg remaining at 5 minutes, but the Brusly to Paper Clip increasing to 17.5 minutes. As shown in Table 4, the total trip time from parking drop-off to work destination from Port Allen would average 20 minutes, while the total trip from Brusly to downtown would increase to 27 minutes. With the longer triangular route vessel time, the frequency of service with require two vessels to maintain reasonable departure times.

Route 6C: The Port Allen/Court Street to LSU/Oklahoma Street to Brusly/ Phillips Lane to Port Allen/ Court Street was not selected at this time as the demand from the west bank to LSU is less than to downtown and the long trip times for some of the riders would diminish demand even further.

Table 4. Passenger Ferry Route Scenarios: Triangular Three-Stop Route (Short List)

No.	Landing Origin-Destination Locations: West to east East to west	Route Distance Miles to Nautical Miles (nm)	1-way Ferry Trip Time (25 knot ferry) see formula*	Total 1-way Trip Time with Parking and Transit Link **	West Baton Rouge Improvement Needs	East Baton Rouge Improvement Needs	Areas Served – Residential and Employment
Port Allen to Downtown to Brusly							
5B	Court St. to Paper Clip to Phillips St. to Court St.: W1 to E2 to W3 to W1	0.70 nm + 1.26 nm + 1.85 nm =	5.0 min + 1.5 min + 6.0 min + 1.5 min + 7.0 min = 20 min	Court to Paper Clip = 20 min Phillips to Court to Paper Clip = 27 min	W1 - Ramp, dock, bus drop-off, new parking W3 - Bump-out, Ramp, dock, bus drop-off, new parking	Float dock, existing parking	Port Allen and Brusly etc. Residential to Downtown Employment:
6C	Court St. to Oklahoma Street to Phillips Lane to Court Street W1 to E4 to W3 to W1	1.00 nm + 1.04 nm + 1.86 nm = 3.9 nm	6.0 min + 1.5 min + 6.0 min + 1.5 min + 7.0 min = 22 min		Ramp, dock, bus drop-off, new parking	Float dock, ramp, existing parking	Port Allen and Brusly etc. Residential to LSU and Downtown Employment:

* Ferry trip only time = Boarding @ 1.5 minutes + Ferry Crossing @ x minutes + Unload @ 1.5 minutes
 ** Total commuter trip time from parking/drop-off to destination = Parking to Boarding @ 7 minutes + Ferry Trip Time @ x minutes + Shuttle Transit or Walking Distance @ 8 minutes
 Recommended route for demand modelling is highlighted.

3.35 Triangular Route Option From Port Allen and Brusly to Paper Clip 5B



3.36 Triangular Route Option From Port Allen and Brusly to LSU/Water Institute 6C



Four-Stop Tandem Routes: Two four-stop tandem routes were identified, each with two pairs of linked two-stop routes passing through a single landing in East Baton Rouge as described in Table 5. This would allow a single ferry to serve the two west Baton Rouge quadrants with either of the two East Baton Rouge quadrants. Route 5B connects to two west bank landings through the downtown Paper Clip, and Route 9A connects the west side with LSU through the Oklahoma Street landing. Route 5B was favored for further modelling as with the previous two route types, because of the downtown connection. However the LSU tandem route is also recommended for modelling, as the best of the three route types to for ferry transit to the LSU area. vessel and time efficient option. The two tandem route options are shown in Figure 3.36 and 3.37.

Route 5G: The Port Allen/Court Street to Downtown/ Paper Clip to Brusly/Phillips Lane to Paper Clip to Port Allen/Court Street shows promise because it allows a single ferry to connect the west bank landings to the downtown and could accommodate lower demand levels or variations in demand times. If combined with the Route 9A option, the two vessel ferry system could cover the maximum number of ferry transit travel choices. As shown in Table 6, the vessel crossing times are the same for each segment of the linked route as in the two-stop scenarios, and when combined for the four stops total 17.5 minutes. This crossing time helps determine the number of round trips times per hour for a single vessel which would be three, or 20 minute departure times. For the riders the total trip times are relevant only for each leg with the Port Allen leg remaining at 20 minutes and the Brusly time remaining at 22 minutes.

Route 9A: Port Allen/Court Street to LSU/Oklahoma Street to Brusly/ Phillips Lane to LSU/Oklahoma Street to Port Allen/ Court Street. Route 9A is added to the potential list for demand modelling since it provides reasonable frequency from both west bank origins. The route could be run by a single vessel with a roundtrip cycle time of 18 minutes or 3 round trips per hour.

Table 5. Passenger Ferry Route Scenarios: Tandem Four Stop Route (Short List)

No.	Landing Origin-Destination Locations: West to east East to west	Route Distance Miles to Nautical Miles (nm)	1-way Ferry Trip Time (25 knot ferry) see formula*	Total 1-way Trip Time with Parking and Transit Link **	West Baton Rouge Improvement Needs	East Baton Rouge Improvement Needs	Areas Served – Residential and Employment
Port Allen to Downtown to Brusly							
5G	Court St. to Paper Clip to Phillips Lane to Paper Clip to Court St.: W1 to E2 to W3 to E2 to W1	0.70 nm + 1.26 nm + 1.26 nm + 0.70 nm = 4.0 nm	6.0 min + 1.5 min + 6.0 min + 1.5 min + 5.0 min = 20 min	Court to Paper Clip = 20 min Phillips to Paper Clip = 22 min	W1 - Ramp, dock, bus drop-off, new parking W3 - Bump-out, Ramp, dock, bus drop-off, new parking	Float dock, existing parking	1) Port Allen WBI Residential to Downtown Employment; 2) Brusly etc. Residential to Downtown Employment;
9A	Phillips Lane to Oklahoma St. to Court St. to Oklahoma St. to Phillips Lane Court St.	1.04 nm + 1.0 nm + 1.0 nm + 1.04 nm = 4.1 nm	6.0 min + 1.5 min + 6.0 min + 1.5 min + 6.0 min = 21 min	2 min + 10.5 min 10 min = 23 min 2 min + 10.5 min 8 min = 21 min	Ramp, Dock, bus drop-off, new parking Ramp, dock, bus drop-off, new parking	Float dock, ramp, existing parking Float dock, ramp, existing parking	1) Port Allen Residential to LSU Employment, Education, Events 2) Brusly, Addis, etc. Residential to LSU Employment, Education, Events

* Ferry trip only time = Boarding @1.5 minutes + Ferry Crossing@ x minutes + Unload @ 1.5 minutes
 ** Total commuter trip time from parking/drop-off to destination = Parking to Boarding @ 7 minutes + Ferry Trip Time @ x minutes + Shuttle Transit or Walking Distance @ 8 minutes.
 Recommended route for demand modelling is highlighted.

3.37 Four Stop Tandem Route Option From Port Allen and Brusly to Paper Clip 5G



3.38 Four Stop Tandem Route Option From Port Allen to LSU to Brusly to LSU to Port Allen 9A

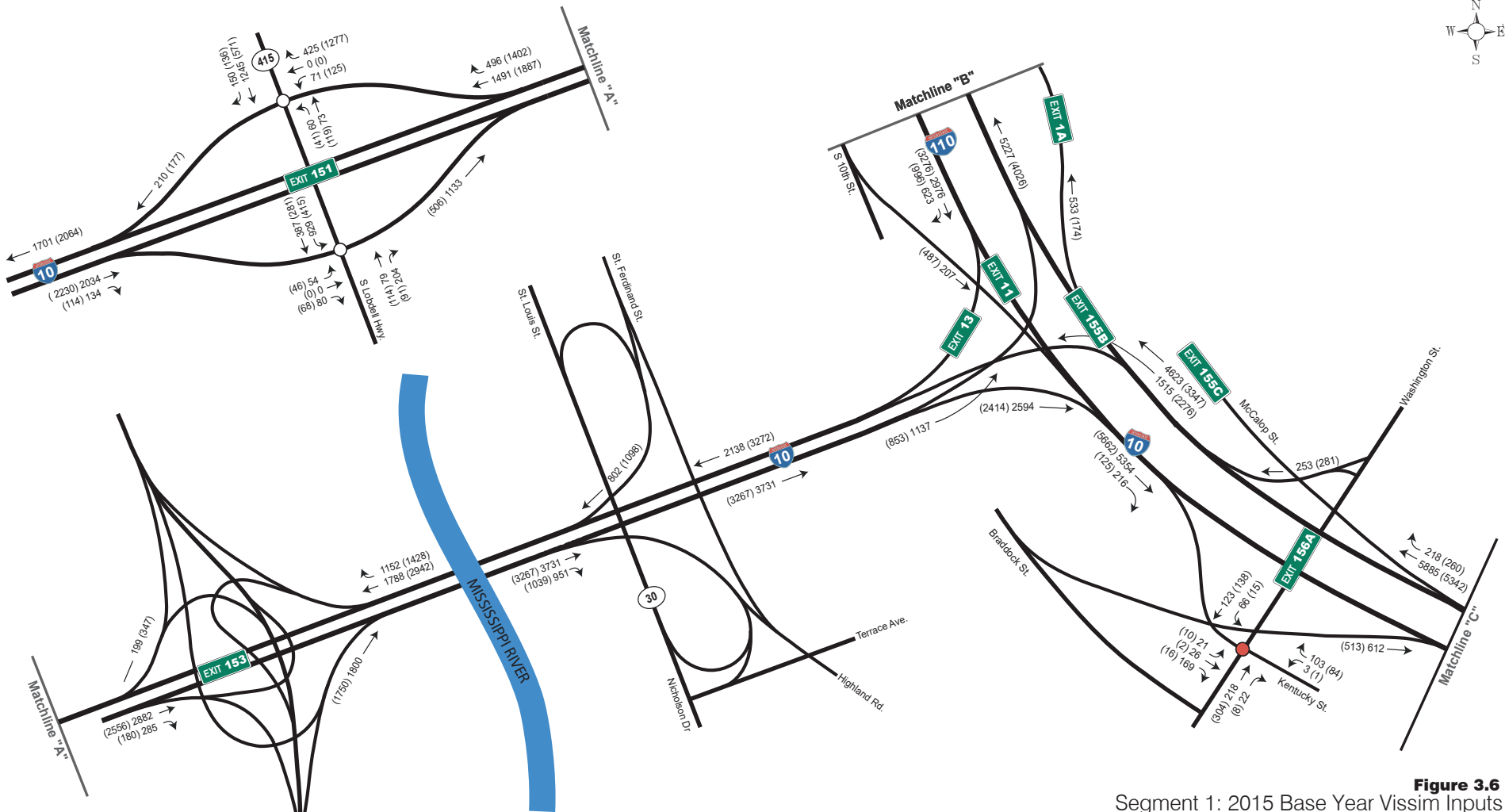


Recommended Routes for Demand Analysis Modeling: The following routes are recommended as most promising for demand modelling.

- (1B) Port Allen/Court Street to Downtown/Paper Clip
- (2B) Brusly/Phillips Lane to Downtown/Paper Clip (Two-stop)
- (5G) Port Allen/Court Street to Downtown/ Paper Clip to Brusly/Phillips Lane to Port Allen/ Court Street
- (5B) Port Allen/Court Street to Downtown/ Paper Clip to Brusly/Phillips Lane to Paper Clip to Port Allen/Court Street
- (9A) Port Allen/Court Street to LSU/Oklahoma Street to Brusly/ Phillips Lane to LSU/Oklahoma Street to Port Allen/ Court Street

15.4 ATTACHMENT A

FIGURE 102 – SEGMENT 1: 2015 BASE YEAR VISSIM INPUTS I-10 (LA 415 TO NICHOLSON DR.)



LEGEND:

- X AM Peak Hour
- (X) PM Peak Hour
- Signalized Intersection
- Unsignalized Intersection

Figure 3.6
Segment 1: 2015 Base Year Vissim Inputs
I-10 (LA 415 to Nicholson Dr.)

I-10 Stage 0 Feasibility Study East Baton Rouge Parish, LA

NOT TO SCALE
FOR PLANNING PURPOSES ONLY



FIGURE 103 – 2032 NO BUILD VISSIM INPUTS SEGMENT 1 I-10 (LA 415 TO NICHOLSON DR.)

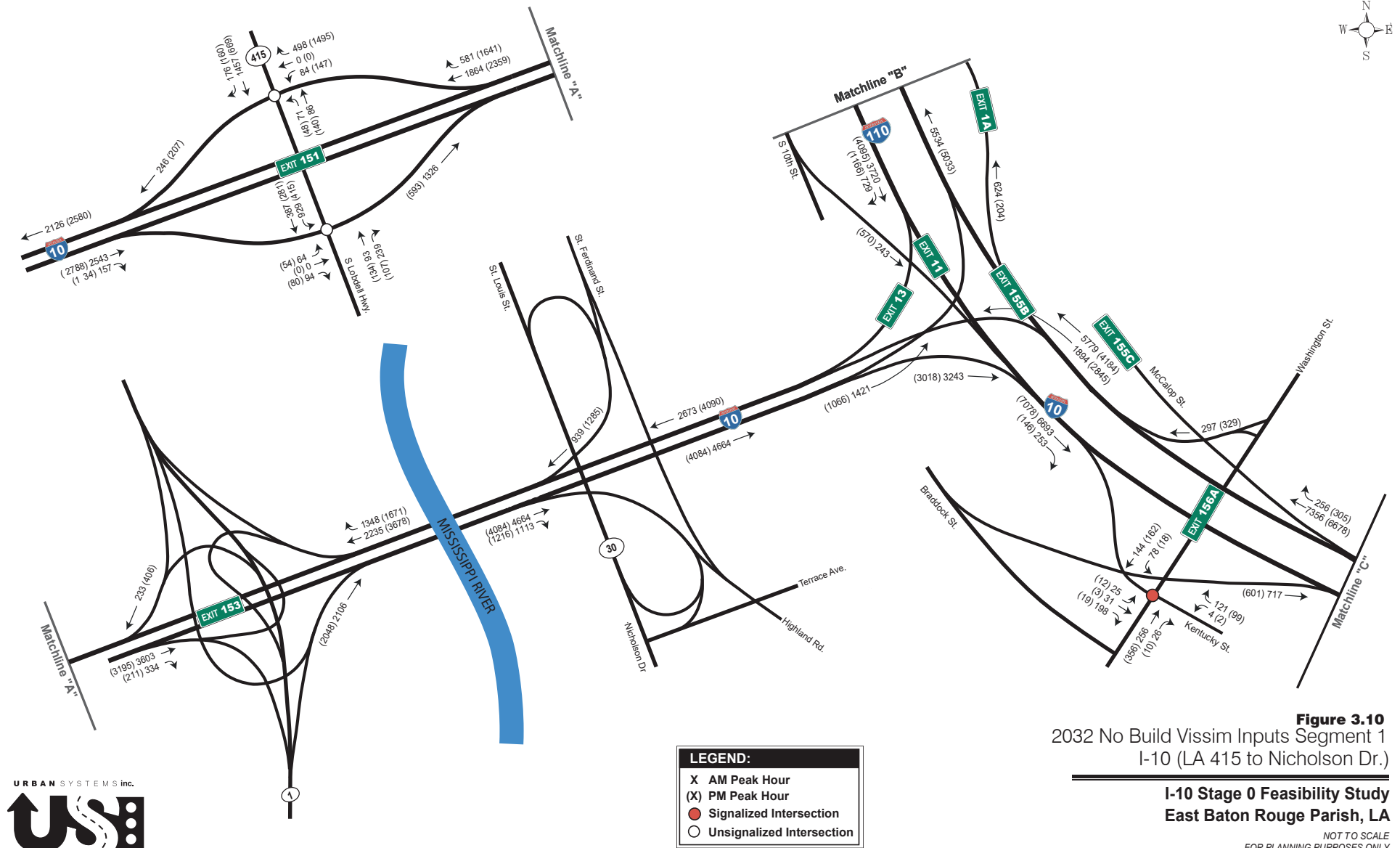


Figure 3.10
2032 No Build Vissim Inputs Segment 1
I-10 (LA 415 to Nicholson Dr.)

I-10 Stage 0 Feasibility Study
East Baton Rouge Parish, LA

NOT TO SCALE
FOR PLANNING PURPOSES ONLY



15.5 ATTACHMENT B

Id	Description	Road Name	Dir.	Road Class	From X St	Type	Sub Type	Severity	Status	Is Closure	Report Agency	Event Source	Start Date	End Date	Route Id	Parishes	Lanes Open	Lanes Closed	Is Closed
729	Accident on I-10 Eastbound near LA-1 Northbound. All lanes closed.	I-10	East	0	LA-1 Northbound	Incident	Accident	Major	Ended	1	DOTD	Baton Rouge TMC	11/27/2018 17:38:00	2018-11-27T18:26:00.637	999_I-10_1_A_028	West Baton Rouge	0	3	2
749	Accident on I-10 Eastbound near	I-10	East	2		Incident	Accident	None	Ended	0	TMC	Statewide TMC	11/28/2018 13:36:53	2018-11-28T13:38:11.78	999_I-10_1_1_010	East Baton Rouge	0	0	0
754	Accident on I-10 Eastbound near Essen Ln. Lane(s) closed.	I-10	East	2	Essen Ln	Incident	Accident	None	Ended	0	TMC	Statewide TMC	11/28/2018 14:00:34	2018-12-03T16:40:04.527	999_I-10_1_1_010	East Baton Rouge	1	1	1
755	Accident on I-10 Westbound near Siegen Ln. Lane(s) closed.	I-10	West	2	Siegen Ln	Incident	Accident	None	Ended	0	TMC	Statewide TMC	11/28/2018 14:04:11	2018-12-03T16:40:18.373	999_I-10_1_A_037	East Baton Rouge	1	1	1
786	Stalled Vehicle on I-10 Eastbound near Mississippi River	I-10	East	1	Mississippi River	Incident	Stalled Vehicle	None	Ended	0	DOTD	Baton Rouge TMC	11/28/2018 22:25:30	2018-11-28T23:18:36.63	999_I-10_1_1_010	West Baton Rouge	1	0	0
819	Debris on Roadway on I-10 Westbound near Siegen Ln. Lane(s) blocked.	I-10	West	2	Siegen Ln	Obstruction	Debris on Roadway	None	Ended	0	DOTD	Baton Rouge TMC	11/29/2018 19:45:16	2018-11-29T20:01:54.233	999_I-10_1_C_039	East Baton Rouge	0	1	2
843	Accident on I-10 Eastbound near Mississippi River. Lane(s) blocked.	I-10	East	1	Mississippi River	Incident	Accident	Moderate	Ended	0	TMC	Statewide TMC	11/30/2018 05:03:22	2018-11-30T05:50:37.45	999_I-10_1_A_028	West Baton Rouge	0	1	2
845	Accident on I-10 Westbound near Highland Rd	I-10	West	0	Highland Rd	Incident	Accident	Minor	Ended	0	DOTD	Statewide TMC	11/30/2018 12:39:00	2018-11-30T14:04:01.27	999_I-10_1_1_010	East Baton Rouge	2	0	0
852	Road Construction on I-10 Eastbound near LA-415 Southbound	I-10	East	1	LA-415 Southbound	Roadwork	Road Construction	None	Ended	0	TMC	Statewide TMC	11/30/2018 15:43:03	2018-11-30T16:22:12.74	999_I-10_1_3_020	West Baton Rouge	0	0	0
853	Road Construction on I-10 Eastbound near LA-415 Southbound	I-10	East	1	LA-415 Southbound	Roadwork	Road Construction	None	Ended	0	TMC	Statewide TMC	11/30/2018 15:47:41	2018-11-30T16:21:57.34	999_I-10_1_1_010	West Baton Rouge	0	0	0
929	Accident on I-10 Westbound near Dalrymple Dr	I-10	West	0	Dalrymple Dr	Incident	Accident	Minor	Ended	0	DOTD	Baton Rouge TMC	12/04/2018 13:33:00	2018-12-04T14:16:41.017	999_I-10_1_6_006	East Baton Rouge	3	0	0
938	Accident on I-10 Westbound near Mississippi River	I-10	West	0	Mississippi River	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	12/04/2018 15:21:00	2018-12-04T16:55:01.57	999_I-10_1_1_010	East Baton Rouge	3	0	0
949	Stalled Vehicle on I-10 Eastbound near LA-1 Northbound	I-10	East	0	LA-1 Northbound	Incident	Stalled Vehicle	Minor	Ended	0	DOTD	Baton Rouge TMC	12/04/2018 19:14:00	2018-12-04T19:23:00.923	999_I-10_1_A_028	West Baton Rouge	3	0	0
964	Accident on I-10 Eastbound near I-10 Westbound	I-10	East	0	I-10 Westbound	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	12/05/2018 12:51:00	2018-12-05T13:20:01.07	999_I-10_1_1_010	East Baton Rouge	3	0	0
986	Accident on I-10 Westbound near Lobdell Ext S	I-10	West	0	Lobdell Ext S	Incident	Accident	Minor	Ended	0	DOTD	Baton Rouge TMC	12/05/2018 23:50:00	2018-12-06T01:36:31.77	999_I-10_1_A_027	West Baton Rouge	2	0	0
989	Disabled Semi on I-10 Westbound near Government St. Lane(s) blocked.	I-10	West	1	Government St	Incident	Disabled Semi	None	Ended	0	TMC	Statewide TMC	12/06/2018 10:27:58	2018-12-06T11:14:45.997	999_I-10_1_H_002	East Baton Rouge	0	1	2
993	Accident on I-10 Eastbound near LA-1 Northbound	I-10	East	0	LA-1 Northbound	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	12/06/2018 13:59:00	2018-12-06T14:25:00.883	999_I-10_1_1_010	West Baton Rouge	3	0	0
994	Accident on I-10 Westbound near Highland Rd	I-10	West	0	Highland Rd	Incident	Accident	Minor	Ended	0	DOTD	Statewide TMC	12/06/2018 14:44:00	2018-12-06T16:20:01.37	999_I-10_1_1_010	East Baton Rouge	2	0	0
1007	Accident on I-10 Eastbound near Nicholson Dr	I-10	East	0	Nicholson Dr	Incident	Accident	Minor	Ended	0	DOTD	Baton Rouge TMC	12/06/2018 21:34:00	2018-12-06T23:59:01.107	999_I-10_1_1_010	East Baton Rouge	3	0	0
1012	Accident on I-10 Westbound near City Park Lake. Lane(s) blocked.	I-10	West	0	City Park Lake	Incident	Accident	Moderate	Ended	0	TMC	Baton Rouge TMC	12/06/2018 23:54:00	2018-12-07T00:32:19.087	999_I-10_1_3_024	East Baton Rouge	3	1	1
1021	Stalled Vehicle on I-10 Westbound near Mississippi River	I-10	West	0	Mississippi River	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	12/07/2018 14:53:00	2018-12-07T15:25:02.12	999_I-10_1_1_010	East Baton Rouge	3	0	0
1026	Accident on I-10 Westbound near Lobdell Ext S. Lane(s) closed.	I-10	West	0	Lobdell Ext S	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	12/07/2018 17:34:00	2018-12-07T18:02:37.527	999_I-10_1_1_010	West Baton Rouge	2	0	0
1040	Accident on I-10 Westbound near Mississippi River. Lane(s) blocked.	I-10	West	0	Mississippi River	Incident	Accident	Moderate	Ended	0	TMC	Baton Rouge TMC	12/07/2018 21:58:00	2018-12-07T22:09:28.647	999_I-10_1_1_010	East Baton Rouge	2	1	1
1045	Accident on I-10 Eastbound near Nicholson Dr. Lane(s) blocked.	I-10	East	0	Nicholson Dr	Incident	Accident	Moderate	Ended	0	TMC	Baton Rouge TMC	12/08/2018 01:05:00	2018-12-08T01:23:59.067	999_I-10_1_1_010	East Baton Rouge	2	1	1
1050	Accident on I-10 Westbound near LA-427. Lane(s) closed.	I-10	West	1	LA-427	Incident	Accident	None	Ended	0	TMC	Statewide TMC	12/08/2018 08:11:26	2018-12-08T08:53:41.637	999_I-10_1_1_010	East Baton Rouge	2	1	1
1056	Disabled Semi on I-10 Eastbound near LA-1 Northbound	I-10	East	0	LA-1 Northbound	Incident	Disabled Semi	Minor	Ended	0	DOTD	Statewide TMC	12/08/2018 15:19:00	2018-12-08T16:20:01.22	999_I-10_1_A_028	West Baton Rouge	3	0	0
1057	Accident on I-10 Westbound near I-12 Eastbound. Lane(s) closed.	I-10	West	0	I-12 Eastbound	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	12/08/2018 16:29:00	2018-12-08T17:03:01.517	999_I-10_1_1_010	East Baton Rouge	1	1	1
1059	Accident on I-10 Eastbound near Dalrymple Dr. Lane(s) closed.	I-10	East	0	Dalrymple Dr	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	12/08/2018 17:24:00	2018-12-08T18:07:01.653	999_I-10_1_6_006	East Baton Rouge	2	1	1
1064	Accident on I-10 Westbound near LA-427. Lane(s) blocked.	I-10	West	1	LA-427	Incident	Accident	Moderate	Ended	0	TMC	Statewide TMC	12/08/2018 22:46:47	2018-12-08T23:34:00.617	999_I-10_1_1_010	East Baton Rouge	3	1	1
1067	Accident on I-10 Westbound 0.55 Mi Before Mississippi River. Lane(s) closed.	I-10	West	0	Mississippi River	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	12/09/2018 09:01:00	2018-12-09T09:40:33.787	999_I-10_1_1_010	East Baton Rouge	2	1	1
1076	Debris on Roadway on I-10 Westbound near Mississippi River. Lane(s) closed.	I-10	West	0	Mississippi River	Obstruction	Debris on Roadway	Moderate	Ended	0	DOTD	Baton Rouge TMC	12/10/2018 12:38:00	2018-12-10T13:01:19.99	999_I-10_1_1_010	East Baton Rouge	2	1	1
1096	Disabled Semi on I-10 Eastbound near I-110 Northbound. Lane(s) closed.	I-10	East	0	I-110 Northbound	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	12/10/2018 23:40:00	2018-12-10T23:53:53.383	999_I-10_1_1_010	East Baton Rouge	2	1	1
1110	Stalled Vehicle on I-10 Eastbound near Highland Rd	I-10	East	0	Highland Rd	Incident	Stalled Vehicle	Minor	Ended	0	DOTD	Baton Rouge TMC	12/11/2018 14:38:00	2018-12-11T16:12:01.213	999_I-10_1_1_010	East Baton Rouge	3	0	0
1136	Accident on I-10 Westbound near Dalrymple Dr. Lane(s) closed.	I-10	West	0	Dalrymple Dr	Incident	Accident	Minor	Ended	0	DOTD	Statewide TMC	12/12/2018 11:37:00	2018-12-12T13:17:00.77	999_I-10_1_1_010	East Baton Rouge	3	0	0
1143	Stalled Vehicle on I-10 Eastbound near Nicholson Dr	I-10	East	0	Nicholson Dr	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	12/12/2018 14:21:00	2018-12-12T15:01:01.25	999_I-10_1_1_010	East Baton Rouge	3	0	0
1145	Accident on I-10 Eastbound near Essen Ln	I-10	East	0	Essen Ln	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	12/12/2018 14:35:00	2018-12-12T15:46:41.053	999_I-10_1_1_010	East Baton Rouge	4	0	0
1173	Accident on I-10 Eastbound near LA-1 Northbound. All lanes closed.	I-10	East	0	LA-1 Northbound	Incident	Accident	Major	Ended	1	DOTD	Baton Rouge TMC	12/13/2018 14:53:00	2018-12-13T15:08:01.39	999_I-10_1_1_010	West Baton Rouge	0	2	2
1182	Accident on I-10 Westbound near College Dr	I-10	West	0	College Dr	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	12/13/2018 16:35:00	2018-12-13T18:18:01.08	999_I-10_1_3_026	East Baton Rouge	5	0	0
1185	Accident on I-10 Eastbound near Iberville West Baton Rouge County Line. Lane(s) closed.	I-10	East	0	Iberville West Baton Rouge County Line	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	12/13/2018 19:11:00	2018-12-13T19:24:01.57	999_I-10_1_3_019	West Baton Rouge	1	1	1
1189	Accident on I-10 Eastbound near LA-77. Lane(s) blocked.	I-10	East	0	LA-77	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	12/13/2018 19:11:00	2018-12-13T20:43:35.473	999_I-10_1_3_019	West Baton Rouge	1	1	1

Id	Description	Road Name	Dir.	Road Class	From X St	Type	Sub Type	Severity	Status	Is Closure	Report Agency	Event Source	Start Date	End Date	Route Id	Parishes	Lanes Open	Lanes Closed	Is Closed
1196	Accident on I-10 Westbound near City Park Lake. Lane(s) blocked.	I-10	West	0	City Park Lake	Incident	Accident	Moderate	Ended	0	TMC	Baton Rouge TMC	12/13/2018 22:01:00	2018-12-13T22:17:57.82	999_I-10_1_3_024	East Baton Rouge	2	1	1
1197	Accident on I-10 Westbound near Mississippi River. Lane(s) closed.	I-10	West	0	Mississippi River	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	12/13/2018 23:00:00	2018-12-13T23:14:01.627	999_I-10_1_1_010	East Baton Rouge	2	1	1
1247	Accident on I-10 Eastbound near I-12 Eastbound	I-10	East	0	I-12 Eastbound	Incident	Accident	Minor	Ended	0	DOTD	Statewide TMC	12/16/2018 03:59:00	2018-12-16T04:36:00.963	999_I-10_1_1_010	East Baton Rouge	5	0	0
1249	Accident on I-10 Eastbound near Perkins Rd. Lane(s) closed.	I-10	East	0	Perkins Rd	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	12/16/2018 07:13:00	2018-12-16T08:45:57.693	999_I-10_1_C_032	East Baton Rouge	1	2	1
1252	Accident on I-10 Eastbound near Nicholson Dr	I-10	East	0	Nicholson Dr	Incident	Accident	Minor	Ended	0	DOTD	Statewide TMC	12/16/2018 23:34:00	2018-12-17T01:01:01.547	999_I-10_1_1_010	East Baton Rouge	3	0	0
1253	Accident on I-10 Eastbound near I-110 Northbound. Lane(s) closed.	I-10	East	0	I-110 Northbound	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	12/17/2018 04:21:00	2018-12-17T05:38:01.293	999_I-10_1_1_010	East Baton Rouge	1	1	1
1257	Stalled Vehicle on I-10 Westbound near Mississippi River	I-10	West	0	Mississippi River	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	12/17/2018 12:11:00	2018-12-17T13:08:00.727	999_I-10_1_1_010	East Baton Rouge	3	0	0
1285	Stalled Vehicle on I-10 Eastbound near LA-1 Northbound. Lane(s) closed.	I-10	East	0	LA-1 Northbound	Incident	Stalled Vehicle	Moderate	Ended	0	TMC	Statewide TMC	12/18/2018 11:45:00	2018-12-18T11:55:18.113	999_I-10_1_A_028	West Baton Rouge	2	1	1
1305	Disabled Semi on I-10 Eastbound near Mississippi River. Lane(s) blocked.	I-10	East	0	Mississippi River	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	12/18/2018 23:44:00	2018-12-18T23:56:19.777	999_I-10_1_1_010	East Baton Rouge	2	1	1
1312	Stalled Vehicle on I-10 Eastbound near Perkins Rd. Lane(s) closed.	I-10	East	0	Perkins Rd	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	12/19/2018 13:44:00	2018-12-19T14:36:11.46	999_I-10_1_1_010	East Baton Rouge	2	1	1
1317	Stalled Vehicle on I-10 Eastbound near College Dr. Lane(s) blocked.	I-10	East	0	College Dr	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	12/19/2018 16:36:00	2018-12-19T16:51:00.85	999_I-10_1_1_010	East Baton Rouge	3	2	1
1332	Accident on I-10 Eastbound near Essen Ln. Lane(s) blocked.	I-10	East	0	Essen Ln	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	12/20/2018 13:05:00	2018-12-20T13:16:02.213	999_I-10_1_1_010	East Baton Rouge	2	1	1
1343	Accident on I-10 Westbound near City Park Lake. Lane(s) blocked.	I-10	West	0	City Park Lake	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	12/20/2018 18:41:00	2018-12-20T18:50:09.183	999_I-10_1_3_024	East Baton Rouge	2	1	1
1367	Accident on I-10 Eastbound near S Acadian Thruway. Lane(s) blocked.	I-10	East	0	S Acadian Thruway	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	12/21/2018 18:51:00	2018-12-21T19:52:19.567	999_I-10_1_1_010	East Baton Rouge	1	3	1
1368	Accident on I-10 Eastbound near I-110 Northbound. Lane(s) blocked.	I-10	East	0	I-110 Northbound	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	12/21/2018 19:44:00	2018-12-21T20:05:02.37	999_I-10_1_1_010	East Baton Rouge	2	1	1
1371	Accident on I-10 Westbound near I-110 Northbound	I-10	West	0	I-110 Northbound	Incident	Accident	Minor	Ended	0	DOTD	Baton Rouge TMC	12/21/2018 21:02:00	2018-12-21T22:09:00.58	999_I-10_1_H_002	East Baton Rouge	3	0	0
1376	Accident on I-10 Eastbound near College Dr. Lane(s) blocked.	I-10	East	0	College Dr	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	12/21/2018 23:56:00	2018-12-22T01:16:43.257	999_I-10_1_6_004	East Baton Rouge	3	1	1
1381	Accident on I-10 Eastbound near Perkins Rd. Lane(s) blocked.	I-10	East	0	Perkins Rd	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	12/22/2018 05:08:00	2018-12-22T05:46:18.983	999_I-10_1_1_010	East Baton Rouge	1	3	1
1385	Accident on I-10 Eastbound near Nicholson Dr. Lane(s) blocked.	I-10	East	0	Nicholson Dr	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	12/22/2018 14:24:00	2018-12-22T15:28:28.583	999_I-10_1_1_010	West Baton Rouge	2	1	1
1387	Stalled Vehicle on I-10 Eastbound near College Dr. Lane(s) blocked.	I-10	East	0	College Dr	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Statewide TMC	12/22/2018 18:16:00	2018-12-22T18:24:01.423	999_I-10_1_G_021	East Baton Rouge	2	1	1
1394	Accident on I-10 Westbound near Dalrymple Dr. Lane(s) blocked.	I-10	West	0	Dalrymple Dr	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	12/23/2018 06:23:00	2018-12-23T06:45:42.317	999_I-10_1_1_010	East Baton Rouge	1	3	1
1399	Accident on I-10 Eastbound near Mississippi River. Lane(s) blocked.	I-10	East	0	Mississippi River	Incident	Accident	Moderate	Ended	0	TMC	Statewide TMC	12/23/2018 21:45:00	2018-12-23T23:16:18.47	999_I-10_1_1_010	East Baton Rouge	2	1	1
1405	Accident on I-10 Westbound near Dalrymple Dr. Lane(s) blocked.	I-10	West	0	Dalrymple Dr	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	12/24/2018 18:27:00	2018-12-24T18:52:01.383	999_I-10_1_1_010	East Baton Rouge	2	3	1
1409	Accident on I-10 Eastbound near Lobdell Ext S. Lane(s) blocked.	I-10	East	0	Lobdell Ext S	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	12/25/2018 16:27:00	2018-12-25T17:14:30.607	999_I-10_1_1_010	West Baton Rouge	1	2	1
1411	Accident on I-10 Eastbound near I-110 Northbound	I-10	East	0	I-110 Northbound	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	12/25/2018 20:33:00	2018-12-25T21:23:01.523	999_I-10_1_H_002	East Baton Rouge	4	0	0
1413	Stalled Vehicle on I-10 Eastbound near LA-1 Northbound	I-10	East	0	LA-1 Northbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Statewide TMC	12/25/2018 20:53:00	2018-12-25T21:11:01.87	999_I-10_1_1_010	West Baton Rouge	3	0	0
1443	Stalled Vehicle on I-10 Westbound near Mississippi River. Lane(s) blocked.	I-10	West	0	Mississippi River	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	12/27/2018 15:44:00	2018-12-27T15:51:01.237	999_I-10_1_1_010	East Baton Rouge	2	1	1
1454	Accident on I-10 Eastbound near Lobdell Ext S. Lane(s) blocked.	I-10	East	0	Lobdell Ext S	Incident	Accident	Minor	Ended	0	DOTD	Baton Rouge TMC	12/27/2018 20:24:00	2018-12-27T21:49:45.923	999_I-10_1_1_010	West Baton Rouge	2	1	1
1469	Disabled Semi on I-10 Westbound near LA-427	I-10	West	0	LA-427	Incident	Disabled Semi	Minor	Ended	0	DOTD	Baton Rouge TMC	12/27/2018 22:40:00	2018-12-27T23:48:02.07	999_I-10_1_1_010	East Baton Rouge	4	0	0
1479	Accident on I-10 Eastbound near LA-1 Northbound	I-10	East	0	LA-1 Northbound	Incident	Accident	Minor	Ended	0	DOTD	Statewide TMC	12/28/2018 04:10:00	2018-12-28T05:06:00.687	999_I-10_1_A_028	West Baton Rouge	3	0	0
1501	Disabled Semi on I-10 Westbound near LA-427	I-10	West	0	LA-427	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	12/28/2018 20:49:00	2018-12-28T21:58:22.34	999_I-10_1_1_010	East Baton Rouge	3	0	0
1504	Stalled Vehicle on I-10 Eastbound near Braddock St	I-10	East	0	Braddock St	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	12/28/2018 22:21:00	2018-12-28T23:08:04.46	999_I-10_1_A_030	East Baton Rouge	2	0	0
1505	Disabled Semi on I-10 Westbound near Mississippi River	I-10	West	0	Mississippi River	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	12/28/2018 23:10:00	2018-12-28T23:30:02.84	999_I-10_1_1_010	West Baton Rouge	3	0	0
1510	Stalled Vehicle on I-10 Westbound near LA-427. Lane(s) blocked.	I-10	West	0	LA-427	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	12/29/2018 01:04:00	2018-12-29T02:23:01.26	999_I-10_1_1_010	East Baton Rouge	2	1	1
1512	Accident on I-10 Eastbound near College Dr. Lane(s) blocked.	I-10	East	0	College Dr	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	12/29/2018 02:35:00	2018-12-29T03:57:01.057	999_I-10_1_3_026	East Baton Rouge	3	3	1
1527	Stalled Vehicle on I-10 Westbound near Mississippi River	I-10	West	0	Mississippi River	Incident	Stalled Vehicle	Minor	Ended	0	DOTD	Statewide TMC	12/30/2018 10:56:00	2018-12-30T11:08:01.537	999_I-10_1_1_010	East Baton Rouge	3	0	0
1529	Accident on I-10 Westbound near I-110 Northbound	I-10	West	0	I-110 Northbound	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	12/30/2018 14:23:00	2018-12-30T15:22:25.487	999_I-10_1_1_010	East Baton Rouge	2	0	0

