# *TRANSPORTATION CONFORMITY ANALYSIS*

***For***

***The Baton Rouge 8-Hour Ozone Nonattainment Area***

## Metropolitan Transportation Plan for 2032
## And
## Transportation Improvement Program
## (FY 2009 - FY 2013)

**Prepared by:**


**CAPITAL REGION PLANNING COMMISSION**
**LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT**
**AND**
**LOUISIANA DEPARTMENT OF ENVIRONMENTAL QUALITY**

## EXECUTIVE SUMMARY

**The five parishes comprising the Baton Rouge metropolitan study area: Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge, are currently designated by EPA as a "moderate" 8-hour ozone nonattainment area (Figure 1). The federal transportation conformity regulations (40 CFR part 93), *Criteria and Procedures for Determining Conformity to State and Federal Implementation Plans of Transportation Plans, Programs, and Projects Funded Under Title 23 U.S.C. or the Federal Transit Act*, requires Metropolitan Planning Organizations (MPOs) and state Departments of Transportation (DOTs) to make conformity determinations for Metropolitan Transportation Plans (MTPs) and Transportation Improvement Programs (TIPs) before they are adopted, approved, and accepted in nonattainment and air-quality maintenance areas.**

**In accordance with the federal conformity regulations (as amended through January 2008), the Baton Rouge MPO, the Capital Region Planning Commission (CRPC), and the Louisiana Department of Transportation and Development (LDOTD), in cooperation with the Federal Highway Administration (FHWA) and the Louisiana Department of Environmental Quality (LDEQ), must prepare a conformity determination not less than every four years or as regionally significant projects are added to or removed from the MTP. The updated MTP consists of a "financially constrained plan that demonstrates the availability of funding necessary to implement the transportation improvements."**

**In order to demonstrate attainment and maintenance of the National Ambient Air Quality Standard (NAAQS) for ozone, the Clean Air Act Amendments of 1990 (CAAA) require that each state submit a State Implementation Plan (SIP) to the U.S. Environmental Protection Agency (EPA). In ozone nonattainment and maintenance areas, the SIP is a legally binding control strategy implementation plan that contains specific controls and strategies through which ozone-precursor emissions will be reduced and the ozone standard attained. For the Baton Rouge ozone nonattainment area, the current applicable air quality SIP that is deemed adequate for transportation conformity purposes is a SIP**

**revision prepared by LDEQ that contains motor vehicle emissions budgets established with EPA's mobile source emission factor model, MOBILE6. The purpose of this report is to demonstrate that the *Baton Rouge MTP for 2032 and TIP FY2009-2013* conform to the motor vehicle emissions budgets specified in the applicable SIP for the Baton Rouge nonattainment area. The results from this study do in fact demonstrate that the total projected VOC and NOx emissions within the Baton Rouge nonattainment area are less than the established motor vehicle emissions budgets for these ozone-precursor pollutants; thus the MTP and TIP conform to the State Implementation Plan.**

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## GLOSSARY

**Advanced Transportation Management System – ATMS: Advanced traffic control center with emergency communications.**

**Clean Air Act Amendments of 1990 - CAAA: Legislation that identifies primary sources of certain criteria pollutants and calls for stringent new requirements regarding the attainment of the national ambient air quality standards (NAAQS).**

**Capital Region Planning Commission - CRPC: The Metropolitan Planning Organization (MPO) responsible for transportation planning activities within the Baton Rouge metropolitan area.**

**Environmental Protection Agency - EPA: The federal regulatory agency thath is responsible for administering and enforcing federal environmental laws.**

**Federal Highway Administration - FHWA: An agency of the U.S. Department of Transportation, with federal jurisdiction pertaining to transportation projects and funding.**

**Highway Performance Monitoring System - HPMS: A process of statistical sampling and analysis of highway system networks that is used in the estimation of vehicle miles traveled (VMT).**

**Intelligent Transportation System – ITS: This term is used to refer to computer operated traffic devices with communications, buildings, personnel etc., manage traffic and traffic related emergencies.**

**Louisiana Department of Environmental Quality - LDEQ: State of Louisiana agency that has jurisdiction over environmental regulations.**

**Louisiana Department of Transportation and Development - LDOTD: State of Louisiana**

**Agency with state jurisdiction pertaining to transportation projects and funding.**

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

**Metropolitan Planning Organization - MPO: An organization that is established by the Governor and units of local government to carry out the transportation planning process required by Section 134 of Title 23 of the United States Code as amended by TEA-21.**

**Metropolitan Study Area: The area represented by the existing urbanized area and the contiguous area that is forecasted to be urbanized within 25 years.**

**Metropolitan Transportation Plan (MTP): A document that specifies transportation projects and programs to be implemented over a long range period. The MTP must be financially constrained, have a 20 year planning horizon, and demonstrate conformity with applicable State Implementation Plans before formal approval and adoption.**

**Mobile Sources: Mobile sources include motor vehicles, aircraft, ocean-going vessels, and other transportation modes. The principal mobile source pollutants are: carbon monoxide (CO), volatile organic compounds (VOCs), oxides of nitrogen (NOx), and particulate matter (PM).**

**Motor Vehicle Emissions Budgets - MVEBs: That portion of the total allowable emissions defined in the applicable state implementation plan (SIP), for a certain date, and for the purpose of meeting reasonable further progress milestones or attainment or maintenance of the NAAQS.**

**National Ambient Air Quality Standards - NAAQS: Federal standards pursuant to section 109 of the Clean Air Act that establish permissible concentrations and exposure limits for criteria pollutants.**

**Nonattainment Area: A geographic region of the country that has been designated by the**

**EPA as not meeting the NAAQS.**

**Oxides of Nitrogen – $NO_X$: Compounds that contribute to the formation of ground level ozone.**

**Ozone: A secondary pollutant formed when volatile organic compounds and oxides of nitrogen combine in sunlight. It is associated with respiratory problems in humans and animals.**

**Post Processor Modeling Software - PPSUITE™: This model provides a link between travel demand model (TDM) output and the output of EPA's MOBILE6.2 emissions model.**

**SAFETEA-LU: Current federal legislation dictating the procedures for programming federal transportation funds.**

**State Implementation Plan - SIP: A plan mandated by the CAAA that contains procedures to monitor, control, maintain, and enforce compliance with the national ambient air quality standards.**

**Statewide Transportation Improvement Program – STIP: Document that contains the statewide transportation improvements showing financial constraint and compliance with all applicable regulations.**

**Transportation Advisory Committee - TAC: A committee consisting of governmental institutions and providers of transportation in the Baton Rouge metropolitan area. Its purpose is to provide advice and recommendations regarding transportation issues in the area.**