ID	Description	Road Name	Dir.	Road Class	From X St	Type	Sub Type	Severity	Status	Is Closure	Report Agency	Event Source	Start Date	End Date	Route Id	Parishes	Lanes Open	Lanes Closed	Is Closed
1552	Disabled Semi on I-10 Eastbound near I-110 Northbound	I-10	East	0	I-110 Northbound	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	12/31/2018 21:24:00	2018-12-31T21:46:01.377	999_I-10_1_1_010	East Baton Rouge	2	0	0
1566	Accident on I-10 Eastbound near I-10 Westbound. Lane(s) blocked.	I-10	East	0	I-10 Westbound	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	01/01/2019 22:21:00	2019-01-01T23:00:01.613	999_I-10_1_C_033	East Baton Rouge	2	1	1
1606	Fallen Trees on I-10 Westbound near Highway 77	I-10	West	0	Highway 77	Obstruction	Fallen Trees	Moderate	Ended	0	DOTD	Baton Rouge TMC	01/03/2019 17:52:00	2019-01-03T18:22:01.59	999_I-10_1_1_010	West Baton Rouge	2	0	0
1619	Accident on I-10 Westbound near I-12 Eastbound	I-10	West	0	I-12 Eastbound	Incident	Accident	Minor	Ended	0	DOTD	Baton Rouge TMC	01/03/2019 23:19:00	2019-01-04T00:07:00.803	999_I-10_1_1_010	East Baton Rouge	5	0	0
1639	Closure on I-10 Westbound at LA-415 Northbound. All lanes closed.	I-10	West	1	LA-415 Northbound	Incident	Closure	None	Ended	1	DOTD	Statewide TMC	01/04/2019 16:11:25	2019-01-04T16:45:34.957	999_I-10_1_1_010	West Baton Rouge	0	1	2
1655	Accident on I-10 Eastbound near Nicholson Dr. Lane(s) blocked.	I-10	East	0	Nicholson Dr	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	01/04/2019 21:32:00	2019-01-04T22:19:03.58	999_I-10_1_1_010	East Baton Rouge	2	1	1
1661	Accident on I-10 Eastbound near Lobdell Ext S. Lane(s) blocked.	I-10	East	0	Lobdell Ext S	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	01/04/2019 22:25:00	2019-01-04T22:30:42.357	999_I-10_1_1_010	West Baton Rouge	1	1	1
1687	Stalled Vehicle on I-10 Westbound near Lobdell Ext S. Lane(s) blocked.	I-10	West	0	Lobdell Ext S	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Statewide TMC	01/06/2019 19:24:00	2019-01-06T20:07:01.58	999_I-10_1_1_010	West Baton Rouge	1	2	1
1709	Disabled Semi on I-10 Eastbound near I-110 Northbound. Lane(s) blocked.	I-10	East	0	I-110 Northbound	Incident	Disabled Semi	Moderate	Ended	0	TMC	Baton Rouge TMC	01/07/2019 22:56:00	2019-01-07T23:31:36.34	999_I-10_1_1_010	East Baton Rouge	1	1	1
1716	Disabled Semi on I-10 Westbound near Mississippi River	I-10	West	0	Mississippi River	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Statewide TMC	01/08/2019 10:28:00	2019-01-08T12:58:00.83	999_I-10_1_1_010	East Baton Rouge	3	0	0
1718	Accident on I-10 Westbound 0.95 Mi Before Highland Rd. Lane(s) blocked.	I-10	West	0	Highland Rd	Incident	Accident	Major	Ended	0	TMC	Statewide TMC	01/08/2019 12:53:00	2019-01-08T14:20:45.867	999_I-10_1_1_010	East Baton Rouge	1	2	1
1767	Stalled Vehicle on I-10 Eastbound near Perkins Rd. Lane(s) blocked.	I-10	East	0	Perkins Rd	Incident	Stalled Vehicle	Moderate	Ended	0	TMC	Baton Rouge TMC	01/10/2019 00:42:00	2019-01-10T00:53:44.023	999_I-10_1_1_010	East Baton Rouge	2	2	1
1769	Accident on I-10 Eastbound near Dalrymple Dr	I-10	East	0	Dalrymple Dr	Incident	Accident	Minor	Ended	0	DOTD	Statewide TMC	01/10/2019 04:38:00	2019-01-10T05:35:53.233	999_I-10_1_6_006	East Baton Rouge	3	0	0
1772	Disabled Semi on I-10 Eastbound near Nicholson Dr	I-10	East	0	Nicholson Dr	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	01/10/2019 12:47:00	2019-01-10T13:16:01.46	999_I-10_1_1_010	West Baton Rouge	3	0	0
1792	Accident on I-10 Eastbound near College Dr	I-10	East	0	College Dr	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	01/11/2019 12:04:00	2019-01-11T14:02:00.603	999_I-10_1_G_021	East Baton Rouge	5	0	0
1816	Vehicle on Fire on I-10 Eastbound near LA-1 Northbound. Lane(s) blocked.	I-10	East	0	LA-1 Northbound	Incident	Vehicle on Fire	Moderate	Ended	0	DOTD	Baton Rouge TMC	01/11/2019 22:24:00	2019-01-11T22:55:58.813	999_I-10_1_C_028	West Baton Rouge	1	2	1
1830	Stalled Vehicle on I-10 Westbound near LA-1 Northbound. Lane(s) blocked.	I-10	West	0	LA-1 Northbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Statewide TMC	01/12/2019 23:46:00	2019-01-13T00:01:01.633	999_I-10_1_A_028	West Baton Rouge	2	2	1
1850	Accident on I-10 Eastbound near Siegen Ln. Lane(s) blocked.	I-10	East	0	Siegen Ln	Incident	Accident	Moderate	Ended	0	TMC	Baton Rouge TMC	01/14/2019 23:59:00	2019-01-15T01:41:20.273	999_I-10_1_C_039	East Baton Rouge	1	2	1
1851	Accident on I-10 Eastbound near Essen Ln. Lane(s) blocked.	I-10	East	0	Essen Ln	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	01/15/2019 00:14:00	2019-01-15T00:31:01.71	999_I-10_1_1_010	East Baton Rouge	2	2	1
1883	Disabled Semi on I-10 Westbound near Dalrymple Dr	I-10	West	0	Dalrymple Dr	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	01/16/2019 15:34:00	2019-01-16T16:20:01.52	999_I-10_1_1_010	East Baton Rouge	4	0	0
1885	Disabled Semi on I-10 Westbound near Mississippi River. Lane(s) blocked.	I-10	West	0	Mississippi River	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	01/16/2019 16:19:00	2019-01-16T17:54:01.18	999_I-10_1_1_010	East Baton Rouge	2	1	1
1897	Accident on I-10 Eastbound near Bluebonnet Blvd. Lane(s) blocked.	I-10	East	0	Bluebonnet Blvd	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	01/17/2019 13:54:00	2019-01-17T14:06:01.5	999_I-10_1_1_010	East Baton Rouge	3	2	1
1905	Stalled Vehicle on I-10 Westbound near Mississippi River	I-10	West	0	Mississippi River	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	01/17/2019 19:27:00	2019-01-17T19:45:01.497	999_I-10_1_1_010	East Baton Rouge	3	0	0
1911	Stalled Vehicle on I-10 Eastbound near College Dr	I-10	East	0	College Dr	Incident	Stalled Vehicle	Minor	Ended	0	DOTD	Baton Rouge TMC	01/17/2019 22:17:00	2019-01-17T22:38:02.457	999_I-10_1_E_023	East Baton Rouge	3	0	0
1915	Stalled Vehicle on I-10 Westbound near Mississippi River. Lane(s) blocked.	I-10	West	0	Mississippi River	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	01/18/2019 01:53:00	2019-01-18T02:09:09.373	999_I-10_1_1_010	East Baton Rouge	2	1	1
1918	Accident on I-10 Westbound near Dalrymple Dr	I-10	West	0	Dalrymple Dr	Incident	Accident	Minor	Ended	0	DOTD	Statewide TMC	01/18/2019 04:13:00	2019-01-18T05:06:00.893	999_I-10_1_A_030	East Baton Rouge	3	0	0
1919	Stalled Vehicle on I-10 Westbound near City Park Lake. Lane(s) blocked.	I-10	West	0	City Park Lake	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Statewide TMC	01/18/2019 11:50:00	2019-01-18T13:59:00.733	999_I-10_1_3_024	East Baton Rouge	2	1	1
1924	Accident on I-10 Eastbound near City Park Lake. Lane(s) blocked.	I-10	East	0	City Park Lake	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	01/18/2019 17:19:00	2019-01-18T17:36:01.78	999_I-10_1_A_030	East Baton Rouge	2	1	1
1929	Stalled Vehicle on I-10 Eastbound near Dalrymple Dr. Lane(s) blocked.	I-10	East	0	Dalrymple Dr	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	01/18/2019 18:09:00	2019-01-18T19:16:01.497	999_I-10_1_1_010	East Baton Rouge	3	1	1
1958	Accident on I-10 Westbound near College Dr	I-10	West	0	College Dr	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	01/21/2019 12:38:00	2019-01-21T13:34:01.683	999_I-10_1_G_021	East Baton Rouge	5	0	0
1980	Stalled Vehicle on I-10 Westbound near Mississippi River	I-10	West	0	Mississippi River	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	01/22/2019 18:44:00	2019-01-22T18:58:00.803	999_I-10_1_1_010	East Baton Rouge	3	0	0
1981	Stalled Vehicle on I-10 Westbound near LA-1 Northbound	I-10	West	0	LA-1 Northbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	01/22/2019 18:21:00	2019-01-22T18:54:01.697	999_I-10_1_1_010	West Baton Rouge	3	0	0
2000	Accident on I-10 Westbound near City Park Lake. Lane(s) blocked.	I-10	West	0	City Park Lake	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	01/23/2019 15:06:00	2019-01-23T15:20:01.49	999_I-10_1_1_010	East Baton Rouge	3	1	1
2001	Stalled Vehicle on I-10 Westbound near City Park Lake. Lane(s) blocked.	I-10	West	0	City Park Lake	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	01/23/2019 15:06:00	2019-01-23T15:33:02.27	999_I-10_1_3_024	East Baton Rouge	2	2	1
2020	Disabled Semi on I-10 Eastbound near I-110 Northbound	I-10	East	0	I-110 Northbound	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	01/23/2019 22:04:00	2019-01-23T22:20:27.21	999_I-10_1_1_010	East Baton Rouge	2	0	0
2025	Stalled Vehicle on I-10 Eastbound near Nicholson Dr	I-10	East	0	Nicholson Dr	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	01/23/2019 23:49:00	2019-01-24T00:11:59.36	999_I-10_1_1_010	East Baton Rouge	3	0	0
2026	Accident on I-10 Eastbound near I-110 Northbound. Lane(s) blocked.	I-10	East	0	I-110 Northbound	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	01/23/2019 23:55:00	2019-01-24T00:27:10.283	999_I-10_1_1_010	East Baton Rouge	2	1	1

ID	Description	Road Name	Dir.	Road Class	From X St	Type	Sub Type	Severity	Status	Is Closure	Report Agency	Event Source	Start Date	End Date	Route Id	Parishes	Lanes Open	Lanes Closed	Is Closed
2031	Overtuned Semi-Trailer on I-10 Eastbound near Highland Rd. Lane(s) blocked.	I-10	East	0	Highland Rd	Incident	Overtuned Semi-Trailer	Minor	Ended	0	DOTD	Statewide TMC	01/24/2019 01:07:00	2019-01-24T12:52:02.193	999_I-10_1_1_010	East Baton Rouge	2	1	1
2044	Overtuned Semi-Trailer on I-10 Eastbound near Highland Rd. Lane(s) blocked.	I-10	East	0	Highland Rd	Incident	Overtuned Semi-Trailer	Moderate	Ended	0	DOTD	Statewide TMC	01/24/2019 01:07:00	2019-01-24T15:15:03.83	999_I-10_1_1_010	East Baton Rouge	1	2	1
2084	Stalled Vehicle on I-10 Westbound near LA-427. Lane(s) blocked.	I-10	West	0	LA-427	Incident	Stalled Vehicle	Minor	Ended	0	DOTD	Baton Rouge TMC	01/25/2019 21:04:00	2019-01-25T21:34:01.413	999_I-10_1_G_019	East Baton Rouge	3	1	1
2093	Accident on I-10 Westbound near Mississippi River. Lane(s) blocked.	I-10	West	0	Mississippi River	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	01/26/2019 20:11:00	2019-01-26T20:33:02.283	999_I-10_1_1_010	East Baton Rouge	2	2	1
2095	Accident on I-10 Westbound near Bluebonnet Blvd. Lane(s) blocked.	I-10	West	0	Bluebonnet Blvd	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	01/26/2019 23:03:00	2019-01-26T23:29:01.723	999_I-10_1_1_010	East Baton Rouge	4	1	1
2097	Stalled Vehicle on I-10 Eastbound near Highland Rd	I-10	East	0	Highland Rd	Incident	Stalled Vehicle	Minor	Ended	0	DOTD	Statewide TMC	01/27/2019 00:43:00	2019-01-27T01:24:01.017	999_I-10_1_E_028	East Baton Rouge	3	0	0
2099	Stalled Vehicle on I-10 Westbound near Mississippi River. Lane(s) blocked.	I-10	West	0	Mississippi River	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Statewide TMC	01/27/2019 20:13:00	2019-01-27T20:31:03.237	999_I-10_1_1_010	East Baton Rouge	2	2	1
2142	Stalled Vehicle on I-10 Eastbound near I-110 Northbound	I-10	East	0	I-110 Northbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	01/29/2019 20:45:00	2019-01-29T21:23:46.597	999_I-10_1_1_010	East Baton Rouge	3	0	0
2164	Accident on I-10 Westbound near Bluebonnet Blvd. Right Lane Blocked.	I-10	West	0	Bluebonnet Blvd	Incident	Accident	None	Ended	0	DOTD	Baton Rouge TMC	01/30/2019 19:32:00	2019-01-30T20:55:06.13	999_I-10_1_G_023	East Baton Rouge	2	2	1
2175	Stalled Vehicle on I-10 Westbound near Mississippi River. Lane Blocked.	I-10	West	0	Mississippi River	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Statewide TMC	01/31/2019 11:52:00	2019-01-31T13:06:00.663	999_I-10_1_1_010	East Baton Rouge	2	1	1
2179	Accident on I-10 Westbound near Dalrymple Dr. 2 Left Lanes Blocked.	I-10	West	0	Dalrymple Dr	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	01/31/2019 12:24:00	2019-01-31T13:34:01.157	999_I-10_1_3_023	East Baton Rouge	1	3	1
2180	Disabled Semi on I-10 Westbound near S Acadian Thwy. Left Lane Blocked.	I-10	West	1	S Acadian Thwy	Incident	Disabled Semi	None	Ended	0	DOTD	Baton Rouge TMC	01/31/2019 12:52:46	2019-01-31T12:55:11.463	999_I-10_1_1_010	East Baton Rouge	3	1	1
2187	Disabled Semi on I-10 Westbound near Mississippi River	I-10	West	0	Mississippi River	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	01/31/2019 20:49:00	2019-01-31T21:30:01.69	999_I-10_1_1_010	East Baton Rouge	3	0	0
2189	Accident on I-10 Westbound near Highland Rd	I-10	West	0	Highland Rd	Incident	Accident	Minor	Ended	0	DOTD	Statewide TMC	01/31/2019 22:40:00	2019-02-01T00:41:01.93	999_I-10_1_1_010	East Baton Rouge	2	0	0
2200	Accident on I-10 Eastbound near Nicholson Dr. Right Lane Blocked.	I-10	East	0	Nicholson Dr	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	02/01/2019 10:58:00	2019-02-01T12:12:03.35	999_I-10_1_1_010	East Baton Rouge	2	2	1
2201	Disabled Semi on I-10 Westbound near LA-1 Northbound. Right Lane Blocked.	I-10	West	0	LA-1 Northbound	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Statewide TMC	02/01/2019 11:23:00	2019-02-01T12:08:01.32	999_I-10_1_A_028	West Baton Rouge	2	1	1
2203	Accident on I-10 Westbound near Highland Rd	I-10	West	0	Highland Rd	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	02/01/2019 13:17:00	2019-02-01T14:27:02.827	999_I-10_1_E_028	East Baton Rouge	3	1	1
2206	Accident on I-10 Eastbound near Essen Ln. Right Lane Blocked.	I-10	East	0	Essen Ln	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	02/01/2019 14:14:00	2019-02-01T14:30:02.873	999_I-10_1_1_010	East Baton Rouge	2	2	1
2224	Accident on I-10 Westbound near Mississippi River. Left Lane Blocked.	I-10	West	0	Mississippi River	Incident	Accident	Moderate	Ended	0	TMC	Baton Rouge TMC	02/01/2019 22:05:00	2019-02-01T22:11:31.07	999_I-10_1_1_010	East Baton Rouge	2	1	1
2233	Accident on I-10 Eastbound near Lobdell Hwy	I-10	East	0	Lobdell Hwy	Incident	Accident	Minor	Ended	0	DOTD	Statewide TMC	02/02/2019 20:39:00	2019-02-02T21:53:00.853	999_I-10_1_3_020	West Baton Rouge	2	1	1
2234	Accident on I-10 Eastbound near Dalrymple Dr	I-10	East	0	Dalrymple Dr	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	02/02/2019 21:01:00	2019-02-02T21:24:00.86	999_I-10_1_1_010	East Baton Rouge	3	0	0
2238	Stalled Vehicle on I-10 Westbound near LA-427	I-10	West	0	LA-427	Incident	Stalled Vehicle	Minor	Ended	0	DOTD	Statewide TMC	02/03/2019 01:07:00	2019-02-03T01:37:01.183	999_I-10_1_1_010	East Baton Rouge	4	0	0
2239	Disabled Semi on I-10 Eastbound near Perkins Rd. 2 Right Lanes Blocked.	I-10	East	0	Perkins Rd	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Statewide TMC	02/03/2019 04:49:00	2019-02-03T05:18:01.4	999_I-10_1_3_024	East Baton Rouge	1	3	1
2240	Accident on I-10 Eastbound near I-110 Northbound. Right Lane Blocked.	I-10	East	0	I-110 Northbound	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	02/03/2019 18:55:00	2019-02-03T19:11:01.227	999_I-10_1_H_002	East Baton Rouge	2	2	1
2248	Stalled Vehicle on I-10 Westbound near Mississippi River. Right Lane Blocked.	I-10	West	0	Mississippi River	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Statewide TMC	02/04/2019 01:14:00	2019-02-04T01:20:01.737	999_I-10_1_1_010	East Baton Rouge	2	1	1
2262	Accident on I-10 Westbound near I-110 Northbound	I-10	West	0	I-110 Northbound	Incident	Accident	Minor	Ended	0	DOTD	Baton Rouge TMC	02/04/2019 19:16:00	2019-02-04T20:21:01.373	999_I-10_1_1_010	East Baton Rouge	2	0	0
2280	Disabled Semi on I-10 Westbound near Mississippi River. Right Lane Blocked.	I-10	West	0	Mississippi River	Incident	Disabled Semi	Minor	Ended	0	DOTD	Baton Rouge TMC	02/05/2019 20:27:00	2019-02-05T20:34:01.453	999_I-10_1_1_010	East Baton Rouge	2	1	1
2289	Disabled Semi on I-10 Westbound near Mississippi River. Lane Blocked.	I-10	West	0	Mississippi River	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	02/06/2019 11:59:00	2019-02-06T12:43:01.5	999_I-10_1_1_010	East Baton Rouge	2	1	1
2290	Accident on I-10 Westbound near McCalop St. Ramp Blocked.	I-10	West	0	McCalop St	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	02/06/2019 12:49:00	2019-02-06T13:25:34.437	999_I-10_1_C_030	East Baton Rouge	2	1	1
2291	Stalled Vehicle on I-10 Westbound near College Dr. Left Lane Blocked.	I-10	West	0	College Dr	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	02/06/2019 12:26:00	2019-02-06T13:56:01.117	999_I-10_1_3_026	East Baton Rouge	4	1	1
2305	Stalled Vehicle on I-10 Eastbound near College Dr	I-10	East	0	College Dr	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	02/06/2019 23:36:00	2019-02-07T00:50:01.423	999_I-10_1_E_023	East Baton Rouge	3	0	0
2322	Accident on I-10 Eastbound near College Dr. 2 Left Lanes Blocked.	I-10	East	0	College Dr	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	02/07/2019 18:57:00	2019-02-07T19:08:00.7	999_I-10_1_1_010	East Baton Rouge	2	2	1
2332	Disabled Semi on I-10 Eastbound near LA-1 Northbound	I-10	East	0	LA-1 Northbound	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	02/07/2019 21:53:00	2019-02-07T23:24:02.133	999_I-10_1_A_028	West Baton Rouge	3	0	0
2334	Stalled Vehicle on I-10 Eastbound near City Park Lake	I-10	East	0	City Park Lake	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	02/08/2019 00:21:00	2019-02-08T00:42:01.293	999_I-10_1_A_030	East Baton Rouge	3	0	0
2335	Incident on I-10 Westbound near Lobdell Hwy	I-10	West	0	Lobdell Hwy	Incident	Incident	Minor	Ended	0	DOTD	Statewide TMC	02/08/2019 00:29:00	2019-02-08T04:28:00.917	999_I-10_1_1_010	West Baton Rouge	2	0	0
2353	Accident on I-10 Eastbound near Dalrymple Dr	I-10	East	0	Dalrymple Dr	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	02/08/2019 21:37:00	2019-02-08T21:48:01.093	999_I-10_1_6_006	East Baton Rouge	3	0	0
2354	Disabled Semi on I-10 Eastbound near I-110 Northbound	I-10	East	0	I-110 Northbound	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	02/08/2019 22:44:00	2019-02-08T23:21:00.783	999_I-10_1_1_010	East Baton Rouge	2	0	0

ID	Description	Road Name	Dir.	Road Class	From X St	Type	Sub Type	Severity	Status	Is Closure	Report Agency	Event Source	Start Date	End Date	Route Id	Parishes	Lanes Open	Lanes Closed	Is Closed
2372	Accident on I-10 Westbound near I-110 Northbound. Left Lane Blocked.	I-10	West	0	I-110 Northbound	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	02/09/2019 16:53:00	2019-02-09T18:19:00.79	999_I-10_1_1_010	East Baton Rouge	1	1	1
2378	Accident on I-10 Westbound near City Park Lake. 2 Left Lanes Blocked.	I-10	West	0	City Park Lake	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	02/10/2019 07:49:00	2019-02-10T08:15:01.343	999_I-10_1_C_031	East Baton Rouge	1	3	1
2382	Stalled Vehicle on I-10 Westbound near Dalrymple Dr	I-10	West	0	Dalrymple Dr	Incident	Stalled Vehicle	Minor	Ended	0	DOTD	Statewide TMC	02/10/2019 21:52:00	2019-02-10T22:02:03.16	999_I-10_1_C_031	East Baton Rouge	3	1	1
2412	Accident on I-10 Eastbound near I-12 Eastbound. Right Lane Blocked.	I-10	East	0	I-12 Eastbound	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	02/12/2019 11:44:00	2019-02-12T11:56:01.93	999_I-10_1_1_010	East Baton Rouge	2	2	1
2413	Stalled Vehicle on I-10 Eastbound near Lobdell Hwy. Left Lane Blocked.	I-10	East	0	Lobdell Hwy	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Statewide TMC	02/12/2019 11:49:00	2019-02-12T12:03:01.523	999_I-10_1_1_010	West Baton Rouge	1	1	1
2430	Stalled Vehicle on I-10 Eastbound near I-110 Northbound. Right Lane Blocked.	I-10	East	0	I-110 Northbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	02/12/2019 20:36:00	2019-02-12T20:42:01.26	999_I-10_1_C_030	East Baton Rouge	1	1	1
2443	Accident on I-10 Eastbound near Perkins Rd. Left Lane Blocked.	I-10	East	0	Perkins Rd	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	02/13/2019 12:47:00	2019-02-13T12:53:00.757	999_I-10_1_1_010	East Baton Rouge	2	1	1
2450	Disabled Semi on I-10 Eastbound near Nicholson Dr. Right Lane Blocked.	I-10	East	0	Nicholson Dr	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	02/13/2019 14:04:00	2019-02-13T14:50:01.927	999_I-10_1_1_010	East Baton Rouge	2	1	1
2455	Incident on I-10 Westbound near Mississippi River. Right Lane Blocked.	I-10	West	0	Mississippi River	Incident	Incident	Moderate	Ended	0	DOTD	Baton Rouge TMC	02/13/2019 15:29:00	2019-02-13T15:43:00.803	999_I-10_1_1_010	East Baton Rouge	2	1	1
2474	Stalled Vehicle on I-10 Westbound near Mississippi River	I-10	West	0	Mississippi River	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	02/14/2019 11:57:00	2019-02-14T12:22:01.027	999_I-10_1_1_010	East Baton Rouge	3	0	0
2502	Debris on Roadway on I-10 Westbound near I-110 Northbound. Left Lane Blocked.	I-10	West	0	I-110 Northbound	Obstruction	Debris on Roadway	Moderate	Ended	0	DOTD	Baton Rouge TMC	02/15/2019 14:28:00	2019-02-15T14:39:00.75	999_I-10_1_1_010	East Baton Rouge	2	1	1
2504	Stalled Vehicle on I-10 Westbound near Mississippi River. Right Lane Blocked.	I-10	West	0	Mississippi River	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	02/15/2019 15:44:00	2019-02-15T16:00:01.287	999_I-10_1_1_010	East Baton Rouge	2	1	1
2528	Accident on I-10 Eastbound near Nicholson Dr. Right Lane Blocked.	I-10	East	0	Nicholson Dr	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	02/16/2019 03:31:00	2019-02-16T05:05:46.343	999_I-10_1_1_010	East Baton Rouge	2	2	1
2532	Debris on Roadway on I-10 Eastbound near Siegen Ln. 2 Right Lanes Blocked.	I-10	East	0	Siegen Ln	Obstruction	Debris on Roadway	Moderate	Ended	0	DOTD	Baton Rouge TMC	02/16/2019 17:44:00	2019-02-16T19:43:00.903	999_I-10_1_A_037	East Baton Rouge	1	3	1
2544	Stalled Vehicle on I-10 Westbound near Mississippi River. Right Lane Blocked.	I-10	West	0	Mississippi River	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Statewide TMC	02/17/2019 17:34:00	2019-02-17T18:18:00.593	999_I-10_1_1_010	West Baton Rouge	2	2	1
2545	Accident on I-10 Westbound near City Park Lake	I-10	West	0	City Park Lake	Incident	Accident	Minor	Ended	0	DOTD	Statewide TMC	02/17/2019 18:32:00	2019-02-17T19:07:00.563	999_I-10_1_3_024	East Baton Rouge	3	0	0
2556	Debris on Roadway on I-10 Westbound near I-110 Northbound. Right Lane Blocked.	I-10	West	0	I-110 Northbound	Obstruction	Debris on Roadway	Minor	Ended	0	DOTD	Baton Rouge TMC	02/18/2019 14:00:00	2019-02-18T14:13:01.863	999_I-10_1_1_010	East Baton Rouge	1	1	1
2562	Stalled Vehicle on I-10 Eastbound near LA-1 Northbound. Lane Blocked.	I-10	East	0	LA-1 Northbound	Incident	Stalled Vehicle	Minor	Ended	0	DOTD	Baton Rouge TMC	02/18/2019 21:50:00	2019-02-18T21:54:00.53	999_I-10_1_1_010	West Baton Rouge	2	1	1
2571	Stalled Vehicle on I-10 Westbound near City Park Lake. Ramp Blocked.	I-10	West	0	City Park Lake	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	02/19/2019 13:03:00	2019-02-19T13:15:01.647	999_I-10_1_1_010	East Baton Rouge	3	1	1
2579	Stalled Vehicle on I-10 Eastbound near Nicholson Dr. Left Lane Blocked.	I-10	East	0	Nicholson Dr	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	02/19/2019 20:14:00	2019-02-19T20:14:00	999_I-10_1_1_010	East Baton Rouge	2	1	1
2581	Accident on I-10 Eastbound near Lobdell Hwy	I-10	East	0	Lobdell Hwy	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	02/19/2019 21:24:00	2019-02-20T02:30:01.413	999_I-10_1_3_020	West Baton Rouge	2	0	0
2584	Accident on I-10 Eastbound near College Dr. Right Lane Blocked.	I-10	East	0	College Dr	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	02/19/2019 23:37:00	2019-02-20T00:26:01.15	999_I-10_1_3_026	East Baton Rouge	4	2	1
2596	Accident on I-10 Westbound near College Dr	I-10	West	0	College Dr	Incident	Accident	Minor	Ended	0	DOTD	Statewide TMC	02/20/2019 10:54:00	2019-02-20T11:36:01.437	999_I-10_1_3_026	East Baton Rouge	5	0	0
2597	Accident on I-10 Westbound near Government St	I-10	West	0	Government St	Incident	Accident	Minor	Ended	0	DOTD	Statewide TMC	02/20/2019 11:27:00	2019-02-20T11:56:01.413	999_I-10_1_1_010	East Baton Rouge	3	0	0
2608	Accident on I-10 Eastbound near Highland Rd	I-10	East	0	Highland Rd	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	02/20/2019 16:38:00	2019-02-20T16:59:00.673	999_I-10_1_1_010	East Baton Rouge	2	1	1
2632	Accident on I-10 Eastbound near I-110 Northbound	I-10	East	0	I-110 Northbound	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	02/21/2019 12:56:00	2019-02-21T13:02:00.833	999_I-10_1_1_010	East Baton Rouge	3	0	0
2658	Accident on I-10 Westbound near Essen Ln. Lane Blocked.	I-10	West	0	Essen Ln	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	02/21/2019 23:51:00	2019-02-21T23:58:00.497	999_I-10_1_1_010	East Baton Rouge	2	1	1
2673	Accident on I-10 Eastbound near Siegen Ln. Left Lane Blocked.	I-10	East	0	Siegen Ln	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	02/22/2019 15:18:00	2019-02-22T15:28:00.613	999_I-10_1_1_010	East Baton Rouge	2	1	1
2683	Accident on I-10 Eastbound near Nicholson Dr	I-10	East	0	Nicholson Dr	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	02/22/2019 18:48:00	2019-02-22T19:42:00.597	999_I-10_1_1_010	East Baton Rouge	3	0	0
2687	Disabled Semi on I-10 Eastbound near LA-1 Northbound	I-10	East	0	LA-1 Northbound	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	02/22/2019 19:57:00	2019-02-22T20:13:01.497	999_I-10_1_A_028	West Baton Rouge	3	0	0
2692	Stalled Vehicle on I-10 Eastbound near Nicholson Dr. Right Lane Blocked.	I-10	East	0	Nicholson Dr	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	02/22/2019 22:59:00	2019-02-22T23:13:00.443	999_I-10_1_1_010	West Baton Rouge	2	1	1
2696	Accident on I-10 Westbound near LA-427. Right Lane Blocked.	I-10	West	0	LA-427	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	02/22/2019 23:30:00	2019-02-23T00:04:00.8	999_I-10_1_C_034	East Baton Rouge	3	2	1
2700	Stalled Vehicle on I-10 Westbound near Mississippi River	I-10	West	0	Mississippi River	Incident	Stalled Vehicle	Minor	Ended	0	DOTD	Statewide TMC	02/23/2019 04:07:00	2019-02-23T04:17:01.42	999_I-10_1_1_010	East Baton Rouge	3	0	0
2706	Stalled Vehicle on I-10 Westbound at LA-1 Southbound. All lanes closed.	I-10	West	1	LA-1 Southbound	Incident	Stalled Vehicle	None	Ended	1	TMC	Statewide TMC	02/23/2019 15:02:09	2019-02-23T15:22:50.807	999_I-10_1_A_028	West Baton Rouge	0	1	2
2723	Accident on I-10 Westbound near Siegen Ln	I-10	West	0	Siegen Ln	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	02/24/2019 15:57:00	2019-02-24T16:07:01.16	999_I-10_1_1_010	East Baton Rouge	3	0	0
2727	Stalled Vehicle on I-10 Westbound near LA-427	I-10	West	0	LA-427	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Statewide TMC	02/24/2019 18:27:00	2019-02-24T18:41:00.42	999_I-10_1_C_033	East Baton Rouge	3	0	0
2741	Stalled Vehicle on I-10 Westbound near Mississippi River	I-10	West	0	Mississippi River	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Statewide TMC	02/25/2019 11:16:00	2019-02-25T11:33:01.703	999_I-10_1_1_010	East Baton Rouge	3	0	0
2742	Stalled Vehicle on I-10 Westbound near Mississippi River. Right Lane Blocked.	I-10	West	0	Mississippi River	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	02/25/2019 12:56:00	2019-02-25T13:07:00.543	999_I-10_1_1_010	East Baton Rouge	2	1	1

Id	Description	Road Name	Dir.	Road Class	From X St	Type	Sub Type	Severity	Status	Is Closure	Report Agency	Event Source	Start Date	End Date	Route Id	Parishes	Lanes Open	Lanes Closed	Is Closed
2745	Debris on Roadway on I-10 Westbound near Siegen Ln. Lane Blocked.	I-10	West	0	Siegen Ln	Obstruction	Debris on Roadway	Moderate	Ended	0	DOTD	Baton Rouge TMC	02/25/2019 14:03:00	2019-02-25T14:15:00.677	999_I-10_1_6_003	East Baton Rouge	2	1	1
2747	Accident on I-10 Eastbound near Essen Ln. 2 Right Lanes Blocked.	I-10	East	0	Essen Ln	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	02/25/2019 14:21:00	2019-02-25T15:12:00.52	999_I-10_1_1_010	East Baton Rouge	2	3	1
2753	Accident on I-10 Westbound near City Park Lake. Right Lane Blocked.	I-10	West	0	City Park Lake	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	02/25/2019 15:27:00	2019-02-25T16:46:02.28	999_I-10_1_3_024	East Baton Rouge	2	1	1
2772	Accident on I-10 Eastbound near I-10 Westbound	I-10	East	0	I-10 Westbound	Incident	Accident	Minor	Ended	0	DOTD	Statewide TMC	02/26/2019 14:45:00	2019-02-26T15:22:00.957	999_I-10_1_A_031	East Baton Rouge	4	1	1
2773	Disabled Semi on I-10 Eastbound near I-110 Northbound	I-10	East	0	I-110 Northbound	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	02/26/2019 15:50:00	2019-02-26T15:55:01.39	999_I-10_1_3_022	East Baton Rouge	2	0	0
2781	Accident on I-10 Eastbound near Dalrymple Dr. Left Lane Blocked.	I-10	East	0	Dalrymple Dr	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	02/26/2019 17:25:00	2019-02-26T18:18:01.567	999_I-10_1_1_010	East Baton Rouge	2	1	1
2787	Accident on I-10 Eastbound near Lobdell Hwy	I-10	East	0	Lobdell Hwy	Incident	Accident	Minor	Ended	0	DOTD	Baton Rouge TMC	02/26/2019 19:06:00	2019-02-26T19:28:03.583	999_I-10_1_1_010	West Baton Rouge	2	1	1
2799	Accident on I-10 Westbound near I-12 Eastbound	I-10	West	0	I-12 Eastbound	Incident	Accident	Minor	Ended	0	DOTD	Baton Rouge TMC	02/26/2019 22:45:00	2019-02-26T23:37:00.953	999_I-12_1_1_010	East Baton Rouge	5	0	0
2827	Disabled Semi on I-10 Eastbound near LA-1 Northbound	I-10	East	0	LA-1 Northbound	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	02/27/2019 21:09:00	2019-02-27T21:27:01.217	999_I-10_1_C_028	West Baton Rouge	2	0	0
2830	Stalled Vehicle on I-10 Eastbound near LA-1 Northbound. Lane Blocked.	I-10	East	0	LA-1 Northbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	02/27/2019 22:25:00	2019-02-27T22:44:01.13	999_I-10_1_1_010	West Baton Rouge	2	1	1
2833	Stalled Vehicle on I-10 Eastbound near Dalrymple Dr	I-10	East	0	Dalrymple Dr	Incident	Stalled Vehicle	Minor	Ended	0	DOTD	Statewide TMC	02/28/2019 09:26:00	2019-02-28T09:44:01.117	999_I-10_1_C_031	East Baton Rouge	3	0	0
2855	Accident on I-10 Westbound near I-110 Northbound	I-10	West	0	I-110 Northbound	Incident	Accident	Minor	Ended	0	DOTD	Baton Rouge TMC	02/28/2019 21:39:00	2019-02-28T22:01:01.56	999_I-10_1_3_022	East Baton Rouge	2	0	0
2860	Accident on I-10 Westbound near City Park Lake. Left Lane Blocked.	I-10	West	0	City Park Lake	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	02/28/2019 22:22:00	2019-02-28T22:27:00.847	999_I-10_1_3_024	East Baton Rouge	2	1	1
2866	Accident on I-10 Eastbound near Bluebonnet Blvd	I-10	East	0	Bluebonnet Blvd	Incident	Accident	Minor	Ended	0	DOTD	Baton Rouge TMC	03/01/2019 02:00:00	2019-03-01T03:28:01.143	999_I-10_1_1_010	East Baton Rouge	4	0	0
2889	Stalled Vehicle on I-10 Eastbound near LA-1 Northbound	I-10	East	0	LA-1 Northbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	03/01/2019 18:34:00	2019-03-01T18:49:01.307	999_I-10_1_A_028	West Baton Rouge	3	0	0
2920	Stalled Vehicle on I-10 Westbound near College Dr	I-10	West	0	College Dr	Incident	Stalled Vehicle	Minor	Ended	0	DOTD	Statewide TMC	03/02/2019 17:16:00	2019-03-02T17:39:01.88	999_I-10_1_3_026	East Baton Rouge	4	0	0
2921	Disabled Semi on I-10 Eastbound near LA-1 Northbound. Lane Blocked.	I-10	East	0	LA-1 Northbound	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Statewide TMC	03/02/2019 17:38:00	2019-03-02T17:46:01.327	999_I-10_1_A_028	West Baton Rouge	2	1	1
2934	Stalled Vehicle on I-10 Westbound near Dalrymple Dr. Right Lane Blocked.	I-10	West	0	Dalrymple Dr	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Statewide TMC	03/03/2019 03:56:00	2019-03-03T04:11:00.823	999_I-10_1_1_010	East Baton Rouge	2	2	1
2938	Stalled Vehicle on I-10 Westbound near Mississippi River	I-10	West	0	Mississippi River	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Statewide TMC	03/03/2019 14:59:00	2019-03-03T14:59:00	999_I-10_1_1_010	East Baton Rouge	3	0	0
2947	Stalled Vehicle on I-10 Westbound near Mississippi River. Right Lane Blocked.	I-10	West	0	Mississippi River	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Statewide TMC	03/04/2019 01:51:00	2019-03-04T02:00:00.927	999_I-10_1_1_010	East Baton Rouge	2	1	1
2968	Stalled Vehicle on I-10 Eastbound near LA-1 Northbound	I-10	East	0	LA-1 Northbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	03/04/2019 19:13:00	2019-03-04T19:13:00	999_I-10_1_A_028	West Baton Rouge	3	0	0
2971	Stalled Vehicle on I-10 Westbound near Mississippi River. Right Lane Blocked.	I-10	West	0	Mississippi River	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	03/04/2019 19:43:00	2019-03-04T19:51:01.047	999_I-10_1_1_010	East Baton Rouge	2	1	1
2977	Accident on I-10 Eastbound near Bluebonnet Blvd. Left Lane Blocked.	I-10	East	0	Bluebonnet Blvd	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	03/05/2019 01:21:00	2019-03-05T01:29:00.863	999_I-10_1_1_010	East Baton Rouge	3	2	1
2979	Accident on I-10 Westbound near Dalrymple Dr	I-10	West	0	Dalrymple Dr	Incident	Accident	Minor	Ended	0	DOTD	Statewide TMC	03/05/2019 08:06:00	2019-03-05T09:20:01.56	999_I-10_1_1_010	East Baton Rouge	3	0	0
2983	Debris on Roadway on I-10 Eastbound near Nicholson Dr. Right Lane Blocked.	I-10	East	0	Nicholson Dr	Obstruction	Debris on Roadway	Moderate	Ended	0	DOTD	Baton Rouge TMC	03/05/2019 16:06:00	2019-03-05T16:22:00.677	999_I-10_1_1_010	East Baton Rouge	2	1	1
2997	Stalled Vehicle on I-10 Westbound near College Dr. Lane Blocked.	I-10	West	0	College Dr	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	03/05/2019 20:41:00	2019-03-05T20:53:00.47	999_I-10_1_3_026	East Baton Rouge	3	1	1
3000	Debris on Roadway on I-10 Westbound near College Dr. Right Lane Blocked.	I-10	West	0	College Dr	Obstruction	Debris on Roadway	Moderate	Ended	0	DOTD	Baton Rouge TMC	03/05/2019 21:16:00	2019-03-05T21:30:04.163	999_I-10_1_1_010	East Baton Rouge	4	1	1
3015	Accident on I-10 Eastbound near Nicholson Dr. Left Lane Blocked.	I-10	East	0	Nicholson Dr	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	03/06/2019 13:02:00	2019-03-06T13:07:02.737	999_I-10_1_1_010	East Baton Rouge	2	2	1
3042	Accident on I-10 Eastbound near I-110 Northbound	I-10	East	0	I-110 Northbound	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	03/07/2019 00:16:00	2019-03-07T00:55:01.987	999_I-10_1_3_022	East Baton Rouge	3	0	0
3048	Stalled Vehicle on I-10 Westbound near Mississippi River. Lane Blocked.	I-10	West	0	Mississippi River	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Statewide TMC	03/07/2019 02:43:00	2019-03-07T03:09:00.82	999_I-10_1_1_010	East Baton Rouge	2	1	1
3054	Stalled Vehicle on I-10 Westbound near Mississippi River. Right Lane Blocked.	I-10	West	0	Mississippi River	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	03/07/2019 14:54:00	2019-03-07T15:07:00.773	999_I-10_1_1_010	East Baton Rouge	2	1	1
3057	Debris on Roadway on I-10 Westbound near College Dr. Right Lane Blocked.	I-10	West	0	College Dr	Obstruction	Debris on Roadway	Moderate	Ended	0	DOTD	Baton Rouge TMC	03/07/2019 16:34:00	2019-03-07T16:55:38.237	999_I-10_1_1_010	East Baton Rouge	4	1	1
3079	Accident on I-10 Eastbound near Nicholson Dr	I-10	East	0	Nicholson Dr	Incident	Accident	Minor	Ended	0	DOTD	Statewide TMC	03/08/2019 05:16:00	2019-03-08T06:06:01.4	999_I-10_1_1_010	East Baton Rouge	3	0	0
3082	Debris on Roadway on I-10 Eastbound near Perkins Rd. Left Lane Blocked.	I-10	East	0	Perkins Rd	Obstruction	Debris on Roadway	Moderate	Ended	0	DOTD	Baton Rouge TMC	03/08/2019 14:28:00	2019-03-08T14:28:00	999_I-10_1_C_032	East Baton Rouge	2	1	1
3104	Accident on I-10 Westbound near College Dr	I-10	West	0	College Dr	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	03/09/2019 00:32:00	2019-03-09T00:54:01.11	999_I-10_1_C_034	East Baton Rouge	4	0	0
3113	Accident on I-10 Eastbound near Dalrymple Dr. Right Lane Blocked.	I-10	East	0	Dalrymple Dr	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	03/09/2019 11:43:00	2019-03-09T11:51:00.97	999_I-10_1_1_010	East Baton Rouge	2	1	1
3114	Accident on I-10 Eastbound near Dalrymple Dr. Right Lane Blocked.	I-10	East	0	Dalrymple Dr	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	03/09/2019 11:43:00	2019-03-09T12:45:00.81	999_I-10_1_1_010	East Baton Rouge	2	2	1
3115	Stalled Vehicle on I-10 Westbound near I-110 Northbound. Left Lane Blocked.	I-10	West	0	I-110 Northbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Statewide TMC	03/09/2019 19:03:00	2019-03-09T19:14:00.547	999_I-10_1_H_002	East Baton Rouge	2	2	1

Id	Description	Road Name	Dir.	Road Class	From X St	Type	Sub Type	Severity	Status	Is Closure	Report Agency	Event Source	Start Date	End Date	Route Id	Parishes	Lanes Open	Lanes Closed	Is Closed
3119	Stalled Vehicle on I-10 Eastbound near LA-1 Northbound	I-10	East	0	LA-1 Northbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Statewide TMC	03/09/2019 22:45:00	2019-03-09T23:19:00.573	999_I-10_1_C_028	West Baton Rouge	2	0	0
3126	Accident on I-10 Westbound near LA-427	I-10	West	0	LA-427	Incident	Accident	Major	Ended	0	DOTD	Statewide TMC	03/10/2019 18:29:00	2019-03-10T21:08:00.423	999_I-10_1_C_033	East Baton Rouge	3	0	0
3127	Accident on I-10 Westbound near College Dr. Lanes Blocked.	I-10	West	0	College Dr	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	03/10/2019 19:56:00	2019-03-10T20:38:00.947	999_I-10_1_3_026	East Baton Rouge	1	5	1
3140	Accident on I-10 Westbound near City Park Lake. Left Lane Blocked.	I-10	West	0	City Park Lake	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	03/11/2019 12:57:00	2019-03-11T13:25:00.753	999_I-10_1_1_010	East Baton Rouge	2	3	1
3201	Accident on I-10 Eastbound near Nicholson Dr. All Lanes Blocked.	I-10	East	0	Nicholson Dr	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	03/13/2019 14:05:00	2019-03-13T15:19:15.403	999_I-10_1_1_010	East Baton Rouge	0	5	2
3206	Disabled Semi on I-10 Westbound near I-110 Northbound. Right Lane Blocked.	I-10	West	0	I-110 Northbound	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	03/13/2019 15:15:00	2019-03-13T15:27:03.853	999_I-10_1_1_010	East Baton Rouge	1	2	1
3218	Disabled Semi on I-10 Eastbound near LA-1	I-10	East	0	LA-1	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	03/13/2019 18:41:00	2019-03-13T19:22:03.007	999_I-10_1_C_028	West Baton Rouge	2	0	0
3250	Disabled Semi on I-10 Westbound near LA-1 Southbound	I-10	West	0	LA-1 Southbound	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	03/14/2019 20:58:00	2019-03-14T21:12:00.98	999_I-10_1_1_010	East Baton Rouge	3	0	0
3253	Overtaken Semi-Trailer on I-10 Eastbound near Highland Rd	I-10	East	0	Highland Rd	Incident	Overtaken Semi-Trailer	Minor	Ended	0	DOTD	Statewide TMC	03/15/2019 04:20:00	2019-03-15T11:45:01.153	999_I-10_1_1_010	East Baton Rouge	2	0	0
3308	Disabled Semi on I-10 Westbound near LA-1 Southbound . Right Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Statewide TMC	03/16/2019 09:52:00	2019-03-16T10:08:02.22	999_I-10_1_C_029	East Baton Rouge	2	1	1
3320	Accident on I-10 Eastbound near Lobdell Hwy . All Lanes Blocked.	I-10	East	0	Lobdell Hwy	Incident	Accident	Major	Ended	1	DOTD	Statewide TMC	03/16/2019 20:02:00	2019-03-16T20:49:00.933	999_I-10_1_3_020	West Baton Rouge	0	4	2
3322	Accident on I-10 Eastbound near Washington St . Left Lane Blocked.	I-10	East	0	Washington St	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	03/16/2019 21:10:00	2019-03-16T21:29:00.73	999_I-10_1_C_030	East Baton Rouge	1	1	1
3329	Stalled Vehicle on I-10 Eastbound near Washington St . Right Lane Blocked.	I-10	East	0	Washington St	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Statewide TMC	03/17/2019 09:24:00	2019-03-17T09:47:00.64	999_I-10_1_A_030	East Baton Rouge	3	1	1
3333	Accident on I-10 Eastbound near Perkins Rd . Left Lane Blocked.	I-10	East	0	Perkins Rd	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	03/17/2019 17:22:00	2019-03-17T17:27:01.603	999_I-10_1_1_010	East Baton Rouge	2	1	1
3335	Stalled Vehicle on I-10 Eastbound near LA-1	I-10	East	0	LA-1	Incident	Stalled Vehicle	Minor	Ended	0	DOTD	Statewide TMC	03/17/2019 19:19:00	2019-03-17T19:33:00.66	999_I-10_1_1_010	West Baton Rouge	3	0	0
3339	Accident on I-10 Westbound near Mississippi River . Lane Blocked.	I-10	West	0	Mississippi River	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	03/17/2019 23:37:00	2019-03-18T00:30:13.38	999_I-10_1_1_010	East Baton Rouge	2	1	1
3346	Accident on I-10 Westbound near City Park Lake . Right Lane Blocked.	I-10	West	0	City Park Lake	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	03/18/2019 12:09:00	2019-03-18T13:17:00.91	999_I-10_1_A_031	East Baton Rouge	3	1	1
3361	Accident on I-10 Westbound near LA-1 Southbound . Right Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	03/18/2019 23:22:00	2019-03-19T00:05:01.157	999_I-10_1_1_010	East Baton Rouge	2	1	1
3362	Accident on I-10 Westbound near College Dr . Right Lane Blocked.	I-10	West	0	College Dr	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	03/18/2019 23:44:00	2019-03-18T23:53:00.463	999_I-10_1_C_034	East Baton Rouge	3	1	1
3363	Stalled Vehicle on I-10 Westbound near LA-1 Southbound	I-10	West	0	LA-1 Southbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	03/19/2019 00:15:00	2019-03-19T00:27:01.33	999_I-10_1_1_010	East Baton Rouge	3	0	0
3373	Accident on I-10 Westbound near I-110 Northbound	I-10	West	0	I-110 Northbound	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	03/19/2019 13:58:00	2019-03-19T14:59:00	999_I-10_1_3_022	East Baton Rouge	3	0	0
3380	Accident on I-10 Eastbound near Washington St . Right Lane Blocked.	I-10	East	0	Washington St	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	03/19/2019 20:08:00	2019-03-19T21:03:00.54	999_I-10_1_C_030	East Baton Rouge	2	2	1
3396	Accident on I-10 Westbound near LA-1 Southbound . Right Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	03/20/2019 11:31:00	2019-03-20T12:16:01.393	999_I-10_1_A_028	West Baton Rouge	2	1	1
3408	Stalled Vehicle on I-10 Westbound near LA-1 Southbound . Right Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	03/20/2019 15:32:00	2019-03-20T15:42:01.197	999_I-10_1_1_010	East Baton Rouge	2	1	1
3423	Accident on I-10 Westbound near Mississippi River . Lane Blocked.	I-10	West	0	Mississippi River	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	03/20/2019 22:46:00	2019-03-20T23:07:01.537	999_I-10_1_1_010	East Baton Rouge	2	1	1
3424	Accident on I-10 Eastbound near College Dr	I-10	East	0	College Dr	Incident	Accident	Minor	Ended	0	DOTD	Baton Rouge TMC	03/20/2019 22:42:00	2019-03-20T23:56:01.343	999_I-10_1_1_010	East Baton Rouge	4	0	0
3430	Incident on I-10 Eastbound near College Dr	I-10	East	0	College Dr	Incident	Incident	Moderate	Ended	0	DOTD	Baton Rouge TMC	03/21/2019 10:06:00	2019-03-21T13:06:00	999_I-10_1_3_026	East Baton Rouge	3	0	0
3431	Accident on I-10 Westbound near Mississippi River	I-10	West	0	Mississippi River	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	03/21/2019 10:42:00	2019-03-21T11:12:01.423	999_I-10_1_1_010	East Baton Rouge	3	0	0
3432	Accident on I-10 Eastbound near I-110 Northbound	I-10	East	0	I-110 Northbound	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	03/21/2019 11:36:00	2019-03-21T12:10:01.403	999_I-10_1_3_022	East Baton Rouge	4	1	1
3441	Stalled Vehicle on I-10 Eastbound near Nicholson Dr	I-10	East	0	Nicholson Dr	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	03/21/2019 12:57:00	2019-03-21T13:41:01.107	999_I-10_1_1_010	East Baton Rouge	3	1	1
3453	Stalled Vehicle on I-10 Westbound near Louise St . Left Lane Blocked.	I-10	West	0	Louise St	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	03/21/2019 17:39:00	2019-03-21T17:49:00.867	999_I-10_1_3_022	East Baton Rouge	1	1	1
3458	Accident on I-10 Eastbound near Washington St . Right Lane Blocked.	I-10	East	0	Washington St	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	03/21/2019 19:20:00	2019-03-21T19:28:01.617	999_I-10_1_A_030	East Baton Rouge	1	2	1
3462	Disabled Semi on I-10 Eastbound near LA-1 . Right Lane Blocked.	I-10	East	0	LA-1	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	03/21/2019 20:03:00	2019-03-21T20:44:01.797	999_I-10_1_A_028	West Baton Rouge	2	1	1
3466	Disabled Semi on I-10 Eastbound near LA-1 . Left Lane Blocked.	I-10	East	0	LA-1	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	03/21/2019 21:17:00	2019-03-21T22:01:01.61	999_I-10_1_1_010	West Baton Rouge	1	2	1
3467	Stalled Vehicle on I-10 Eastbound near Mississippi River	I-10	East	0	Mississippi River	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	03/21/2019 21:55:00	2019-03-21T22:10:00.56	999_I-10_1_1_010	West Baton Rouge	2	0	0
3474	Accident on I-10 Westbound near LA-1 Southbound	I-10	West	0	LA-1 Southbound	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	03/21/2019 23:09:00	2019-03-21T23:20:01.353	999_I-10_1_A_028	West Baton Rouge	3	0	0
3484	Accident on I-10 Westbound near Dalrymple Dr	I-10	West	0	Dalrymple Dr	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	03/22/2019 12:59:00	2019-03-22T13:38:01.343	999_I-10_1_1_010	East Baton Rouge	3	0	0
3491	Stalled Vehicle on I-10 Westbound near Dalrymple Dr	I-10	West	0	Dalrymple Dr	Incident	Stalled Vehicle	Minor	Ended	0	DOTD	Baton Rouge TMC	03/22/2019 14:12:00	2019-03-22T14:51:01.227	999_I-10_1_C_033	East Baton Rouge	3	1	1

ID	Description	Road Name	Dir.	Road Class	From X St	Type	Sub Type	Severity	Status	Is Closure	Report Agency	Event Source	Start Date	End Date	Route Id	Parishes	Lanes Open	Lanes Closed	Is Closed
3497	Stalled Vehicle on I-10 Eastbound near College Dr	I-10	East	0	College Dr	Incident	Stalled Vehicle	Minor	Ended	0	DOTD	Baton Rouge TMC	03/22/2019 18:33:00	2019-03-22T18:53:52.72	999_I-10_1_3_026	East Baton Rouge	3	0	0
3511	Disabled Semi on I-10 Westbound near College Dr . Left Lane Blocked.	I-10	West	0	College Dr	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	03/22/2019 21:16:00	2019-03-22T22:25:01.277	999_I-10_1_3_026	East Baton Rouge	3	1	1
3517	Accident on I-10 Westbound near I-12 Eastbound . 3 Lanes Blocked.	I-10	West	0	I-12 Eastbound	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	03/22/2019 23:53:00	2019-03-23T00:15:01.43	999_I-10_1_1_010	East Baton Rouge	2	3	1
3518	Accident on I-10 Westbound near Dalrymple Dr . Left Lane Blocked.	I-10	West	0	Dalrymple Dr	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	03/22/2019 23:43:00	2019-03-23T00:51:00.943	999_I-10_1_1_010	East Baton Rouge	2	2	1
3521	Accident on I-10 Eastbound near I-110 Northbound . Left Lane Blocked.	I-10	East	0	I-110 Northbound	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	03/23/2019 01:46:00	2019-03-23T03:43:00.87	999_I-10_1_1_010	East Baton Rouge	2	2	1
3553	Stalled Vehicle on I-10 Westbound near LA-1 Southbound . Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	03/25/2019 11:46:00	2019-03-25T12:00:03.37	999_I-10_1_1_010	East Baton Rouge	2	1	1
3589	Accident on I-10 Westbound near Highland Rd	I-10	West	0	Highland Rd	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	03/26/2019 10:51:00	2019-03-26T14:15:00.683		East Baton Rouge	2	0	0
3599	Accident on I-10 Westbound near City Park Lake . 2 Left Lanes Blocked.	I-10	West	0	City Park Lake	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	03/26/2019 19:35:00	2019-03-26T20:36:00.983	999_I-10_1_G_019	East Baton Rouge	1	3	1
3600	Accident on I-10 Westbound near College Dr	I-10	West	0	College Dr	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	03/26/2019 19:51:00	2019-03-26T20:36:01.11	999_I-10_1_3_026	East Baton Rouge	5	0	0
3616	Accident on I-10 Westbound near College Dr	I-10	West	0	College Dr	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	03/27/2019 11:49:00	2019-03-27T12:47:01.723	999_I-10_1_3_026	East Baton Rouge	5	0	0
3618	Accident on I-10 Westbound near Dalrymple Dr	I-10	West	0	Dalrymple Dr	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	03/27/2019 14:03:00	2019-03-27T14:29:01.197	999_I-10_1_3_024	East Baton Rouge	3	0	0
3628	Stalled Vehicle on I-10 Westbound near Mississippi River . Lane Blocked.	I-10	West	0	Mississippi River	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Statewide TMC	03/27/2019 17:39:00	2019-03-27T17:43:01.837	999_I-10_1_1_010	East Baton Rouge	2	1	1
3642	Stalled Vehicle on I-10 Eastbound near College Dr . Right Lane Blocked.	I-10	East	0	College Dr	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	03/27/2019 23:35:00	2019-03-27T23:44:00.913	999_I-10_1_3_026	East Baton Rouge	2	1	1
3644	Emergency Maintenance on I-10 Eastbound near College Dr . Lane Blocked. Starting 3/27/2019 6:47 PM and Ending 3/27/2019 9:37 PM	I-10	East	0	College Dr	Roadwork	Emergency Maintenance	None	Ended	0	DOTD	Baton Rouge TMC	03/27/2019 23:47:00	2019-03-28T02:37:54.62	999_I-10_1_C_034	East Baton Rouge	2	1	1
3646	Accident on I-10 Westbound near Essen Ln . 2 Right Lanes Blocked.	I-10	West	0	Essen Ln	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	03/28/2019 00:47:00	2019-03-28T01:07:01.213	999_I-10_1_C_035	East Baton Rouge	1	3	1
3647	Accident on I-10 Westbound near College Dr	I-10	West	0	College Dr	Incident	Accident	Minor	Ended	0	DOTD	Baton Rouge TMC	03/28/2019 02:10:00	2019-03-28T04:25:01.407	999_I-10_1_3_026	East Baton Rouge	4	0	0
3650	Accident on I-10 Westbound near LA-1 Southbound	I-10	West	0	LA-1 Southbound	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	03/28/2019 11:41:00	2019-03-28T11:50:00.75	999_I-10_1_1_010	East Baton Rouge	3	0	0
3654	Stalled Vehicle on I-10 Eastbound near Nicholson Dr . Left Lane Blocked.	I-10	East	0	Nicholson Dr	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	03/28/2019 13:21:00	2019-03-28T13:40:01.157	999_I-10_1_1_010	East Baton Rouge	2	1	1
3676	Disabled Semi on I-10 Westbound near I-110 Northbound . Right Lane Blocked.	I-10	West	1	I-110 Northbound	Incident	Disabled Semi	None	Ended	0	TMC	Baton Rouge TMC	03/28/2019 23:13:00	2019-03-28T23:26:32.39	999_I-10_1_1_010	East Baton Rouge	1	1	1
3678	Accident on I-10 Westbound near Dalrymple Dr	I-10	West	0	Dalrymple Dr	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	03/28/2019 23:38:00	2019-03-28T23:56:00.903	999_I-10_1_1_010	East Baton Rouge	3	0	0
3708	Accident on I-10 Westbound near City Park Lake . Right Lane Blocked.	I-10	West	0	City Park Lake	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	03/30/2019 16:05:00	2019-03-30T17:44:01.4	999_I-10_1_1_010	East Baton Rouge	2	2	1
3723	Disabled Semi on I-10 Westbound near College Dr . Left Lane Blocked.	I-10	West	0	College Dr	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Statewide TMC	03/31/2019 17:09:00	2019-03-31T17:35:01.587	999_I-10_1_3_026	East Baton Rouge	4	1	1
3726	Accident on I-10 Eastbound near City Park Lake . Right Lane Blocked.	I-10	East	0	City Park Lake	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	03/31/2019 20:43:00	2019-03-31T20:55:01.653	999_I-10_1_6_004	East Baton Rouge	3	2	1
3728	Stalled Vehicle on I-10 Eastbound near I-110 Northbound . Right Lane Blocked.	I-10	East	0	I-110 Northbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Statewide TMC	03/31/2019 22:52:00	2019-03-31T23:06:01.02	999_I-10_1_1_010	East Baton Rouge	2	2	1
3732	Disabled Semi on I-10 Westbound near College Dr . 2 Right Lanes Blocked.	I-10	West	0	College Dr	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	04/01/2019 12:05:00	2019-04-01T14:20:01.533	999_I-10_1_C_034	East Baton Rouge	3	2	1
3752	Accident on I-10 Westbound near College Dr . Lane Blocked.	I-10	West	0	College Dr	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	04/02/2019 11:22:00	2019-04-02T11:22:00	999_I-10_1_3_026	East Baton Rouge	4	1	1
3753	Accident on I-10 Westbound near College Dr . Lane Blocked.	I-10	West	0	College Dr	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	04/02/2019 11:22:00	2019-04-02T18:39:04.72	999_I-10_1_3_026	East Baton Rouge	4	1	1
3754	Accident on I-10 Westbound near College Dr . Lane Blocked.	I-10	West	0	College Dr	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	04/02/2019 11:22:00	2019-04-02T21:13:00.437	999_I-10_1_3_026	East Baton Rouge	4	1	1
3755	Accident on I-10 Westbound near College Dr . Lane Blocked.	I-10	West	0	College Dr	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	04/02/2019 11:22:00	2019-04-02T21:27:21.32	999_I-10_1_3_026	East Baton Rouge	4	1	1
3767	Debris on Roadway on I-10 Westbound near LA-1 Southbound . Right Lane Blocked.	I-10	West	0	LA-1 Southbound	Obstruction	Debris on Roadway	Moderate	Ended	0	DOTD	Baton Rouge TMC	04/02/2019 16:27:00	2019-04-02T16:40:00.77	999_I-10_1_1_010	East Baton Rouge	2	1	1
3804	Incident on I-10 Eastbound near Highland Rd	I-10	East	0	Highland Rd	Incident	Incident	Moderate	Ended	0	DOTD	Baton Rouge TMC	04/03/2019 15:03:00	2019-04-06T06:04:59.2	999_I-10_1_1_010	East Baton Rouge	2	1	1
3829	Accident on I-10 Eastbound near Nicholson Dr	I-10	East	0	Nicholson Dr	Incident	Accident	Minor	Ended	0	DOTD	Baton Rouge TMC	04/04/2019 02:49:00	2019-04-04T04:06:01.397	999_I-10_1_1_010	East Baton Rouge	3	0	0
3849	Accident on I-10 Eastbound near Essen Lane . Right Lane Blocked.	I-10	East	0	Essen Lane	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	04/04/2019 15:48:00	2019-04-04T16:23:00.587	999_I-10_1_1_010	East Baton Rouge	3	1	1
3865	Accident on I-10 Westbound near City Park Lake . 2 Left Lanes Blocked.	I-10	West	0	City Park Lake	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	04/04/2019 19:09:00	2019-04-04T20:15:00.957	999_I-10_1_C_033	East Baton Rouge	1	2	1
3889	Closure on I-10 Eastbound near Highland Rd . All Lanes Closed.	I-10	East	2	Highland Rd	Incident	Closure	None	Ended	1	DOTD	Baton Rouge TMC	04/06/2019 05:00:00	2019-04-05T11:53:53.197	999_I-10_1_E_028	East Baton Rouge	0	2	2
3890	Incident on I-10 Eastbound near Highland Rd	I-10	East	2	Highland Rd	Incident	Incident	None	Ended	0	DOTD	Baton Rouge TMC	04/06/2019 05:00:00	2019-04-05T11:56:59.493	999_I-10_1_E_028	East Baton Rouge	2	0	0
3902	Accident on I-10 Eastbound near Nicholson Dr . Right Lane Blocked.	I-10	East	0	Nicholson Dr	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	04/05/2019 17:44:00	2019-04-05T17:49:47.783	999_I-10_1_1_010	East Baton Rouge	2	1	1
3909	Road Maintenance Operations on I-10 Eastbound near Mississippi River . Left Lane Closed. Starting 4/10/2019 12:00 AM and Ending 4/10/2019 6:00 AM	I-10	East	1	Mississippi River	Roadwork	Road Maintenance Operations	None	Ended	0	DOTD	Baton Rouge TMC	04/10/2019 05:00:00	2019-04-10T11:00:14.58	999_I-10_1_1_010	East Baton Rouge	1	1	1
3928	Stalled Vehicle on I-10 Westbound near Dalrymple Dr	I-10	West	0	Dalrymple Dr	Incident	Stalled Vehicle	Minor	Ended	0	DOTD	Baton Rouge TMC	04/05/2019 22:16:00	2019-04-05T22:32:00.573	999_I-10_1_1_010	East Baton Rouge	3	0	0

Id	Description	Road Name	Dir.	Road Class	From X St	Type	Sub Type	Severity	Status	Is Closure	Report Agency	Event Source	Start Date	End Date	Route Id	Parishes	Lanes Open	Lanes Closed	Is Closed
3938	Incident on I-10 Eastbound near Highland Rd . All Lanes Closed.	I-10	East	0	Highland Rd	Incident	Incident	Major	Ended	1	TMC	Baton Rouge TMC	04/03/2019 15:03:00	2019-04-06T07:21:05.81	999_I-10_1_1_010	East Baton Rouge	0	4	2
3939	Incident on I-10 Eastbound near Highland Rd . All Lanes Closed.	I-10	East	0	Highland Rd	Incident	Incident	Major	Ended	1	TMC	Statewide TMC	04/06/2019 06:00:00	2019-04-06T07:20:46.657	999_I-10_1_1_010	East Baton Rouge	0	4	2
3940	Accident on I-10 Eastbound near Perkins Rd . 2 Right Lanes Blocked.	I-10	East	0	Perkins Rd	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	04/06/2019 08:56:00	2019-04-06T09:23:01.183	999_I-10_1_1_010	East Baton Rouge	1	3	1
3949	Accident on I-10 Eastbound near LA-1	I-10	East	0	LA-1	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	04/06/2019 21:21:00	2019-04-06T21:33:00.69	999_I-10_1_1_010	West Baton Rouge	3	0	0
3950	Accident on I-10 Eastbound near Washington St . Right Lane Blocked.	I-10	East	0	Washington St	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	04/06/2019 22:20:00	2019-04-06T22:32:00.797	999_I-10_1_C_030	East Baton Rouge	1	2	1
3960	Accident on I-10 Eastbound near Dalrymple Dr . Right Lane Blocked.	I-10	East	0	Dalrymple Dr	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	04/07/2019 17:38:00	2019-04-07T17:55:00.777	999_I-10_1_C_031	East Baton Rouge	2	1	1
3962	Stalled Vehicle on I-10 Eastbound near Highland Rd . Right Lane Blocked.	I-10	East	0	Highland Rd	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Statewide TMC	04/07/2019 19:33:00	2019-04-07T20:01:02.02	999_I-10_1_C_040	East Baton Rouge	2	1	1
4007	Accident on I-10 Eastbound near College Dr	I-10	East	0	College Dr	Incident	Accident	Minor	Ended	0	DOTD	Statewide TMC	04/09/2019 02:59:00	2019-04-09T04:15:01.163	999_I-10_1_C_034	East Baton Rouge	5	0	0
4021	Stalled Vehicle on I-10 Westbound near LA-1 Southbound . Right Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	04/09/2019 15:36:00	2019-04-09T15:54:05.533	999_I-10_1_1_010	East Baton Rouge	2	1	1
4022	Accident on I-10 Eastbound near Dalrymple Dr	I-10	East	0	Dalrymple Dr	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	04/09/2019 15:38:00	2019-04-09T15:59:01.63	999_I-10_1_C_031	East Baton Rouge	3	0	0
4032	Vehicle on Fire on I-10 Eastbound near Lobdell Hwy . Right Lane Blocked.	I-10	East	0	Lobdell Hwy	Incident	Vehicle on Fire	Moderate	Ended	0	DOTD	Baton Rouge TMC	04/09/2019 20:19:00	2019-04-09T22:51:01.693	999_I-10_1_1_010	West Baton Rouge	1	2	1
4053	Accident on I-10 Eastbound near Essen Lane	I-10	East	0	Essen Lane	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	04/10/2019 13:30:00	2019-04-10T13:57:01.747	999_I-10_1_C_035	East Baton Rouge	3	1	1
4054	Disabled Semi on I-10 Westbound near Dalrymple Dr . Lane Blocked.	I-10	West	0	Dalrymple Dr	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	04/10/2019 13:41:00	2019-04-10T13:45:01.863	999_I-10_1_1_010	East Baton Rouge	2	1	1
4076	Stalled Vehicle on I-10 Eastbound near I-110 Northbound . Left Lane Blocked.	I-10	East	0	I-110 Northbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	04/10/2019 20:05:00	2019-04-10T21:37:01.42	999_I-10_1_1_010	East Baton Rouge	2	1	1
4080	Stalled Vehicle on I-10 Westbound near I-110 Northbound . Ramp Blocked.	I-10	West	0	I-110 Northbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	04/10/2019 20:58:00	2019-04-10T21:28:01.283	999_I-10_1_3_022	East Baton Rouge	2	1	1
4082	Accident on I-10 Westbound near I-110 Northbound . All Lanes Blocked.	I-10	West	0	I-110 Northbound	Incident	Accident	Major	Ended	1	DOTD	Statewide TMC	04/10/2019 21:55:00	2019-04-11T04:03:30.733	999_I-10_1_1_010	East Baton Rouge	0	4	2
4083	Accident on I-10 Eastbound near I-110 Northbound	I-10	East	0	I-110 Northbound	Incident	Accident	Minor	Ended	0	DOTD	Baton Rouge TMC	04/10/2019 21:53:00	2019-04-10T23:38:00.82	999_I-10_1_1_010	East Baton Rouge	3	0	0
4092	Accident on I-10 Westbound near City Park Lake	I-10	West	0	City Park Lake	Incident	Accident	Minor	Ended	0	DOTD	Statewide TMC	04/11/2019 03:51:00	2019-04-11T04:52:02.543	999_I-10_1_C_033	East Baton Rouge	3	0	0
4093	Disabled Semi on I-10 Eastbound near I-12 Eastbound	I-10	East	0	I-12 Eastbound	Incident	Disabled Semi	Minor	Ended	0	DOTD	Statewide TMC	04/11/2019 04:51:00	2019-04-11T05:21:01.773	999_I-10_1_1_010	East Baton Rouge	5	0	0
4111	Disabled Semi on I-10 Eastbound near Nicholson Dr	I-10	East	0	Nicholson Dr	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	04/11/2019 20:04:00	2019-04-11T21:25:01.047	999_I-10_1_1_010	East Baton Rouge	3	0	0
4133	Stalled Vehicle on I-10 Eastbound near I-110 Northbound	I-10	East	0	I-110 Northbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	04/12/2019 13:32:00	2019-04-12T16:01:01.383	999_I-10_1_1_010	East Baton Rouge	2	0	0
4142	Stalled Vehicle on I-10 Westbound near LA-1 Southbound	I-10	West	0	LA-1 Southbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	04/12/2019 17:14:00	2019-04-12T17:59:02.147	999_I-10_1_1_010	East Baton Rouge	3	0	0
4152	Accident on I-10 Eastbound near Bluebonnet Blvd . Right Lane Blocked.	I-10	East	0	Bluebonnet Blvd	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	04/12/2019 20:00:00	2019-04-12T20:21:00.693	999_I-10_1_1_010	East Baton Rouge	3	2	1
4155	Accident on I-10 Eastbound near Bluebonnet Blvd . Right Lane Blocked.	I-10	East	0	Bluebonnet Blvd	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	04/12/2019 20:00:00	2019-04-12T21:25:02.17	999_I-10_1_1_010	East Baton Rouge	3	2	1
4180	Debris on Roadway on I-10 Westbound near Lobdell Hwy	I-10	West	0	Lobdell Hwy	Obstruction	Debris on Roadway	Moderate	Ended	0	DOTD	Statewide TMC	04/13/2019 21:29:00	2019-04-13T22:06:01	999_I-10_1_3_020	West Baton Rouge	2	1	1
4195	Accident on I-10 Westbound near LA-1 Southbound . Left Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	04/14/2019 23:09:00	2019-04-14T23:57:00.593	999_I-10_1_1_010	East Baton Rouge	2	1	1
4198	Stalled Vehicle on I-10 Westbound near LA-1 Southbound . Left Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Statewide TMC	04/15/2019 01:31:00	2019-04-15T02:24:01.253	121_UNNAMED RD_1_1_619	West Baton Rouge	2	1	1
4201	Fallen Trees on I-10 Westbound near LA-1 Southbound . Left Lane Blocked.	I-10	West	0	LA-1 Southbound	Obstruction	Fallen Trees	Moderate	Ended	0	DOTD	Baton Rouge TMC	04/15/2019 12:39:00	2019-04-15T13:08:01.41	121_SP DUMP RD_1_1_010	West Baton Rouge	1	1	1
4220	Stalled Vehicle on I-10 Eastbound near LA-1	I-10	East	0	LA-1	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	04/15/2019 21:25:00	2019-04-15T21:36:01.76	999_I-10_1_1_010	West Baton Rouge	3	0	0
4238	Disabled Semi on I-10 Westbound near College Dr	I-10	West	0	College Dr	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Statewide TMC	04/16/2019 13:50:00	2019-04-16T19:26:00.777	999_I-10_1_C_034	East Baton Rouge	4	0	0
4244	Stalled Vehicle on I-10 Eastbound near Nicholson Dr . Right Lane Blocked.	I-10	East	0	Nicholson Dr	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	04/16/2019 19:43:00	2019-04-16T20:51:00.763	999_I-10_1_1_010	East Baton Rouge	2	1	1
4249	Accident on I-10 Eastbound near Perkins Rd . Left Lane Blocked.	I-10	East	0	Perkins Rd	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	04/16/2019 21:35:00	2019-04-16T22:12:01.67	999_I-10_1_3_024	East Baton Rouge	2	1	1
4256	Stalled Vehicle on I-10 Westbound near City Park Lake . Right Lane Blocked.	I-10	West	0	City Park Lake	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	04/17/2019 00:53:00	2019-04-17T01:31:00.787	999_I-10_1_C_033	East Baton Rouge	2	1	1
4286	Accident on I-10 Westbound near Grosse Tete (LA-77) . All Lanes Blocked.	I-10	West	0	Grosse Tete (LA-77)	Incident	Accident	Major	Ended	1	DOTD	Baton Rouge TMC	04/17/2019 20:15:00	2019-04-17T20:50:01.073	999_I-10_1_1_010	West Baton Rouge	0	4	2
4298	Disabled Semi on I-10 Eastbound near Nicholson Dr . Lane Blocked.	I-10	East	0	Nicholson Dr	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	04/18/2019 16:17:00	2019-04-18T16:28:01.097	999_I-10_1_1_010	West Baton Rouge	2	1	1
4308	Debris on Roadway on I-10 Eastbound near Siegen Ln . Right Lane Blocked.	I-10	East	0	Siegen Ln	Obstruction	Debris on Roadway	Moderate	Ended	0	DOTD	Baton Rouge TMC	04/18/2019 20:14:00	2019-04-18T20:28:01.463	999_I-10_1_3_027	East Baton Rouge	2	1	1
4317	Accident on I-10 Eastbound near Nicholson Dr	I-10	East	0	Nicholson Dr	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	04/18/2019 23:04:00	2019-04-18T23:43:01.087	999_I-10_1_1_010	East Baton Rouge	3	0	0

Id	Description	Road Name	Dir.	Road Class	From X St	Type	Sub Type	Severity	Status	Is Closure	Report Agency	Event Source	Start Date	End Date	Route Id	Parishes	Lanes Open	Lanes Closed	Is Closed
4329	Accident on I-10 Westbound near LA-1 Southbound . Left Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	04/19/2019 16:25:00	2019-04-19T17:25:01.453	999_I-10_1_1_010	East Baton Rouge	2	1	1
4334	Accident on I-10 Eastbound near Nicholson Dr . Right Lane Blocked.	I-10	East	0	Nicholson Dr	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	04/19/2019 18:01:00	2019-04-19T18:10:01.537	999_I-10_1_1_010	East Baton Rouge	2	1	1
4335	Accident on I-10 Eastbound near Perkins Rd . Left Lane Blocked.	I-10	East	0	Perkins Rd	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	04/19/2019 18:37:00	2019-04-19T19:04:01.713	999_I-10_1_1_010	East Baton Rouge	2	2	1
4336	Accident on I-10 Eastbound near LA-1 . Right Lane Blocked.	I-10	East	0	LA-1	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	04/19/2019 19:30:00	2019-04-19T19:49:00.075	999_I-10_1_A_028	West Baton Rouge	2	2	1
4337	Accident on I-10 Eastbound near Highland Rd . Left Lane Blocked.	I-10	East	0	Highland Rd	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	04/19/2019 20:02:00	2019-04-19T21:57:01.69	999_I-10_1_C_040	East Baton Rouge	2	2	1
4338	Accident on I-10 Eastbound near LA-1 . Lane Blocked.	I-10	East	0	LA-1	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	04/19/2019 20:39:00	2019-04-19T21:25:01.547		West Baton Rouge	2	1	1
4340	Accident on I-10 Westbound near Mall of Louisiana Blvd	I-10	West	0	Mall of Louisiana Blvd	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	04/19/2019 22:07:00	2019-04-19T22:30:01.887	999_I-10_1_3_027	East Baton Rouge	3	1	1
4366	Accident on I-10 Eastbound near Nicholson Dr . Right Lane Blocked.	I-10	East	0	Nicholson Dr	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	04/21/2019 11:27:00	2019-04-21T12:26:01.427	999_I-10_1_1_010	East Baton Rouge	2	2	1
4369	Stalled Vehicle on I-10 Eastbound near Nicholson Dr	I-10	East	0	Nicholson Dr	Incident	Stalled Vehicle	Minor	Ended	0	DOTD	Statewide TMC	04/22/2019 00:01:00	2019-04-22T00:56:01.733	999_I-10_1_1_010	East Baton Rouge	3	0	0
4375	Accident on I-10 Westbound near Highland Rd . All Lanes Blocked.	I-10	West	0	Highland Rd	Incident	Accident	Major	Ended	1	DOTD	Statewide TMC	04/22/2019 12:08:00	2019-04-22T13:28:01.89	999_I-10_1_1_010	East Baton Rouge	0	4	2
4421	Disabled Semi on I-10 Westbound near Mississippi River . Right Lane Blocked.	I-10	West	1	Mississippi River	Incident	Disabled Semi	None	Ended	0	TMC	Baton Rouge TMC	04/23/2019 00:39:52	2019-04-23T00:53:22.707	999_I-10_1_1_010	East Baton Rouge	1	1	1
4422	Accident on I-10 Eastbound near Dalrymple Dr	I-10	East	0	Dalrymple Dr	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	04/23/2019 02:10:00	2019-04-23T03:00:00.823	999_I-10_1_C_031	East Baton Rouge	3	0	0
4461	Stalled Vehicle on I-10 Eastbound near I-110 Northbound . Right Lane Blocked.	I-10	East	0	I-110 Northbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	04/24/2019 00:19:00	2019-04-24T00:26:00.91	999_I-10_1_1_010	East Baton Rouge	2	2	1
4481	Accident on I-10 Eastbound near College Dr . Left Lane Blocked.	I-10	East	0	College Dr	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	04/24/2019 18:43:00	2019-04-24T20:14:00.79	999_I-10_1_3_026	East Baton Rouge	4	2	1
4482	Accident on I-10 Eastbound near Siegen Ln . Left Lane Blocked.	I-10	East	0	Siegen Ln	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	04/24/2019 18:27:00	2019-04-24T19:28:01.737	999_I-10_1_C_039	East Baton Rouge	1	1	1
4483	Disabled Semi on I-10 Eastbound near Nicholson Dr	I-10	East	0	Nicholson Dr	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	04/24/2019 19:19:00	2019-04-24T20:54:01.353	999_I-10_1_1_010	East Baton Rouge	3	0	0
4487	Stalled Vehicle on I-10 Eastbound near LA-1 . Right Lane Blocked.	I-10	East	0	LA-1	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	04/24/2019 20:47:00	2019-04-24T20:58:02.077	999_I-10_1_1_010	West Baton Rouge	2	2	1
4505	Accident on I-10 Westbound near Highland Rd	I-10	West	0	Highland Rd	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	04/25/2019 15:00:00	2019-04-25T16:29:01.853	999_I-10_1_1_010	East Baton Rouge	2	0	0
4517	Accident on I-10 Eastbound near Mall of Louisiana Blvd . 2 Right Lanes Blocked.	I-10	East	0	Mall of Louisiana Blvd	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	04/25/2019 17:00:00	2019-04-25T17:15:01.397	999_I-10_1_3_027	East Baton Rouge	1	3	1
4525	Stalled Vehicle on I-10 Westbound near Louise St . Left Lane Blocked.	I-10	West	0	Louise St	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	04/25/2019 19:26:00	2019-04-25T19:35:01.54	999_I-10_1_1_010	East Baton Rouge	2	2	1
4526	Stalled Vehicle on I-10 Westbound near LA-1 Southbound . Right Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	04/25/2019 20:22:00	2019-04-25T20:36:01.253	999_I-10_1_1_010	East Baton Rouge	2	1	1
4535	Disabled Semi on I-10 Eastbound near I-110 Northbound . Lane Blocked.	I-10	East	0	I-110 Northbound	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	04/25/2019 22:02:00	2019-04-25T22:23:00.713	999_I-10_1_3_022	East Baton Rouge	2	1	1
4594	Debris on Roadway on I-10 Westbound near LA-1 Southbound . Lane Blocked.	I-10	West	0	LA-1 Southbound	Obstruction	Debris on Roadway	Moderate	Ended	0	DOTD	Statewide TMC	04/28/2019 23:53:00	2019-04-29T00:01:01.457	999_I-10_1_1_010	East Baton Rouge	2	1	1
4606	Accident on I-10 Westbound near Lobdell Hwy . All Lanes Blocked.	I-10	West	0	Lobdell Hwy	Incident	Accident	Major	Ended	1	DOTD	Baton Rouge TMC	04/29/2019 13:52:00	2019-04-29T22:31:00.977	999_I-10_1_1_010	West Baton Rouge	0	4	2
4609	Stalled Vehicle on I-10 Westbound near LA-1 Southbound . Right Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Stalled Vehicle	Minor	Ended	0	DOTD	Baton Rouge TMC	04/29/2019 14:39:00	2019-04-29T14:48:01.487	999_I-10_1_1_010	East Baton Rouge	2	1	1
4615	Stalled Vehicle on I-10 Eastbound near Perkins Rd	I-10	East	0	Perkins Rd	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	04/29/2019 21:10:00	2019-04-29T21:44:01.203	999_I-10_1_3_024	East Baton Rouge	3	0	0
4633	Accident on I-10 Eastbound near Essen Lane	I-10	East	0	Essen Lane	Incident	Accident	Minor	Ended	0	DOTD	Baton Rouge TMC	04/30/2019 13:02:00	2019-04-30T14:27:01.457	999_I-10_1_C_035	East Baton Rouge	3	0	0
4661	Disabled Semi on I-10 Eastbound near LA-1 . Right Lane Blocked.	I-10	East	0	LA-1	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Statewide TMC	04/30/2019 20:40:00	2019-04-30T21:44:01.333	999_I-10_1_A_028	West Baton Rouge	2	2	1
4662	Accident on I-10 Eastbound near Perkins Rd . Left Lane Blocked.	I-10	East	0	Perkins Rd	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	04/30/2019 20:44:00	2019-04-30T20:49:01.213	999_I-10_1_3_024	East Baton Rouge	2	1	1
4701	Accident on I-10 Eastbound near LA-1	I-10	East	0	LA-1	Incident	Accident	Minor	Ended	0	DOTD	Statewide TMC	05/02/2019 05:41:00	2019-05-02T06:22:01.067	999_I-10_1_1_010	West Baton Rouge	3	0	0
4730	Stalled Vehicle on I-10 Westbound near City Park Lake . Right Lane Blocked.	I-10	West	0	City Park Lake	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	05/02/2019 20:51:00	2019-05-02T21:08:01.837	999_I-10_1_C_033	East Baton Rouge	2	2	1
4767	Accident on I-10 Eastbound near I-110 Northbound . Left Lane Blocked.	I-10	East	0	I-110 Northbound	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	05/03/2019 19:56:00	2019-05-03T20:01:00.58	999_I-10_1_3_022	East Baton Rouge	1	2	1
4782	Accident on I-10 Westbound near Mississippi River . Right Lane Blocked.	I-10	West	0	Mississippi River	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	05/04/2019 15:30:00	2019-05-04T16:25:01.387	999_I-10_1_1_010	East Baton Rouge	2	1	1
4784	Stalled Vehicle on I-10 Eastbound near I-12 Eastbound . Right Lane Blocked.	I-10	East	0	I-12 Eastbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Statewide TMC	05/04/2019 15:37:00	2019-05-04T17:20:01.433	999_I-10_1_A_033	East Baton Rouge	2	2	1
4789	Stalled Vehicle on I-10 Eastbound near Nicholson Dr . Right Lane Blocked.	I-10	East	0	Nicholson Dr	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Statewide TMC	05/05/2019 01:10:00	2019-05-05T01:28:00.72	033_BRICKYARD LN 1 1 010	East Baton Rouge	2	2	1
4792	Accident on I-10 Westbound near LA-1 Southbound . Left Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	05/05/2019 05:44:00	2019-05-05T06:16:01.01	999_I-10_1_C_028	West Baton Rouge	1	3	1
4797	Vehicle on Fire on I-10 Westbound near Lobdell Hwy . Right Lane Blocked.	I-10	West	0	Lobdell Hwy	Incident	Vehicle on Fire	Moderate	Ended	0	DOTD	Statewide TMC	05/05/2019 11:14:00	2019-05-05T12:11:01.423	999_I-10_1_3_020	West Baton Rouge	1	2	1