**Traffic Analysis Zone - TAZ: Smallest analysis area in a travel demand-forecasting model.**

**Transportation Equity Act for the 21st Century - TEA 21: Prior Federal legislation dictating the procedures for the spending of federal transportation monies.**

**Transportation Improvement Program - TIP: A document developed pursuant to 23 CFR part 450 that specifies transportation projects programmed for the metropolitan area.**

**Transportation Management Area - TMA: An urbanized area with a population of at least 200,000.**

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

**TransCAD: A travel-demand forecasting model used for projections of traffic volumes and vehicle speeds.**

**Volatile Organic Compounds – VOCs: Compounds that contribute to the formation of ground level ozone.**

# 1 INTRODUCTION

**The five parishes comprising the Baton Rouge metropolitan area: Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge, are currently designated by EPA as a "moderate" 8-hour ozone nonattainment area.[1] The moderate classification (effective April 21, 2008) is based primarily on locally monitored air quality data which indicate that the health-based 8-hour ozone standard of 0.85 ppm has been exceeded in the Baton Rouge area to a level sufficient to warrant the moderate nonattainment classification.**

**Due to the nonattainment classification of the noted five parish area, the Capital Region Planning Commission (CRPC) acting as the technical staff of the Baton Rouge MPO, and the Louisiana Department of Transportation and Development (LDOTD), in cooperation with the Louisiana Department of Environmental Quality (LDEQ), must prepare a transportation conformity analysis pursuant to state and federal conformity regulations (*LAC 33:III.14.B* and *40 CFR part 93*, respectively). This analysis must be performed no less than every four years, or as significant changes are made to transportation plans, programs, or as required by applicable Federal Regulations.**

**The regional emissions analysis for the long range Plan includes projects and programs to be implemented in the 5-parish nonattainment area over the next twenty-four years and is a "financially constrained Plan that demonstrates the availability of funding necessary to implement the transportation improvements," as required by the *Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)*, the *Transportation Equity Act for the 21st Century (TEA-21)* and most recently, the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)*.**

**This conformity analysis is prepared in accordance with applicable provisions of the federal transportation conformity rule (*40 CFR part 93*). Additionally, this analysis is**

[1] *73 FR15087, Final Rule, March 21, 2008, Determination of Nonattainment and Reclassification of the Baton Rouge 8-Hour Ozone Nonattainment Area; State of Louisiana.*

**performed using guidance from: *VMT for Air Quality Purposes*, prepared by the Federal Highway Administration (FHWA), and; *Section 187: VMT Forecasting and Tracking Guidance*,**

**prepared by the Environmental Protection Agency. The analysis includes estimates of VMT by parish and functional class with implementation of the MTP for the attainment year of 2009 and the horizon years of 2013, 2022, and 2032. The corresponding emission factors for ozone precursor emissions (VOC and NOx) are determined for the horizon years utilizing EPA's MOBILE6.2 mobile source emissions model. These vehicle emission factors are then applied to projected VMT for each analysis year and the resulting total emissions for the nonattainment area are compared to the established motor vehicle emissions budgets. A positive conformity finding can be made if the total calculated emissions are less than or equal to the allowable limits established for VOC and $NO_X$.**

## 2 METHODOLOGY

**Pursuant to sections 105 and 110 of 40 CFR part 93, in October of 2008, Planning staff with CRPC, LDOTD, FHWA, the Environmental Protection Agency (EPA) and LDEQ began a series of interagency consultation meetings to discuss 8-hour ozone conformity requirements for the Baton Rouge area. The primary purpose of these consultations was to reach a consensus on general and specific methodologies required to complete the tasks for the forthcoming conformity analysis. Many topics were discussed at these meetings and they included, but were not limited to: the appropriate Motor Vehicles Emissions Budget (MVEB), latest planning assumptions, VMT estimates for urban and rural areas, updating the urbanized area planning boundaries in accordance with the 2000 census data, regionally significant projects to be analyzed for the Plan and TIP stages, fiscal constraint issues, exempt projects, and Plan year staging options.**

**It was agreed that in order to determine conformity for the Plan and TIP, the following eight (8) tasks were required at a minimum. Methodologies and other pertinent details are discussed in the narrative that follows the task outline below:**

**Task 1:** **<u>Study Area Boundaries</u>**
**Confirm metropolitan and rural-area nonattainment area boundaries; confirm census-based boundaries for the Baton Rouge urbanized area.**

**Task 2:** **<u>Applicable Conformity Test Requirements</u>**
**Determine applicable motor vehicle emissions budgets to be used for the demonstration of Plan and TIP conformity to the SIP.**

**Task 3:** **<u>Horizon Year Analysis</u>**
**Define action networks and scenarios for selected horizon years.**

**Task 4:** **<u>Vehicle Miles of Travel (VMT) and Speeds</u>**

**Develop VMT projections in the nonattainment area for all analysis years by functional class using HPMS data for the non-modeled area, and travel-demand network model VMT and speeds for the modeled area. Determine the average travel speeds for the rural roadway functional classes in the nonattainment area.**

**Task 5:** **<u>Enhanced Modeling Methodology</u>**

**Use the PPSUITE™ enhanced-modeling emissions analysis software for the Baton Rouge Travel Demand Modeled area.**

**Task 6:** **<u>Vehicle Emissions Factors</u>**

**Determine composite emissions factors for each roadway functional class and each scenario utilizing EPA's MOBILE6.2 model.**

**Task 7:** **<u>Conformity Determination</u>**

**Determine the total on-road mobile source emissions for the Baton Rouge 5-parish nonattainment area and compare with the SIP motor vehicle emissions budgets.**

**Task 8:** **<u>Public Participation</u>**

**Prepare a draft conformity document for review and approval by the MPO Transportation Policy Committee (TPC), and make it available for public inspection and comment.**

## 2.1 STUDY AREA BOUNDARIES

**The first step in the development of mobile source emissions estimates for the Baton Rouge nonattainment area is to identify the boundaries to be used. There are two boundaries that are significant with regard to the air quality conformity analysis: the metropolitan study area (hereinafter referred to as the "modeled area") and the 5-parish nonattainment area. The Baton Rouge nonattainment area encompasses the parishes of Ascension, East Baton**

**Rouge, Iberville, Livingston, and West Baton Rouge (Figure 1). The metropolitan study area is totally within the nonattainment area and is completely covered by the MPO network model. The functional classifications of the model network links were updated in 2003 to reflect revised 2000 census urbanized area boundary changes.**