Id	Description	Road Name	Dir.	Road Class	From X St	Type	Sub Type	Severity	Status	Is Closure	Report Agency	Event Source	Start Date	End Date	Route Id	Parishes	Lanes Open	Lanes Closed	Is Closed
4804	Debris on Roadway on I-10 Westbound near Essen Ln . Right Lane Blocked.	I-10	West	0	Essen Ln	Obstruction	Debris on Roadway	Moderate	Ended	0	DOTD	Statewide TMC	05/05/2019 19:30:00	2019-05-05T19:38:00.78	999_I-10_1_1_010	East Baton Rouge	2	1	1
4839	Disabled Semi on I-10 Westbound near LA-1 Southbound	I-10	West	0	LA-1 Southbound	Incident	Disabled Semi	Minor	Ended	0	DOTD	Statewide TMC	05/07/2019 02:59:00	2019-05-07T04:18:01.403	999_I-10_1_1_010	West Baton Rouge	3	0	0
4849	Stalled Vehicle on I-10 Eastbound near LA-1 . Right Lane Blocked.	I-10	East	0	LA-1	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	05/07/2019 17:50:00	2019-05-07T17:58:00.813	999_I-10_1_1_010	West Baton Rouge	2	1	1
4861	Disabled Semi on I-10 Eastbound near Perkins Rd	I-10	East	0	Perkins Rd	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	05/07/2019 21:04:00	2019-05-07T22:43:00.78	999_I-10_1_3_024	East Baton Rouge	3	1	1
4868	Disabled Semi on I-10 Eastbound near Perkins Rd . Right Lane Blocked.	I-10	East	0	Perkins Rd	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	05/07/2019 21:04:00	2019-05-08T01:29:00.637	999_I-10_1_3_024	East Baton Rouge	2	2	1
4875	Debris on Roadway on I-10 Eastbound near College Dr . 2 Right Lanes Blocked.	I-10	East	0	College Dr	Obstruction	Debris on Roadway	Moderate	Ended	0	DOTD	Baton Rouge TMC	05/08/2019 12:15:00	2019-05-08T12:28:01.51	999_I-10_1_3_026	East Baton Rouge	1	2	1
4907	Accident on I-10 Eastbound near Nicholson Dr . Right Lane Blocked.	I-10	East	0	Nicholson Dr	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	05/09/2019 12:27:00	2019-05-09T12:55:01.283	999_I-10_1_1_010	East Baton Rouge	2	1	1
4908	Accident on I-10 Eastbound near Iberville West Baton Rouge County Line	I-10	East	0	Iberville West Baton Rouge County Line	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	05/09/2019 11:36:00	2019-05-09T13:03:01.703	999_I-10_1_1_010	West Baton Rouge	2	0	0
4924	Accident on I-10 Eastbound near Nicholson Dr	I-10	East	0	Nicholson Dr	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	05/09/2019 17:41:00	2019-05-09T19:20:00.577	999_I-10_1_1_010	East Baton Rouge	3	0	0
4925	Stalled Vehicle on I-10 Westbound near LA-1 Southbound	I-10	West	0	LA-1 Southbound	Incident	Stalled Vehicle	Minor	Ended	0	DOTD	Baton Rouge TMC	05/09/2019 18:33:00	2019-05-09T18:46:01.427	999_I-10_1_1_010	East Baton Rouge	3	1	1
4950	Water on Roadway on I-10 Westbound near Acadian Thwy . Ramp Blocked.	I-10	West	0	Acadian Thwy	Weather	Water on Roadway	None	Ended	0	DOTD	Baton Rouge TMC	05/09/2019 22:32:00	2019-05-10T01:14:54.3	999_I-10_1_A_031	East Baton Rouge	4	2	1
4956	Water on Roadway on I-10 Eastbound near Acadian Thwy . Ramp Closed.	I-10	East	1	Acadian Thwy	Weather	Water on Roadway	None	Ended	0	DOTD	Statewide TMC	05/09/2019 23:30:27	2019-05-10T00:25:30.877	999_I-10_1_C_033	East Baton Rouge	2	1	1
4957	Disabled Semi on I-10 Eastbound near LA-1 . Right Lane Blocked.	I-10	East	0	LA-1	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	05/09/2019 23:29:00	2019-05-09T23:59:01.307	999_I-10_1_A_028	West Baton Rouge	2	2	1
4964	Stalled Vehicle on I-10 Westbound near LA-1 Southbound . Right Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	05/10/2019 11:06:00	2019-05-10T11:18:01.64	999_I-10_1_1_010	East Baton Rouge	2	1	1
4972	Disabled Semi on I-10 Westbound near City Park Lake . Left Lane Blocked.	I-10	West	0	City Park Lake	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	05/10/2019 13:57:00	2019-05-10T14:09:01.47	999_I-10_1_6_004	East Baton Rouge	3	1	1
4975	Accident on I-10 Eastbound near Bluebonnet Blvd . 2 Right Lanes Blocked.	I-10	East	0	Bluebonnet Blvd	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	05/10/2019 14:13:00	2019-05-10T15:15:00.807	999_I-10_1_1_010	East Baton Rouge	1	3	1
4976	Disabled Semi on I-10 Westbound near City Park Lake . Left Lane Blocked.	I-10	West	0	City Park Lake	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	05/10/2019 13:57:00	2019-05-10T14:55:00.98	999_I-10_1_A_031	East Baton Rouge	3	1	1
4977	Accident on I-10 Westbound near Highland Rd	I-10	West	0	Highland Rd	Incident	Accident	Minor	Ended	0	DOTD	Statewide TMC	05/10/2019 14:23:00	2019-05-10T16:05:01.477	999_I-10_1_1_010	East Baton Rouge	2	1	1
4993	Accident on I-10 Eastbound near Nicholson Dr . Lane Blocked.	I-10	East	0	Nicholson Dr	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	05/10/2019 18:07:00	2019-05-10T18:20:01.497	999_I-10_1_1_010	East Baton Rouge	2	1	1
5002	Stalled Vehicle on I-10 Eastbound near Lobdell Hwy . Left Lane Blocked.	I-10	East	0	Lobdell Hwy	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	05/10/2019 20:52:00	2019-05-10T20:56:00.953	999_I-10_1_1_010	West Baton Rouge	1	2	1
5009	Stalled Vehicle on I-10 Eastbound near LA-1 . Right Lane Blocked.	I-10	East	0	LA-1	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	05/10/2019 23:26:00	2019-05-10T23:34:01.57	999_I-10_1_1_010	West Baton Rouge	2	2	1
5010	Accident on I-10 Westbound near City Park Lake . Right Lane Blocked.	I-10	West	0	City Park Lake	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	05/11/2019 01:00:00	2019-05-11T01:50:01.29	999_I-10_1_C_033	East Baton Rouge	2	2	1
5102	Accident on I-10 Eastbound near Perkins Rd . Right Lane Blocked.	I-10	East	0	Perkins Rd	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	05/12/2019 14:26:00	2019-05-12T14:45:02.117	999_I-10_1_1_010	East Baton Rouge	2	1	1
5132	Accident on I-10 Eastbound near LA-1	I-10	East	0	LA-1	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	05/13/2019 22:16:00	2019-05-13T22:39:00.727	999_I-10_1_1_010	West Baton Rouge	3	0	0
5137	Accident on I-10 Eastbound near Nicholson Dr . Lane Blocked.	I-10	East	0	Nicholson Dr	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	05/14/2019 12:26:00	2019-05-14T13:05:01.55	999_I-10_1_1_010	East Baton Rouge	2	1	1
5143	Disabled Semi on I-10 Eastbound near LA-1	I-10	East	0	LA-1	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	05/14/2019 13:42:00	2019-05-14T14:31:10.09	999_I-10_1_A_028	West Baton Rouge	3	0	0
5173	Accident on I-10 Eastbound near LA-1 . 2 Left Lanes Blocked.	I-10	East	0	LA-1	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	05/15/2019 06:13:00	2019-05-15T07:27:01.76	999_I-10_1_1_010	West Baton Rouge	1	3	1
5180	Debris on Roadway on I-10 Eastbound near LA-1 . Right Lane Blocked.	I-10	East	0	LA-1	Obstruction	Debris on Roadway	Moderate	Ended	0	DOTD	Baton Rouge TMC	05/15/2019 13:07:00	2019-05-15T13:26:00.557		East Baton Rouge	2	1	1
5198	Accident on I-10 Eastbound near Dalrymple Dr . Right Lane Blocked.	I-10	East	0	Dalrymple Dr	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	05/15/2019 22:28:00	2019-05-15T22:31:00.74	999_I-10_1_C_031	East Baton Rouge	2	2	1
5203	Accident on I-10 Eastbound near Nicholson Dr . Lane Blocked.	I-10	East	0	Nicholson Dr	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	05/16/2019 13:02:00	2019-05-16T13:07:01.397	999_I-10_1_1_010	East Baton Rouge	2	1	1
5207	Accident on I-10 Westbound near City Park Lake	I-10	West	0	City Park Lake	Incident	Accident	Minor	Ended	0	DOTD	Baton Rouge TMC	05/16/2019 15:07:00	2019-05-16T17:20:01.067	999_I-10_1_A_031	East Baton Rouge	3	0	0
5209	Accident on I-10 Eastbound near LA-1 . Right Lane Blocked.	I-10	East	0	LA-1	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	05/16/2019 18:22:00	2019-05-16T18:32:01.283	999_I-10_1_1_010	West Baton Rouge	2	1	1
5215	Accident on I-10 Westbound near LA-1 Southbound	I-10	West	0	LA-1 Southbound	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	05/16/2019 21:32:00	2019-05-16T21:51:00.783	999_I-10_1_1_010	East Baton Rouge	3	0	0
5217	Disabled Semi on I-10 Westbound near Mississippi River	I-10	West	0	Mississippi River	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	05/16/2019 22:51:00	2019-05-17T00:55:01.613	999_I-10_1_1_010	East Baton Rouge	3	0	0
5219	Incident on I-10 Westbound near LA-1 Southbound . Right Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Incident	Moderate	Ended	0	DOTD	Baton Rouge TMC	05/16/2019 23:13:00	2019-05-16T23:25:01.27	999_I-10_1_1_010	West Baton Rouge	2	1	1
5230	Stalled Vehicle on I-10 Eastbound near City Park Lake . Left Lane Blocked.	I-10	East	0	City Park Lake	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	05/17/2019 15:49:00	2019-05-17T15:53:00.763	999_I-10_1_6_006	East Baton Rouge	2	1	1

ID	Description	Road Name	Dir.	Road Class	From X St	Type	Sub Type	Severity	Status	Is Closure	Report Agency	Event Source	Start Date	End Date	Route Id	Parishes	Lanes Open	Lanes Closed	Is Closed
5238	Stalled Vehicle on I-10 Eastbound near LA-1. Right Lane Blocked.	I-10	East	0	LA-1	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	05/17/2019 19:30:00	2019-05-17T20:28:00.757	999_I-10_1_C_028	West Baton Rouge	1	1	1
5240	Disabled Semi on I-10 Eastbound near Mississippi River . Left Lane Blocked.	I-10	East	0	Mississippi River	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	05/17/2019 19:41:00	2019-05-17T21:06:02.08	999_I-10_1_3_020	West Baton Rouge	1	1	1
5246	Stalled Vehicle on I-10 Eastbound near City Park Lake . Right Lane Blocked.	I-10	East	1	City Park Lake	Incident	Stalled Vehicle	None	Ended	0	DOTD	Baton Rouge TMC	05/17/2019 20:49:09	2019-05-17T20:50:43.35	999_I-10_1_3_024	East Baton Rouge	2	1	1
5247	Stalled Vehicle on I-10 Eastbound near Perkins Rd	I-10	East	0	Perkins Rd	Incident	Stalled Vehicle	Minor	Ended	0	DOTD	Baton Rouge TMC	05/17/2019 20:47:00	2019-05-17T21:05:03.59	999_I-10_1_3_024	East Baton Rouge	3	0	0
5251	Accident on I-10 Westbound near College Dr . Left Lane Blocked.	I-10	West	0	College Dr	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	05/17/2019 22:18:00	2019-05-17T22:40:00.883	999_I-10_1_C_034	East Baton Rouge	3	2	1
5272	Disabled Semi on I-10 Eastbound near Dalrymple Dr	I-10	East	0	Dalrymple Dr	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Statewide TMC	05/18/2019 14:54:00	2019-05-18T16:30:01.773	999_I-10_1_C_031	East Baton Rouge	3	0	0
5274	Disabled Semi on I-10 Westbound near LA-1 Southbound . Right Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Statewide TMC	05/18/2019 16:36:00	2019-05-18T18:10:00.623	999_I-10_1_1_010	East Baton Rouge	2	1	1
5275	Accident on I-10 Westbound near City Park Lake . 2 Right Lanes Blocked.	I-10	West	0	City Park Lake	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	05/18/2019 17:17:00	2019-05-18T18:05:01.643	999_I-10_1_1_010	East Baton Rouge	1	2	1
5277	Disabled Semi on I-10 Eastbound near LA-1. Right Lane Blocked.	I-10	East	0	LA-1	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Statewide TMC	05/18/2019 19:58:00	2019-05-18T20:58:01.597	999_I-10_1_C_028	West Baton Rouge	1	2	1
5290	Accident on I-10 Westbound near Highland Rd . Left Lane Blocked.	I-10	West	0	Highland Rd	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	05/19/2019 17:17:00	2019-05-19T17:31:01.22	999_I-10_1_1_010	East Baton Rouge	1	1	1
5309	Debris on Roadway on I-10 Westbound near College Dr . Lane Blocked.	I-10	West	0	College Dr	Obstruction	Debris on Roadway	Moderate	Ended	0	DOTD	Baton Rouge TMC	05/20/2019 17:34:00	2019-05-20T17:50:00.99	999_I-10_1_3_026	East Baton Rouge	4	1	1
5318	Accident on I-10 Eastbound near Perkins Rd . Left Lane Blocked.	I-10	East	0	Perkins Rd	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	05/20/2019 20:56:00	2019-05-20T21:15:01.007	999_I-10_1_3_024	East Baton Rouge	2	1	1
5321	Accident on I-10 Westbound near College Dr . 2 Right Lanes Blocked.	I-10	West	0	College Dr	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	05/20/2019 22:31:00	2019-05-20T23:01:00.967	999_I-10_1_3_026	East Baton Rouge	3	2	1
5403	Accident on I-10 Westbound near LA-1 Southbound . Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	05/23/2019 10:37:00	2019-05-23T10:42:01.853	999_I-10_1_A_028	West Baton Rouge	2	1	1
5416	Disabled Semi on I-10 Westbound near LA-1 Southbound . Right Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	05/23/2019 14:53:00	2019-05-23T15:56:01.52	999_I-10_1_1_010	East Baton Rouge	2	1	1
5418	Disabled Semi on I-10 Westbound near Louise St	I-10	West	0	Louise St	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	05/23/2019 15:38:00	2019-05-23T16:04:00.933	999_I-10_1_3_022	East Baton Rouge	3	1	1
5420	Stalled Vehicle on I-10 Eastbound near Nicholson Dr . Left Lane Blocked.	I-10	East	0	Nicholson Dr	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	05/23/2019 17:33:00	2019-05-23T17:52:02.13	999_I-10_1_1_010	West Baton Rouge	2	1	1
5423	Disabled Semi on I-10 Eastbound near Nicholson Dr . Left Lane Blocked.	I-10	East	0	Nicholson Dr	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	05/23/2019 18:37:00	2019-05-23T19:19:01.183	999_I-10_1_1_010	West Baton Rouge	2	1	1
5441	Accident on I-10 Eastbound near Nicholson Dr	I-10	East	0	Nicholson Dr	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	05/24/2019 13:42:00	2019-05-24T14:07:14.573	033_MYRTLE ST_1_1_010	East Baton Rouge	3	0	0
5447	Accident on I-10 Eastbound near Nicholson Dr	I-10	East	0	Nicholson Dr	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	05/24/2019 15:53:00	2019-05-24T16:21:02.207	999_I-10_1_1_010	East Baton Rouge	3	0	0
5460	Stalled Vehicle on I-10 Eastbound near LA-1. Right Lane Blocked.	I-10	East	0	LA-1	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	05/24/2019 20:53:00	2019-05-24T21:15:01.02	999_I-10_1_1_010	West Baton Rouge	2	2	1
5465	Disabled Semi on I-10 Eastbound near LA-1. Left Lane Blocked.	I-10	East	0	LA-1	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	05/24/2019 22:26:00	2019-05-24T23:02:01.633	999_I-10_1_1_010	West Baton Rouge	2	2	1
5467	Stalled Vehicle on I-10 Eastbound near LA-1. Lane Blocked.	I-10	East	0	LA-1	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	05/24/2019 22:48:00	2019-05-24T23:04:01.01	999_I-10_1_A_028	West Baton Rouge	2	1	1
5490	Accident on I-10 Westbound near I-12 Eastbound	I-10	West	0	I-12 Eastbound	Incident	Accident	Minor	Ended	0	DOTD	Statewide TMC	05/26/2019 02:30:00	2019-05-26T03:51:00.89	999_I-10_1_1_010	East Baton Rouge	5	0	0
5494	Stalled Vehicle on I-10 Westbound near City Park Lake	I-10	West	0	City Park Lake	Incident	Stalled Vehicle	Minor	Ended	0	DOTD	Statewide TMC	05/26/2019 03:49:00	2019-05-26T05:25:01.14	999_I-10_1_C_033	East Baton Rouge	4	0	0
5508	Stalled Vehicle on I-10 Westbound near LA-1 Southbound . Right Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Statewide TMC	05/27/2019 00:51:00	2019-05-27T01:40:00.813	999_I-10_1_1_010	West Baton Rouge	2	1	1
5510	Accident on I-10 Eastbound near I-110 Northbound	I-10	East	0	I-110 Northbound	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	05/27/2019 07:40:00	2019-05-27T11:04:01.207	999_I-10_1_1_010	East Baton Rouge	3	0	0
5527	Stalled Vehicle on I-10 Westbound near LA-1 Southbound	I-10	West	0	LA-1 Southbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Statewide TMC	05/27/2019 11:47:00	2019-05-28T12:40:01.357	999_I-10_1_1_010	East Baton Rouge	3	0	0
5533	Accident on I-10 Westbound near City Park Lake	I-10	West	0	City Park Lake	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	05/28/2019 13:41:00	2019-05-28T14:18:01.51	999_I-10_1_A_031	East Baton Rouge	4	0	0
5545	Stalled Vehicle on I-10 Eastbound near Nicholson Dr . Right Lane Blocked.	I-10	East	0	Nicholson Dr	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	05/28/2019 18:45:00	2019-05-28T18:59:00.72	999_I-10_1_1_010	East Baton Rouge	2	2	1
5547	Accident on I-10 Westbound near Lobdell Hwy . All Lanes Blocked.	I-10	West	0	Lobdell Hwy	Incident	Accident	Major	Ended	1	DOTD	Statewide TMC	05/28/2019 18:43:00	2019-05-28T21:38:00.707		West Baton Rouge	0	4	2
5553	Stalled Vehicle on I-10 Eastbound near Washington St . Lane Blocked.	I-10	East	0	Washington St	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	05/28/2019 22:45:00	2019-05-28T23:00:01.433	999_I-10_1_3_022	East Baton Rouge	2	1	1
5556	Disabled Semi on I-10 Eastbound near Perkins Rd (158)	I-10	East	0	Perkins Rd	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	05/29/2019 10:39:00	2019-05-29T12:31:01.34	999_I-10_1_C_033	East Baton Rouge	3	0	0
5563	Debris on Roadway on I-10 Eastbound near Perkins Rd (158) . Right Lane Blocked.	I-10	East	0	Perkins Rd	Obstruction	Debris on Roadway	Moderate	Ended	0	DOTD	Baton Rouge TMC	05/29/2019 16:28:00	2019-05-29T16:37:01.5	999_I-10_1_1_010	East Baton Rouge	2	1	1
5575	Accident on I-10 Eastbound near I-110 Northbound (155) . Lane Blocked.	I-10	East	0	I-110 Northbound	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	05/29/2019 21:07:00	2019-05-29T21:59:04.24	999_I-10_1_1_010	East Baton Rouge	2	1	1

Id	Description	Road Name	Dir.	Road Class	From X St	Type	Sub Type	Severity	Status	Is Closure	Report Agency	Event Source	Start Date	End Date	Route Id	Parishes	Lanes Open	Lanes Closed	Is Closed
5587	Stalled Vehicle on I-10 Eastbound near I-110 Northbound (154) . Right Lane Blocked.	I-10	East	0	I-110 Northbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	05/30/2019 10:35:00	2019-05-30T10:40:56.053	999_I-10_1_1_010	West Baton Rouge	2	1	1
5593	Stalled Vehicle on I-10 Westbound near Siegen Ln (165)	I-10	West	0	Siegen Ln	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	05/30/2019 13:10:00	2019-05-30T16:03:01.543	999_I-10_1_1_010	East Baton Rouge	3	0	0
5609	Accident on I-10 Westbound near I-12 Eastbound (160) . Lane Blocked.	I-10	West	0	I-12 Eastbound	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	05/30/2019 22:26:00	2019-05-30T23:11:01.087	999_I-10_1_1_010	East Baton Rouge	4	1	1
5619	Debris on Roadway on I-10 Westbound near Dalrymple Dr (158) . Right Lane Blocked.	I-10	West	0	Dalrymple Dr	Obstruction	Debris on Roadway	Moderate	Ended	0	DOTD	Statewide TMC	05/31/2019 14:30:00	2019-05-31T14:46:03.183	999_I-10_1_3_024	East Baton Rouge	2	1	1
5634	Accident on I-10 Eastbound near Bluebonnet Blvd (162) . Right Lane Blocked.	I-10	East	0	Bluebonnet Blvd	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	05/31/2019 17:59:00	2019-05-31T18:29:03.867	999_I-10_1_3_027	East Baton Rouge	2	1	1
5635	Accident on I-10 Westbound near Essen Ln (162) . Lane Blocked.	I-10	West	0	Essen Ln	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	05/31/2019 18:21:00	2019-05-31T19:14:00.857	999_I-10_1_1_010	East Baton Rouge	4	1	1
5656	Accident on I-10 Westbound near LA-1 Southbound (155) . Left Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	05/31/2019 22:52:00	2019-05-31T23:03:01.33		East Baton Rouge	2	2	1
5697	Accident on I-10 Eastbound near S Acadian Thruway (158) . Left Lane Blocked.	I-10	East	0	S Acadian Thruway	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	06/01/2019 20:24:00	2019-06-01T20:32:01.4		East Baton Rouge	2	2	1
5710	Disabled Semi on I-10 Westbound near LA-1 Southbound (155) . Right Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Statewide TMC	06/02/2019 17:12:00	2019-06-02T17:20:01.597		East Baton Rouge	2	1	1
5739	Stalled Vehicle on I-10 Westbound near LA-1 Southbound (155) . Left Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	06/03/2019 23:08:00	2019-06-03T23:15:01.47	999_I-10_1_1_010	East Baton Rouge	2	2	1
5741	Accident on I-10 Eastbound near College Dr (158) . 2 Right Lanes Closed.	I-10	East	1	College Dr	Incident	Accident	None	Ended	0	TMC	Baton Rouge TMC	06/04/2019 01:35:05	2019-06-04T02:41:52.447	999_I-10_1_3_026	East Baton Rouge	1	2	1
5742	Accident on I-10 Eastbound near College Dr (158) . 2 Right Lanes Blocked.	I-10	East	0	College Dr	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	06/04/2019 01:33:00	2019-06-04T02:24:00.657	999_I-10_1_3_026	East Baton Rouge	3	2	1
5746	Accident on I-10 Westbound near Dalrymple Dr (158) . Right Lane Blocked.	I-10	West	0	Dalrymple Dr	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	06/04/2019 12:26:00	2019-06-04T12:51:57.65	999_I-10_1_3_024	East Baton Rouge	2	1	1
5768	Stalled Vehicle on I-10 Westbound near Louise St (156) . Left Lane Blocked.	I-10	West	0	Louise St	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	06/04/2019 23:34:00	2019-06-04T23:56:32.743	999_I-10_1_C_031	East Baton Rouge	2	2	1
5770	Obstruction on Roadway on I-10 Eastbound near Perkins Rd (158) . Right Lane Blocked.	I-10	East	0	Perkins Rd	Obstruction	Obstruction on Roadway	Moderate	Ended	0	DOTD	Baton Rouge TMC	06/05/2019 01:36:00	2019-06-05T02:01:02.007	999_I-10_1_3_024	East Baton Rouge	2	1	1
5810	Stalled Vehicle on I-10 Westbound near Dalrymple Dr (156)	I-10	West	0	Dalrymple Dr	Incident	Stalled Vehicle	Minor	Ended	0	DOTD	Baton Rouge TMC	06/05/2019 22:18:00	2019-06-05T23:03:38.54	999_I-10_1_1_010	East Baton Rouge	3	0	0
5811	Accident on I-10 Westbound near Essen Ln (160) . Lane Blocked.	I-10	West	0	Essen Ln	Incident	Accident	Minor	Ended	0	DOTD	Baton Rouge TMC	06/05/2019 18:12:00	2019-06-05T23:09:02.38	999_I-10_1_1_010	East Baton Rouge	3	1	1
5816	Accident on I-10 Eastbound near College Dr (159) . Lane Blocked.	I-10	East	0	College Dr	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	06/06/2019 01:13:00	2019-06-06T02:09:00.613	999_I-10_1_3_026	East Baton Rouge	2	1	1
5820	Accident on I-10 Westbound near S 10th St (156) . Right Lane Blocked.	I-10	West	1	S 10th St	Incident	Accident	None	Ended	0	TMC	Statewide TMC	06/06/2019 07:48:53	2019-06-06T11:37:45.85	999_I-10_1_1_010	East Baton Rouge	1	1	1
5832	Accident on I-10 Westbound near S 10th St (156) . Lane Blocked.	I-10	West	0	S 10th St	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	06/06/2019 14:21:00	2019-06-06T15:21:08.857	999_I-10_1_1_010	East Baton Rouge	2	1	1
5834	Accident on I-10 Westbound near College Dr (158) . Left Lane Blocked.	I-10	West	0	College Dr	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	06/06/2019 14:28:00	2019-06-06T14:46:04.623	999_I-10_1_C_034	East Baton Rouge	3	2	1
5843	Stalled Vehicle on I-10 Eastbound near LA-427 (165)	I-10	East	0	LA-427	Incident	Stalled Vehicle	Minor	Ended	0	DOTD	Baton Rouge TMC	06/06/2019 15:48:00	2019-06-07T02:01:13.593	999_I-10_1_C_039	East Baton Rouge	3	0	0
5846	Accident on I-10 Westbound near Highland Rd (168) . Right Lane Blocked.	I-10	West	0	Highland Rd	Incident	Accident	Major	Ended	0	DOTD	Statewide TMC	06/06/2019 17:00:00	2019-06-06T17:34:02.92	999_I-10_1_1_010	East Baton Rouge	1	1	1
5867	Accident on I-10 Eastbound near Nicholson Dr (154) . Right Lane Blocked.	I-10	East	0	Nicholson Dr	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	06/06/2019 21:55:00	2019-06-06T22:40:03.66	999_I-10_1_1_010	West Baton Rouge	2	1	1
5879	Accident on I-10 Eastbound near La Highway 1 S (155) . 2 Left Lanes Blocked.	I-10	East	0	La Highway 1 S	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	06/07/2019 16:00:00	2019-06-07T16:36:58.723	999_I-10_1_1_010	East Baton Rouge	1	2	1
5880	Accident on I-10 Eastbound near Nicholson Dr (154) . Lane Blocked.	I-10	East	0	Nicholson Dr	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	06/07/2019 16:06:00	2019-06-07T16:20:00.807	999_I-10_1_1_010	West Baton Rouge	2	1	1
5899	Stalled Vehicle on I-10 Eastbound near I-110 Northbound (155) . Left Lane Blocked.	I-10	East	0	I-110 Northbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	06/07/2019 23:42:00	2019-06-07T23:54:01.76	033_UNNAMED RD_1_1_008	East Baton Rouge	2	2	1
5908	Accident on I-10 Eastbound near I-110 Northbound (155)	I-10	East	0	I-110 Northbound	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	06/08/2019 16:31:00	2019-06-08T17:10:00.557	999_I-10_1_1_010	East Baton Rouge	3	0	0
5919	Accident on I-10 Eastbound near I-110 Northbound (154) . Right Lane Blocked.	I-10	East	0	I-110 Northbound	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	06/09/2019 19:27:00	2019-06-09T19:35:01.387	999_I-10_1_1_010	West Baton Rouge	2	1	1
5920	Accident on I-10 Westbound near College Dr (159) . Left Lane Blocked.	I-10	West	0	College Dr	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	06/09/2019 19:29:00	2019-06-09T20:02:05.56	999_I-10_1_3_026	East Baton Rouge	4	2	1
5945	Stalled Vehicle on I-10 Westbound near LA-1 Northbound (155) . Right Lane Blocked.	I-10	West	0	LA-1 Northbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	06/10/2019 17:12:00	2019-06-10T17:26:02.217	999_I-10_1_1_010	East Baton Rouge	2	1	1
6040	Stalled Vehicle on I-10 Westbound near LA-1 Southbound (155) . Right Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	06/12/2019 22:06:00	2019-06-12T22:12:00.943	999_I-10_1_1_010	East Baton Rouge	2	1	1
6048	Stalled Vehicle on I-10 Westbound near LA-1 Southbound (155)	I-10	West	1	LA-1 Southbound	Incident	Stalled Vehicle	None	Ended	0	TMC	Statewide TMC	06/13/2019 09:57:53	2019-06-13T09:58:18.777	999_I-10_1_1_010	East Baton Rouge	3	0	0
6049	Stalled Vehicle on I-10 Westbound near LA-1 Southbound (155) . Left Lane Blocked.	I-10	West	1	LA-1 Southbound	Incident	Stalled Vehicle	None	Ended	0	TMC	Statewide TMC	06/13/2019 09:59:03	2019-06-13T10:03:45.223	999_I-10_1_1_010	East Baton Rouge	2	1	1

ID	Description	Road Name	Dir.	Road Class	From X St	Type	Sub Type	Severity	Status	Is Closure	Report Agency	Event Source	Start Date	End Date	Route Id	Parishes	Lanes Open	Lanes Closed	Is Closed
6075	Accident on I-10 Eastbound near Perkins Rd (156)	I-10	East	0	Perkins Rd	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	06/13/2019 22:30:00	2019-06-13T22:41:01.747	999_I-10_1_1_010	East Baton Rouge	3	0	0
6089	Accident on I-10 Westbound near LA-1 Southbound (155). Right Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	06/14/2019 10:36:00	2019-06-14T11:18:17.883	999_I-10_1_1_010	East Baton Rouge	2	1	1
6090	Stalled Vehicle on I-10 Eastbound near Lsu (156)	I-10	East	0	Lsu	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	06/14/2019 10:41:00	2019-06-14T10:55:00.867	999_I-10_1_A_030	East Baton Rouge	3	0	0
6102	Debris on Roadway on I-10 Eastbound near College Dr (159)	I-10	East	0	College Dr	Obstruction	Debris on Roadway	Moderate	Ended	0	DOTD	Baton Rouge TMC	06/14/2019 17:43:00	2019-06-14T17:48:04.23	999_I-10_1_1_010	East Baton Rouge	5	0	0
6105	Stalled Vehicle on I-10 Westbound near College Dr (158). Left Lane Blocked.	I-10	West	0	College Dr	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	06/14/2019 18:58:00	2019-06-14T19:33:01.22	999_I-10_1_C_034	East Baton Rouge	3	2	1
6112	Accident on I-10 Westbound near Dalrymple Dr (158). Left Lane Blocked.	I-10	West	0	Dalrymple Dr	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	06/14/2019 21:39:00	2019-06-14T21:44:01.38	999_I-10_1_6_004	East Baton Rouge	3	2	1
6117	Stalled Vehicle on I-10 Westbound near LA-1 Southbound (155)	I-10	West	0	LA-1 Southbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	06/14/2019 23:27:00	2019-06-14T23:37:01.07	999_I-10_1_1_010	East Baton Rouge	3	0	0
6125	Accident on I-10 Eastbound near Lobdell Hwy (152). Left Lane Blocked.	I-10	East	0	Lobdell Hwy	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	06/15/2019 17:34:00	2019-06-15T18:21:00.703	999_I-10_1_1_010	West Baton Rouge	1	1	1
6126	Accident on I-10 Eastbound near I-110 Northbound (155)	I-10	East	0	I-110 Northbound	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	06/15/2019 21:53:00	2019-06-15T23:28:00.74	999_I-10_1_1_010	East Baton Rouge	3	0	0
6127	Accident on I-10 Eastbound near Lobdell Hwy (151). Left Lane Blocked.	I-10	East	0	Lobdell Hwy	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	06/15/2019 22:33:00	2019-06-16T02:43:01.293	999_I-10_1_1_010	West Baton Rouge	1	2	1
6136	Accident on I-10 Westbound near LA-1 Southbound (155). Left Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	06/16/2019 16:01:00	2019-06-16T16:53:01.39	999_I-10_1_1_010	East Baton Rouge	2	1	1
6138	Stalled Vehicle on I-10 Eastbound near I-110 Northbound (155). Right Lane Blocked.	I-10	East	0	I-110 Northbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Statewide TMC	06/16/2019 16:53:00	2019-06-16T17:31:00.61	999_I-10_1_1_010	East Baton Rouge	2	1	1
6166	Accident on I-10 Westbound near S Acadian Thwy (158). Right Lane Blocked.	I-10	West	0	S Acadian Thwy	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	06/17/2019 15:35:00	2019-06-17T17:06:09.217	999_I-10_1_C_033	East Baton Rouge	2	1	1
6170	Accident on I-10 Westbound near S Acadian Thwy (158). Right Lane Blocked.	I-10	West	0	S Acadian Thwy	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	06/17/2019 17:54:00	2019-06-17T18:12:20.067	999_I-10_1_C_034	East Baton Rouge	3	2	1
6180	Disabled Semi on I-10 Eastbound near Nicholson Dr (154)	I-10	East	0	Nicholson Dr	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	06/17/2019 21:32:00	2019-06-17T22:23:01.01	999_I-10_1_1_010	West Baton Rouge	3	0	0
6198	Stalled Vehicle on I-10 Westbound near Dalrymple Dr (158)	I-10	West	0	Dalrymple Dr	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	06/18/2019 11:41:00	2019-06-18T12:08:01.24	999_I-10_1_6_004	East Baton Rouge	4	0	0
6199	Accident on I-10 Westbound near Essen Ln (162). Lane Blocked.	I-10	West	0	Essen Ln	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	06/18/2019 12:27:00	2019-06-18T12:44:01.41	999_I-10_1_1_010	East Baton Rouge	2	1	1
6209	Accident on I-10 Eastbound near I-110 Northbound (155). Lane Blocked.	I-10	East	0	I-110 Northbound	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	06/18/2019 15:46:00	2019-06-18T15:55:00.613	999_I-10_1_1_010	East Baton Rouge	2	1	1
6226	Accident on I-10 Eastbound near Bluebonnet Blvd (162). Right Lane Blocked.	I-10	East	0	Bluebonnet Blvd	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	06/18/2019 22:29:00	2019-06-19T00:21:01.623	999_I-10_1_3_027	East Baton Rouge	2	2	1
6228	Accident on I-10 Eastbound near College Dr (159). 2 Left Lanes Blocked.	I-10	East	0	College Dr	Incident	Accident	Major	Ended	0	DOTD	Baton Rouge TMC	06/18/2019 23:06:00	2019-06-19T00:01:01.59	999_I-10_1_3_026	East Baton Rouge	2	3	1
6229	Accident on I-10 Eastbound near I-110 Northbound (155)	I-10	East	0	I-110 Northbound	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	06/18/2019 23:52:00	2019-06-19T01:57:00.91	999_I-10_1_1_010	East Baton Rouge	3	0	0
6236	Accident on I-10 Eastbound near Essen Ln (160)	I-10	East	0	Essen Ln	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	06/19/2019 13:12:00	2019-06-19T14:17:00.813	999_I-10_1_1_010	East Baton Rouge	4	0	0
6270	Stalled Vehicle on I-10 Westbound near LA-1 Southbound (155). Right Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	06/20/2019 01:32:00	2019-06-20T02:00:01.17	999_I-10_1_1_010	East Baton Rouge	2	1	1
6272	Stalled Vehicle on I-10 Eastbound near I-12 Eastbound (160). Lane Blocked.	I-10	East	0	I-12 Eastbound	Incident	Stalled Vehicle	Minor	Ended	0	DOTD	Statewide TMC	06/20/2019 05:46:00	2019-06-20T05:52:00.543	999_I-10_1_A_033	East Baton Rouge	3	1	1
6302	Accident on I-10 Westbound near Essen Ln (161). Right Lane Blocked.	I-10	West	0	Essen Ln	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	06/20/2019 22:17:00	2019-06-20T22:36:00.667	999_I-10_1_A_034	East Baton Rouge	2	3	1
6303	Disabled Semi on I-10 Eastbound near La Highway 1 S (153). Right Lane Blocked.	I-10	East	0	La Highway 1 S	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	06/20/2019 22:36:00	2019-06-20T22:41:01.3	999_I-10_1_1_010	West Baton Rouge	1	1	1
6304	Accident on I-10 Westbound near Siegen Ln (165). Lane Blocked.	I-10	West	0	Siegen Ln	Incident	Accident	Minor	Ended	0	DOTD	Baton Rouge TMC	06/20/2019 22:45:00	2019-06-20T23:18:02.313	999_I-10_1_1_010	East Baton Rouge	3	1	1
6311	Debris on Roadway on I-10 Westbound near Highland Rd (166). All Lanes Blocked.	I-10	West	0	Highland Rd	Obstruction	Debris on Roadway	Major	Ended	0	DOTD	Baton Rouge TMC	06/21/2019 12:49:00	2019-06-21T13:16:01.243	999_I-10_1_1_010	East Baton Rouge	0	4	2
6337	Accident on I-10 Westbound near Dalrymple Dr (158). Left Lane Blocked.	I-10	West	0	Dalrymple Dr	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	06/21/2019 21:24:00	2019-06-21T21:34:00.673	999_I-10_1_1_010	East Baton Rouge	3	2	1
6352	Accident on I-10 Eastbound near Nicholson Dr (154). Left Lane Blocked.	I-10	East	0	Nicholson Dr	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	06/22/2019 14:12:00	2019-06-22T14:57:00.73	999_I-10_1_1_010	West Baton Rouge	2	1	1
6355	Stalled Vehicle on I-10 Eastbound near LA-1 (153)	I-10	East	0	LA-1	Incident	Stalled Vehicle	Minor	Ended	0	DOTD	Statewide TMC	06/22/2019 19:09:00	2019-06-22T19:34:10.843	999_I-10_1_1_010	West Baton Rouge	2	0	0
6357	Accident on I-10 Eastbound near I-110 Northbound (154)	I-10	East	0	I-110 Northbound	Incident	Accident	Minor	Ended	0	DOTD	Statewide TMC	06/22/2019 20:04:00	2019-06-22T20:25:01.01	999_I-10_1_1_010	West Baton Rouge	3	0	0
6360	Stalled Vehicle on I-10 Eastbound near I-110 Northbound (155). 2 Left Lanes Blocked.	I-10	East	0	I-110 Northbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Statewide TMC	06/22/2019 23:27:00	2019-06-22T23:53:01.373	999_I-10_1_1_010	East Baton Rouge	1	2	1
6365	Accident on I-10 Eastbound near Highland Rd (168). Right Lane Blocked.	I-10	East	0	Highland Rd	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	06/23/2019 06:43:00	2019-06-23T07:36:01.323	999_I-10_1_1_010	East Baton Rouge	1	2	1
6369	Disabled Semi on I-10 Westbound near Lobdell Hwy (152). Ramp Blocked.	I-10	West	0	Lobdell Hwy	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Statewide TMC	06/23/2019 10:42:00	2019-06-23T11:29:00.913	999_I-10_1_E_016	West Baton Rouge	2	1	1
6370	Disabled Semi on I-10 Westbound near College Dr (158). Left Lane Blocked.	I-10	West	0	College Dr	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Statewide TMC	06/23/2019 14:54:00	2019-06-23T15:35:01.753	999_I-10_1_C_034	East Baton Rouge	3	1	1

ID	Description	Road Name	Dir.	Road Class	From X St	Type	Sub Type	Severity	Status	Is Closure	Report Agency	Event Source	Start Date	End Date	Route Id	Parishes	Lanes Open	Lanes Closed	Is Closed
6372	Debris on Roadway on I-10 Westbound near LA-1 Southbound (155). Right Lane Blocked.	I-10	West	0	LA-1 Southbound	Obstruction	Debris on Roadway	Moderate	Ended	0	DOTD	Statewide TMC	06/23/2019 16:42:00	2019-06-23T17:05:00.657	999_I-10_1_1_010	East Baton Rouge	2	1	1
6375	Disabled Semi on I-10 Westbound near College Dr (159). Lane Blocked.	I-10	West	0	College Dr	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Statewide TMC	06/23/2019 21:01:00	2019-06-23T22:09:01.987	999_I-10_1_5_026	East Baton Rouge	4	1	1
6377	Accident on I-10 Westbound near LA-1 Southbound (155). Left Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	06/23/2019 21:26:00	2019-06-23T21:31:01.017	999_I-10_1_1_010	East Baton Rouge	2	1	1
6402	Accident on I-10 Westbound near Lobdell Ext S (154). Right Lane Blocked.	I-10	West	0	Lobdell Ext S	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	06/25/2019 11:58:00	2019-06-25T12:30:01.783	999_I-10_1_1_010	West Baton Rouge	2	1	1
6413	Stalled Vehicle on I-10 Westbound near LA-1 Southbound (155). Right Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	06/25/2019 18:14:00	2019-06-25T18:17:01.31	999_I-10_1_1_010	East Baton Rouge	2	1	1
6420	Accident on I-10 Westbound near LA-1 Southbound (155)	I-10	West	0	LA-1 Southbound	Incident	Accident	Minor	Ended	0	DOTD	Baton Rouge TMC	06/25/2019 21:04:00	2019-06-25T21:21:01.39	999_I-10_1_1_010	East Baton Rouge	3	0	0
6452	Accident on I-10 Eastbound near I-110 Northbound (155). 2 Right Lanes Blocked.	I-10	East	0	I-110 Northbound	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	06/26/2019 20:14:00	2019-06-26T21:23:00.783	999_I-10_1_1_010	East Baton Rouge	1	2	1
6453	Accident on I-10 Westbound near LA-1 Southbound (155). Left Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	06/26/2019 20:27:00	2019-06-26T20:37:01.31	999_I-10_1_1_010	East Baton Rouge	2	1	1
6456	Stalled Vehicle on I-10 Eastbound near Nicholson Dr (154). Lane Blocked.	I-10	East	0	Nicholson Dr	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	06/26/2019 21:04:00	2019-06-26T21:25:00.71	999_I-10_1_1_010	West Baton Rouge	2	1	1
6474	Accident on I-10 Eastbound near I-110 Northbound (155). Lane Blocked.	I-10	East	0	I-110 Northbound	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	06/27/2019 14:08:00	2019-06-27T14:31:39.4	033_BRICKYARD LN_1_1_010	East Baton Rouge	2	1	1
6491	Stalled Vehicle on I-10 Eastbound near Nicholson Dr (154). Left Lane Blocked.	I-10	East	0	Nicholson Dr	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	06/27/2019 23:33:00	2019-06-28T00:17:00.56	999_I-10_1_1_010	West Baton Rouge	2	1	1
6509	Accident on I-10 Eastbound near I-110 Northbound (155)	I-10	East	0	I-110 Northbound	Incident	Accident	Minor	Ended	0	DOTD	Baton Rouge TMC	06/28/2019 15:38:00	2019-06-28T16:24:00.83	033_UNNAMED RD_1_1_008	East Baton Rouge	3	0	0
6522	Accident on I-10 Eastbound near Lobdell Hwy (151)	I-10	East	0	Lobdell Hwy	Incident	Accident	Minor	Ended	0	DOTD	Baton Rouge TMC	06/28/2019 20:26:00	2019-06-28T21:01:01.207	999_I-10_1_1_010	West Baton Rouge	2	0	0
6523	Accident on I-10 Eastbound near Siegen Ln (162)	I-10	West	0	Siegen Ln	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	06/28/2019 20:56:00	2019-06-28T21:23:02.353	999_I-10_1_3_027	East Baton Rouge	3	0	0
6527	Stalled Vehicle on I-10 Eastbound near La Highway 1 S (154)	I-10	East	0	La Highway 1 S	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	06/28/2019 22:03:00	2019-06-28T22:32:02.193	999_I-10_1_1_010	West Baton Rouge	2	0	0
6540	Stalled Vehicle on I-10 Eastbound near I-110 Northbound (155). Left Lane Blocked.	I-10	East	0	I-110 Northbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Statewide TMC	06/29/2019 18:27:00	2019-06-29T18:37:00.787	999_I-10_1_1_010	East Baton Rouge	2	2	1
6544	Accident on I-10 Eastbound near Highland Rd (168)	I-10	East	0	Highland Rd	Incident	Accident	Minor	Ended	0	DOTD	Statewide TMC	06/29/2019 21:31:00	2019-06-29T21:49:01.097	999_I-10_1_1_010	East Baton Rouge	2	0	0
6545	Disabled Semi on I-10 Eastbound near I-110 Northbound (155)	I-10	East	0	I-110 Northbound	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Statewide TMC	06/29/2019 21:42:00	2019-06-29T22:43:01.11	999_I-10_1_1_010	East Baton Rouge	3	0	0
6550	Stalled Vehicle on I-10 Eastbound near Highland Rd (168). Left Lane Blocked.	I-10	East	0	Highland Rd	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Statewide TMC	06/30/2019 00:09:00	2019-06-30T00:47:00.537	999_I-10_1_1_010	East Baton Rouge	1	2	1
6565	Accident on I-10 Eastbound near Nicholson Dr (154)	I-10	East	0	Nicholson Dr	Incident	Accident	Minor	Ended	0	DOTD	Statewide TMC	07/01/2019 07:39:00	2019-07-01T08:31:00.817	999_I-10_1_1_010	West Baton Rouge	3	0	0
6580	Accident on I-10 Eastbound near Nicholson Dr (154)	I-10	East	0	Nicholson Dr	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	07/01/2019 17:38:00	2019-07-01T17:46:01.063	999_I-10_1_1_010	West Baton Rouge	3	0	0
6581	Disabled Semi on I-10 Eastbound near La Highway 1 S (154)	I-10	East	0	La Highway 1 S	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	07/01/2019 17:35:00	2019-07-01T18:01:00.537	999_I-10_1_1_010	West Baton Rouge	2	0	0
6593	Accident on I-10 Eastbound near La Highway 1 S (154)	I-10	East	0	La Highway 1 S	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	07/01/2019 22:39:00	2019-07-01T23:33:01.13	999_I-10_1_A_028	West Baton Rouge	4	0	0
6594	Accident on I-10 Eastbound near Bluebonnet Blvd (162). Right Lane Blocked.	I-10	East	0	Bluebonnet Blvd	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	07/01/2019 23:19:00	2019-07-01T23:36:00.737	999_I-10_1_3_027	East Baton Rouge	2	2	1
6607	Disabled Semi on I-10 Eastbound near Nicholson Dr (154). Right Lane Blocked.	I-10	East	0	Nicholson Dr	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	07/02/2019 13:53:00	2019-07-02T15:00:01.803	999_I-10_1_1_010	West Baton Rouge	2	1	1
6626	Stalled Vehicle on I-10 Eastbound near Nicholson Dr (154)	I-10	East	0	Nicholson Dr	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Statewide TMC	07/03/2019 06:06:00	2019-07-03T06:16:00.763	999_I-10_1_1_010	West Baton Rouge	3	0	0
6642	Debris on Roadway on I-10 Westbound near College Dr (158)	I-10	West	0	College Dr	Obstruction	Debris on Roadway	Moderate	Ended	0	DOTD	Baton Rouge TMC	07/03/2019 16:35:00	2019-07-03T16:51:00.873	999_I-10_1_1_010	East Baton Rouge	4	0	0
6645	Stalled Vehicle on I-10 Eastbound near Nicholson Dr (154). Right Lane Blocked.	I-10	East	0	Nicholson Dr	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	07/03/2019 17:20:00	2019-07-03T17:26:00.64	999_I-10_1_A_028	West Baton Rouge	2	1	1
6658	Incident on I-10 Westbound near Highland Rd (168)	I-10	West	0	Highland Rd	Incident	Incident	Moderate	Ended	0	DOTD	Statewide TMC	07/03/2019 19:09:00	2019-07-03T20:48:00.723	999_I-10_1_1_010	East Baton Rouge	2	0	0
6664	Stalled Vehicle on I-10 Westbound near LA-1 Southbound (155). Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	07/03/2019 21:47:00	2019-07-03T21:55:00.98	999_I-10_1_1_010	East Baton Rouge	2	1	1
6667	Accident on I-10 Eastbound near Perkins Rd (158). Left Lane Blocked.	I-10	East	0	Perkins Rd	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	07/03/2019 22:05:00	2019-07-03T22:27:00.577	999_I-10_1_C_032	East Baton Rouge	2	2	1
6673	Accident on I-10 Eastbound near Lobdell Hwy (148). Right Lane Blocked.	I-10	East	0	Lobdell Hwy	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	07/04/2019 00:46:00	2019-07-04T01:29:00.623	999_I-10_1_3_020	West Baton Rouge	1	1	1
6686	Stalled Vehicle on I-10 Westbound near Dalrymple Dr (158)	I-10	West	0	Dalrymple Dr	Incident	Stalled Vehicle	Minor	Ended	0	DOTD	Statewide TMC	07/04/2019 20:28:00	2019-07-04T20:58:02.107	999_I-10_1_1_010	East Baton Rouge	3	0	0
6702	Disabled Semi on I-10 Westbound near LA-1 Southbound (155)	I-10	West	0	LA-1 Southbound	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Statewide TMC	07/05/2019 09:37:00	2019-07-05T11:26:00.847	999_I-10_1_1_010	East Baton Rouge	3	0	0
6710	Accident on I-10 Eastbound near I-110 Northbound (155). Left Lane Blocked.	I-10	East	0	I-110 Northbound	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	07/05/2019 18:07:00	2019-07-05T18:15:01.813	999_I-10_1_1_010	East Baton Rouge	2	2	1
6715	Accident on I-10 Eastbound near Washington St (155). Lane Blocked.	I-10	East	0	Washington St	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	07/05/2019 20:18:00	2019-07-05T20:31:01.697	999_I-10_1_1_010	East Baton Rouge	2	1	1
6732	Accident on I-10 Eastbound near Bluebonnet Blvd (162). Lane Blocked.	I-10	East	0	Bluebonnet Blvd	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	07/06/2019 20:36:00	2019-07-06T20:43:01.647	999_I-10_1_1_010	East Baton Rouge	3	1	1

Id	Description	Road Name	Dir.	Road Class	From X St	Type	Sub Type	Severity	Status	Is Closure	Report Agency	Event Source	Start Date	End Date	Route Id	Parishes	Lanes Open	Lanes Closed	Is Closed
6733	Stalled Vehicle on I-10 Eastbound near Lobdell Hwy (152) . Right Lane Blocked.	I-10	East	0	Lobdell Hwy	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Statewide TMC	07/06/2019 20:28:00	2019-07-06T20:55:00.803	999_I-10_1_1_010	West Baton Rouge	1	2	1
6747	Accident on I-10 Westbound near LA-1 Southbound (155)	I-10	West	0	LA-1 Southbound	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	07/07/2019 15:35:00	2019-07-07T15:41:01.29	999_I-10_1_1_010	East Baton Rouge	3	0	0
6748	Disabled Semi on I-10 Westbound near LA-1 Southbound (155) . Right Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Statewide TMC	07/07/2019 16:13:00	2019-07-07T17:22:00.74	999_I-10_1_1_010	East Baton Rouge	2	1	1
6756	Accident on I-10 Westbound near LA-1 Southbound (155) . Left Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	07/08/2019 00:04:00	2019-07-08T00:11:01.113	999_I-10_1_1_010	East Baton Rouge	2	1	1
6762	Accident on I-10 Westbound near LA-1 Southbound (155)	I-10	West	0	LA-1 Southbound	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	07/08/2019 10:38:00	2019-07-08T11:42:01.033	999_I-10_1_1_010	East Baton Rouge	3	0	0
6789	Accident on I-10 Eastbound near College Dr (159)	I-10	East	0	College Dr	Incident	Accident	Minor	Ended	0	DOTD	Statewide TMC	07/09/2019 07:10:00	2019-07-09T07:44:01.167	999_I-10_1_3_026	East Baton Rouge	5	0	0
6815	Accident on I-10 Eastbound near Terrace St (145) . Right Lane Blocked.	I-10	East	0	Terrace St	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	07/09/2019 18:30:00	2019-07-09T18:58:01.197	999_I-10_1_1_010	West Baton Rouge	1	1	1
6822	Accident on I-10 Westbound near Dalrymple Dr (158)	I-10	West	0	Dalrymple Dr	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	07/10/2019 07:35:00	2019-07-10T07:56:00.683	999_I-10_1_1_010	East Baton Rouge	3	0	0
6871	Disabled Semi on I-10 Eastbound near Washington St (155) . Lane Blocked.	I-10	East	0	Washington St	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	07/11/2019 12:15:00	2019-07-11T12:29:00.953	999_I-10_1_1_010	East Baton Rouge	2	1	1
6904	Stalled Vehicle on I-10 Westbound near LA-1 Southbound (155)	I-10	West	0	LA-1 Southbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	07/12/2019 00:57:00	2019-07-12T01:51:01.123	999_I-10_1_1_010	East Baton Rouge	3	0	0
6905	Accident on I-10 Eastbound near Lsu (156)	I-10	East	0	Lsu	Incident	Accident	Minor	Ended	0	DOTD	Statewide TMC	07/12/2019 04:36:00	2019-07-12T05:13:01.65	999_I-10_1_A_030	East Baton Rouge	3	0	0
6910	Stalled Vehicle on I-10 Westbound near LA-1 Southbound (155) . Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	07/12/2019 11:26:00	2019-07-12T11:38:01.05	999_I-10_1_1_010	East Baton Rouge	2	1	1
6951	Stalled Vehicle on I-10 Eastbound near Washington St (155) . 2 Right Lanes Blocked.	I-10	East	0	Washington St	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Statewide TMC	07/13/2019 05:56:00	2019-07-13T07:08:01.35	999_I-10_1_1_010	East Baton Rouge	1	3	1
6973	Fallen Trees on I-10 Westbound near Ramah (144)	I-10	West	0	Ramah	Obstruction	Fallen Trees	Moderate	Ended	0	DOTD	Baton Rouge TMC	07/13/2019 16:16:00	2019-07-13T16:46:15.94	999_I-10_1_1_010	West Baton Rouge	2	0	0
6981	Jackknifed Semi-Trailer on I-10 Westbound near LA-1 Southbound (155)	I-10	West	0	LA-1 Southbound	Incident	Jackknifed Semi-Trailer	Moderate	Ended	0	DOTD	Baton Rouge TMC	07/13/2019 18:56:00	2019-07-13T18:56:00.677	999_I-10_1_1_010	East Baton Rouge	2	0	0
6991	Accident on I-10 Eastbound near La Highway 1 S (154)	I-10	East	0	La Highway 1 S	Incident	Accident	Major	Ended	0	DOTD	Statewide TMC	07/13/2019 23:19:00	2019-07-14T06:24:01.68	999_I-10_1_1_010	West Baton Rouge	2	0	0
6992	Accident on I-10 Westbound near S 10th St (156) . Right Lane Blocked.	I-10	West	0	S 10th St	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	07/13/2019 23:37:00	2019-07-14T01:07:01.093	999_I-10_1_1_010	East Baton Rouge	1	2	1
7008	Debris on Roadway on I-10 Westbound near Lobdell Hwy (151) . Right Lane Blocked.	I-10	West	0	Lobdell Hwy	Obstruction	Debris on Roadway	Moderate	Ended	0	DOTD	Baton Rouge TMC	07/14/2019 13:07:00	2019-07-14T13:18:00.827	999_I-10_1_1_010	West Baton Rouge	1	2	1
7014	Accident on I-10 Eastbound near Lobdell Hwy (152) . Left Lane Blocked.	I-10	East	0	Lobdell Hwy	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	07/14/2019 15:15:00	2019-07-14T15:56:01.523	999_I-10_1_1_010	West Baton Rouge	1	2	1
7026	Accident on I-10 Westbound near I-12 Eastbound (159)	I-10	West	0	I-12 Eastbound	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	07/14/2019 19:12:00	2019-07-14T19:53:00.92	999_I-10_1_1_010	East Baton Rouge	5	0	0
7048	Accident on I-10 Westbound near Dalrymple Dr (158)	I-10	West	0	Dalrymple Dr	Incident	Accident	Minor	Ended	0	DOTD	Statewide TMC	07/15/2019 02:57:00	2019-07-15T04:19:01.487	999_I-10_1_C_032	East Baton Rouge	3	0	0
7078	Accident on I-10 Eastbound near S Acadian Thruway (158)	I-10	East	0	S Acadian Thruway	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	07/15/2019 17:10:00	2019-07-15T17:38:01.453	999_I-10_1_6_004	East Baton Rouge	3	0	0
7079	Accident on I-10 Eastbound near Terrace Ave (155) . 2 Right Lanes Blocked.	I-10	East	0	Terrace Ave	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	07/15/2019 17:22:00	2019-07-15T18:10:44.2	999_I-10_1_1_010	East Baton Rouge	1	2	1
7091	Disabled Semi on I-10 Eastbound near Washington St (155)	I-10	East	0	Washington St	Incident	Disabled Semi	Minor	Ended	0	DOTD	Statewide TMC	07/15/2019 21:23:00	2019-07-15T22:18:00.92	999_I-10_1_1_010	East Baton Rouge	3	0	0
7094	Accident on I-10 Eastbound near Terrace St (146)	I-10	East	0	Terrace St	Incident	Accident	Minor	Ended	0	DOTD	Statewide TMC	07/15/2019 22:29:00	2019-07-15T23:14:01.513	999_I-10_1_1_010	West Baton Rouge	2	0	0
7100	Incident on I-10 Eastbound near Essen Ln (161) . Left Ramp Blocked.	I-10	East	0	Essen Ln	Incident	Incident	None	Ended	0	TMC	Statewide TMC	07/16/2019 04:54:00	2019-07-16T05:22:58.097	999_I-10_1_1_010	East Baton Rouge	4	1	1
7103	Disabled Semi on I-10 Westbound near LA-1 Southbound (155) . Right Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	07/16/2019 10:09:00	2019-07-16T10:25:00.877	999_I-10_1_1_010	East Baton Rouge	2	1	1
7108	Stalled Vehicle on I-10 Westbound near La Highway 1 S (154) . Right Lane Blocked.	I-10	West	0	La Highway 1 S	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	07/16/2019 13:46:00	2019-07-16T13:56:50.367	999_I-10_1_1_010	West Baton Rouge	2	1	1
7118	Stalled Vehicle on I-10 Eastbound near I-110 Northbound (154)	I-10	East	0	I-110 Northbound	Incident	Stalled Vehicle	Minor	Ended	0	DOTD	Baton Rouge TMC	07/16/2019 16:10:00	2019-07-16T16:19:02.007	999_I-10_1_1_010	West Baton Rouge	3	0	0
7123	Accident on I-10 Eastbound near I-12 Eastbound (159)	I-10	East	0	I-12 Eastbound	Incident	Accident	Minor	Ended	0	DOTD	Baton Rouge TMC	07/16/2019 17:28:00	2019-07-16T18:30:05.27	999_I-10_1_1_010	East Baton Rouge	4	0	0
7125	Disabled Semi on I-10 Westbound near LA-1 Southbound (155) . Right Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	07/16/2019 17:43:00	2019-07-16T19:16:03.343	999_I-10_1_1_010	East Baton Rouge	2	1	1
7157	Accident on I-10 Westbound near Dalrymple Dr (158) . Right Lane Blocked.	I-10	West	0	Dalrymple Dr	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	07/17/2019 12:49:00	2019-07-17T13:11:01.35	999_I-10_1_1_010	East Baton Rouge	2	1	1
7180	Accident on I-10 Eastbound near College Dr (159) . Ramp Blocked.	I-10	East	0	College Dr	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	07/17/2019 21:08:00	2019-07-17T22:03:01.347	999_I-10_1_3_026	East Baton Rouge	4	2	1
7182	Disabled Semi on I-10 Westbound near Lobdell Hwy (152) . Ramp Blocked.	I-10	West	0	Lobdell Hwy	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	07/17/2019 20:40:00	2019-07-17T21:35:02.663	999_I-10_1_1_010	West Baton Rouge	1	2	1
7191	Accident on I-10 Westbound near Ramah (143) . Left Lane Blocked.	I-10	West	0	Ramah	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	07/18/2019 09:06:00	2019-07-18T10:12:02.133	999_I-10_1_1_010	West Baton Rouge	1	2	1
7207	Accident on I-10 Westbound near Highland Rd (167) . Left Lane Blocked.	I-10	West	0	Highland Rd	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	07/18/2019 19:20:00	2019-07-18T19:27:00.907	999_I-10_1_C_040	East Baton Rouge	2	2	1
7217	Stalled Vehicle on I-10 Westbound near LA-1 Southbound (155) . Right Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	07/18/2019 23:04:00	2019-07-18T23:18:02.963	999_I-10_1_1_010	East Baton Rouge	2	1	1
7218	Debris on Roadway on I-10 Westbound near Dalrymple Dr (158) . Left Lane Blocked.	I-10	West	0	Dalrymple Dr	Obstruction	Debris on Roadway	Moderate	Ended	0	DOTD	Baton Rouge TMC	07/19/2019 00:33:00	2019-07-19T00:46:01.29	999_I-10_1_6_004	East Baton Rouge	3	1	1
7226	Accident on I-10 Eastbound near Highland Rd (167) . Right Lane Blocked.	I-10	East	0	Highland Rd	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	07/19/2019 13:05:00	2019-07-19T14:04:42.663	999_I-10_1_E_028	East Baton Rouge	1	1	1

Id	Description	Road Name	Dir.	Road Class	From X St	Type	Sub Type	Severity	Status	Is Closure	Report Agency	Event Source	Start Date	End Date	Route Id	Parishes	Lanes Open	Lanes Closed	Is Closed
7227	Accident on I-10 Eastbound near Highland Rd (167) . Right Lane Blocked.	I-10	East	0	Highland Rd	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	07/19/2019 13:05:00	2019-07-19T14:05:02.287	999_I-10_1_E_028	East Baton Rouge	1	1	1
7230	Accident on I-10 Eastbound near I-110 Northbound (154)	I-10	East	0	I-110 Northbound	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	07/19/2019 14:50:00	2019-07-19T15:22:29.133	999_I-10_1_1_010	West Baton Rouge	3	0	0
7237	Debris on Roadway on I-10 Eastbound near Bluebonnet Blvd (162)	I-10	East	0	Bluebonnet Blvd	Obstruction	Debris on Roadway	Moderate	Ended	0	DOTD	Baton Rouge TMC	07/19/2019 18:22:00	2019-07-19T18:41:02.33	999_I-10_1_1_010	East Baton Rouge	4	0	0
7241	Disabled Semi on I-10 Eastbound near La Highway 1 S (153) . Right Lane Blocked.	I-10	East	0	La Highway 1 S	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	07/19/2019 18:54:00	2019-07-19T19:20:04.233	999_I-10_1_1_010	West Baton Rouge	1	1	1
7252	Disabled Semi on I-10 Eastbound near Washington St (155) . Right Lane Blocked.	I-10	East	0	Washington St	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Statewide TMC	07/20/2019 15:47:00	2019-07-20T16:30:07.15	999_I-10_1_1_010	East Baton Rouge	2	1	1
7258	Stalled Vehicle on I-10 Eastbound near I-110 Northbound (155) . Lane Blocked.	I-10	East	0	I-110 Northbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Statewide TMC	07/20/2019 19:03:00	2019-07-20T19:20:01.263	999_I-10_1_1_010	East Baton Rouge	2	1	1
7261	Stalled Vehicle on I-10 Westbound near Dalrymple Dr (158) . 2 Left Lanes Blocked.	I-10	West	0	Dalrymple Dr	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Statewide TMC	07/20/2019 20:30:00	2019-07-20T20:50:01.663	999_I-10_1_1_010	East Baton Rouge	1	3	1
7264	Accident on I-10 Westbound near Dalrymple Dr (158) . Right Lane Blocked.	I-10	West	0	Dalrymple Dr	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	07/21/2019 08:03:00	2019-07-21T08:27:01.413	999_I-10_1_3_024	East Baton Rouge	2	2	1
7275	Accident on I-10 Westbound near College Dr (158) . Lane Blocked.	I-10	West	0	College Dr	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	07/21/2019 21:58:00	2019-07-21T22:07:00.813	999_I-10_1_1_010	East Baton Rouge	3	1	1
7281	Accident on I-10 Eastbound near I-110 Northbound (155) . Right Lane Blocked.	I-10	East	0	I-110 Northbound	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	07/22/2019 13:00:00	2019-07-22T13:06:01.857	999_I-10_1_1_010	East Baton Rouge	2	1	1
7282	Accident on I-10 Eastbound near I-110 Northbound (155) . Ramp Blocked.	I-10	East	0	I-110 Northbound	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	07/22/2019 12:57:00	2019-07-22T13:14:01.6	999_I-10_1_1_010	East Baton Rouge	2	2	1
7283	Accident on I-10 Eastbound near I-110 Northbound (155) . Ramp Blocked.	I-10	East	0	I-110 Northbound	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	07/22/2019 12:57:00	2019-07-22T13:59:03.04	999_I-10_1_1_010	East Baton Rouge	2	2	1
7296	Accident on I-10 Westbound near McCalop St (156) . Lane Blocked.	I-10	West	0	McCalop St	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	07/22/2019 20:53:00	2019-07-22T21:08:02.11	999_I-10_1_C_030	East Baton Rouge	2	1	1
7318	Accident on I-10 Westbound near LA-1 Southbound (155) . Right Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	07/23/2019 17:48:00	2019-07-23T18:22:01.703	999_I-10_1_1_010	East Baton Rouge	3	1	1
7325	Stalled Vehicle on I-10 Eastbound near Lsu (156)	I-10	East	0	Lsu	Incident	Stalled Vehicle	Minor	Ended	0	DOTD	Baton Rouge TMC	07/23/2019 21:06:00	2019-07-23T21:29:01.317	999_I-10_1_6_006	East Baton Rouge	3	0	0
7346	Disabled Semi on I-10 Westbound near I-110 Northbound (156)	I-10	West	0	I-110 Northbound	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	07/24/2019 14:37:00	2019-07-24T15:36:34.343	999_I-10_1_3_022	East Baton Rouge	3	0	0
7349	Accident on I-10 Eastbound near I-110 Northbound (155) . Right Lane Blocked.	I-10	East	0	I-110 Northbound	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	07/24/2019 18:02:00	2019-07-24T18:17:01.36	999_I-10_1_1_010	East Baton Rouge	2	1	1
7361	Accident on I-10 Eastbound near Highland Rd (166) . Right Lane Blocked.	I-10	East	0	Highland Rd	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	07/24/2019 23:50:00	2019-07-25T00:01:01.317	999_I-10_1_1_010	East Baton Rouge	2	3	1
7363	Accident on I-10 Eastbound near Highland Rd (165) . Right Lane Blocked.	I-10	East	0	Highland Rd	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	07/24/2019 23:50:00	2019-07-25T00:03:00.97	999_I-10_1_1_010	East Baton Rouge	2	2	1
7383	Disabled Semi on I-10 Westbound near Grosse Tete (LA-77) (146) . Right Lane Blocked.	I-10	West	0	Grosse Tete (LA-77)	Incident	Disabled Semi	Minor	Ended	0	DOTD	Baton Rouge TMC	07/25/2019 20:27:00	2019-07-25T20:55:00.827	999_I-10_1_1_010	West Baton Rouge	1	1	1
7411	Accident on I-10 Westbound near Highland Rd (166)	I-10	West	0	Highland Rd	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	07/26/2019 15:20:00	2019-07-26T16:21:01.79	999_I-10_1_1_010	East Baton Rouge	3	0	0
7431	Stalled Vehicle on I-10 Westbound near LA-1 Southbound (155) . Right Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	07/26/2019 20:52:00	2019-07-26T21:00:09.387	999_I-10_1_1_010	East Baton Rouge	2	2	1
7433	Stalled Vehicle on I-10 Eastbound near Washington St (155) . Right Lane Blocked.	I-10	East	0	Washington St	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Statewide TMC	07/26/2019 21:27:00	2019-07-26T21:44:00.59	999_I-10_1_1_010	East Baton Rouge	2	2	1
7444	Accident on I-10 Eastbound near I-110 Northbound (155) . Left Lane Blocked.	I-10	East	0	I-110 Northbound	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	07/27/2019 01:57:00	2019-07-27T02:57:01.913	999_I-10_1_1_010	East Baton Rouge	2	2	1
7450	Stalled Vehicle on I-10 Westbound near LA-1 Southbound (155) . Left Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Statewide TMC	07/27/2019 18:35:00	2019-07-27T19:01:00.91	999_I-10_1_H_002	East Baton Rouge	2	2	1
7467	Incident on I-10 Westbound near Lobdell Hwy (152) . All Lanes Blocked.	I-10	West	0	Lobdell Hwy	Incident	Incident	Major	Ended	1	DOTD	Statewide TMC	07/28/2019 19:07:00	2019-07-28T22:34:01.157	999_I-10_1_1_010	West Baton Rouge	0	4	2
7472	Accident on I-10 Westbound near Dalrymple Dr (158) . Left Lane Blocked.	I-10	West	0	Dalrymple Dr	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	07/28/2019 21:26:00	2019-07-28T22:42:04.19	999_I-10_1_1_010	East Baton Rouge	2	1	1
7474	Stalled Vehicle on I-10 Westbound near Dalrymple Dr (158) . Left Lane Blocked.	I-10	West	0	Dalrymple Dr	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Statewide TMC	07/28/2019 22:39:00	2019-07-28T23:29:01.003	999_I-10_1_C_033	East Baton Rouge	2	2	1
7482	Disabled Semi on I-10 Eastbound near I-110 Northbound (156) . Right Lane Blocked.	I-10	East	0	I-110 Northbound	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	07/29/2019 14:33:00	2019-07-29T15:06:01.96	999_I-10_1_C_030	East Baton Rouge	1	1	1
7487	Incident on I-10 Westbound near LA-1 Southbound (155) . 2 Right Lanes Blocked.	I-10	West	0	LA-1 Southbound	Incident	Incident	Moderate	Ended	0	DOTD	Baton Rouge TMC	07/29/2019 16:39:00	2019-07-29T17:23:00.653	999_I-10_1_1_010	East Baton Rouge	1	2	1
7488	Stalled Vehicle on I-10 Westbound near I-12 Eastbound (160) . Left Lane Blocked.	I-10	West	0	I-12 Eastbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	07/29/2019 17:58:00	2019-07-29T18:53:01.057	999_I-10_1_A_033	East Baton Rouge	1	2	1
7494	Accident on I-10 Eastbound near I-110 Northbound (155) . Right Lane Blocked.	I-10	East	0	I-110 Northbound	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	07/29/2019 22:28:00	2019-07-29T22:32:01.153	999_I-10_1_1_010	East Baton Rouge	2	2	1
7495	Stalled Vehicle on I-10 Eastbound near Dalrymple Dr (156) . Left Lane Blocked.	I-10	East	0	Dalrymple Dr	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Statewide TMC	07/29/2019 22:38:00	2019-07-29T22:44:01.333	999_I-10_1_1_010	East Baton Rouge	2	2	1
7550	Bridge Maintenance Operations on I-10 Eastbound near S Lobdell Hwy (151) . Left Lane Closed. Starting 7/31/2019 11:00 AM and Ending 7/31/2019 1:16 PM	I-10	East	1	S Lobdell Hwy	Roadwork	Bridge Maintenance Operations	None	Ended	0	DOTD	Baton Rouge TMC	07/31/2019 16:00:00	2019-07-31T18:16:01.217	999_I-10_1_G_016	West Baton Rouge	1	1	1

ID	Description	Road Name	Dir.	Road Class	From X St	Type	Sub Type	Severity	Status	Is Closure	Report Agency	Event Source	Start Date	End Date	Route Id	Parishes	Lanes Open	Lanes Closed	Is Closed
7554	Stalled Vehicle on I-10 Eastbound near Nicholson Dr (154) . Lane Blocked.	I-10	East	0	Nicholson Dr	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	07/31/2019 18:05:00	2019-07-31T18:13:01.03	999_I-10_1_A_028	West Baton Rouge	2	1	1
7556	Accident on I-10 Eastbound near Perkins Rd (158) . Ramp Blocked.	I-10	East	0	Perkins Rd	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	07/31/2019 19:23:00	2019-07-31T20:47:01.02	999_I-10_1_3_024	East Baton Rouge	3	1	1
7564	Stalled Vehicle on I-10 Westbound near LA-1 Southbound (155) . Right Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	07/31/2019 22:39:00	2019-08-01T00:10:01.857	999_I-10_1_1_010	East Baton Rouge	2	2	1
7575	Accident on I-10 Eastbound near I-110 Northbound (156)	I-10	East	0	I-110 Northbound	Incident	Accident	Minor	Ended	0	DOTD	Statewide TMC	08/01/2019 04:22:00	2019-08-01T05:01:01.21	999_I-10_1_3_022	East Baton Rouge	2	0	0
7592	Stalled Vehicle on I-10 Eastbound near Nicholson Dr (154) . Right Lane Blocked.	I-10	East	0	Nicholson Dr	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	08/01/2019 15:59:00	2019-08-01T18:21:50.53	999_I-10_1_A_028	West Baton Rouge	2	1	1
7605	Disabled Semi on I-10 Westbound near LA-1 Southbound (155)	I-10	West	0	LA-1 Southbound	Incident	Disabled Semi	Minor	Ended	0	DOTD	Baton Rouge TMC	08/01/2019 18:17:00	2019-08-01T19:32:01.42	999_I-10_1_1_010	East Baton Rouge	3	0	0
7624	Accident on I-10 Eastbound near LA-427 (165) . Lane Blocked.	I-10	East	0	LA-427	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	08/02/2019 10:51:00	2019-08-02T11:56:35.733	999_I-10_1_1_010	East Baton Rouge	3	1	1
7626	Accident on I-10 Westbound near Dalrymple Dr (158) . Left Lane Blocked.	I-10	West	0	Dalrymple Dr	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	08/02/2019 11:48:00	2019-08-02T11:58:02.967	999_I-10_1_3_024	East Baton Rouge	2	1	1
7632	Accident on I-10 Westbound near Dalrymple Dr (158) . Right Lane Blocked.	I-10	West	0	Dalrymple Dr	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	08/02/2019 13:53:00	2019-08-02T14:14:01.423	999_I-10_1_G_019	East Baton Rouge	2	1	1
7633	Stalled Vehicle on I-10 Westbound near Highland Rd (167) . Right Lane Blocked.	I-10	West	0	Highland Rd	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Statewide TMC	08/02/2019 14:06:00	2019-08-02T14:29:01.28	999_I-10_1_1_010	East Baton Rouge	1	1	1
7637	Accident on I-10 Westbound near Dalrymple Dr (156)	I-10	West	0	Dalrymple Dr	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	08/02/2019 15:35:00	2019-08-02T15:45:01.017	999_I-10_1_C_031	East Baton Rouge	3	0	0
7641	Stalled Vehicle on I-10 Westbound near LA-1 Southbound (155) . Right Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	08/02/2019 16:51:00	2019-08-02T17:00:00.927	999_I-10_1_1_010	East Baton Rouge	2	1	1
7643	Accident on I-10 Eastbound near Lobdell Hwy (152) . Lane Blocked.	I-10	East	0	Lobdell Hwy	Incident	Accident	Minor	Ended	0	DOTD	Baton Rouge TMC	08/02/2019 17:05:00	2019-08-02T17:55:01.02	999_I-10_1_1_010	West Baton Rouge	2	1	1
7671	Stalled Vehicle on I-10 Eastbound near Highland Rd (167) . Ramp Blocked.	I-10	East	0	Highland Rd	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Statewide TMC	08/04/2019 11:19:00	2019-08-04T12:34:02.183	999_I-10_1_C_040	East Baton Rouge	3	2	1
7685	Stalled Vehicle on I-10 Eastbound near I-110 Northbound (154) . Right Lane Blocked.	I-10	East	0	I-110 Northbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Statewide TMC	08/05/2019 00:01:00	2019-08-05T00:12:00.843	999_I-10_1_1_010	West Baton Rouge	2	1	1
7695	Stalled Vehicle on I-10 Eastbound near Nicholson Dr (154) . Left Lane Blocked.	I-10	East	0	Nicholson Dr	Incident	Stalled Vehicle	Minor	Ended	0	DOTD	Baton Rouge TMC	08/05/2019 13:00:00	2019-08-05T13:27:01.833	999_I-10_1_A_028	West Baton Rouge	2	1	1
7706	Debris on Roadway on I-10 Westbound near Lobdell Ext S (154)	I-10	West	0	Lobdell Ext S	Obstruction	Debris on Roadway	Moderate	Ended	0	DOTD	Baton Rouge TMC	08/05/2019 18:19:00	2019-08-05T18:33:01.97	999_I-10_1_F_002	West Baton Rouge	2	0	0
7713	Accident on I-10 Westbound near Dalrymple Dr (156)	I-10	West	0	Dalrymple Dr	Incident	Accident	Minor	Ended	0	DOTD	Baton Rouge TMC	08/05/2019 20:32:00	2019-08-05T22:04:01.11	999_I-10_1_1_010	East Baton Rouge	3	0	0
7752	Disabled Semi on I-10 Eastbound near I-110 Northbound (154) . Lane Blocked.	I-10	East	0	I-110 Northbound	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	08/06/2019 22:32:00	2019-08-06T23:22:00.627	999_I-10_1_1_010	West Baton Rouge	2	1	1
7754	Accident on I-10 Westbound near Highland Rd (168) . Right Lane Blocked.	I-10	West	0	Highland Rd	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	08/06/2019 22:53:00	2019-08-06T23:20:01.457	999_I-10_1_1_010	East Baton Rouge	1	2	1
7756	Accident on I-10 Eastbound near Siegen Lane (LA-3246) (162) . Lane Blocked.	I-10	East	0	Siegen Lane (LA-3246)	Incident	Accident	Minor	Ended	0	DOTD	Statewide TMC	08/07/2019 05:05:00	2019-08-07T05:53:01.927	999_I-10_1_C_037	East Baton Rouge	4	1	1
7758	Stalled Vehicle on I-10 Westbound near LA-1 Southbound (155) . Right Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	08/07/2019 10:30:00	2019-08-07T11:14:03.027	999_I-10_1_1_010	East Baton Rouge	2	2	1
7759	Accident on I-10 Westbound near S 10th St (156)	I-10	West	0	S 10th St	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	08/07/2019 11:11:00	2019-08-07T12:22:01.253	999_I-10_1_3_022	East Baton Rouge	2	0	0
7761		I-10	East	0	Essen Ln	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	08/07/2019 12:44:00	2029-08-07T15:44:00		East Baton Rouge	3	1	1
7763		I-10	East	0	Siegen Lane (LA-3246)	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	08/07/2019 13:40:00	2029-08-07T16:40:00		East Baton Rouge	3	0	0
7790	Accident on I-10 Eastbound near Washington St (155) . Lane Blocked.	I-10	East	0	Washington St	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	08/08/2019 12:40:00	2019-08-08T14:10:01.477	999_I-10_1_1_010	East Baton Rouge	2	1	1
7795	Accident on I-10 Eastbound near Washington St (155) . Lane Blocked.	I-10	East	0	Washington St	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	08/08/2019 16:04:00	2019-08-08T16:13:01.107	999_I-10_1_1_010	East Baton Rouge	2	1	1
7805	Overturned Semi-Trailer on I-10 Westbound near Lobdell Ext S (154) . Ramp Blocked.	I-10	West	0	Lobdell Ext S	Incident	Overturned Semi-Trailer	Moderate	Ended	0	DOTD	Baton Rouge TMC	08/08/2019 20:36:00	2019-08-08T22:49:35.227	999_I-10_1_F_002	West Baton Rouge	2	2	1
7806	Accident on I-10 Westbound near Dalrymple Dr (156) . Left Lane Blocked.	I-10	West	0	Dalrymple Dr	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	08/08/2019 21:05:00	2019-08-08T21:29:01.313	999_I-10_1_C_031	East Baton Rouge	2	1	1
7814	Accident on I-10 Eastbound near La Highway 1 S (154)	I-10	East	0	La Highway 1 S	Incident	Accident	Minor	Ended	0	DOTD	Statewide TMC	08/09/2019 08:05:00	2019-08-09T09:10:00.96	999_I-10_1_C_028	West Baton Rouge	2	0	0
7816	Disabled Semi on I-10 Westbound near LA-1 Southbound (155) . Right Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	08/09/2019 13:20:00	2019-08-09T14:03:01.1	999_I-10_1_1_010	East Baton Rouge	2	1	1
7828	Accident on I-10 Eastbound near La Highway 1 S (154) . Right Lane Blocked.	I-10	East	0	La Highway 1 S	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	08/09/2019 18:31:00	2019-08-09T18:43:00.95	999_I-10_1_C_028	West Baton Rouge	1	2	1
7836	Accident on I-10 Eastbound near S Acadian Thruway (158) . Left Lane Blocked.	I-10	East	0	S Acadian Thruway	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	08/09/2019 21:26:00	2019-08-09T21:37:00.933	999_I-10_1_C_033	East Baton Rouge	2	2	1
7848	Accident on I-10 Eastbound near Washington St (155) . Right Lane Blocked.	I-10	East	0	Washington St	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	08/10/2019 17:08:00	2019-08-10T18:46:02.13	999_I-10_1_1_010	East Baton Rouge	2	1	1
7873	Disabled Semi on I-10 Westbound near LA-1 Southbound (155) . Right Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	08/12/2019 21:03:00	2019-08-12T22:32:01.757	999_I-10_1_1_010	East Baton Rouge	2	2	1
7874	Disabled Semi on I-10 Eastbound near I-110 Northbound (155) . Lane Blocked.	I-10	East	0	I-110 Northbound	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	08/12/2019 21:18:00	2019-08-12T22:25:01.793	999_I-10_1_1_010	West Baton Rouge	2	1	1
7881	Accident on I-10 Eastbound near Perkins Rd (158)	I-10	East	0	Perkins Rd	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	08/13/2019 12:34:00	2019-08-13T13:05:00.713	999_I-10_1_5_024	East Baton Rouge	3	0	0