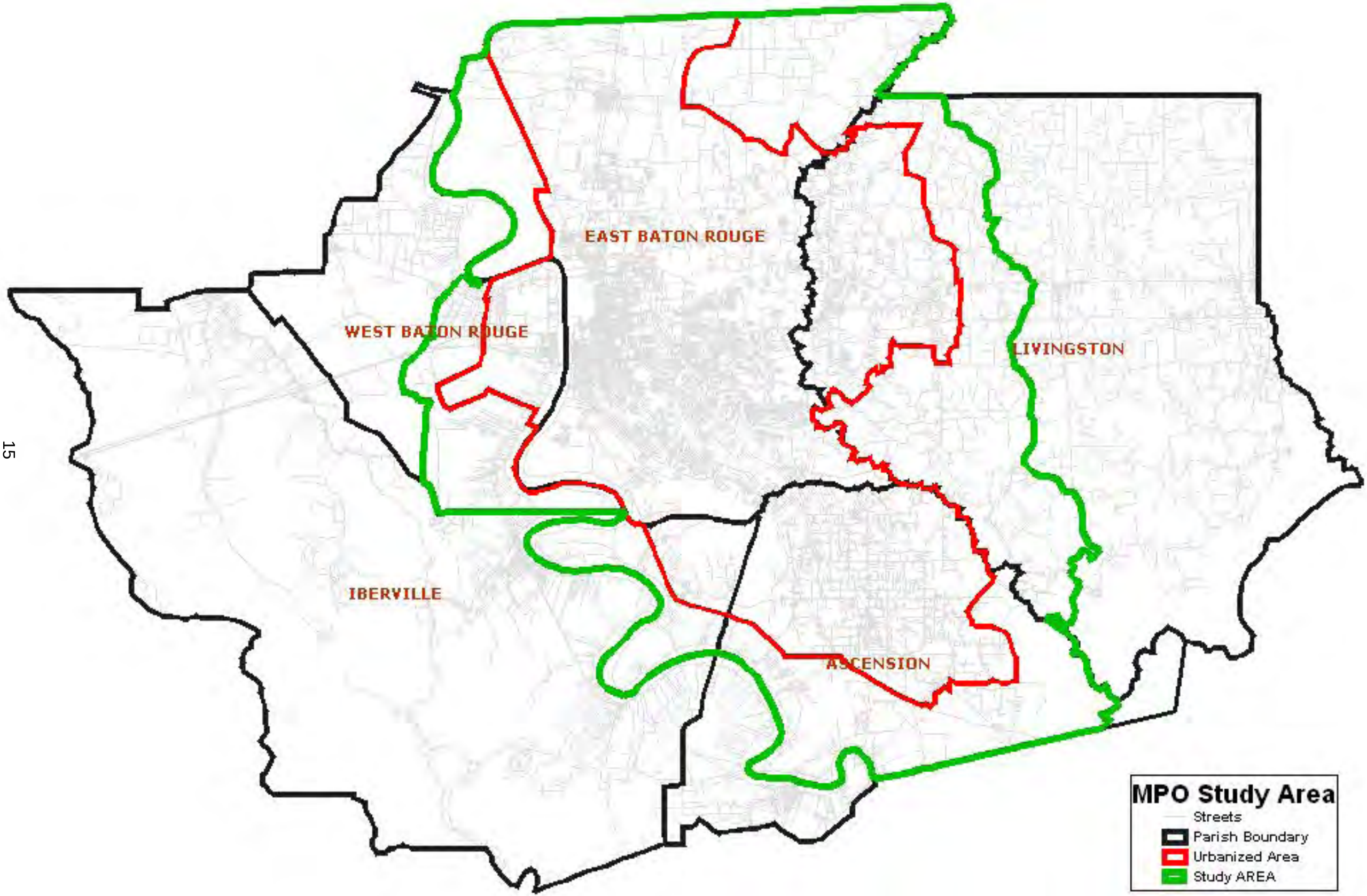
## 2.2 APPLICABLE CONFORMITY TEST REQUIREMENTS

**In order to make a positive conformity finding for the MTP and TIP, projected mobile source emissions (VOC and NOx) for each analysis year must be lower than the MVEBs established for Baton Rouge's ozone attainment year, 2009. Using the interagency consultation process, VOC and NOx MVEBs for 2005 were established by LDEQ in a SIP revision that was submitted to EPA on January 21, 2003. The purpose of that SIP revision was to update previously approved MVEBs with the latest version of EPA's mobile source emissions model, MOBILE6. The emissions budgets contained therein were deemed adequate for transportation conformity purposes by EPA (68 FR 32748, *Notice of Adequacy*, June 2, 2003). Because the above mentioned is the latest approved budget, this can be used to satisfy the budget test requirements of the transportation conformity rule.**

## 2.3 HORIZON ANALYSIS YEARS

**Horizon Year analysis is defined by incremental Plan stages that contain applicable projects that are expected to be operational before the end of each of the three Plan stages. This air quality conformity analysis includes the following three action scenarios or stages, which were selected through interagency consultation and meet the requirements of 40 CFR 93.106(a)(1) and 40 CFR 93.118(b):**

**Stage 1 2009 -- 2013**
**Stage 2 2014 -- 2022**
**Stage 3 2023 – 2032.**


EAST BATON ROUGE
WEST BATON ROUGE
LIVINGSTON
IBERVILLE
ASCENSION
MPO Study Area
Streets
Parish Boundary
Urbanized Area
Study AREA

## 2.4 ESTIMATION OF VMT AND VEHICLE SPEEDS

**VMT for the non-modeled area was developed using HPMS data for the FHWA's twelve (12) functional classes of roadways. To obtain the HPMS-based VMT for the non-modeled area, GIS software and GIS spatial layers were employed to disaggregate all functionally classified highway links at the border with the modeled area. Using those links and the highway network outside the model area and within the limits of the non-attainment area, the total mileage for each functional class in the non-modeled area was obtained and the associated VMT was calculated from HPMS data for the base year of 2006. By using historically developed adjustment factors the base year VMT of each functional class was seasonally adjusted for the ozone season (July).**

**VMT was projected for the selected horizon years of 2009, 2013, 2022, and 2032 by using base year VMT and growth rates developed from historical HPMS data using regression analysis. Horizon years' VMT were calculated using the following relationship:**

$$(1+r)^n = \frac{VMT_j}{VMT_i}$$

**WHERE:** **r** **= annual growth rate;**

**n** **= number of years (year j – year i);**

**$VMT_i$ = vehicle miles of travel in year i;**

**$VMT_j$ = vehicle miles of travel in year j.**

**The growth rates are stratified by functional class of roadways.**

**For modeling purposes, vehicle speeds in the non-modeled area are assumed to average 90 percent of LDOTD's design value speeds specified for the roadway functional classes.**

**For the modeled area, VMT and vehicle speeds are derived by using post-processing modeling software called PPSUITE™ (Appendix C). Section 2.6 below describes how this**

**model produces VMT and speeds based on travel demand model output. However, TDM/HPMS adjustment factors for all modeled roadway types were developed in accordance with 40 CFR 93.122 using 2006 HPMS-based network VMT. Modeled area VMT was adjusted in order to reconcile HPMS data with the results of the model.**

**Vehicle speeds used in the modeled area were those produced by the PPSUITE™ model.**

## 2.5 VEHICLE EMISSION FACTORS

**Composite vehicle emission factors (grams of emissions per vehicle mile of travel) were determined utilizing the sixth generation of the mobile emissions model software, MOBILE6.2. This is an integrated set of FORTRAN routines for estimating the air pollution impact of gasoline- and diesel-fueled motor vehicles. Emission factors for VOC and $NO_x$ were determined for attainment year 2009 and each horizon year (2013, 2022, and 2032) using area-specific input assumptions for the Baton Rouge ozone nonattainment area.**

**Using the interagency consultation process, local fleet characteristics, including VMT mix fractions were established. LA DEQ developed new vehicle registration distributions using the latest LA Office of Motor Vehicle data (Appendix E). Area-specific MOBILE6.2 input files were prepared primarily by LDEQ Environmental Planning Division staff and provided to CRPC and DOTD for use in this conformity analysis. The files produced are consistent with those used for preparation of the *MOBILE6 Motor Vehicle Emissions Budgets* SIP. Other non-default local parameters include:**

1. **Baton Rouge minimum/maximum ozone-season temperatures and absolute humidity levels;**
2. **Average vehicle speeds (mph) for all vehicle types;**
3. **Summertime gasoline Reid Vapor Pressure, and;**

4. **A 5-parish vehicle inspection and maintenance (I/M) program that includes on-board diagnostic testing for 1996 and newer vehicle model years, a gas cap check, and an anti-tampering inspection program.**

**In addition to the VMT mix and registration distribution files, Appendix E contains all MOBILE6.2 input and output files.**

## 2.6 ENHANCED MODELING METHODOLOGY

**Section 93.122 of the EPA's *Transportation Conformity Rule Amendments* dated August 15, 1997, stipulated a number of extra modeling requirements for areas classified as moderate, serious, severe, or extreme ozone non-attainment areas. The Baton Rouge non-attainment area is currently classified as a moderate 8-hour ozone nonattainment area. Previously, the area was classified as a severe 1-hour ozone nonattainment area. Because of the prior severe classification, and the requirements of the anti-backsliding provisions of the Clean Air Act, the urbanized portion of the nonattainment area (the MPO area) must use enhanced modeling techniques for the mobile source emissions analysis. Enhanced modeling techniques improve the accuracy of mobile source emissions estimates primarily by accounting for the temporal variability due to peak and off-peak traffic volumes and the effect of congestion levels on vehicular emissions.**

**To meet the enhanced modeling requirements, the Baton Rouge MPO uses PPSUITE™ post-processing modeling software that links the output of the travel demand model (e.g. VMT and speeds) with emission factors produced by MOBILE6.2. In other words, PPSUITE™ uses the output of the travel demand forecasting assignments and the associated network data, and performs a number of tasks to analyze network operating conditions, compile VMT and speed estimates, process MOBILE6.2 input, and produce the MOBILE6.2 output over four distinct time periods of the day.**

**With help from other agencies, CRPC staff prepared the following input files needed for PPSUITE™ modeling:**

**<u>Empirically Based Free-Flow Speeds File</u> - From the data collected by Louisiana State University using Global Positioning System, on interstate and arterial corridors in the Baton Rouge Metropolitan Urbanized Area.**

**<u>Directionality File</u> – To make it possible to take advantage of the flexibility offered by PPSUITE™ in terms of coding the directionality of each link. This allowed for accounting of different flows on the interstate corridors that are particularly significant during the peak periods.**

**<u>Highway Network File</u> – The highway network file used was the TransCAD loaded highway network file that was translated to DBF format and adjusted with the Empirically Based Free-Flow Speeds File and the Directionality File.**

**<u>Zone Area Equivalence File</u> – Traffic zones are the geographic entities that form the basis for both pattern matching and VMT tabulations. The basic requirement is that each network contains a traffic zone number, so that it can be spatially referenced. Each of the 688 Traffic Analysis Zones (TAZ) was assigned to one of the thirty-five districts.**

**<u>Hourly Pattern File</u> – The portion of the daily traffic by hour of the day for each of the facility types was prepared using the hourly count data from LA DOTD end the EBRDPW.**

**<u>Speed-Capacity Lookup File</u> – This input file was prepared using empirical free flow speeds, the 1994 Highway Capacity Manual, and a research paper by the Metropolitan Transportation Commission, "Beyond the BPR curve: Speed Capacity Relationships in Traffic Assignment", presented at the 5th Transportation Methods Conference in Seattle, 1995.**

**<u>MOBILE6.2 Files</u> – The MOBILE6.2 input files were developed primarily by LDEQ staff and reformatted for use with PPSUITE™ driver files. The MOBILE6.2 input files contain all localized planning variables as those used for the non-modeled portion of the**

**nonattainment area. However, PPSUITE™ automatically adjusts and inserts traffic flow variables (speed and VMT mix) from the network for each scenario (area/facility, type/time period combination).**

**<u>Vehicle Type Mix File</u> – The vehicle type mix for each hour was prepared by using the DOTD statewide VMT mix for all facility types.**

**<u>Vehicle Type Capacity Factor File</u> – The model incorporates the factors extracted from the Highway Capacity Manual.**

**<u>Ambient Temperature File</u> – LDEQ provided the data to CRPC to calculate ambient temperatures for each of the four time periods on a typical ozone exceedence day.**

## 2.7 Total On-road Mobile Emissions

**The total mobile source emissions for the Baton Rouge nonattainment area are calculated by adding the emissions in the modeled area to those estimated for the non-modeled area (donut area). For the urbanized modeled area, the emission output is summarized by PPSUITE™ in three different aggregation choices: facility type, time period, and by parish. For the rural areas surrounding the modeled area, the HPMS-based VMT are estimated for each parish (or part of parish) and multiplied by the emission factors derived from MOBILE6.2. Tables 1 and 2 in Section 3.0 show the results of the rural/urban emissions summation.**

## 2.8 Public Participation

**The public participation process follows the requirements of 40 CFR 93.105 and 23 CFR 450.316. This process is proactive and provides for public review and comment prior to formal action on this conformity determination for the MTP and TIP update.**

**The public involvement process provides for complete information, timely notice, full public access to key decisions, and reasonable public access to the technical and policy information with consideration of public input. This public participation process is documented in Appendices H and I.**