Id	Description	Road Name	Dir.	Road Class	From X St	Type	Sub Type	Severity	Status	Is Closure	Report Agency	Event Source	Start Date	End Date	Route Id	Parishes	Lanes Open	Lanes Closed	Is Closed
7888	Accident on I-10 Westbound near I-12 Eastbound (160). 2 Left Lanes Blocked.	I-10	West	0	I-12 Eastbound	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	08/13/2019 13:53:00	2019-08-13T14:01:02.443	999_I-12_1_1_010	East Baton Rouge	3	2	1
7896	Accident on I-10 Westbound near Siegen Ln (165). Left Lane Blocked.	I-10	West	0	Siegen Ln	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	08/13/2019 14:59:00	2019-08-13T15:39:00.583	999_I-10_1_A_037	East Baton Rouge	2	2	1
7904	Stalled Vehicle on I-10 Westbound near LA-1 Southbound (155). Right Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	08/13/2019 17:28:00	2019-08-13T17:43:01.34	999_I-10_1_1_010	East Baton Rouge	2	2	1
7907	Stalled Vehicle on I-10 Westbound near S 10th St (155). Right Lane Blocked.	I-10	West	0	S 10th St	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	08/13/2019 18:06:00	2019-08-13T18:15:18.593	999_I-10_1_1_010	East Baton Rouge	2	1	1
7934	Accident on I-10 Westbound near College Dr (158)	I-10	West	0	College Dr	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	08/14/2019 11:52:00	2019-08-14T13:07:01.237	999_I-10_1_3_026	East Baton Rouge	5	0	0
7942	Stalled Vehicle on I-10 Westbound near LA-1 Southbound (155). Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	08/14/2019 13:53:00	2019-08-14T14:11:01.203	999_I-10_1_1_010	East Baton Rouge	2	1	1
7943	Accident on I-10 Westbound near S 10th St (155). Left Lane Blocked.	I-10	West	0	S 10th St	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	08/14/2019 14:03:00	2019-08-14T14:17:43.703	999_I-10_1_1_010	East Baton Rouge	2	1	1
7945	Stalled Vehicle on I-10 Eastbound near La Highway 1 S (154). Right Lane Blocked.	I-10	East	0	La Highway 1 S	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	08/14/2019 16:00:00	2019-08-14T16:37:55.84	999_I-10_1_1_010	West Baton Rouge	2	1	1
7984	Stalled Vehicle on I-10 Eastbound near I-110 Northbound (155)	I-10	East	0	I-110 Northbound	Incident	Stalled Vehicle	Minor	Ended	0	DOTD	Baton Rouge TMC	08/15/2019 19:20:00	2019-08-15T19:43:01.217	999_I-10_1_1_010	East Baton Rouge	3	0	0
7992	Accident on I-10 Eastbound near Dalrymple Dr (156)	I-10	East	0	Dalrymple Dr	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	08/16/2019 06:06:00	2019-08-16T06:19:00.647	999_I-10_1_1_010	East Baton Rouge	3	0	0
7995	Stalled Vehicle on I-10 Eastbound near Nicholson Dr (154). Left Lane Blocked.	I-10	East	0	Nicholson Dr	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	08/16/2019 13:03:00	2019-08-16T13:15:01.967	999_I-10_1_A_028	West Baton Rouge	2	1	1
8011	Accident on I-10 Eastbound near S Acadian Thruway (158). Left Lane Blocked.	I-10	East	0	S Acadian Thruway	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	08/16/2019 22:54:00	2019-08-16T23:09:01.813	999_I-10_1_C_033	East Baton Rouge	2	2	1
8019	Disabled Semi on I-10 Westbound near Dalrymple Dr (158). Right Lane Blocked.	I-10	West	0	Dalrymple Dr	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Statewide TMC	08/17/2019 11:22:00	2019-08-17T12:15:01.89	999_I-10_1_C_033	East Baton Rouge	2	1	1
8021	Debris on Roadway on I-10 Westbound near College Dr (159). 2 Right Lanes Blocked.	I-10	West	0	College Dr	Obstruction	Debris on Roadway	Moderate	Ended	0	DOTD	Statewide TMC	08/17/2019 16:12:00	2019-08-17T16:21:00.527	999_I-10_1_3_026	East Baton Rouge	3	2	1
8023	Accident on I-10 Eastbound near La Highway 1 S (154). Right Lane Blocked.	I-10	East	0	La Highway 1 S	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	08/17/2019 18:08:00	2019-08-17T18:47:00.58	999_I-10_1_C_028	West Baton Rouge	1	1	1
8025	Stalled Vehicle on I-10 Westbound near College Dr (159). Left Lane Blocked.	I-10	West	0	College Dr	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Statewide TMC	08/17/2019 20:32:00	2019-08-17T22:03:00.91	999_I-10_1_3_026	East Baton Rouge	4	2	1
8026	Disabled Semi on I-10 Westbound near College Dr (158). Left Lane Blocked.	I-10	West	0	College Dr	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	08/17/2019 22:52:00	2019-08-18T00:37:01.493	999_I-10_1_3_026	East Baton Rouge	4	2	1
8027	Debris on Roadway on I-10 Westbound near LA-1 Southbound (155). Right Lane Blocked.	I-10	West	0	LA-1 Southbound	Obstruction	Debris on Roadway	Moderate	Ended	0	DOTD	Statewide TMC	08/18/2019 02:38:00	2019-08-18T02:52:00.693	999_I-10_1_1_010	East Baton Rouge	2	1	1
8040	Stalled Vehicle on I-10 Eastbound near Perkins Rd (156). Left Lane Blocked.	I-10	East	0	Perkins Rd	Incident	Stalled Vehicle	Minor	Ended	0	DOTD	Baton Rouge TMC	08/19/2019 11:56:00	2019-08-19T12:08:01.197	999_I-10_1_5_023	East Baton Rouge	2	1	1
8050		I-10	West	0	LA-427	Incident	Stalled Vehicle	Moderate	0	DOTD	Baton Rouge TMC	08/19/2019 14:21:00	2029-08-19T17:21:00		East Baton Rouge	4	1	1	
8053		I-10	West	0	LA-427	Incident	Stalled Vehicle	Moderate	0	DOTD	Baton Rouge TMC	08/19/2019 14:21:00	2019-08-19T15:12:00		East Baton Rouge	4	0	0	
8061	Accident on I-10 Eastbound near I-110 Northbound (155). Right Lane Blocked.	I-10	East	0	I-110 Northbound	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	08/19/2019 19:12:00	2019-08-19T20:37:01.507	999_I-10_1_1_010	East Baton Rouge	2	2	1
8069	Stalled Vehicle on I-10 Eastbound near Nicholson Dr (154). Right Lane Blocked.	I-10	East	0	Nicholson Dr	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	08/19/2019 21:46:00	2019-08-19T21:56:01.64	999_I-10_1_A_028	West Baton Rouge	2	2	1
8070	Disabled Semi on I-10 Eastbound near I-110 Northbound (156). Left Lane Blocked.	I-10	East	0	I-110 Northbound	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	08/19/2019 21:24:00	2019-08-19T22:36:00.847	999_I-10_1_1_010	East Baton Rouge	1	1	1
8072	Accident on I-10 Westbound near Highland Rd (168)	I-10	West	0	Highland Rd	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	08/20/2019 04:30:00	2019-08-20T04:59:01.27	999_I-10_1_1_010	East Baton Rouge	2	0	0
8075	Stalled Vehicle on I-10 Eastbound near S Acadian Thwy (158). Left Lane Blocked.	I-10	East	0	S Acadian Thwy	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	08/20/2019 11:11:00	2019-08-20T11:58:01.01	999_I-10_1_6_004	East Baton Rouge	3	2	1
8077	Stalled Vehicle on I-10 Eastbound near Dalrymple Dr (156)	I-10	East	0	Dalrymple Dr	Incident	Stalled Vehicle	Minor	Ended	0	DOTD	Baton Rouge TMC	08/20/2019 12:41:00	2019-08-20T13:06:00.927	999_I-10_1_C_031	East Baton Rouge	3	0	0
8093	Accident on I-10 Westbound near LA-1 Southbound (155). Right Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	08/20/2019 21:05:00	2019-08-20T21:26:00.983	999_I-10_1_1_010	East Baton Rouge	2	2	1
8095	Stalled Vehicle on I-10 Eastbound near I-110 Northbound (156). Right Lane Blocked.	I-10	East	0	I-110 Northbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	08/20/2019 22:15:00	2019-08-20T22:26:01.59	999_I-10_1_3_022	East Baton Rouge	1	2	1
8101	Debris on Roadway on I-10 Westbound near Lobdell Ext S (154). Right Lane Blocked.	I-10	West	0	Lobdell Ext S	Obstruction	Debris on Roadway	Moderate	Ended	0	DOTD	Baton Rouge TMC	08/21/2019 13:10:00	2019-08-21T13:15:01.813	999_I-10_1_A_028	West Baton Rouge	2	1	1
8138	Stalled Vehicle on I-10 Westbound near LA-1 Southbound (155). Right Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	08/22/2019 13:49:00	2019-08-22T13:59:03.08	999_I-10_1_1_010	East Baton Rouge	2	1	1
8149	Disabled Semi on I-10 Eastbound near La Highway 1 S (154)	I-10	East	0	La Highway 1 S	Incident	Disabled Semi	Minor	Ended	0	DOTD	Baton Rouge TMC	08/22/2019 21:04:00	2019-08-22T21:28:01.293	999_I-10_1_A_028	West Baton Rouge	3	0	0
8160	Vehicle on Fire on I-10 Eastbound near Lobdell Hwy (149). Right Lane Blocked.	I-10	East	0	Lobdell Hwy	Incident	Vehicle on Fire	Moderate	Ended	0	DOTD	Baton Rouge TMC	08/23/2019 01:13:00	2019-08-23T02:21:00.933	999_I-10_1_5_020	West Baton Rouge	1	1	1
8184	Accident on I-10 Eastbound near College Dr (158). Left Lane Blocked.	I-10	East	0	College Dr	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	08/23/2019 21:08:00	2019-08-23T21:22:01.02	999_I-10_1_C_034	East Baton Rouge	3	1	1
8187	Stalled Vehicle on I-10 Eastbound near I-110 Northbound (155). Left Lane Blocked.	I-10	East	0	I-110 Northbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	08/23/2019 22:15:00	2019-08-23T22:25:01.783	999_I-10_1_1_010	East Baton Rouge	2	1	1

Id	Description	Road Name	Dir.	Road Class	From X St	Type	Sub Type	Severity	Status	Is Closure	Report Agency	Event Source	Start Date	End Date	Route Id	Parishes	Lanes Open	Lanes Closed	Is Closed
8196	Stalled Vehicle on I-10 Eastbound near Lsu (156) . Right Lane Blocked.	I-10	East	0	Lsu	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	08/23/2019 22:48:00	2019-08-24T01:38:01.6	999_I-10_1_3_022	East Baton Rouge	2	2	1
8213	Accident on I-10 Westbound near Dalrymple Dr (158) . 2 Left Lanes Blocked.	I-10	West	0	Dalrymple Dr	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	08/24/2019 20:18:00	2019-08-24T21:32:01.667	999_I-10_1_G_019	East Baton Rouge	1	3	1
8214	Accident on I-10 Eastbound near Washington St (155) . Right Lane Blocked.	I-10	East	0	Washington St	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	08/24/2019 20:46:00	2019-08-24T21:17:02.233	999_I-10_1_1_010	East Baton Rouge	2	2	1
8215	Accident on I-10 Westbound near College Dr (159) . Right Lane Blocked.	I-10	West	0	College Dr	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	08/24/2019 21:10:00	2019-08-24T21:41:02.443	999_I-10_1_3_026	East Baton Rouge	4	1	1
8216	Disabled Semi on I-10 Eastbound near I-110 Northbound (154) . Lane Blocked.	I-10	East	0	I-110 Northbound	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Statewide TMC	08/24/2019 21:48:00	2019-08-24T23:14:02.197	999_I-10_1_1_010	West Baton Rouge	2	1	1
8230	Accident on I-10 Westbound near S 10th St (155) . Right Lane Blocked.	I-10	West	0	S 10th St	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	08/25/2019 20:37:00	2019-08-25T20:51:01.957	999_I-10_1_1_010	East Baton Rouge	2	2	1
8235	Accident on I-10 Westbound near Highland Rd (168)	I-10	West	0	Highland Rd	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	08/26/2019 05:27:00	2019-08-26T06:25:01.497	999_I-10_1_1_010	East Baton Rouge	2	0	0
8245	Accident on I-10 Westbound near Lobdell Hwy (151)	I-10	West	0	Lobdell Hwy	Incident	Accident	Minor	Ended	0	DOTD	Baton Rouge TMC	08/26/2019 19:32:00	2019-08-28T20:16:01.513	999_I-10_1_1_010	West Baton Rouge	2	0	0
8281	Stalled Vehicle on I-10 Eastbound near Lobdell Hwy (152) . Left Lane Blocked.	I-10	East	0	Lobdell Hwy	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	08/27/2019 23:30:00	2019-08-28T00:05:00.87	999_I-10_1_1_010	West Baton Rouge	1	2	1
8290	Stalled Vehicle on I-10 Westbound near LA-1 Southbound (155) . Right Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	08/28/2019 13:20:00	2019-08-28T13:27:02.337	999_I-10_1_1_010	East Baton Rouge	2	1	1
8297	Accident on I-10 Westbound near LA-1 Southbound (155) . Right Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	08/28/2019 14:34:00	2019-08-28T14:38:01.617	999_I-10_1_1_010	East Baton Rouge	2	1	1
8316	Accident on I-10 Westbound near Highland Rd (167) . All Lanes Blocked.	I-10	West	0	Highland Rd	Incident	Accident	Major	Ended	1	DOTD	Baton Rouge TMC	08/29/2019 01:22:00	2019-08-29T02:31:00.627	999_I-10_1_E_028	East Baton Rouge	0	5	2
8317	Accident on I-10 Westbound near LA-427 (158) . 2 Left Lanes Blocked.	I-10	West	0	LA-427	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	08/29/2019 01:35:00	2019-08-29T01:56:01.517	999_I-10_1_6_004	East Baton Rouge	2	3	1
8328	Accident on I-10 Eastbound near College Dr (159) . 2 Right Lanes Blocked.	I-10	East	0	College Dr	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	08/29/2019 11:50:00	2019-08-29T12:17:01.343	999_I-10_1_3_026	East Baton Rouge	1	2	1
8340	Disabled Semi on I-10 Eastbound near Nicholson Dr (154) . Right Lane Blocked.	I-10	East	0	Nicholson Dr	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	08/29/2019 19:12:00	2019-08-29T20:21:01.83	121_UNNAMED RD 1_1_1_220	West Baton Rouge	2	2	1
8341	Accident on I-10 Eastbound near Perkins Rd (158) . 2 Left Lanes Blocked.	I-10	East	0	Perkins Rd	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	08/29/2019 19:13:00	2019-08-29T20:20:15.09	999_I-10_1_3_024	East Baton Rouge	1	3	1
8346	Stalled Vehicle on I-10 Westbound near LA-1 Southbound (155) . Right Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	08/29/2019 22:20:00	2019-08-29T22:47:02.037	999_I-10_1_1_010	East Baton Rouge	2	2	1
8348	Stalled Vehicle on I-10 Eastbound near La Highway 1 S (154) . Left Lane Blocked.	I-10	East	0	La Highway 1 S	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	08/29/2019 22:54:00	2019-08-29T23:11:00.87	999_I-10_1_1_010	West Baton Rouge	1	1	1
8355	Stalled Vehicle on I-10 Eastbound near La Highway 1 S (154) . Right Lane Blocked.	I-10	East	0	La Highway 1 S	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Statewide TMC	08/30/2019 12:32:00	2019-08-30T12:52:01.253	999_I-10_1_C_028	West Baton Rouge	1	1	1
8380	Stalled Vehicle on I-10 Westbound near College Dr (159) . Lane Blocked.	I-10	West	0	College Dr	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	08/30/2019 22:26:00	2019-08-30T22:38:04.037	999_I-10_1_3_026	East Baton Rouge	4	1	1
8388	Accident on I-10 Eastbound near Highland Rd (168)	I-10	East	0	Highland Rd	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	08/31/2019 02:31:00	2019-08-31T04:10:01.38	999_I-10_1_1_010	East Baton Rouge	2	0	0
8396	Stalled Vehicle on I-10 Eastbound near I-110 Northbound (155) . Right Lane Blocked.	I-10	East	0	I-110 Northbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Statewide TMC	08/31/2019 17:36:00	2019-08-31T18:21:01.197	999_I-10_1_1_010	East Baton Rouge	2	1	1
8408	Accident on I-10 Westbound near Dalrymple Dr (156)	I-10	West	0	Dalrymple Dr	Incident	Accident	Minor	Ended	0	DOTD	Statewide TMC	09/01/2019 16:47:00	2019-09-01T17:17:00.673	999_I-10_1_1_010	East Baton Rouge	3	0	0
8414	Disabled Semi on I-10 Eastbound near Nicholson Dr (154) . Right Lane Blocked.	I-10	East	0	Nicholson Dr	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Statewide TMC	09/02/2019 15:28:00	2019-09-02T15:44:02.03	999_I-10_1_A_028	West Baton Rouge	2	1	1
8417	Accident on I-10 Westbound near Ramah (143) . Left Lane Blocked.	I-10	West	0	Ramah	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	09/02/2019 17:52:00	2019-09-02T19:10:01	999_I-10_1_1_010	West Baton Rouge	1	1	1
8427	Accident on I-10 Westbound 1.05 Mi Beyond College Dr (158) . 2 Left Lanes Blocked.	I-10	West	0	College Dr	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	09/03/2019 10:03:00	2019-09-03T13:31:09.813	999_I-10_1_1_010	East Baton Rouge	1	2	1
8438	Accident on I-10 Eastbound near Dalrymple Dr (156) . Ramp Blocked.	I-10	East	0	Dalrymple Dr	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	09/03/2019 15:12:00	2019-09-03T16:30:47.797	999_I-10_1_C_031	East Baton Rouge	3	1	1
8445	Stalled Vehicle on I-10 Westbound near LA-1 Southbound (155) . Right Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	09/03/2019 16:50:00	2019-09-03T16:54:01.41	999_I-10_1_1_010	East Baton Rouge	2	1	1
8464	Disabled Semi on I-10 Eastbound near I-110 Northbound (155)	I-10	East	0	I-110 Northbound	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	09/04/2019 00:58:00	2019-09-04T03:28:01.513	999_I-10_1_1_010	East Baton Rouge	3	0	0
8478	Accident on I-10 Eastbound near Washington St (155) . Lane Blocked.	I-10	East	0	Washington St	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	09/04/2019 14:13:00	2019-09-04T14:31:01.533	999_I-10_1_1_010	East Baton Rouge	2	1	1
8487	Accident on I-10 Eastbound near Lobdell (US-190) (143) . Left Lane Blocked.	I-10	East	0	Lobdell (US-190)	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	09/04/2019 18:23:00	2019-09-04T19:05:01.9	999_I-10_1_1_010	West Baton Rouge	1	1	1
8509	Accident on I-10 Eastbound near Highland Rd (168)	I-10	East	0	Highland Rd	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	09/05/2019 09:51:00	2019-09-05T12:42:01.75	999_I-10_1_1_010	East Baton Rouge	2	0	0
8529	Stalled Vehicle on I-10 Westbound near LA-1 Southbound (155) . Right Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	09/05/2019 20:20:00	2019-09-05T20:33:01.443	999_I-10_1_1_010	East Baton Rouge	2	1	1
8534	Incident on I-10 Westbound near Highland Rd (168) . Right Lane Blocked.	I-10	West	0	Highland Rd	Incident	Incident	Moderate	Ended	0	DOTD	Statewide TMC	09/05/2019 21:25:00	2019-09-05T21:34:00.663	999_I-10_1_1_010	East Baton Rouge	1	2	1
8548	Accident on I-10 Eastbound near Highland Rd (167)	I-10	East	0	Highland Rd	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	09/06/2019 11:07:00	2019-09-06T12:12:02.947	999_I-10_1_1_010	East Baton Rouge	3	0	0
8560	Stalled Vehicle on I-10 Eastbound near I-110 Northbound (156) . Left Lane Blocked.	I-10	East	0	I-110 Northbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	09/06/2019 18:32:00	2019-09-06T18:45:01.243	999_I-10_1_1_010	East Baton Rouge	1	1	1

Id	Description	Road Name	Dir.	Road Class	From X St	Type	Sub Type	Severity	Status	Is Closure	Report Agency	Event Source	Start Date	End Date	Route Id	Parishes	Lanes Open	Lanes Closed	Is Closed
8564	Stalled Vehicle on I-10 Westbound near College Dr (158) . Left Lane Blocked.	I-10	West	0	College Dr	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	09/06/2019 19:35:00	2019-09-06T19:42:01.367	999_I-10_1_A_032	East Baton Rouge	4	2	1
8569	Disabled Semi on I-10 Eastbound near Nicholson Dr (152) . Left Lane Blocked.	I-10	East	0	Nicholson Dr	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Statewide TMC	09/06/2019 21:25:00	2019-09-06T21:30:04.34	999_I-10_1_3_020	West Baton Rouge	1	1	1
8570	Stalled Vehicle on I-10 Westbound near Dalrymple Dr (158) . Left Lane Blocked.	I-10	West	0	Dalrymple Dr	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Statewide TMC	09/06/2019 21:16:00	2019-09-06T21:38:01.167	999_I-10_1_1_010	East Baton Rouge	2	2	1
8600	Accident on I-10 Eastbound near La Highway 1 S(153) . Right Lane Blocked.	I-10	East	0	La Highway 1 S	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	09/08/2019 15:54:00	2019-09-08T16:29:11.42	999_I-10_1_1_010	West Baton Rouge	1	1	1
8604	Accident on I-10 Eastbound near I-110 Northbound (155)	I-10	East	0	I-110 Northbound	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	09/08/2019 20:18:00	2019-09-08T21:53:09.76	999_I-10_1_1_010	East Baton Rouge	3	0	0
8605	Accident on I-10 Westbound near LA-1 Southbound (155) . Left Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	09/08/2019 20:23:00	2019-09-08T20:37:11.193	999_I-10_1_1_010	East Baton Rouge	2	1	1
8613	Accident on I-10 Westbound near LA-1 Southbound (155) . Right Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	09/09/2019 11:14:00	2019-09-09T11:23:05.367	999_I-10_1_1_010	East Baton Rouge	2	1	1
8639	Disabled Semi on I-10 Eastbound near I-110 Northbound (155)	I-10	East	0	I-110 Northbound	Incident	Disabled Semi	Minor	Ended	0	DOTD	Baton Rouge TMC	09/09/2019 22:43:00	2019-09-09T23:18:04.89	999_I-10_1_1_010	East Baton Rouge	3	0	0
8641	Accident on I-10 Westbound near Dalrymple Dr (158) . Right Lane Blocked.	I-10	West	0	Dalrymple Dr	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	09/10/2019 00:22:00	2019-09-10T01:09:02.483	999_I-10_1_C_033	East Baton Rouge	2	2	1
8643	Accident on I-10 Westbound near Highland Rd (168) . Right Lane Blocked.	I-10	West	0	Highland Rd	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	09/10/2019 02:46:00	2019-09-10T03:05:05.267	999_I-10_1_1_010	East Baton Rouge	1	1	1
8646	Accident on I-10 Eastbound near Essen Ln (161) . Right Lane Blocked.	I-10	East	0	Essen Ln	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	09/10/2019 12:36:00	2019-09-10T13:46:07.313	999_I-10_1_1_010	East Baton Rouge	2	1	1
8662	Stalled Vehicle on I-10 Westbound near I-110 Northbound (156) . Left Lane Blocked.	I-10	West	0	I-110 Northbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	09/10/2019 17:57:00	2019-09-10T18:08:12.307	999_I-10_1_3_022	East Baton Rouge	1	2	1
8681	Accident on I-10 Eastbound near Lsu (156)	I-10	East	0	Lsu	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	09/11/2019 14:05:00	2019-09-11T14:56:05.78	999_I-10_1_A_030	East Baton Rouge	3	0	0
8683	Stalled Vehicle on I-10 Westbound near Dalrymple Dr (158) . Right Lane Blocked.	I-10	West	0	Dalrymple Dr	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	09/11/2019 14:59:00	2019-09-11T15:13:07.803	999_I-10_1_C_032	East Baton Rouge	2	1	1
8701	Stalled Vehicle on I-10 Eastbound near Nicholson Dr (154) . Right Lane Blocked.	I-10	East	0	Nicholson Dr	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	09/11/2019 22:43:00	2019-09-11T22:48:07.883	999_I-10_1_A_028	West Baton Rouge	2	1	1
8702	Stalled Vehicle on I-10 Eastbound near I-110 Northbound (155) . Left Lane Blocked.	I-10	East	0	I-110 Northbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	09/11/2019 23:56:00	2019-09-12T00:08:09.327	999_I-10_1_1_010	East Baton Rouge	2	2	1
8705	Stalled Vehicle on I-10 Westbound near Dalrymple Dr (156) . Lane Blocked.	I-10	West	0	Dalrymple Dr	Incident	Stalled Vehicle	Minor	Ended	0	DOTD	Statewide TMC	09/12/2019 09:29:00	2019-09-12T09:46:00.96	999_I-10_1_1_010	East Baton Rouge	3	1	1
8706		I-10	West	0	LA-1 Southbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	09/12/2019 10:19:00	2029-09-12T13:19:00		East Baton Rouge	4	0	0
8719	Accident on I-10 Eastbound near I-110 Northbound (156) . All Lanes Blocked.	I-10	East	0	I-110 Northbound	Incident	Accident	Major	Ended	1	DOTD	Baton Rouge TMC	09/12/2019 18:34:00	2019-09-12T18:50:01.73	999_I-10_1_1_010	East Baton Rouge	0	5	2
8728	Disabled Semi on I-10 Eastbound near Nicholson Dr (154) . Right Lane Blocked.	I-10	East	0	Nicholson Dr	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	09/12/2019 22:22:00	2019-09-12T22:35:05.017	999_I-10_1_A_028	West Baton Rouge	2	1	1
8731	Stalled Vehicle on I-10 Westbound near LA-1 Southbound (155) . Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	09/13/2019 00:48:00	2019-09-13T01:01:06.083	999_I-10_1_1_010	East Baton Rouge	2	1	1
8739	Stalled Vehicle on I-10 Eastbound near Perkins Rd (158) . Left Lane Blocked.	I-10	East	0	Perkins Rd	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	09/13/2019 14:10:00	2019-09-13T14:19:11.323	999_I-10_1_3_024	East Baton Rouge	2	1	1
8754	Accident on I-10 Eastbound near Lsu (156) . Left Lane Blocked.	I-10	East	0	Lsu	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	09/13/2019 19:09:00	2019-09-13T19:23:08.613	999_I-10_1_A_030	East Baton Rouge	2	2	1
8757	Disabled Semi on I-10 Eastbound near Lobdell (US-190) (143) . Left Lane Blocked.	I-10	East	0	Lobdell (US-190)	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	09/13/2019 19:38:00	2019-09-13T21:18:01.433	999_I-10_1_1_010	West Baton Rouge	1	2	1
8761	Disabled Semi on I-10 Eastbound near Lobdell (US-190) (143) . Right Lane Blocked.	I-10	East	0	Lobdell (US-190)	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	09/13/2019 22:06:00	2019-09-13T23:02:00.743	999_I-10_1_1_010	West Baton Rouge	1	2	1
8767	Debris on Roadway on I-10 Eastbound near College Dr (158) . Right Lane Blocked.	I-10	East	0	College Dr	Obstruction	Debris on Roadway	Moderate	Ended	0	DOTD	Baton Rouge TMC	09/13/2019 23:32:00	2019-09-13T23:41:13.457	999_I-10_1_3_026	East Baton Rouge	4	1	1
8776	Disabled Semi on I-10 Eastbound near LA-1 Southbound (155) . Lane Blocked.	I-10	East	0	LA-1 Southbound	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Statewide TMC	09/14/2019 17:42:00	2019-09-15T03:47:50.2	999_I-10_1_1_010	East Baton Rouge	2	1	1
8777	Disabled Semi on I-10 Eastbound near I-110 Northbound (155) . Ramp Blocked.	I-10	East	0	I-110 Northbound	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Statewide TMC	09/14/2019 17:42:00	2019-09-14T20:43:01.377	999_I-10_1_1_010	East Baton Rouge	3	1	1
8790	Stalled Vehicle on I-10 Westbound near College Dr (158) . Left Lane Blocked.	I-10	West	0	College Dr	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Statewide TMC	09/15/2019 17:53:00	2019-09-15T18:17:03.5	999_I-10_1_5_026	East Baton Rouge	4	2	1
8806	Stalled Vehicle on I-10 Westbound near LA-1 Southbound (155) . Left Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	09/16/2019 15:46:00	2019-09-16T16:00:02.687	999_I-10_1_1_010	East Baton Rouge	2	1	1
8809	Overturned Semi-Trailer on I-10 Westbound near Highland Rd (168) . All Lanes Blocked.	I-10	West	0	Highland Rd	Incident	Overturned Semi-Trailer	Major	Ended	1	DOTD	Statewide TMC	09/16/2019 16:37:00	2019-09-16T20:54:02.753	999_I-10_1_1_010	East Baton Rouge	0	4	2
8828	Stalled Vehicle on I-10 Westbound near College Dr (158) . Left Lane Blocked.	I-10	West	0	College Dr	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	09/17/2019 02:53:00	2019-09-17T03:16:02.143	999_I-10_1_C_034	East Baton Rouge	3	1	1
8829	Overturned Semi-Trailer on I-10 Westbound near Highland Rd (168) . All Lanes Blocked.	I-10	West	0	Highland Rd	Incident	Overturned Semi-Trailer	Major	Ended	1	DOTD	Statewide TMC	09/16/2019 16:37:00	2019-09-17T11:05:45.043	999_I-10_1_1_010	East Baton Rouge	0	4	2
8837	Disabled Semi on I-10 Eastbound near Nicholson Dr (154) . Left Lane Blocked.	I-10	East	0	Nicholson Dr	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	09/17/2019 13:01:00	2019-09-17T13:47:05.33	999_I-10_1_A_028	West Baton Rouge	2	1	1

Id	Description	Road Name	Dir.	Road Class	From X St	Type	Sub Type	Severity	Status	Is Closure	Report Agency	Event Source	Start Date	End Date	Route Id	Parishes	Lanes Open	Lanes Closed	Is Closed
8847	Stalled Vehicle on I-10 Eastbound near I-110 Northbound (154) . Right Lane Blocked.	I-10	East	0	I-110 Northbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	09/17/2019 16:41:00	2019-09-17T16:47:04.22	999_I-10_1_1_010	West Baton Rouge	2	1	1
8850	Accident on I-10 Westbound near S 10th St (156) . 2 Left Lanes Blocked.	I-10	West	0	S 10th St	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	09/17/2019 16:49:00	2019-09-17T17:07:05.323	999_I-10_1_C_030	East Baton Rouge	1	2	1
8855	Accident on I-10 Westbound near Dalrymple Dr (158) . 2 Left Lanes Blocked.	I-10	West	0	Dalrymple Dr	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	09/17/2019 17:37:00	2019-09-17T17:48:08.177	999_I-10_1_3_024	East Baton Rouge	1	3	1
8859	Vehicle on Fire on I-10 Eastbound near Essen Ln (160) . Ramp Blocked.	I-10	East	0	Essen Ln	Incident	Vehicle on Fire	Moderate	Ended	0	DOTD	Baton Rouge TMC	09/17/2019 18:29:00	2019-09-17T20:01:07.263	999_I-10_1_1_010	East Baton Rouge	3	1	1
8860	Accident on I-10 Eastbound near Dalrymple Dr (156) . Right Lane Blocked.	I-10	East	0	Dalrymple Dr	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	09/17/2019 19:19:00	2019-09-17T20:26:05.147	999_I-10_1_C_031	East Baton Rouge	2	2	1
8881	Accident on I-10 Westbound near I-12 Eastbound (159)	I-10	West	0	I-12 Eastbound	Incident	Accident	Minor	Ended	0	DOTD	Statewide TMC	09/18/2019 04:04:00	2019-09-18T04:36:24.657	999_I-10_1_1_010	East Baton Rouge	5	0	0
8882	Accident on I-10 Eastbound near Perkins Rd (158)	I-10	East	0	Perkins Rd	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	09/18/2019 04:11:00	2019-09-18T04:39:09.86	999_I-10_1_3_024	East Baton Rouge	3	0	0
8893	Accident on I-10 Westbound near LA-427 (158) . Right Lane Blocked.	I-10	West	0	LA-427	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	09/18/2019 13:28:00	2019-09-18T14:17:07.603	999_I-10_1_C_034	East Baton Rouge	3	2	1
8898	Accident on I-10 Westbound near Dalrymple Dr (158) . 2 Right Lanes Blocked.	I-10	West	0	Dalrymple Dr	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	09/18/2019 15:25:00	2019-09-18T17:01:06.357	999_I-10_1_3_024	East Baton Rouge	1	2	1
8900	Accident on I-10 Eastbound near Nicholson Dr (152)	I-10	East	0	Nicholson Dr	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	09/18/2019 17:21:00	2019-09-18T18:15:04.263	999_I-10_1_3_020	West Baton Rouge	2	0	0
8907	Accident on I-10 Eastbound near I-110 Northbound (155) . Lane Blocked.	I-10	East	0	I-110 Northbound	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	09/18/2019 21:10:00	2019-09-18T21:33:10.257	999_I-10_1_1_010	East Baton Rouge	2	1	1
8912	Accident on I-10 Eastbound near I-110 Northbound (155) . Left Lane Blocked.	I-10	East	0	I-110 Northbound	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	09/18/2019 22:07:00	2019-09-18T22:14:02.323	999_I-10_1_1_010	East Baton Rouge	2	1	1
8966	Disabled Semi on I-10 Westbound near LA-1 Southbound (155) . Right Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	09/20/2019 17:45:00	2019-09-20T18:48:06.513	999_I-10_1_1_010	East Baton Rouge	2	1	1
8971	Accident on I-10 Eastbound near S Acadian Thruway (158) . 2 Right Lanes Blocked.	I-10	East	0	S Acadian Thruway	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	09/20/2019 19:51:00	2019-09-20T20:12:07.463	999_I-10_1_G_019	East Baton Rouge	1	3	1
8983	Disabled Semi on I-10 Westbound near LA-1 Southbound (154) . Right Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	09/21/2019 00:37:00	2019-09-21T01:33:21.453	999_I-10_1_1_010	West Baton Rouge	2	1	1
9024	Accident on I-10 Eastbound near College Dr (158) . Lane Blocked.	I-10	East	0	College Dr	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	09/23/2019 03:09:00	2019-09-23T03:16:10.587	999_I-10_1_E_023	East Baton Rouge	4	1	1
9027	Stalled Vehicle on I-10 Westbound near Dalrymple Dr (156) . Lane Blocked.	I-10	West	0	Dalrymple Dr	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	09/23/2019 12:10:00	2019-09-23T13:11:05.477	999_I-10_1_1_010	East Baton Rouge	3	1	1
9055		I-10	East	0	I-110 Northbound	Incident	Stalled Vehicle	Moderate	0	DOTD	Baton Rouge TMC	09/24/2019 12:25:00	2029-09-24T15:25:00		East Baton Rouge	2	1	1	
9078	Accident on I-10 Eastbound near La Highway 1 S (154) . Right Lane Blocked.	I-10	East	0	La Highway 1 S	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	09/24/2019 21:59:00	2019-09-24T23:04:14.99	999_I-10_1_C_028	West Baton Rouge	1	2	1
9085	Accident on I-10 Westbound near LA-1 Southbound (155) . Right Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	09/25/2019 11:16:00	2019-09-25T11:26:08.457	999_I-10_1_1_010	East Baton Rouge	2	1	1
9106	Accident on I-10 Westbound near LA-1 Southbound (155) . Left Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	09/25/2019 16:04:00	2019-09-25T16:25:02.423	999_I-10_1_1_010	East Baton Rouge	2	1	1
9112	Disabled Semi on I-10 Westbound near Dalrymple Dr (156) . Right Lane Blocked.	I-10	West	0	Dalrymple Dr	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	09/25/2019 18:15:00	2019-09-25T18:27:01.91	999_I-10_1_C_031	East Baton Rouge	2	1	1
9117	Accident on I-10 Westbound near Dalrymple Dr (156) . Left Lane Blocked.	I-10	West	0	Dalrymple Dr	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	09/25/2019 19:10:00	2019-09-25T19:42:06.287	999_I-10_1_1_010	East Baton Rouge	2	2	1
9156	Accident on I-10 Eastbound near Highland Rd (168) . Left Lane Blocked.	I-10	East	0	Highland Rd	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	09/26/2019 21:02:00	2019-09-26T21:15:07.537	999_I-10_1_1_010	East Baton Rouge	1	1	1
9158	Accident on I-10 Eastbound near LA-427 (165) . Right Lane Blocked.	I-10	East	0	LA-427	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	09/26/2019 22:52:00	2019-09-26T23:32:01.233	999_I-10_1_1_010	East Baton Rouge	2	1	1
9162	Accident on I-10 Eastbound near Essen Ln (161)	I-10	East	0	Essen Ln	Incident	Accident	Minor	Ended	0	DOTD	Baton Rouge TMC	09/27/2019 02:51:00	2019-09-27T03:29:15.37	999_I-10_1_A_034	East Baton Rouge	4	0	0
9209	Stalled Vehicle on I-10 Westbound near LA-1 Southbound (155) . Right Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Statewide TMC	09/28/2019 11:48:00	2019-09-28T13:48:05.26	999_I-10_1_1_010	East Baton Rouge	2	1	1
9211	Accident on I-10 Westbound near Siegen Ln (165) . Left Lane Blocked.	I-10	West	0	Siegen Ln	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	09/28/2019 11:22:00	2019-09-28T12:27:01.583	999_I-10_1_1_010	East Baton Rouge	2	2	1
9221	Accident on I-10 Eastbound near Perkins Rd (156)	I-10	East	0	Perkins Rd	Incident	Accident	Minor	Ended	0	TMC	Statewide TMC	09/29/2019 08:43:00	2019-09-29T10:30:16.347	999_I-10_1_1_010	East Baton Rouge	3	0	0
9222	Disabled Vehicle on I-10 Eastbound near Perkins Rd (158) . Right Lane Closed.	I-10	East	0	Perkins Rd	Incident	Disabled Vehicle	Minor	Ended	0	TMC	Statewide TMC	09/29/2019 09:45:22	2019-09-29T15:28:23.06	999_I-10_1_C_032	East Baton Rouge	2	1	1
9224	Stalled Vehicle on I-10 Westbound near LA-427 (158) . Left Lane Blocked.	I-10	West	0	LA-427	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Statewide TMC	09/29/2019 19:32:00	2019-09-29T19:44:08.263	999_I-10_1_6_004	East Baton Rouge	3	2	1
9226	Stalled Vehicle on I-10 Eastbound near College Dr (158) . Left Lane Blocked.	I-10	East	0	College Dr	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Statewide TMC	09/29/2019 22:42:00	2019-09-29T23:04:05.643	999_I-10_1_1_010	East Baton Rouge	3	1	1
9227	Accident on I-10 Eastbound near LA-427 (165) . Right Lane Blocked.	I-10	East	0	LA-427	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	09/29/2019 23:16:00	2019-09-29T23:42:02.19	999_I-10_1_1_010	East Baton Rouge	2	1	1
9273	Accident on I-10 Westbound near College Dr (158)	I-10	West	0	College Dr	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	10/01/2019 10:36:00	2019-10-01T11:18:03.76	999_I-10_1_5_026	East Baton Rouge	4	0	0
9277	Accident on I-10 Westbound near Dalrymple Dr (158) . Lane Blocked.	I-10	West	0	Dalrymple Dr	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	10/01/2019 12:46:00	2019-10-01T13:17:03.61	999_I-10_1_1_010	East Baton Rouge	3	1	1
9287	Accident on I-10 Westbound near Dalrymple Dr (158)	I-10	West	0	Dalrymple Dr	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	10/01/2019 15:22:00	2019-10-01T16:07:06.613	999_I-10_1_3_024	East Baton Rouge	3	0	0
9299	Accident on I-10 Westbound near Highland Rd (168) . Right Lane Blocked.	I-10	West	0	Highland Rd	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	10/01/2019 20:06:00	2019-10-01T21:12:03.263	999_I-10_1_1_010	East Baton Rouge	1	2	1