**These appendices include the affidavit of proof of publication of the public notice, the official minutes of the public hearing, the joint meeting of the TPC and the Technical Advisory Committee (TAC), the adopting resolution certifying the conformity analysis and adoption of the MTP and TIP, and conformity determination concurrence letters from participating state and federal agencies.**

## 3.0 CONFORMITY ANALYSIS RESULTS

**Tables 1 and 2 summarize the regional emissions analysis performed for the Baton Rouge nonattainment area.**

**TABLE 1**

**Attainment Year (2009) and Horizon Year VOC Emissions.**

| Pollutant (tpd = tons per day) | Volatile Organic Compounds (tpd) | | | |
|---|---|---|---|---|
| Analysis Year | 2009 | 2013 | 2022 | 2032 |
| Non-modeled Area Network Emissions | 2.59 | 1.87 | 1.14 | 1.22 |
| Modeled Area Network Emissions | 16.13 | 11.35 | 6.41 | 6.59 |
| Total Emissions: | 18.72 | 13.22 | 7.55 | 7.81 |
| Motor Vehicle Emissions Budgets | 18.82 | 18.82 | 18.82 | 18.82 |

**TABLE 2**

**Attainment Year (2009) and Horizon Year NOx Emissions.**

| Pollutant (tpd = tons per day) | Nitrogen Oxides (tpd) | | | |
|---|---|---|---|---|
| Analysis Year | 2009 | 2013 | 2022 | 2032 |
| Non-modeled Area Network Emissions | 6.29 | 3.90 | 1.53 | 1.07 |
| Modeled Area Network Emissions | 19.93 | 12.83 | 5.43 | 4.23 |
| Total Emissions: | 26.22 | 16.73 | 6.96 | 5.30 |
| Motor Vehicle Emissions Budgets | 30.00 | 30.00 | 30.00 | 30.00 |

**As can be seen in Tables 1 and 2, the total network emissions for the attainment year 2009 and each Plan stage year (including the 2032 horizon year) are less than the MVEBs established for the nonattainment area. Therefore, it is concluded that the regional emissions analysis performed for the *Baton Rouge Nonattainment Area Transportation Plan for 2032 and the Transportation Improvement Program (FY 2009 - 2013)* demonstrates conformity to applicable provisions of Louisiana's Ozone SIP.**

# Appendix A

## Baton Rouge Metropolitan Transportation Plan for 2032

Appendix A contains the three staged Metropolitan Transportation Plan. These stages were selected after several interagency consultation meetings. Each stage and project meets the requirements of 40 CFR 93.106 and 93.108.

# STAGE I (2009 – 2013)

| Project Number | Parish | Name (Location) | Improvement | Total Cost (000) | Funding Source |
|---|---|---|---|---|---|
| 742-17-MAP8 | EBR | Transfer CMAQ Funds to STPHAZ | City's Share of M.A.P | 1,750 | CM |
| 077-02-0019 | ASC | LA 73 (LA 74 - LA 30) | Three Lane | 9,850 | STPHAZ, STPFLEX, CM |
| 077-05-0043 | EBR | Br Computer Sig Sync Phase V | Signal Synchronization @ 44 Intersections | 10,916 | DEMO |
| 050-07-0066 | WBR | LA 1 – Port Allen Canal Bridge | Bridge Rehabilitation | 19,714 | FBRON |
| 077-04-0019 | EBR | LA 73 (Old Jeff Hwy @ Antioch Rd) | Intersection Improvement | 1,189 | CM |
| 254-02-0040 | EBR | LA 37 (Magnolia Bridge Rd – Indian Mound) | Reconstruction W/Geometric Improvements | 18,704 | OTHER |
| 260-01-0020 | ASC | LA 42 – Amite River Relief Bridge | Bridge Replcement | 2,340 | FBRON |
| 262-31-0016 | LIV | LA 64 – Amite River Br & Relief @ Magnolia | Bridge Replacement, 2 to 4 Lanes | 23,187 | FBRON |
| 273-03-0025 | LIV | LA 1026 – Turn Lanes at LA 64 & LA 1026 | Intersection Improvement | 3,084 | STPHAZ |
| 414-01-0036 | EBR | LA 30 (Nicholas Dr @ Brightside Ln) | Intersection Improvement | 2,650 | CM |
| 450-10-0108 | EBR | I- 10 (I-10/I-12 Split to Siegen Ln) | Reconstruction and Widening to 6 Lanes | 57,500 | IM, STGEN, OTHER |
| 454-01 | EBR | I- 12 (Millerville Rd to Livingston Parish Line) | Patch and Overlay | 5,294 | IM |
| 450-08-0051 | WBR | I-10 (LA 1 in Port Allen to I-110) | Interstate Signing | 855 | IM |
| 742-06-0044 | EBR | Millerville Rd (I-12 to S Harrells Ferry Rd) | Widen from 2 Lanes to 5 Lanes | 7,313 | STP>200K |
| 742-17-0008 | EBR | Flannery Rd @ Florida Blvd | Intersection Improvement | 2,653 | CM |
| 742-17-0118 | EBR | Sherwood Forest Blvd (Choctaw Dr – Greenwell Spgs Rd) | Widen to 5 Lanes | 12,200 | STP>200K |
| 742-17-0131 | EBR | Jones Creek Rd (Tigerbend Rd – Coursey Rd) | Widen to 5 Lanes | 13,755 | STP>200K |
| 742-17-0150 | EBR | Central Thruway | Comite and Beaver Bayou #1 Bridges | 23,830 | City/Parish/ DEMO* |

| | | | | | |
|---|---|---|---|---|---|
| 742-17-0143 | EBR | Central Thruway | Frenchtown – Sullivan, C &G & Embank | 3,066 | STP>200/ DEMO |
| 254-02-0051 | EBR | Central Thruway | LA 37 at Central Thruway | 6,800 | DEMO,STP >200K, LOCAL |
| 742-17-05TR | EBR | Flex to Transit | Operating | 5,000 | CMAQ |
| 817-41-0008 | EBR | LA 3245 (O'Neal Ln) I-12 to US 190 Florida Blvd | Widen to 5 Lanes | 17,250 | STPFLEX |
| 832-11-0008 | LIV | LA 1031 (Hatchell Ln) @US 190 & LA 1030 | Left Turn Lanes | 3,777 | STPHAZ |
| City | EBR | Picardy Av (Summa Av – Essen Ln) | Extension of Road | 1,083 | City/Parish |
| City | EBR | Comite Dr (Plank Rd – Comite River) | Widening to 3 Lanes | 7,460 | City/Parish |
| City | EBR | O'Neal Ln (George O'Neal Rd – S Harrells Ferry Rd) | Widening to 4/5 Lanes | 5,712 | City/Parish |
| City | EBR | S Choctaw Rd (Flannery Rd – Central Thruway) | Widen to 4 Lanes | 6,664 | City/Parish |
| City | EBR | S Harrels Ferry Rd Ph I (Sherwood Forest Blvd – Millerville Rd) | Widen to 4 Lanes | 9,044 | City/Parish |
| 077-02-0020 | ASC | LA 73 (I-10 to US-61) | Widen to 4 Lanes | 14,000 | DEMO/ OTHER |
| 019-02-0051 | EBR | US 61 (I-110 to LA 964) | Rubblize and Overlay | 7,633 | NHS |
| 832-22-0019 | LIV | LA 1032 River Rd | Realign with LA 1032 4 - H Clu Rd | 880 | SPTHAZ |
| 253-02-0024 | EBR | Zachary Ped Paths and Sidewalks | New Sidewalks | 200 | STPENH |
| 742-17-0146 | EBR | S Sherwood Forest Blvd at S Harrell's Ferry Rd | Intersection Improvements | 8,655 | STP>200K |
| 077-02-0017 | ASC | LA 621/LA 73/I-10 | Intersection Improvements | 1,700 | CM |
| 265-01-0043 | ASC | LA 44 in Gonzales | Signal Improvements | 1,200 | CM |
| 742-17-ATM | EBR | Advanced Traffic Management Center | Operations | 1,500 | CM |
| 257-04-0025 | EBR | LA 42 (Burbank Dr at West Lee Dr) | Intersection Improvements | 279 | STPHAZ |
| 260-02-0037 | LIV | LA 16 @ LA 22 | Realign Curve | 590 | STPHAZ |
| 007-07-0048 | ASC | US 61 in Ascension and East Baton Rouge Parishes | Signal Improvements | 4,762 | STPFLEX |
| 262-02 | LIV | LA 16 (Range Av at Jackson St) | Turn Lanes | 1,200 | CM |

| | | | | | |
|---|---|---|---|---|---|
| 267-02-B | ASC | LA 431 at Gold Place in Gonzales | Turn Lanes | 600 | CM |
| | EBR | CATS – Bus Rapid Transit | Study | 3,000 | DEMO |
| 742-32-0002 | LIV | Walker (Park and Ride) | Ped / Bike Pathway/ Park & Ride | 625 | CM |
| 253-02-0025 | EBR | LA 64 (LA 19 to McHugh Road) | Center Turn Lane | 2,850 | STPHAZ |
| 737-99-0595 | EBR | Baton Rouge ITS Deployment Ph 3 | Baton Rouge ITS | 2,500 | CM |
| 742-17-K | EBR | BR Levee Bike Path (S Bertman Dr – Farr Park) | B.R. Levee Bike Path | 2,200 | CM |
| 737-96-0039 | EBR | Baton Rouge ITS Deployment Ph 4 | Baton Rouge ITS | 2,500 | STPFLEX |
| 737-17-0010 | EBR | Information Center at Southern University | Information Center at Baton Rouge | 1,804 | DEMO/ OTHER |
| 736-96-0016 | EBR | Regional Rideshare Program | Administration | 1,000 | CM |
| | ASC | LA 22 in Ascension Parish | Plan Design & Construct Rdwy Improvements | 200 | DEMO |
| 744-17-0015 | EBR | Bicycle/Pedestrian Path Improvement Dalrymple Dr | Bicycle / Pedestrian Path Improvement | 906 | STPENH, City/ Parish |
| | EBR | Burbank Dr (Lee Dr to Bluebonnet Blvd) | Complete 4 Lanes | 17,316 | City/ Parish |
| | EBR | Burbank Dr ( Bluebonnet Blvd to Siegen Ln) | Complete 4 Lanes | 9,031 | City/ Parish |
| | EBR | Jones Creek Rd (S Harrells Rd – Coursey Blvd) | Widen to 5 Lanes | 21,529 | City/ Parish |
| | EBR | Staring Ln (Highland Rd – Burbank Dr) | New 5 Lanes | 10,097 | City/ Parish |
| | EBR | Brightside Dr ( River Rd – Nicholson Dr) | Widen to 3 Lanes | 31,159 | City/ Parish |
| | EBR | Veterans Memorial Blvd Extension (Quimby Dr – Blount Rd) | New 4 Lanes | 6,517 | City/ Parish |
| | EBR | Essen Ln @ I-10 | Intersection Improvements | 6,804 | City/ Parish |
| | EBR | Pecue Ln Interchange at I-10 with Road Improvements | Widen 2 to 5 Lanes | 30,836 | City/ Parish |
| | EBR | Ford St (Plank Rd to Mickens Rd) | 2 Ln Blvd | 20,291 | City/ Parish |
| | EBR | Perkins Rd @ Stanford/Acadian Dr | Intersection Improvements | 8,548 | City/ Parish |
| | EBR | Foster Dr at Government St | Intersection Improvements | 3,903 | City/ Parish |

| | | | | | |
|---|---|---|---|---|---|
| | EBR | Downtown Signal Upgrades 30 | Upgrades and Interconnect | 10,258 | City/ Parish |
| | EBR | Sherwood Forest Blvd at Coursey Blvd | Intersection Improvements | 5,197 | City/ Parish |
| | EBR | Staring Ln (Perkings Rd to Highland Rd) | Widen to 4 Lanes | 49,765 | STP>200K |
| | EBR | Siegen Ln (Perkins to Highland Rd) | Widen to 4 Lanes | 18,611 | STPFLEX |
| | EBR | Old Hammond Hwy (Blvd de Provence – Millerville Rd) | Widen to 4 Lanes | 12,996 | City/ Parish |
| | EBR | Old Hammond Hwy ( Millerville Rd to O'Neal Ln) | Widen to 4 Lanes | 6,599 | City/ Parish |
| 817-41-0007 | EBR | O Neal Ln (S Harrells Ferry Rd – I-12) | Widening Letting | 20,524 | LOCAL* |
| | EBR | S Harrells Ferry Rd (Millerville Rd – O'Neal Ln) Ph II | Widen to 4/5 Lanes | 6,652 | STP>200K |
| | EBR | Lobdell Av (Florida Blvd – Jefferson Hwy) | Widen to 4 Lanes | 6,101 | STP>200K |
| | EBR | N Harrells Ferry Rd (Old Hammond Hwy – Sherwood Forest Blvd) | Widen to 3 Lanes | 1,797 | STP>200K |
| | EBR | Sullivan Rd (Central Thruway to Wax Rd) | Widen to 4 Lanes | 31,981 | STP>200K |
| 259-01-93 | EBR | LA 42 Highland Rd (Perkins Rd to Airline Hwy) | Widen to 4 Lanes | 31,374 | City/ Parish |
| | EBR | US 61 Airline Hwy ( LA 427 Perkins Rd to Pecue Ln) | Removing Old Surface/ Resurface | 2,485 | STCASH |
| | ASC | LA 74 (Iberville Parish Line to US 61) | Removing Old Surface/ Resurface | 2,485 | STCASH |
| | ASC | I-10 (LA 30 & LA 44) | Installing Roadway Lighting | 820 | STCASH |
| | EBR | I-10 (Washington St to Acadian Thruway) | Patch and Overlay | 1,000 | STCASH |
| | EBR | I- 110 (I-10 to Chippewa Dr) | Patch and Overlay | 1,000 | STCASH |
| | EBR | LA 3246 (Siegen Ln Overpass South of I-10) | Modify ramp/ Turning Lanes | 438 | STCASH |
| | LIV | LA 63 (Weiss Rd from W LA 449 to LA 1023) | Patch and Overlay | 2,035 | STCASH |
| | WBR | LA 989-1 (LA 989-2 to end of control section) | Patch and Overlay | 2,167 | STCASH |
| | WBR | LA 989-1 (LA 1 to LA 989-2) Combine w/ project above | Patch and Overlay | 0 | STCASH |
| | ASC | LA 73 | Rights – of – way and utilities for widening | 1,000 | STCASH |
| | ASC | I-10 (I-10 at LA 74) | Feasibility/ Traffic analysis of new interchange | 500 | STCASH |