Id	Description	Road Name	Dir.	Road Class	From X St	Type	Sub Type	Severity	Status	Is Closure	Report Agency	Event Source	Start Date	End Date	Route Id	Parishes	Lanes Open	Lanes Closed	Is Closed
9303	Stalled Vehicle on I-10 Eastbound near Nicholson Dr (154) . Lane Blocked.	I-10	East	0	Nicholson Dr	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	10/01/2019 22:02:00	2019-10-01T22:06:03.857	999_I-10_1_A_028	West Baton Rouge	2	1	1
9322	Accident on I-10 Eastbound near S Acadian Thruway (158) . Left Lane Blocked.	I-10	East	0	S Acadian Thruway	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	10/02/2019 17:18:00	2019-10-02T17:37:01.613	999_I-10_1_C_033	East Baton Rouge	2	1	1
9325	Disabled Semi on I-10 Eastbound near Washington St (155) . 2 Right Lanes Blocked.	I-10	East	0	Washington St	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	10/02/2019 18:45:00	2019-10-02T19:04:01.087	999_I-10_1_1_010	East Baton Rouge	1	2	1
9358	Disabled Semi on I-10 Westbound near LA-1 Southbound (155) . Left Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	10/03/2019 20:06:00	2019-10-03T21:03:08.307	999_I-10_1_1_010	East Baton Rouge	2	1	1
9365	Accident on I-10 Eastbound near La Highway 1 S (153) . Left Lane Blocked.	I-10	East	0	La Highway 1 S	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	10/03/2019 22:38:00	2019-10-03T22:44:07.343	999_I-10_1_C_028	West Baton Rouge	1	2	1
9368	Stalled Vehicle on I-10 Westbound near LA-1 Southbound (155)	I-10	West	0	LA-1 Southbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Statewide TMC	10/04/2019 03:34:00	2019-10-04T04:12:01.423	999_I-10_1_1_010	East Baton Rouge	3	0	0
9388	Disabled Semi on I-10 Westbound near LA-1 Southbound (155)	I-10	West	1	LA-1 Southbound	Incident	Disabled Semi	None	Ended	0	DOTD	Baton Rouge TMC	10/04/2019 18:10:31	2019-10-04T18:21:28.217	999_I-10_1_1_010	West Baton Rouge	3	0	0
9389	Stalled Vehicle on I-10 Westbound near LA-1 Southbound (155) . Right Lane Closed.	I-10	West	1	LA-1 Southbound	Incident	Stalled Vehicle	None	Ended	0	TMC	Baton Rouge TMC	10/04/2019 18:11:03	2019-10-04T18:11:44.69	999_I-10_1_1_010	East Baton Rouge	2	1	1
9399	Accident on I-10 Westbound near LA-1 Southbound (155) . Left Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	10/04/2019 19:18:00	2019-10-04T20:12:19.063	999_I-10_1_C_029	East Baton Rouge	2	2	1
9400	Accident on I-10 Westbound near Essen Ln (161) . Lane Blocked.	I-10	West	0	Essen Ln	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	10/04/2019 19:16:00	2019-10-04T20:38:05.847	999_I-10_1_C_035	East Baton Rouge	3	1	1
9402	Stalled Vehicle on I-10 Eastbound near Nicholson Dr (154) . Left Lane Blocked.	I-10	East	0	Nicholson Dr	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	10/04/2019 20:04:00	2019-10-04T20:47:05.77	999_I-10_1_A_028	West Baton Rouge	2	2	1
9410	Disabled Semi on I-10 Eastbound near Washington St (155) . Lane Blocked.	I-10	East	0	Washington St	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	10/04/2019 21:12:00	2019-10-04T21:33:10.407	999_I-10_1_1_010	East Baton Rouge	2	1	1
9411	Accident on I-10 Eastbound near Dalrymple Dr (156) . Left Lane Blocked.	I-10	East	0	Dalrymple Dr	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	10/04/2019 21:29:00	2019-10-04T21:34:06.8	999_I-10_1_C_031	East Baton Rouge	2	2	1
9424	Stalled Vehicle on I-10 Eastbound near Perkins Rd (158) . Left Lane Blocked.	I-10	East	0	Perkins Rd	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	10/05/2019 02:30:00	2019-10-05T02:34:00.813	999_I-10_1_5_024	East Baton Rouge	2	2	1
9429	Accident on I-10 Eastbound near I-110 Northbound (154) . Right Lane Blocked.	I-10	East	0	I-110 Northbound	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	10/05/2019 14:22:00	2019-10-05T15:03:04.757	999_I-10_1_1_010	West Baton Rouge	2	1	1
9438	Accident on I-10 Westbound near Dalrymple Dr (158) . Right Lane Blocked.	I-10	West	0	Dalrymple Dr	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	10/05/2019 19:59:00	2019-10-05T20:11:03.96	999_I-10_1_5_024	East Baton Rouge	2	2	1
9448	Accident on I-10 Westbound near Highland Rd (168) . Right Lane Blocked.	I-10	West	0	Highland Rd	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	10/06/2019 13:34:00	2019-10-06T13:46:02.467	999_I-10_1_1_010	East Baton Rouge	1	1	1
9452	Accident on I-10 Westbound near Lobdell Ext S (154) . Right Lane Blocked.	I-10	West	0	Lobdell Ext S	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	10/06/2019 17:01:00	2019-10-06T17:17:07.357	999_I-10_1_1_010	West Baton Rouge	2	1	1
9473	Stalled Vehicle on I-10 Westbound near LA-1 Southbound (155) . Right Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	10/07/2019 12:26:00	2019-10-07T12:51:07.313	999_I-10_1_1_010	East Baton Rouge	2	1	1
9474	Stalled Vehicle on I-10 Westbound near LA-1 Southbound (155) . Right Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	10/07/2019 12:26:00	2019-10-07T12:57:03.62	999_I-10_1_1_010	East Baton Rouge	2	1	1
9484	Accident on I-10 Eastbound near Nicholson Dr (154) . Left Lane Blocked.	I-10	East	0	Nicholson Dr	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	10/07/2019 19:54:00	2019-10-07T20:03:10.22	999_I-10_1_A_028	West Baton Rouge	2	2	1
9488	Stalled Vehicle on I-10 Westbound near LA-1 Southbound (155)	I-10	West	0	LA-1 Southbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Statewide TMC	10/08/2019 05:26:00	2019-10-08T05:54:06.173	999_I-10_1_1_010	East Baton Rouge	3	0	0
9489	Accident on I-10 Westbound 0.77 Mi Beyond S 10th St (155) . 2 Right Lanes Blocked.	I-10	West	0	S 10th St	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	10/08/2019 10:17:00	2019-10-08T11:12:28.89	999_I-10_1_1_010	East Baton Rouge	1	2	1
9490	Disabled Semi on I-10 Eastbound near La Highway 1 S (154) . Right Lane Blocked.	I-10	East	0	La Highway 1 S	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	10/08/2019 10:26:00	2019-10-08T11:49:07.107	999_I-10_1_1_010	West Baton Rouge	2	1	1
9491	Accident on I-10 Westbound 0.84 Mi Before LA-1 Southbound (155) . 2 Right Lanes Blocked.	I-10	West	0	LA-1 Southbound	Incident	Accident	Minor	Ended	0	DOTD	Baton Rouge TMC	10/08/2019 10:41:00	2019-10-08T10:46:11.05	999_I-10_1_1_010	East Baton Rouge	1	2	1
9492	Accident on I-10 Eastbound near College Dr (159) . 2 Left Lanes Blocked.	I-10	West	0	Dalrymple Dr	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	10/08/2019 11:09:00	2029-10-08T14:09:00	999_I-10_1_3_026	East Baton Rouge	3	2	1
9519	Accident on I-10 Eastbound near College Dr (159) . 2 Left Lanes Blocked.	I-10	East	0	College Dr	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	10/09/2019 00:06:00	2019-10-09T01:03:06.7	999_I-10_1_3_026	East Baton Rouge	1	2	1
9563	Disabled Semi on I-10 Eastbound near I-110 Northbound (154) . Lane Blocked.	I-10	East	0	I-110 Northbound	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	10/09/2019 22:26:00	2019-10-09T23:16:08.603	999_I-10_1_1_010	West Baton Rouge	2	1	1
9564	Disabled Semi on I-10 Westbound near LA-1 Southbound (155) . Right Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	10/09/2019 23:04:00	2019-10-10T00:48:05.167	999_I-10_1_1_010	East Baton Rouge	2	1	1
9565	Stalled Vehicle on I-10 Eastbound near Nicholson Dr (154) . Right Lane Blocked.	I-10	East	0	Nicholson Dr	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	10/09/2019 23:06:00	2019-10-09T23:19:07.403	999_I-10_1_A_028	West Baton Rouge	2	1	1
9576	Accident on I-10 Eastbound near Dalrymple Dr (156) . Left Lane Blocked.	I-10	East	0	Dalrymple Dr	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	10/10/2019 13:28:00	2019-10-10T14:42:06.48	999_I-10_1_1_010	East Baton Rouge	2	1	1
9607	Stalled Vehicle on I-10 Westbound near McCalop St (156) . Right Lane Blocked.	I-10	West	0	McCalop St	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	10/11/2019 00:17:00	2019-10-11T00:43:06.357	999_I-10_1_A_030	East Baton Rouge	2	2	1
9608	Accident on I-10 Westbound near Lobdell Ext S (154) . Right Lane Blocked.	I-10	West	0	Lobdell Ext S	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	10/11/2019 02:31:00	2019-10-11T03:21:08.5	999_I-10_1_1_010	West Baton Rouge	2	1	1
9621	Accident on I-10 Eastbound near Highland Rd (168) . Right Lane Blocked.	I-10	East	0	Highland Rd	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	10/11/2019 15:19:00	2019-10-11T16:23:08.64	999_I-10_1_1_010	East Baton Rouge	1	2	1

ID	Description	Road Name	Dir.	Road Class	From X St	Type	Sub Type	Severity	Status	Is Closure	Report Agency	Event Source	Start Date	End Date	Route Id	Parishes	Lanes Open	Lanes Closed	Is Closed
9628	Accident on I-10 Westbound near Siegen Ln (165) . Right Lane Blocked.	I-10	West	0	Siegen Ln	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	10/11/2019 18:36:00	2019-10-11T20:00:02.283	999_I-10_1_1_010	East Baton Rouge	2	2	1
9642	Disabled Semi on I-10 Eastbound near La Highway 1 S (154) . Lane Blocked.	I-10	East	0	La Highway 1 S	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Statewide TMC	10/12/2019 17:10:00	2019-10-12T18:17:03.573	999_I-10_1_1_010	West Baton Rouge	2	1	1
9643	Disabled Semi on I-10 Eastbound near La Highway 1 S (153)	I-10	East	0	La Highway 1 S	Incident	Disabled Semi	Minor	Ended	0	DOTD	Statewide TMC	10/12/2019 17:20:00	2019-10-12T17:47:08.733	999_I-10_1_1_010	West Baton Rouge	2	0	0
9656	Stalled Vehicle on I-10 Eastbound near I-110 Northbound (154) . Right Lane Blocked.	I-10	East	0	I-110 Northbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Statewide TMC	10/13/2019 14:12:00	2019-10-13T14:18:07.647	999_I-10_1_1_010	West Baton Rouge	2	1	1
9661	Accident on I-10 Westbound near Siegen Ln (165) . Right Lane Blocked.	I-10	West	0	Siegen Ln	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	10/14/2019 00:19:00	2019-10-14T00:35:09.683	999_I-10_1_1_010	East Baton Rouge	2	1	1
9663	Accident on I-10 Westbound near LA-1 Southbound (155)	I-10	West	0	LA-1 Southbound	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	10/14/2019 12:40:00	2019-10-14T13:35:09.163	999_I-10_1_1_010	East Baton Rouge	3	0	0
9675	Stalled Vehicle on I-10 Westbound near Lobdell Hwy (152)	I-10	West	0	Lobdell Hwy	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	10/14/2019 16:45:00	2019-10-14T17:12:12.67	999_I-10_1_1_010	West Baton Rouge	2	0	0
9678	Stalled Vehicle on I-10 Eastbound near Perkins Rd (156) . Left Lane Blocked.	I-10	East	0	Perkins Rd	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	10/14/2019 17:10:00	2019-10-14T17:23:08.663	999_I-10_1_6_006	East Baton Rouge	2	1	1
9692	Accident on I-10 Eastbound near Essen Ln (161) . Left Lane Blocked.	I-10	East	0	Essen Ln	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	10/14/2019 22:04:00	2019-10-14T22:45:10.933	999_I-10_1_C_035	East Baton Rouge	2	2	1
9727	Accident on I-10 Eastbound near I-110 Northbound (156) . Left Lane Blocked.	I-10	East	0	I-110 Northbound	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	10/15/2019 21:22:00	2019-10-15T21:32:02.59	999_I-10_1_3_022	East Baton Rouge	1	2	1
9733	Accident on I-10 Eastbound near Lobdell Hwy (152) . Right Lane Blocked.	I-10	East	0	Lobdell Hwy	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	10/16/2019 02:15:00	2019-10-16T02:51:06.007	999_I-10_1_1_010	West Baton Rouge	1	1	1
9735	Accident on I-10 Westbound near S 10th St (156)	I-10	West	0	S 10th St	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	10/16/2019 05:12:00	2019-10-16T05:49:03.763	999_I-10_1_1_010	East Baton Rouge	3	0	0
9737	Accident on I-10 Westbound near S 10th St (156) . Right Lane Blocked.	I-10	West	0	S 10th St	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	10/16/2019 10:37:00	2019-10-16T10:47:08.84	999_I-10_1_1_010	East Baton Rouge	2	1	1
9740	Stalled Vehicle on I-10 Westbound near College Dr (158) . Lane Blocked.	I-10	West	0	College Dr	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	10/16/2019 12:25:00	2019-10-16T12:35:10.07	999_I-10_1_3_026	East Baton Rouge	4	1	1
9743	Disabled Semi on I-10 Eastbound near Lobdell Hwy (152) . 2 Right Lanes Blocked.	I-10	East	0	Lobdell Hwy	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	10/16/2019 13:26:00	2019-10-16T14:31:07.66	999_I-10_1_1_010	West Baton Rouge	1	3	1
9757	Stalled Vehicle on I-10 Westbound near LA-1 Southbound (155) . Right Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	10/16/2019 17:42:00	2019-10-16T17:50:07.91	999_I-10_1_1_010	East Baton Rouge	2	1	1
9759	Stalled Vehicle on I-10 Westbound near LA-1 Southbound (155) . Right Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	10/16/2019 20:10:00	2019-10-16T20:23:07.2	999_I-10_1_1_010	East Baton Rouge	2	1	1
9761	Disabled Semi on I-10 Westbound near Lobdell Ext S (152) . Left Lane Blocked.	I-10	West	0	Lobdell Ext S	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	10/16/2019 22:20:00	2019-10-16T22:53:07.957	999_I-10_1_1_010	West Baton Rouge	1	2	1
9769	Stalled Vehicle on I-10 Westbound near LA-1 Southbound (155) . Right Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	10/17/2019 13:06:00	2019-10-17T13:15:05.407	999_I-10_1_1_010	East Baton Rouge	2	1	1
9794	Stalled Vehicle on I-10 Eastbound near Nicholson Dr (154) . Right Lane Blocked.	I-10	East	0	Nicholson Dr	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	10/17/2019 23:22:00	2019-10-17T23:29:03.613	999_I-10_1_A_028	West Baton Rouge	2	1	1
9800	Vehicle on Fire on I-10 Eastbound near I-12 Eastbound (159) . Right Lane Blocked.	I-10	East	0	I-12 Eastbound	Incident	Vehicle on Fire	Moderate	Ended	0	DOTD	Baton Rouge TMC	10/18/2019 02:33:00	2019-10-18T02:56:02.18	999_I-10_1_1_010	East Baton Rouge	4	2	1
9819	Accident on I-10 Westbound near College Dr (158) . Ramp Blocked.	I-10	West	0	College Dr	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	10/18/2019 22:08:00	2019-10-18T23:08:03.22	999_I-10_1_C_034	East Baton Rouge	3	2	1
9825	Accident on I-10 Eastbound near Dalrymple Dr (156) . 2 Right Lanes Blocked.	I-10	East	0	Dalrymple Dr	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	10/18/2019 23:43:00	2019-10-18T23:56:03.473	999_I-10_1_1_010	East Baton Rouge	1	3	1
9829	Accident on I-10 Eastbound near Nicholson Dr (154)	I-10	East	0	Nicholson Dr	Incident	Accident	Minor	Ended	0	DOTD	Statewide TMC	10/19/2019 12:42:00	2019-10-19T13:39:01.917	999_I-10_1_1_010	West Baton Rouge	3	0	0
9832	Stalled Vehicle on I-10 Eastbound near Nicholson Dr (154) . Right Lane Blocked.	I-10	East	0	Nicholson Dr	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Statewide TMC	10/19/2019 16:48:00	2019-10-19T16:55:00.813	999_I-10_1_1_010	West Baton Rouge	2	1	1
9833	Stalled Vehicle on I-10 Westbound near LA-1 Southbound (155) . Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Statewide TMC	10/19/2019 19:31:00	2019-10-19T19:43:01.053	999_I-10_1_1_010	East Baton Rouge	2	1	1
9835	Stalled Vehicle on I-10 Westbound near LA-1 Southbound (155) . Right Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Statewide TMC	10/19/2019 21:24:00	2019-10-19T21:36:01.707	999_I-10_1_1_010	East Baton Rouge	2	1	1
9842	Accident on I-10 Westbound near Highland Rd (168) . Right Lane Blocked.	I-10	West	0	Highland Rd	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	10/20/2019 17:24:00	2019-10-20T17:46:01.037	999_I-10_1_1_010	East Baton Rouge	1	2	1
9861	Disabled Semi on I-10 Eastbound near I-12 Eastbound (160) . Right Lane Blocked.	I-10	East	0	I-12 Eastbound	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	10/21/2019 10:46:00	2019-10-21T14:29:01.013	999_I-10_1_A_033	East Baton Rouge	2	1	1
9867	Accident on I-10 Eastbound near I-12 Eastbound (160) . Right Lane Blocked.	I-10	East	0	I-12 Eastbound	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	10/21/2019 15:21:00	2019-10-21T15:47:01.507	999_I-10_1_1_010	East Baton Rouge	4	1	1
9868	Stalled Vehicle on I-10 Eastbound near Dalrymple Dr (156) . Lane Blocked.	I-10	East	0	Dalrymple Dr	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Statewide TMC	10/21/2019 15:46:00	2019-10-21T15:59:01.217	999_I-10_1_1_010	East Baton Rouge	2	1	1
9895	Accident on I-10 Westbound near Highland Rd (168)	I-10	West	0	Highland Rd	Incident	Accident	Minor	Ended	0	DOTD	Statewide TMC	10/22/2019 08:13:00	2019-10-22T08:26:01.06	999_I-10_1_1_010	East Baton Rouge	2	0	0
9924	Accident on I-10 Eastbound near Highland Rd (167) . Right Lane Blocked.	I-10	East	0	Highland Rd	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	10/22/2019 22:57:00	2019-10-22T23:06:01.05	999_I-10_1_1_010	East Baton Rouge	2	2	1
9933	Accident on I-10 Westbound near Highland Rd (168)	I-10	West	0	Highland Rd	Incident	Accident	Minor	Ended	0	DOTD	Statewide TMC	10/23/2019 02:54:00	2019-10-23T03:54:01.4	999_I-10_1_1_010	East Baton Rouge	2	0	0
9958	Debris on Roadway on I-10 Westbound near Siegen Ln (165) . Left Lane Blocked.	I-10	West	0	Siegen Ln	Incident	Obstruction	Moderate	Ended	0	DOTD	Baton Rouge TMC	10/23/2019 20:22:00	2019-10-23T20:38:01.097	999_I-10_1_C_039	East Baton Rouge	2	1	1
9961	Accident on I-10 Eastbound near Washington St (155) . Left Lane Blocked.	I-10	East	0	Washington St	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	10/23/2019 21:29:00	2019-10-23T22:52:01.523	999_I-10_1_1_010	East Baton Rouge	2	1	1

Id	Description	Road Name	Dir.	Road Class	From X St	Type	Sub Type	Severity	Status	Is Closure	Report Agency	Event Source	Start Date	End Date	Route Id	Parishes	Lanes Open	Lanes Closed	Is Closed
10003	Accident on I-10 Westbound near I-12 Eastbound (160) . Lane Blocked.	I-10	West	0	I-12 Eastbound	Incident	Accident	Minor	Ended	0	DOTD	Baton Rouge TMC	10/24/2019 23:06:00	2019-10-24T23:49:01.487	999_I-10_1_1_010	East Baton Rouge	5	1	1
10008	Vehicle on Fire on I-10 Westbound near Grosse Tete (LA-77) (152) . All Lanes Blocked.	I-10	West	0	Grosse Tete (LA-77)	Incident	Vehicle on Fire	Major	Ended	1	DOTD	Statewide TMC	10/25/2019 07:37:00	2019-10-25T10:37:01.393	999_I-10_1_1_010	West Baton Rouge	0	4	2
10014	Accident on I-10 Westbound near LA-1 Southbound (155) . Right Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	10/25/2019 12:32:00	2019-10-25T12:48:01.447	999_I-10_1_1_010	East Baton Rouge	2	1	1
10024	Stalled Vehicle on I-10 Westbound near LA-1 Southbound (155)	I-10	West	0	LA-1 Southbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	10/25/2019 14:38:00	2019-10-25T15:00:02.123	999_I-10_1_1_010	East Baton Rouge	3	0	0
10038	Accident on I-10 Eastbound near Bluebonnet Blvd (162) . Left Lane Blocked.	I-10	East	0	Bluebonnet Blvd	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	10/25/2019 17:59:00	2019-10-25T18:41:32.08	999_I-10_1_1_010	East Baton Rouge	3	2	1
10042	Accident on I-10 Eastbound near Perkins Rd (158) . Left Lane Blocked.	I-10	East	0	Perkins Rd	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	10/25/2019 18:28:00	2019-10-25T19:04:01.48	999_I-10_1_1_010	East Baton Rouge	2	2	1
10045	Accident on I-10 Eastbound near S Lobdell Hwy (152) . All Lanes Blocked.	I-10	East	0	S Lobdell Hwy	Incident	Accident	Major	Ended	1	DOTD	Baton Rouge TMC	10/25/2019 18:36:00	2019-10-25T19:13:01.313	999_I-10_1_E_016	West Baton Rouge	0	4	2
10057	Accident on I-10 Westbound near LA-1 Southbound (155) . Left Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	10/25/2019 21:36:00	2019-10-25T21:54:00.893	999_I-10_1_1_010	East Baton Rouge	2	2	1
10071	Accident on I-10 Westbound near S 10th St (156)	I-10	West	0	S 10th St	Incident	Accident	Minor	Ended	0	DOTD	Statewide TMC	10/26/2019 03:51:00	2019-10-26T04:41:00.67	999_I-110_1_1_010	East Baton Rouge	3	0	0
10079	Stalled Vehicle on I-10 Westbound near I-110 Northbound (156)	I-10	West	0	I-110 Northbound	Incident	Stalled Vehicle	Minor	Ended	0	DOTD	Statewide TMC	10/26/2019 09:59:00	2019-10-26T10:40:01.477	999_I-10_1_C_030	East Baton Rouge	2	0	0
10084	Accident on I-10 Eastbound near I-110 Northbound (154)	I-10	East	0	I-110 Northbound	Incident	Accident	Minor	Ended	0	DOTD	Statewide TMC	10/26/2019 16:39:00	2019-10-26T17:05:01.25	999_I-10_1_1_010	West Baton Rouge	3	0	0
10091	Accident on I-10 Westbound near Highland Rd (165)	I-10	West	0	Highland Rd	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	10/27/2019 02:33:00	2019-10-27T03:28:01.647	999_I-10_1_1_010	East Baton Rouge	3	0	0
10095	Accident on I-10 Eastbound near I-12 Eastbound (159) . 3 Right Lanes Blocked.	I-10	East	0	I-12 Eastbound	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	10/27/2019 05:18:00	2019-10-27T08:09:31.213	999_I-10_1_1_010	East Baton Rouge	2	4	1
10098	Incident on I-10 Westbound near S 10th St (156) . Right Lane Blocked.	I-10	West	1	S 10th St	Incident	Incident	None	Ended	0	TMC	Statewide TMC	10/27/2019 15:03:03	2019-10-27T15:34:35.603	999_I-10_1_1_010	East Baton Rouge	1	1	1
10099	Incident on I-10 Eastbound 1.38 Mi Before La Highway 1 S (155) . Right Lane Closed.	I-10	East	1	La Highway 1 S	Incident	Incident	None	Ended	0	TMC	Statewide TMC	10/27/2019 16:56:57	2019-10-27T17:44:19.773	999_I-10_1_1_010	East Baton Rouge	2	1	1
10100	Incident on I-10 Westbound near S 10th St (155) . Right Lane Blocked.	I-10	West	1	S 10th St	Incident	Incident	None	Ended	0	TMC	Statewide TMC	10/27/2019 17:23:12	2019-10-27T17:44:42.817	999_I-10_1_1_010	East Baton Rouge	2	1	1
10101	Accident on I-10 Westbound near LA-1 Southbound (155) . Right Lane Closed.	I-10	West	1	LA-1 Southbound	Incident	Accident	None	Ended	0	DOTD	Statewide TMC	10/27/2019 19:12:06	2019-10-27T19:43:05.353	999_I-10_1_1_010	East Baton Rouge	2	1	1
10105	Stalled Vehicle on I-10 Eastbound near La Highway 1 S (154) . Lane Closed.	I-10	East	1	La Highway 1 S	Incident	Stalled Vehicle	None	Ended	0	DOTD	Statewide TMC	10/27/2019 20:05:16	2019-10-27T21:28:51.96	999_I-10_1_A_028	West Baton Rouge	2	1	1
10119	Accident on I-10 Westbound near McCalop St (156) . Right Lane Blocked.	I-10	West	0	McCalop St	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	10/28/2019 16:54:00	2019-10-28T17:18:00.887	999_I-10_1_1_010	East Baton Rouge	2	1	1
10120		I-10	West	0	Dalrymple Dr	Incident	Stalled Vehicle	Moderate	0	0	DOTD	Baton Rouge TMC	10/28/2019 17:44:00	2029-10-28T20:44:00		East Baton Rouge	3	1	1
10144	Accident on I-10 Westbound near Highland Rd (168) . Right Lane Blocked.	I-10	West	0	Highland Rd	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	10/29/2019 13:20:00	2019-10-29T14:46:01.603	999_I-10_1_1_010	East Baton Rouge	1	2	1
10168	Disabled Semi on I-10 Westbound near Lobdell Ext S (154) . Lane Blocked.	I-10	West	0	Lobdell Ext S	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	10/29/2019 22:06:00	2019-10-29T23:24:01.447	999_I-10_1_A_028	West Baton Rouge	2	2	1
10173	Accident on I-10 Eastbound near College Dr (159) . Right Lane Blocked.	I-10	East	0	College Dr	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	10/29/2019 23:59:00	2019-10-30T00:13:00.643	999_I-10_1_3_026	East Baton Rouge	4	2	1
10180	Jackknifed Semi-Trailer on I-10 Westbound near Highland Rd (168)	I-10	West	0	Highland Rd	Incident	Jackknifed Semi-Trailer	Minor	Ended	0	DOTD	Statewide TMC	10/30/2019 09:08:00	2019-10-30T11:07:01.07	999_I-10_1_1_010	East Baton Rouge	2	0	0
10192	Disabled Semi on I-10 Eastbound near College Dr (158)	I-10	East	0	College Dr	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	10/30/2019 15:57:00	2019-10-30T17:01:01.497	999_I-10_1_C_034	East Baton Rouge	4	0	0
10213	Accident on I-10 Westbound near Highland Rd (168) . Right Lane Blocked.	I-10	West	0	Highland Rd	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	10/31/2019 01:18:00	2019-10-31T01:37:01.403	999_I-10_1_1_010	East Baton Rouge	1	2	1
10272	Stalled Vehicle on I-10 Eastbound near I-110 Northbound (155) . Right Lane Blocked.	I-10	East	0	I-110 Northbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	11/01/2019 21:24:00	2019-11-01T21:48:01.91	999_I-10_1_1_010	East Baton Rouge	2	1	1
10301	Stalled Vehicle on I-10 Westbound near LA-1 Southbound (155) . Right Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Statewide TMC	11/03/2019 19:04:00	2019-11-03T19:24:01.347	999_I-10_1_1_010	East Baton Rouge	2	1	1
10339	Accident on I-10 Eastbound near Washington St (155) . 2 Right Lanes Blocked.	I-10	East	0	Washington St	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	11/05/2019 00:23:00	2019-11-05T02:00:01.237	999_I-10_1_1_010	East Baton Rouge	1	3	1
10341	Accident on I-10 Westbound near LA-1 Southbound (155) . Left Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	11/05/2019 00:43:00	2019-11-05T01:13:01.367	999_I-10_1_1_010	East Baton Rouge	2	2	1
10348	Stalled Vehicle on I-10 Westbound near College Dr (159)	I-10	West	0	College Dr	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	11/05/2019 15:16:00	2019-11-05T15:51:02.053	999_I-10_1_3_026	East Baton Rouge	5	0	0
10351	Stalled Vehicle on I-10 Westbound near LA-1 Southbound (155) . Right Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	11/05/2019 16:49:00	2019-11-05T17:03:01.893	999_I-10_1_1_010	East Baton Rouge	2	1	1
10384	Stalled Vehicle on I-10 Westbound near LA-1 Southbound (155) . Right Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	11/06/2019 15:03:00	2019-11-06T15:21:38.917	999_I-10_1_1_010	East Baton Rouge	2	1	1
10421		I-10	West	0	S 10th St	Incident	Stalled Vehicle	Moderate	0	0	DOTD	Baton Rouge TMC	11/07/2019 18:44:00	2029-11-07T21:44:00		East Baton Rouge	3	1	1

Id	Description	Road Name	Dir.	Road Class	From X St	Type	Sub Type	Severity	Status	Is Closure	Report Agency	Event Source	Start Date	End Date	Route Id	Parishes	Lanes Open	Lanes Closed	Is Closed
10428	Disabled Semi on I-10 Westbound near Dalrymple Dr (156) . Left Lane Blocked.	I-10	West	0	Dalrymple Dr	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	11/07/2019 20:02:00	2019-11-07T22:19:01.147	999_I-10_1_C_031	East Baton Rouge	2	1	1
10437	Stalled Vehicle on I-10 Westbound near LA-1 Southbound (155) . Right Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Stalled Vehicle	Minor	Ended	0	DOTD	Baton Rouge TMC	11/08/2019 03:05:00	2019-11-08T03:16:01.137	999_I-10_1_1_010	East Baton Rouge	2	1	1
10449	Stalled Vehicle on I-10 Eastbound near Nicholson Dr (154) . Right Lane Blocked.	I-10	East	0	Nicholson Dr	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	11/08/2019 17:48:00	2019-11-08T18:07:01	999_I-10_1_1_010	West Baton Rouge	2	1	1
10455	Disabled Semi on I-10 Westbound near Dalrymple Dr (158) . Ramp Blocked.	I-10	West	0	Dalrymple Dr	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	11/08/2019 19:48:00	2019-11-08T20:02:01.37	999_I-10_1_5_024	East Baton Rouge	3	1	1
10460	Stalled Vehicle on I-10 Westbound near LA-1 Southbound (155) . Right Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	11/08/2019 20:55:00	2019-11-08T21:14:01.703		East Baton Rouge	2	2	1
10472	Disabled Semi on I-10 Eastbound near S Lobdell Hwy (152) . Right Lane Blocked.	I-10	East	0	S Lobdell Hwy	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	11/08/2019 23:20:00	2019-11-08T23:49:01.503	999_I-10_1_1_010	West Baton Rouge	1	2	1
10479	Debris on Roadway on I-10 Eastbound near Dalrymple Dr (156)	I-10	East	0	Dalrymple Dr	Obstruction	Debris on Roadway	Minor	Ended	0	DOTD	Statewide TMC	11/09/2019 15:48:00	2019-11-09T21:38:01.553	999_I-10_1_C_031	East Baton Rouge	3	0	0
10481	Accident on I-10 Westbound near LA-1 Southbound (155) . 2 Right Lanes Blocked.	I-10	West	0	LA-1 Southbound	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	11/09/2019 23:44:00	2019-11-10T00:56:01.497	999_I-10_1_1_010	East Baton Rouge	1	2	1
10498	Accident on I-10 Westbound near LA-1 Southbound (155)	I-10	West	0	LA-1 Southbound	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	11/11/2019 12:02:00	2019-11-11T13:37:01.707	999_I-10_1_1_010	East Baton Rouge	3	0	0
10506	Accident on I-10 Westbound near I-12 Eastbound (160) . Left Lane Blocked.	I-10	West	0	I-12 Eastbound	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	11/11/2019 17:18:00	2019-11-11T18:18:01.133	999_I-10_1_A_033	East Baton Rouge	2	1	1
10513	Accident on I-10 Westbound near Dalrymple Dr (156) . Lane Blocked.	I-10	West	0	Dalrymple Dr	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	11/12/2019 12:27:00	2019-11-12T12:35:02.227	999_I-10_1_1_010	East Baton Rouge	3	1	1
10514		I-10	East	0	Perkins Rd	Incident	Accident	Moderate	0	DOTD	Baton Rouge TMC	11/12/2019 13:03:00	2029-11-12T16:03:00		East Baton Rouge	2	1	1	
10531	Stalled Vehicle on I-10 Westbound near S 10th St (156) . Right Lane Blocked.	I-10	West	0	S 10th St	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Statewide TMC	11/13/2019 10:04:00	2019-11-13T12:09:01.673	999_I-10_1_1_010	East Baton Rouge	1	2	1
10541	Accident on I-10 Westbound near Dalrymple Dr (156)	I-10	West	0	Dalrymple Dr	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	11/13/2019 16:00:00	2019-11-13T16:24:01.273	999_I-10_1_1_010	East Baton Rouge	3	0	0
10556	Stalled Vehicle on I-10 Westbound near Dalrymple Dr (158) . Right Lane Blocked.	I-10	West	0	Dalrymple Dr	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Statewide TMC	11/13/2019 23:42:00	2019-11-14T00:02:00.65	999_I-10_1_G_019	East Baton Rouge	2	2	1
10557	Accident on I-10 Westbound near LA-427 (158) . Lane Blocked.	I-10	West	0	LA-427	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	11/13/2019 23:59:00	2019-11-14T00:12:01.233	999_I-10_1_6_004	East Baton Rouge	3	1	1
10558	Stalled Vehicle on I-10 Eastbound near I-110 Northbound (156) . Right Lane Blocked.	I-10	East	0	I-110 Northbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Statewide TMC	11/14/2019 00:05:00	2019-11-14T00:12:01.373	999_I-10_1_1_010	East Baton Rouge	1	2	1
10596	Accident on I-10 Westbound near College Dr (158) . Left Lane Blocked.	I-10	West	0	College Dr	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	11/15/2019 15:25:00	2019-11-15T15:47:13.677	999_I-10_1_3_026	East Baton Rouge	3	1	1
10614	Stalled Vehicle on I-10 Eastbound near Nicholson Dr (154) . Right Lane Blocked.	I-10	East	0	Nicholson Dr	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	11/15/2019 20:43:00	2019-11-15T20:53:00.733	999_I-10_1_A_028	West Baton Rouge	2	2	1
10628	Accident on I-10 Eastbound near Highland Rd (166) . 2 Left Lanes Blocked.	I-10	East	0	Highland Rd	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	11/16/2019 00:14:00	2019-11-16T01:03:00.707	999_I-10_1_1_010	East Baton Rouge	1	3	1
10629	Stalled Vehicle on I-10 Eastbound near I-110 Northbound (154) . Right Lane Blocked.	I-10	East	0	I-110 Northbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	11/16/2019 01:12:00	2019-11-16T01:21:01.687	999_I-10_1_1_010	West Baton Rouge	2	1	1
10630	Disabled Semi on I-10 Westbound near Dalrymple Dr (158) . Right Lane Blocked.	I-10	West	0	Dalrymple Dr	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	11/16/2019 02:01:00	2019-11-16T02:15:00.93	999_I-10_1_3_024	East Baton Rouge	2	2	1
10638	Stalled Vehicle on I-10 Westbound near LA-1 Southbound (155) . Right Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Statewide TMC	11/16/2019 14:57:00	2019-11-16T15:10:01.45	999_I-10_1_1_010	East Baton Rouge	2	1	1
10640	Stalled Vehicle on I-10 Eastbound near College Dr (158)	I-10	East	0	College Dr	Incident	Stalled Vehicle	Minor	Ended	0	DOTD	Statewide TMC	11/16/2019 18:10:00	2019-11-16T18:24:01.007	999_I-10_1_C_034	East Baton Rouge	4	0	0
10642	Accident on I-10 Westbound near College Dr (158) . Right Lane Blocked.	I-10	West	0	College Dr	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	11/16/2019 23:23:00	2019-11-16T23:36:01.323	999_I-10_1_1_010	East Baton Rouge	4	1	1
10650	Accident on I-10 Westbound near Dalrymple Dr (158) . Lane Blocked.	I-10	West	0	Dalrymple Dr	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	11/17/2019 16:37:00	2019-11-17T16:51:01.34	999_I-10_1_1_010	East Baton Rouge	2	1	1
10651	Stalled Vehicle on I-10 Westbound near LA-1 Southbound (155) . Left Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Statewide TMC	11/17/2019 18:24:00	2019-11-17T18:36:01.08	999_I-10_1_1_010	East Baton Rouge	2	1	1
10668	Stalled Vehicle on I-10 Eastbound near E Washington St (156) . Ramp Blocked.	I-10	East	0	E Washington St	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	11/18/2019 14:37:00	2019-11-18T15:09:01.113	999_I-10_1_C_030	East Baton Rouge	2	1	1
10680	Stalled Vehicle on I-10 Westbound near LA-1 Southbound (155) . Right Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	11/19/2019 11:10:00	2019-11-19T11:36:01.377		East Baton Rouge	2	1	1
10684	Stalled Vehicle on I-10 Eastbound near Perkins Rd (158) . Left Lane Blocked.	I-10	East	0	Perkins Rd	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	11/19/2019 20:52:00	2019-11-19T21:01:01.623	999_I-10_1_1_010	East Baton Rouge	2	2	1
10691	Road Maintenance Operations on I-10 Both Directions near Prairieville (167) . All Lanes Affected. Starting 11/19/2019 9:00 PM and Ending 11/20/2019 6:36 AM	I-10	Both	2	Prairieville	Roadwork	Road Maintenance Operations	None	Ended	0	TMC	Statewide TMC	11/20/2019 03:00:00	2019-11-20T12:36:49.623	999_I-10_1_G_026	East Baton Rouge	2	0	0
10702	Stalled Vehicle on I-10 Eastbound near I-110 Northbound (156) . Right Lane Blocked.	I-10	East	0	I-110 Northbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	11/20/2019 19:45:00	2019-11-20T19:56:02.06	999_I-10_1_3_022	East Baton Rouge	2	1	1
10716	Disabled Semi on I-10 Westbound near LA-1 Southbound (155) . Right Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	11/21/2019 00:56:00	2019-11-21T02:32:02.423	999_I-10_1_1_010	East Baton Rouge	2	1	1
10720	Disabled Semi on I-10 Westbound near LA-1 Southbound (155) . Left Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	11/21/2019 02:18:00	2019-11-21T04:04:00.993	999_I-10_1_1_010	East Baton Rouge	2	1	1
10744		I-10	East	0	I-110 Northbound	Incident	Accident	Minor	0	DOTD	Baton Rouge TMC	11/21/2019 21:35:00	2029-11-22T00:35:00		West Baton Rouge	3	0	0	