| | | | | | |
|---|---|---|---|---|---|
| | ASC | LA 42 (US 61 to LA 44) | Engineering for Widening | 10,00 | STCASH |
| | EBR | Baton Rouge Loop | Environmental StudyTier I | 4,500 | STCASH |
| | EBR | LA 427 (Siegen Ln to Highland Rd) | Environment Impact Study of Widening | 100 | STCASH |
| | EBR | I-10 (I-10 Bridge – 10/12 Split) | Feasibility/ Environmental Study | 2,000 | STCASH |
| | EBR | I-10 (Siegen Ln to LA 22) | Feasibility/ Environmental Study widen to 6 Lns | 100 | STCASH |
| | EBR | I-12 (O' Neal Ln to Juban Rd) | Environmental Impact of Study in Wideming | 1,000 | STCASH |
| 454-02-0025 | LIV | I-12 (O'Neal Ln to Walker) | Pavement Relacenment and Widening | 125,000 | IM,NHS, FBRON |
| 255-02-0027 | EBR | Hooper Rd (Blackwater - Devall Rd) | Widen to 4 Lanes | 41,472 | STPFLEX |
| | EBR | I – 10 (Siegen Ln to Highland Rd) | Widen to 6 Lanes | 75,000 | STPFLEX |
| | | Federal Off- System Bridges | Bridge Replacement | 1,000 | FBR |
| | | Bridge Rail and Guard Rail | Bridge Rehabilitation | 1,000 | FBR |
| | | Bridge Painting | Bridge Maintenance | 1,000 | FBR |
| | | Federal Bridge Inspection Programs | Bridge Inspection | 5,000 | FBR |
| | | Interstate Preventive Maintenance | Maintenance | 10,000 | IM |
| | | Interstate Maintenance | Maintenance | 5,000 | IM |
| | | Pavement Maintenance Projects | Maintenance | 10,000 | OLAY |
| | | Overlay | Overlay | 1,000 | STPFLEX |
| | | Bridge Repair | Bridge Repair | 1,250 | STCASH |
| | | Federal Enhancement Projects | Enhancement | 2,500 | STPENH |
| | | Hazardous Elimination Projects | Safety | 2,000 | STPHAZ |

# STAGE II (2014 – 2022)

| Project Number | Parish | Name (Location) | Improvement | Total Cost (000) | Funding Source |
|---|---|---|---|---|---|
| 258-01-0033 | EBR | LA 427 Perkins Rd (Pecue Ln – Highland Rd) | Widen to 5 Lanes | 17,500 | DEMO |
| | EBR | Cedarcrest Av (Airline Hwy to Old Hammond Hwy) | Widen to 4 Lanes | 5,640 | STP>200K |
| | EBR | LA 1068 Drusilla Ln (Jefferson Hwy to Old Hammond Rd) | Widen to 4/5 Lanes | 4,000 | STPFLEX |
| | LIV | US 190 Florida Av (Pete's Hwy to LA 1027) | Widen to 4/5 Lanes | 19,360 | NHS |
| | LIV | Juban Rd Ext (US 190 – Lockhart Rd) | New 4 Lanes | 7,000 | STPFLEX |
| | EBR | Central Thruway (Florida Blvd – Sullivan Rd) | Widen 2 to 4 Lanes | 13,600 | City/ Parish |
| | EBR | Ailine Hwy Ph I-C (Florida Blvd to Florline Dr) | Widen to 6 Lanes | 1,800 | NHS |
| | EBR | Airline Hwy Ph III (Florline Dr to Greenwell Sprng Rd) | Widen to 6 Lanes | 9,300 | NHS |
| | EBR | Airline Hwy Ph II-B (Greenwell Sprng Rd to I-110) | Widen to 6 Lanes | 23,220 | NHS |
| | EBR | Florida Blvd (Airline Highway to Monterrey Blvd) | Widen to 8 Lanes | 4,620 | NHS |
| | EBR | Florida Blvd (Monterry Dr to Sherwood Forest Blvd) | Widen to 8 Lanes | 11,340 | NHS |
| | LIV | La 64 (LA 16 to LA 37) in LIV and EBR Parishes | Widen to 4 Lanes | 10,920 | STPFLEX* |
| | EBR | LA 42 Burbank Dr (Nicholson Dr to 0.8 mile east) | Widen to 6 Lanes | 4,800 | STP>200K* |
| | EBR | LA 67 Plank Rd (Airline Hwy to Hooper Rd) | Widen to 6 Lanes | 4,500 | STP>200K* |
| 260-01-0026 | ASC | LA 42 (US 61 to LA 44) | Widen to 4 Lanes | 25,000 | DEMO |
| | EBR | LA 64 (Joor Rd to LA 67 Plank Rd) | Widen to 4 Lanes | 15,200 | STPFLEX* |
| | EBR | Lee Dr (Perkins Rd to Highland Rd) | Widen to 4 Lanes | 7,360 | STP>200K |
| | EBR | S Sherwood Forest Blvd (Florida Blvd to Old Hammond Hwy) | Widen to 4 Lanes | 6,000 | STP>200K* |
| | LIV | LA 1026 Juban Rd (Wax Rd to US 190) | Widen to 4 Lanes | 17,500 | STPFLEX* |
| | EBR | Nicholson Dr (Gourrier Av – Ben Hur Rd) | Widen to 5 Lanes | 42,417 | City/ Parish |