Id	Description	Road Name	Dir.	Road Class	From X St	Type	Sub Type	Severity	Status	Is Closure	Report Agency	Event Source	Start Date	End Date	Route Id	Parishes	Lanes Open	Lanes Closed	Is Closed
10745	Accident on I-10 Eastbound near Washington St (155)	I-10	East	0	Washington St	Incident	Accident	Minor	Ended	0	DOTD	Baton Rouge TMC	11/21/2019 23:33:00	2019-11-22T00:07:01.95	999_I-10_1_1_010	East Baton Rouge	3	0	0
10759	Stalled Vehicle on I-10 Eastbound near Nicholson Dr (154). Left Lane Blocked.	I-10	East	0	Nicholson Dr	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	11/22/2019 15:18:00	2019-11-22T15:26:01.347	999_I-10_1_A_028	West Baton Rouge	2	1	1
10764		I-10	West	0	LA-1 Southbound	Incident	Stalled Vehicle	Moderate		0	DOTD	Baton Rouge TMC	11/22/2019 16:22:00	2029-11-22T19:22:00		East Baton Rouge	2	1	1
10776	Stalled Vehicle on I-10 Eastbound near LA-1 (153). Left Lane Blocked.	I-10	East	0	LA-1	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	11/22/2019 22:35:00	2019-11-22T22:42:01.34	999_I-10_1_1_010	West Baton Rouge	1	2	1
10781	Accident on I-10 Eastbound near Perkins Rd (156). 2 Left Lanes Blocked.	I-10	East	0	Perkins Rd	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	11/22/2019 23:56:00	2019-11-23T00:03:00.727	999_I-10_1_C_031	East Baton Rouge	1	3	1
10786	Stalled Vehicle on I-10 Eastbound near Washington St (155). Lane Blocked.	I-10	East	0	Washington St	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	11/23/2019 01:46:00	2019-11-23T01:52:00.967	999_I-10_1_1_010	East Baton Rouge	2	1	1
10791	Accident on I-10 Eastbound near Perkins Rd (156)	I-10	East	0	Perkins Rd	Incident	Accident	Minor	Ended	0	DOTD	Baton Rouge TMC	11/23/2019 03:16:00	2019-11-23T04:42:00.963	999_I-10_1_1_010	East Baton Rouge	3	0	0
10794	Accident on I-10 Westbound near S 10th St (156). Right Lane Blocked.	I-10	West	0	S 10th St	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	11/23/2019 13:00:00	2019-11-23T13:07:00.853	999_I-10_1_1_010	East Baton Rouge	2	1	1
10799	Disabled Semi on I-10 Eastbound near La Highway 1 S (153). Left Lane Blocked.	I-10	East	0	La Highway 1 S	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Statewide TMC	11/23/2019 18:30:00	2019-11-23T19:04:01.583	999_I-10_1_1_010	West Baton Rouge	1	1	1
10802	Accident on I-10 Eastbound near Bluebonnet Blvd (162). 2 Left Lanes Blocked.	I-10	East	0	Bluebonnet Blvd	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	11/23/2019 20:28:00	2019-11-23T20:53:00.92	999_I-10_1_1_010	East Baton Rouge	2	4	1
10812	Accident on I-10 Eastbound near Washington St (155). Left Lane Blocked.	I-10	East	0	Washington St	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	11/24/2019 10:36:00	2019-11-24T11:18:00.793	999_I-10_1_1_010	East Baton Rouge	1	1	1
10814	Accident on I-10 Eastbound near I-12 Eastbound (159). 2 Left Lanes Blocked.	I-10	East	0	I-12 Eastbound	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	11/24/2019 15:26:00	2019-11-24T16:03:00.99	999_I-10_1_1_010	East Baton Rouge	3	4	1
10816	Stalled Vehicle on I-10 Westbound near LA-1 Southbound (155). Right Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Statewide TMC	11/24/2019 16:19:00	2019-11-24T16:28:01.143	999_I-10_1_1_010	East Baton Rouge	2	1	1
10829	Accident on I-10 Westbound near College Dr (158). 3 Left Lanes Blocked.	I-10	West	0	College Dr	Incident	Accident	Major	Ended	0	DOTD	Baton Rouge TMC	11/25/2019 13:34:00	2019-11-25T13:52:01.67	999_I-10_1_C_034	East Baton Rouge	1	3	1
10836	Accident on I-10 Eastbound near Highland Rd (167). Lane Blocked.	I-10	East	0	Highland Rd	Incident	Accident	Minor	Ended	0	DOTD	Baton Rouge TMC	11/25/2019 21:46:00	2019-11-25T22:13:00.917	999_I-10_1_1_010	East Baton Rouge	3	1	1
10838	Accident on I-10 Eastbound near Highland Rd (167). Right Ramp Blocked.	I-10	East	0	Highland Rd	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	11/25/2019 21:46:00	2019-11-25T23:32:01.863	999_I-10_1_C_040	East Baton Rouge	4	1	1
10845	Accident on I-10 Westbound near LA-1 Southbound (155)	I-10	West	0	LA-1 Southbound	Incident	Accident	Minor	Ended	0	DOTD	Statewide TMC	11/26/2019 02:56:00	2019-11-26T03:53:01.403	999_I-10_1_1_010	East Baton Rouge	3	0	0
10847	Disabled Semi on I-10 Eastbound near College Dr (158)	I-10	East	0	College Dr	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	11/26/2019 15:15:00	2019-11-26T16:28:01.75	999_I-10_1_A_032	East Baton Rouge	3	0	0
10851	Disabled Semi on I-10 Eastbound near College Dr (158). Lane Blocked.	I-10	East	0	College Dr	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	11/26/2019 16:55:00	2019-11-26T17:02:00.987	999_I-10_1_1_010	East Baton Rouge	3	1	1
10861		I-10	East	0	Nicholson Dr	Incident	Stalled Vehicle	Moderate		0	DOTD	Baton Rouge TMC	11/26/2019 19:31:00	2029-11-26T22:31:00		West Baton Rouge	2	1	1
10867	Disabled Semi on I-10 Westbound near Dalrymple Dr (158). Right Lane Blocked.	I-10	West	0	Dalrymple Dr	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	11/26/2019 21:44:00	2019-11-26T23:09:01.21	999_I-10_1_C_033	East Baton Rouge	2	2	1
10874	Stalled Vehicle on I-10 Westbound near LA-427 (158). Lane Blocked.	I-10	West	0	LA-427	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	11/27/2019 00:30:00	2019-11-27T00:36:00.787	999_I-10_1_C_034	East Baton Rouge	3	1	1
10879	Accident on I-10 Eastbound near Nicholson Dr (154)	I-10	East	0	Nicholson Dr	Incident	Accident	Minor	Ended	0	DOTD	Statewide TMC	11/27/2019 04:21:00	2019-11-27T05:45:01.447	999_I-10_1_A_028	West Baton Rouge	3	0	0
10887	Accident on I-10 Eastbound near Essen Ln (161). Right Lane Blocked.	I-10	East	0	Essen Ln	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	11/27/2019 13:22:00	2019-11-27T13:53:01.98	999_I-10_1_C_035	East Baton Rouge	2	1	1
10888	Accident on I-10 Westbound near S 10th St (156). Right Lane Blocked.	I-10	West	0	S 10th St	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	11/27/2019 13:40:00	2019-11-27T14:44:01.93	999_I-10_1_3_022	East Baton Rouge	2	2	1
10901	Accident on I-10 Westbound near S 10th St (156). Left Lane Blocked.	I-10	West	0	S 10th St	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	11/27/2019 17:30:00	2019-11-27T17:40:01.567	999_I-10_1_1_010	East Baton Rouge	2	1	1
10905	Stalled Vehicle on I-10 Westbound near College Dr (158). Lane Blocked.	I-10	West	0	College Dr	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	11/27/2019 19:25:00	2019-11-27T19:32:01.72	999_I-10_1_1_010	East Baton Rouge	3	1	1
10906	Accident on I-10 Eastbound near Perkins Rd (158). Left Lane Blocked.	I-10	East	0	Perkins Rd	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	11/27/2019 19:35:00	2019-11-27T19:42:02.77	999_I-10_1_3_024	East Baton Rouge	2	1	1
10910	Accident on I-10 Westbound near Dalrymple Dr (158)	I-10	West	0	Dalrymple Dr	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	11/27/2019 20:05:00	2019-11-27T20:09:02.583	999_I-10_1_C_033	East Baton Rouge	3	0	0
10911	Accident on I-10 Westbound near Dalrymple Dr (158). Left Lane Blocked.	I-10	West	0	Dalrymple Dr	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	11/27/2019 20:05:00	2019-11-27T20:40:01.223	999_I-10_1_G_019	East Baton Rouge	2	1	1
10917	Accident on I-10 Eastbound near I-110 Northbound (156). Left Lane Blocked.	I-10	East	0	I-110 Northbound	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	11/28/2019 00:14:00	2019-11-28T00:28:01.233	999_I-10_1_1_010	East Baton Rouge	1	1	1
10924	Accident on I-10 Eastbound near I-110 Northbound (156)	I-10	East	0	I-110 Northbound	Incident	Accident	Minor	Ended	0	DOTD	Statewide TMC	11/28/2019 08:29:00	2019-11-28T08:48:01.537	999_I-10_1_3_022	East Baton Rouge	3	0	0
10929	Stalled Vehicle on I-10 Westbound near Essen Ln (161). Lane Blocked.	I-10	West	0	Essen Ln	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Statewide TMC	11/28/2019 17:28:00	2019-11-28T17:34:01.313	999_I-10_1_E_024	East Baton Rouge	2	1	1
10940	Accident on I-10 Eastbound near S Lobdell Hwy (152). Left Lane Blocked.	I-10	East	0	S Lobdell Hwy	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	11/29/2019 20:04:00	2019-11-29T20:20:00.96	999_I-10_1_1_010	West Baton Rouge	1	3	1
10944	Accident on I-10 Eastbound near Nicholson Dr (152). All Lanes Blocked.	I-10	East	0	Nicholson Dr	Incident	Accident	Major	Ended	0	DOTD	Baton Rouge TMC	11/29/2019 21:34:00	2019-11-29T22:17:01.537	999_I-10_1_3_020	West Baton Rouge	0	2	2
10950	Accident on I-10 Eastbound near Highland Rd (166). Left Lane Blocked.	I-10	East	0	Highland Rd	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	11/29/2019 23:25:00	2019-11-29T23:58:01.45	999_I-10_1_1_010	East Baton Rouge	2	2	1

ID	Description	Road Name	Dir.	Road Class	From X St	Type	Sub Type	Severity	Status	Is Closure	Report Agency	Event Source	Start Date	End Date	Route Id	Parishes	Lanes Open	Lanes Closed	Is Closed
10951	Stalled Vehicle on I-10 Eastbound near Nicholson Dr (154)	I-10	East	0	Nicholson Dr	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	11/29/2019 23:48:00	2019-11-30T00:47:20.567	999_I-10_1_1_010	West Baton Rouge	3	0	0
10952	Accident on I-10 Eastbound near Highland Rd (166) . Lane Blocked.	I-10	East	0	Highland Rd	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	11/29/2019 23:25:00	2019-11-30T01:04:01.467	999_I-10_1_1_010	East Baton Rouge	3	1	1
10984	Accident on I-10 Eastbound near Dalrymple Dr (156) . Right Lane Blocked.	I-10	East	0	Dalrymple Dr	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	12/02/2019 14:09:00	2019-12-02T14:27:00.82	999_I-10_1_C_031	East Baton Rouge	2	1	1
10998	Stalled Vehicle on I-10 Westbound near LA-1 Southbound (155) . Right Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	12/02/2019 21:05:00	2019-12-02T21:16:01.343	999_I-10_1_1_010	East Baton Rouge	2	1	1
11005	Disabled Semi on I-10 Eastbound near College Dr (158) . Left Lane Blocked.	I-10	East	0	College Dr	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	12/02/2019 23:11:00	2019-12-03T00:56:01.913	999_I-10_1_3_026	East Baton Rouge	3	1	1
11008	Disabled Semi on I-10 Eastbound near S Lobdell Hwy (151) . Right Lane Blocked.	I-10	East	0	S Lobdell Hwy	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	12/03/2019 00:15:00	2019-12-03T00:24:02.473	999_I-10_1_3_020	West Baton Rouge	1	1	1
11016	Accident on I-10 Westbound near LA-1 Southbound (155) . All Lanes Blocked.	I-10	West	0	LA-1 Southbound	Incident	Accident	Major	Ended	1	DOTD	Baton Rouge TMC	12/03/2019 11:34:00	2019-12-03T12:13:01.17	999_I-10_1_1_010	West Baton Rouge	0	5	2
11017	Accident on I-10 Eastbound near Essen Ln (161) . Lane Blocked.	I-10	East	0	Essen Ln	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	12/03/2019 12:32:00	2019-12-03T13:14:00.763	999_I-10_1_1_010	East Baton Rouge	4	1	1
11043	Disabled Semi on I-10 Westbound near LA-1 Southbound (155) . Right Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	12/03/2019 22:24:00	2019-12-03T23:19:01.877	999_I-10_1_1_010	East Baton Rouge	2	2	1
11056	Accident on I-10 Westbound near Dalrymple Dr (158)	I-10	West	0	Dalrymple Dr	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	12/04/2019 06:29:00	2019-12-04T06:58:01.223	999_I-10_1_3_024	East Baton Rouge	3	0	0
11064	Accident on I-10 Westbound near Dalrymple Dr (158)	I-10	West	0	Dalrymple Dr	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	12/04/2019 13:24:00	2019-12-04T14:40:01.247	999_I-10_1_C_032	East Baton Rouge	3	0	0
11070	Accident on I-10 Westbound near Essen Ln (162) . Lane Blocked.	I-10	West	0	Essen Ln	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	12/04/2019 15:19:00	2019-12-04T16:23:01.517	999_I-10_1_C_037	East Baton Rouge	3	1	1
11077	Accident on I-10 Eastbound near Perkins Rd (158) . Left Lane Blocked.	I-10	East	0	Perkins Rd	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	12/04/2019 20:48:00	2019-12-04T21:22:00.737	999_I-10_1_C_032	East Baton Rouge	2	2	1
11079	Vehicle on Fire on I-10 Westbound near LA-1 Southbound (154)	I-10	West	0	LA-1 Southbound	Incident	Vehicle on Fire	Moderate	Ended	0	DOTD	Statewide TMC	12/04/2019 21:39:00	2019-12-04T22:19:01.623	999_I-10_1_1_010	West Baton Rouge	3	0	0
11080	Vehicle on Fire on I-10 Eastbound near Nicholson Dr (154) . Lane Blocked.	I-10	East	0	Nicholson Dr	Incident	Vehicle on Fire	Major	Ended	0	DOTD	Baton Rouge TMC	12/04/2019 21:30:00	2019-12-04T22:31:00.803	999_I-10_1_1_010	West Baton Rouge	2	1	1
11108	Accident on I-10 Westbound near LA-427 (158) . Right Lane Blocked.	I-10	West	0	LA-427	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	12/05/2019 21:51:00	2019-12-05T22:30:02.613	999_I-10_1_1_010	East Baton Rouge	3	2	1
11140	Paving Operations on I-10 Westbound near Lobdell Ext S (152) Starting 12/6/2019 6:00 AM and Ending 12/6/2019 7:00 AM	I-10	West	1	Lobdell Ext S	Roadwork	Paving Operations	None	Ended	0	TMC	Baton Rouge TMC	12/06/2019 12:00:00	2019-12-06T13:00:00	999_I-10_1_1_010	West Baton Rouge	2	0	0
11173	Accident on I-10 Westbound near LA-1 Southbound (155) . 2 Left Lanes Blocked.	I-10	West	0	LA-1 Southbound	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	12/08/2019 03:12:00	2019-12-08T04:04:00.907	999_I-10_1_1_010	East Baton Rouge	1	3	1
11179	Accident on I-10 Eastbound near Dalrymple Dr (156) . Right Lane Blocked.	I-10	East	0	Dalrymple Dr	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	12/08/2019 19:53:00	2019-12-08T20:32:01.267	999_I-10_1_C_031	East Baton Rouge	2	2	1
11186	Accident on I-10 Westbound near Lobdell Ext S (154)	I-10	West	0	Lobdell Ext S	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	12/09/2019 04:25:00	2019-12-09T05:31:01.157	999_I-10_1_1_010	West Baton Rouge	2	0	0
11187	Accident on I-10 Westbound near LA-1 Southbound (154)	I-10	West	0	LA-1 Southbound	Incident	Accident	Minor	Ended	0	DOTD	Statewide TMC	12/09/2019 04:44:00	2019-12-09T05:46:00.76	999_I-10_1_1_010	West Baton Rouge	3	0	0
11188	Accident on I-10 Westbound near Lobdell Ext S (154) . Lane Blocked.	I-10	West	0	Lobdell Ext S	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	12/09/2019 11:25:00	2019-12-09T12:33:01.517	999_I-10_1_1_010	West Baton Rouge	2	1	1
11197	Accident on I-10 Eastbound near College Dr (158) . Ramp Blocked.	I-10	East	0	College Dr	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	12/09/2019 18:40:00	2019-12-09T19:27:02.467	999_I-10_1_1_010	East Baton Rouge	4	1	1
11198	Road Construction on I-10 Both Directions near Highland Rd (167) Starting 12/12/2019 8:00 PM and Ending 12/16/2019 5:16 AM	I-10	Both	2	Highland Rd	Roadwork	Road Construction	None	Ended	0	TMC	Statewide TMC	12/13/2019 02:00:00	2019-12-16T11:16:00.807	999_I-10_1_1_010	East Baton Rouge	2	0	0
11208	Disabled Semi on I-10 Westbound near Ramah (143)	I-10	West	0	Ramah	Incident	Disabled Semi	Minor	Ended	0	DOTD	Baton Rouge TMC	12/09/2019 23:39:00	2019-12-10T00:49:00.71	999_I-10_1_1_010	West Baton Rouge	2	0	0
11209	Accident on I-10 Westbound near Lobdell Ext S (153) . Left Lane Blocked.	I-10	West	0	Lobdell Ext S	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	12/09/2019 23:43:00	2019-12-10T00:00:01.967	999_I-10_1_C_028	West Baton Rouge	1	1	1
11215	Stalled Vehicle on I-10 Eastbound near LA-427 (165)	I-10	East	0	LA-1 Southbound	Incident	Accident	Minor	Ended	0	DOTD	Baton Rouge TMC	12/10/2019 12:35:00	2029-12-10T15:35:00	999_I-10_1_1_010	East Baton Rouge	1	1	1
11216	Stalled Vehicle on I-10 Eastbound near LA-427 (165)	I-10	East	0	LA-427	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	12/10/2019 12:31:00	2019-12-10T13:31:00.81	999_I-10_1_1_010	East Baton Rouge	3	0	0
11243	Disabled Semi on I-10 Eastbound near Nicholson Dr (154) . Lane Blocked.	I-10	East	0	Nicholson Dr	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	12/10/2019 18:18:00	2019-12-10T19:16:00.987	999_I-10_1_1_010	West Baton Rouge	2	1	1
11256	Accident on I-10 Westbound near Siegen Ln (165) . Right Lane Blocked.	I-10	West	0	Siegen Ln	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	12/10/2019 21:00:00	2019-12-10T22:34:01.607	033_UNNAMED RD 1_1_1_096	East Baton Rouge	2	2	1
11262	Stalled Vehicle on I-10 Westbound near Louise St (156)	I-10	West	0	Louise St	Incident	Stalled Vehicle	Minor	Ended	0	DOTD	Statewide TMC	12/10/2019 23:27:00	2019-12-11T00:30:01.197	999_I-10_1_5_023	East Baton Rouge	3	0	0
11311	Disabled Semi on I-10 Eastbound near Perkins Rd (158) . Right Lane Blocked.	I-10	East	1	Perkins Rd	Incident	Disabled Semi	None	Ended	0	DOTD	Baton Rouge TMC	12/12/2019 19:17:04	2019-12-12T19:18:39.507	999_I-10_1_5_024	East Baton Rouge	2	1	1
11312	Stalled Vehicle on I-10 Eastbound near Perkins Rd (156) . Right Lane Closed.	I-10	East	1	Perkins Rd	Incident	Stalled Vehicle	None	Ended	0	TMC	Baton Rouge TMC	12/12/2019 19:17:20	2019-12-12T19:52:04.483	999_I-10_1_3_024	East Baton Rouge	2	1	1
11318	Debris on Roadway on I-10 Westbound near Essen Ln (162) . Lane Blocked.	I-10	West	0	Essen Ln	Obstruction	Debris on Roadway	Moderate	Ended	0	DOTD	Baton Rouge TMC	12/12/2019 21:17:00	2019-12-12T21:44:02.09	999_I-10_1_3_027	East Baton Rouge	3	1	1
11325	Accident on I-10 Eastbound near College Dr (159) . Lane Blocked.	I-10	East	0	College Dr	Incident	Accident	Minor	Ended	0	DOTD	Baton Rouge TMC	12/13/2019 00:09:00	2019-12-13T00:43:02.087	999_I-10_1_3_026	East Baton Rouge	5	1	1

Id	Description	Road Name	Dir.	Road Class	From X St	Type	Sub Type	Severity	Status	Is Closure	Report Agency	Event Source	Start Date	End Date	Route Id	Parishes	Lanes Open	Lanes Closed	Is Closed
11335	Road Construction on I-10 Eastbound near Prairieville (166) . Lanes Alternating. Starting 12/13/2019 11:00 PM and Ending 12/16/2019 5:16 AM	I-10	East	2	Prairieville	Roadwork	Road Construction	None	Ended	0	DOTD	Baton Rouge TMC	12/14/2019 05:00:00	2019-12-16T11:16:00.87	999_I-10_1_C_040	East Baton Rouge	2	0	0
11341	Disabled Semi on I-10 Eastbound near Nicholson Dr (154) . Right Lane Blocked.	I-10	East	0	I-110 Northbound	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	12/13/2019 16:06:00	2029-12-13T19:06:00		West Baton Rouge	2	1	1
11351	Disabled Semi on I-10 Eastbound near Nicholson Dr (154) . Right Lane Blocked.	I-10	East	0	Nicholson Dr	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	12/13/2019 21:35:00	2019-12-13T21:52:01.543	999_I-10_1_A_028	West Baton Rouge	2	2	1
11353	Accident on I-10 Westbound near College Dr (159) . Right Lane Blocked.	I-10	West	0	College Dr	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	12/13/2019 22:08:00	2019-12-13T22:23:01.7	999_I-10_1_3_026	East Baton Rouge	4	2	1
11356	Accident on I-10 Westbound near College Dr (159) . Right Lane Blocked.	I-10	West	0	College Dr	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	12/13/2019 22:08:00	2019-12-13T23:18:01.013	999_I-10_1_3_026	East Baton Rouge	4	2	1
11365	Accident on I-10 Eastbound near I-110 Northbound (155) . Lane Blocked.	I-10	East	0	I-110 Northbound	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	12/14/2019 16:53:00	2019-12-14T17:05:01.223	999_I-10_1_1_010	East Baton Rouge	2	1	1
11369	Accident on I-10 Westbound near LA-1 Southbound (155)	I-10	West	0	LA-1 Southbound	Incident	Accident	Minor	Ended	0	DOTD	Statewide TMC	12/14/2019 20:33:00	2019-12-14T21:54:02.233	999_I-10_1_1_010	East Baton Rouge	3	0	0
11384	Accident on I-10 Westbound near Ramah (144) . Right Lane Blocked.	I-10	West	0	Ramah	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	12/15/2019 21:19:00	2019-12-15T22:17:00.91	999_I-10_1_1_010	West Baton Rouge	1	1	1
11387	Accident on I-10 Eastbound near LA-427 (165) . Right Lane Blocked.	I-10	East	0	LA-427	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	12/15/2019 22:28:00	2019-12-15T23:35:01.263	999_I-10_1_1_010	East Baton Rouge	2	2	1
11400	Stalled Vehicle on I-10 Eastbound near Nicholson Dr (154)	I-10	East	0	Nicholson Dr	Incident	Stalled Vehicle	Minor	Ended	0	DOTD	Baton Rouge TMC	12/16/2019 14:58:00	2019-12-16T16:26:01.197	999_I-10_1_A_028	West Baton Rouge	2	0	0
11422	Accident on I-10 Westbound near Dalrymple Dr (156) . Left Lane Blocked.	I-10	West	0	Dalrymple Dr	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	12/17/2019 02:49:00	2019-12-17T03:22:01.127	999_I-10_1_1_010	East Baton Rouge	2	1	1
11423	Accident on I-10 Westbound near LA-427 (158) . 2 Left Lanes Blocked.	I-10	West	0	LA-427	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	12/17/2019 02:45:00	2019-12-17T03:14:01.827	999_I-10_1_1_010	East Baton Rouge	2	2	1
11431	Accident on I-10 Westbound near Essen Ln (161)	I-10	West	0	Essen Ln	Incident	Accident	Minor	Ended	0	DOTD	Baton Rouge TMC	12/17/2019 14:11:00	2019-12-17T14:57:02.063	999_I-10_1_1_010	East Baton Rouge	4	0	0
11440	Road Maintenance Operations on I-10 Eastbound near LA-427 (165) . Right Lane Closed. Starting 12/17/2019 9:00 PM and Ending 12/18/2019 12:10 AM	I-10	East	2	LA-427	Roadwork	Road Maintenance Operations	None	Ended	0	DOTD	Baton Rouge TMC	12/18/2019 03:00:00	2019-12-18T06:10:01.177	999_I-10_1_1_010	East Baton Rouge	2	1	1
11447	Accident on I-10 Eastbound near I-110 Northbound (155) . 2 Right Lanes Blocked.	I-10	East	0	I-110 Northbound	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	12/17/2019 23:16:00	2019-12-17T23:47:01.307	999_I-10_1_1_010	East Baton Rouge	1	3	1
11461	Accident on I-10 Westbound near LA-427 (158) . Left Lane Blocked.	I-10	West	0	LA-427	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	12/18/2019 14:29:00	2019-12-18T14:42:00.833	999_I-10_1_5_025	East Baton Rouge	3	2	1
11466	Accident on I-10 Eastbound near College Dr (158) . Lane Blocked.	I-10	East	0	College Dr	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	12/18/2019 18:48:00	2019-12-18T18:52:01.493	999_I-10_1_C_034	East Baton Rouge	3	2	1
11469		I-10	West	0	Siegen Ln	Incident	Stalled Vehicle	Moderate	0	DOTD	Statewide TMC	12/18/2019 19:52:00	2029-12-18T22:52:00		East Baton Rouge	2	1	1	
11474	Disabled Semi on I-10 Eastbound near Washington St (155) . Right Lane Blocked.	I-10	East	0	Washington St	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	12/18/2019 22:28:00	2019-12-19T00:36:01.44	999_I-10_1_1_010	East Baton Rouge	2	1	1
11476	Accident on I-10 Eastbound near Highland Rd (167) . Right Ramp Blocked.	I-10	East	0	Highland Rd	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	12/19/2019 00:48:00	2019-12-19T01:52:00.697	999_I-10_1_C_040	East Baton Rouge	4	1	1
11485	Accident on I-10 Westbound near Dalrymple Dr (158) . Left Lane Blocked.	I-10	West	0	Dalrymple Dr	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	12/19/2019 14:35:00	2019-12-19T14:43:01.63	999_I-10_1_C_033	East Baton Rouge	2	1	1
11487	Disabled Semi on I-10 Westbound near College Dr (159)	I-10	West	0	College Dr	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	12/19/2019 15:01:00	2019-12-19T15:20:01.09	999_I-10_1_3_026	East Baton Rouge	5	0	0
11492	Disabled Semi on I-10 Eastbound near Nicholson Dr (154) . Left Lane Blocked.	I-10	East	0	Nicholson Dr	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	12/19/2019 17:28:00	2019-12-19T18:44:01.303	999_I-10_1_A_028	West Baton Rouge	2	1	1
11502	Stalled Vehicle on I-10 Eastbound near I-110 Northbound (156) . Right Lane Blocked.	I-10	East	0	I-110 Northbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Statewide TMC	12/19/2019 23:22:00	2019-12-19T23:28:00.95	999_I-10_1_3_022	East Baton Rouge	1	1	1
11511	Disabled Semi on I-10 Eastbound near Washington St (155)	I-10	East	0	Washington St	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Baton Rouge TMC	12/20/2019 15:55:00	2019-12-20T16:05:01	999_I-10_1_1_010	East Baton Rouge	3	0	0
11529	Accident on I-10 Eastbound near Highland Rd (166) . Left Lane Blocked.	I-10	East	0	Highland Rd	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	12/20/2019 23:47:00	2019-12-21T00:32:01.657	999_I-10_1_1_010	East Baton Rouge	2	2	1
11540	Disabled Semi on I-10 Eastbound near I-110 Northbound (156) . Right Lane Blocked.	I-10	East	0	I-110 Northbound	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Statewide TMC	12/21/2019 18:40:00	2019-12-21T18:50:02.42	999_I-10_1_H_002	East Baton Rouge	2	1	1
11546	Stalled Vehicle on I-10 Eastbound near Nicholson Dr (154) . Left Lane Blocked.	I-10	East	0	Nicholson Dr	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Statewide TMC	12/21/2019 23:09:00	2019-12-21T23:21:01.78	999_I-10_1_1_010	West Baton Rouge	1	2	1
11552	Accident on I-10 Eastbound near Perkins Rd (156) . Left Lane Blocked.	I-10	East	0	Perkins Rd	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	12/22/2019 01:15:00	2019-12-22T01:30:02.55	999_I-10_1_1_010	East Baton Rouge	2	2	1
11553	Accident on I-10 Eastbound near I-110 Northbound (154) . Left Lane Blocked.	I-10	East	0	I-110 Northbound	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	12/22/2019 02:58:00	2019-12-22T03:18:00.933	999_I-10_1_1_010	West Baton Rouge	2	2	1
11572	Accident on I-10 Westbound near Highland Rd (168)	I-10	West	0	Highland Rd	Incident	Accident	Minor	Ended	0	DOTD	Statewide TMC	12/23/2019 00:13:00	2019-12-23T00:52:01.087	999_I-10_1_1_010	East Baton Rouge	2	0	0
11574	Stalled Vehicle on I-10 Eastbound near Perkins Rd (156) . Right Lane Blocked.	I-10	East	0	Perkins Rd	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Statewide TMC	12/23/2019 02:50:00	2019-12-23T04:02:01.403	999_I-10_1_C_031	East Baton Rouge	2	2	1
11588	Accident on I-10 Westbound near College Dr (159) . Right Lane Blocked.	I-10	West	0	College Dr	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	12/23/2019 18:50:00	2019-12-23T19:41:01.2	999_I-10_1_1_010	East Baton Rouge	4	2	1
11591	Accident on I-10 Westbound near LA-1 Southbound (155) . Left Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	12/23/2019 20:19:00	2019-12-23T20:31:01.37	999_I-10_1_1_010	East Baton Rouge	2	1	1

Id	Description	Road Name	Dir.	Road Class	From X St	Type	Sub Type	Severity	Status	Is Closure	Report Agency	Event Source	Start Date	End Date	Route Id	Parishes	Lanes Open	Lanes Closed	Is Closed
11595	Accident on I-10 Westbound near LA-1 Southbound (155). Right Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	12/24/2019 00:07:00	2019-12-24T00:34:01.607	999_I-10_1_1_010	East Baton Rouge	2	1	1
11598	Stalled Vehicle on I-10 Westbound near LA-1 Southbound (155). Left Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	12/24/2019 02:21:00	2019-12-24T02:52:00.517	999_I-10_1_1_010	East Baton Rouge	2	1	1
11600	Accident on I-10 Eastbound near S Acadian Thruway (158)	I-10	East	0	S Acadian Thruway	Incident	Accident	Minor	Ended	0	DOTD	Statewide TMC	12/24/2019 08:12:00	2019-12-24T09:04:00.947	999_I-10_1_1_010	East Baton Rouge	3	0	0
11609	Accident on I-10 Eastbound near Highland Rd (166). Right Lane Blocked.	I-10	East	0	Highland Rd	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	12/25/2019 17:15:00	2019-12-25T17:21:01.26	999_I-10_1_1_010	East Baton Rouge	2	2	1
11614	Accident on I-10 Westbound near S 10th St (156)	I-10	West	0	S 10th St	Incident	Accident	Minor	Ended	0	DOTD	Statewide TMC	12/26/2019 04:45:00	2019-12-26T05:52:01.2	999_I-10_1_1_010	East Baton Rouge	3	0	0
11617	Accident on I-10 Westbound near LA-1 Southbound (155). Right Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	12/26/2019 11:41:00	2019-12-26T12:10:01.567	999_I-10_1_1_010	East Baton Rouge	1	2	1
11618	Stalled Vehicle on I-10 Eastbound near Nicholson Dr (154). Right Lane Blocked.	I-10	East	0	Nicholson Dr	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	12/26/2019 12:02:00	2019-12-26T12:15:01.083	999_I-10_1_1_010	West Baton Rouge	2	1	1
11625	Stalled Vehicle on I-10 Eastbound near Nicholson Dr (154). Right Lane Blocked.	I-10	East	0	Nicholson Dr	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	12/26/2019 19:17:00	2019-12-26T19:23:01.48	999_I-10_1_1_010	West Baton Rouge	2	1	1
11630	Stalled Vehicle on I-10 Westbound near LA-1 Southbound (155). Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	12/26/2019 23:09:00	2019-12-26T23:29:01.373	999_I-10_1_1_010	East Baton Rouge	2	1	1
11632	Accident on I-10 Eastbound near Washington St (155). Lane Blocked.	I-10	East	0	Washington St	Incident	Accident	Moderate	Ended	0	DOTD	Baton Rouge TMC	12/27/2019 00:23:00	2019-12-27T01:01:00.797	999_I-10_1_1_010	East Baton Rouge	2	2	1
11654	Accident on I-10 Westbound near S 10th St (155)	I-10	West	0	S 10th St	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	12/28/2019 05:40:00	2019-12-28T06:36:01.237	999_I-10_1_1_010	East Baton Rouge	3	0	0
11670	Disabled Semi on I-10 Westbound near LA-1 Southbound (155). Right Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Disabled Semi	Moderate	Ended	0	DOTD	Statewide TMC	12/29/2019 17:37:00	2019-12-29T18:00:01.433	999_I-10_1_1_010	East Baton Rouge	2	1	1
11671	Accident on I-10 Westbound near Dalrymple Dr (158). Left Lane Blocked.	I-10	West	0	Dalrymple Dr	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	12/29/2019 18:23:00	2019-12-29T18:29:01.4	999_I-10_1_3_024	East Baton Rouge	2	1	1
11674	Accident on I-10 Westbound near Louise St (156). Left Lane Blocked.	I-10	West	0	Louise St	Incident	Accident	Moderate	Ended	0	DOTD	Statewide TMC	12/30/2019 00:39:00	2019-12-30T00:54:00.803	999_I-10_1_6_006	East Baton Rouge	2	2	1
11676	Stalled Vehicle on I-10 Westbound near McCalop St (156). Lane Blocked.	I-10	West	0	McCalop St	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Statewide TMC	12/30/2019 10:32:00	2019-12-30T11:45:01.483	999_I-10_1_6_006	East Baton Rouge	2	1	1
11677	Stalled Vehicle on I-10 Westbound near Dalrymple Dr (158)	I-10	West	0	Dalrymple Dr	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	12/30/2019 11:49:00	2019-12-30T12:21:01.127	999_I-10_1_3_024	East Baton Rouge	3	0	0
11678	Accident on I-10 Eastbound near Dalrymple Dr (156)	I-10	East	0	Dalrymple Dr	Incident	Accident	Minor	Ended	0	DOTD	Baton Rouge TMC	12/30/2019 13:19:00	2019-12-30T14:21:01.347	999_I-10_1_1_010	East Baton Rouge	3	0	0
11689	Stalled Vehicle on I-10 Eastbound near Nicholson Dr (154)	I-10	East	0	Nicholson Dr	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	12/31/2019 12:20:00	2019-12-31T12:37:01.713	999_I-10_1_A_028	West Baton Rouge	3	0	0
11699	Stalled Vehicle on I-10 Westbound near LA-1 Southbound (155). Right Lane Blocked.	I-10	West	0	LA-1 Southbound	Incident	Stalled Vehicle	Moderate	Ended	0	DOTD	Baton Rouge TMC	12/31/2019 20:32:00	2019-12-31T20:44:01.07	999_I-10_1_1_010	East Baton Rouge	2	1	1



Prepared by:



moffatt & nichol

One American Place, Suite 800,
301 Main Street, Baton Rouge,
LA 70825

Tel.: (225) 336-2075

moffattnichol.com