| | | | | | |
|---|---|---|---|---|---|
| | EBR | Highland Rd to Burbank Dr Connector | New 4 Lanes | 4,409 | City/Parish |
| | EBR | Jones Creek Rd Ext (Jefferson Hwy to Tiger Bend Rd) | New 5 Lanes | 21,387 | City/ Parish |
| | EBR | LA 64 (Mt Pleasant Rd – Zachary Rd) (US 61 to LA 964) | Widen to 4 Lanes | 28,595 | City/Parish |
| | EBR | Picardy Av to Perkins Rd Connector | New 4 Lanes | 40,204 | City/Parish |
| | EBR | Glen Oaks Dr (Plank Rd to McClelland Dr) | Widen to 3 Lanes | 8,812 | City/Parish |
| | EBR | McHugh Rd (Wimbush Dr to Lower Zachary Rd) | 2 Lanes | 11,142 | City/Parish |
| | EBR | Elm Grove Garden Dr (Fairchild Rd to Rosenwald Rd) | 2 Lanes | 4,526 | City/Parish |
| | EBR | Fairchild –Badley Rd (Scenic Hwy to Veterans Mem Blvd) | 2 Lanes | 9,926 | City/Parish |
| | EBR | Perkins Road (Siegen Ln to Pecue Ln) | Widen to 4 Lanes | 25,928 | City/Parish |
| 255-02-0027 | EBR | Hooper Rd (Blackwater Bayou – Devall Rd) | Widen to 4 Lanes | 41,472 | STPFLEX |
| | EBR | Old Hammond Hwy (O'Neal Ln to Florida Blvd) | Widen to 4 Lanes | 5,000 | STPFLEX |
| | EBR | Flannery Rd (Fla Blvd to Old Hammond Hwy) | Widen to 4 Lanes & Re-align w/Millerville | 5,500 | STP>200K |
| | ASC | LA 73 (I-10 to LA 74) | Widen to 4 Lanes | 3,000 | STPFLEX* |
| | LIV | LA 3003 rushing Rd (LA 16 to 0.5 Mi West of LA 3002) | Widen to 4 Lanes | 7,700 | STP<5K* |
| | LIV | LA 16/ LA 1031 (Vincent Rd to Centerville St) | Widen to 4 Lanes | 20,000 | STP<5K* |
| 454-02-0047 | LIV | I-12 Pete's Hwy Interchange | New Interchange | 17,500 | DEMO, OTHER |
| 736-17-03A | EBR | Baton Rouge CMS Study | Study | 300 | CM |
| 736-17-03C | EBR | Quick Response Team | Planning/Engr | 250 | CM |
| 742-17-MAP | EBR | Transfer CMAQ funds to STPHAZ | City's Share of M.A.P | 3,500 | CM |
| 742-17-ATM | EBR | Advanced Traffic Management Center | Operations | 3,000 | CM |
| 742-17-TR | EBR | Flex to Transit | Operating | 10,000 | CM |
| 736-96-0016 | EBR | Regional Ride Share Program | Administration | 2,000 | CM |
| 742-00-UU | EBR | Highland Rd Park & Ride | Park &Ride | 180 | CM |

| | | | | | |
|---|---|---|---|---|---|
| 742-00-VV | EBR | O'Neal Ln Park & Ride | Park & Ride | 225 | CM |
| 742-00-WW | EBR | Baker Park & Ride | Park & Ride | 180 | CM |
| 742-07-O | EBR | EBR Pavement Markings | Replace Striping | 255 | STP>200K |
| 007-10- | EBR | US 190 MS River Bridge | Repairs | 375 | NHS |
| 450-92-0036 | EBR | I-110 (I-10 – US 61) | Reconstruct at Grade Concrete Pavement | 27,000 | DEMO |
| 255-01-99B | EBR | LA 408 (Harding Blvd @ I-110) | Intersection Improvement 255-01-99B | 500 | CM |
| 454-01-0068 | EBR | I-12 @ Essen Ln Ph II | New Ramp | 11,500 | NHS |
| | WBR | I-10/LA-1 Connector Study | Study | 1,000 | DEMO |
| | EBR | Baton Rouge Loop Study | Engineering | 500 | DEMO |
| | WBR | I-10 Connector Rd (LA 415 – LA 1) | New 2- Lane Road | 16,900 | STP<5K* |
| | EBR | Sharp Rd (Florida Blvd to Old Hammond Hwy) | Widen to 4 Lanes | 6,480 | STP>200K |
| | EBR | I- 10 (Siegen Ln to LA 22) | Widen to 6 lns | 80,000 | STCASH |
| | | Federal Off - System Bridges | Bridge Replacement | 2,000 | FBR |
| | | Bridge Rail and Guard Rail | Bridge Rehabilitation | 2,000 | FBR |
| | | Bridge Painting | Bridge Maintenance | 10,000 | FBR |
| | | Federal Bridge Inspection Programs | Bridge Inspection | 20,000 | FBR |
| | | Interstate Preventive Maintenance | Maintenance | 20,000 | IM |
| | | Interstate Maintenance | Maintenance | 2,000 | IM |
| | | Overlay | Overlay | 2,500 | OLAY |
| | | Bridge Repair | Bridge Repair | 5,000 | STPFLEX |
| | | Federal Enhancement Projects | Enhancement | 5,000 | STPENH |
| | | Hazardous Elimination Projects | Safety | 2,000 | STPHAZ |
| | | Incidence Management | Incidence Management | 5,000 | CMAQ |
| | | Traffic Management Center | Operations and Maint | 300 | CMAQ |

| | | | |
|---|---|---|---|
| Railroad Crossing Improvements | Railroad Safety | 2,000 | STPHAZ |

# STAGE III (2023 – 2032)

| Project Number | Parish | Name (Location) | Improvement | Total Cost (000) | Funding Source |
|---|---|---|---|---|---|
| | ASC | LA 70 (I-10 to Assumption Parish Line) | Widen to 4 Lanes | 17,500 | STPFLEX* |
| | EBR | US 61 Airline (Cedarcrest Av to Perkins Rd) | Widen to 6 Lanes | 25,000 | STPFLEX* |
| | LIV | La 447 Walker North/ South (Duff Rd to Hood Rd) | Widen to 4 Lanes | 30,000 | STP<5K* |
| | EBR | Hooper Rd (Plank Rd to Mickens Rd) | Widen to 6 Lanes | 8,740 | STPFLEX |
| | EBR | Plank Rd (Groom Rd to LA 64) | Widen to 4 Lanes | 19,640 | STPFLEX |
| | LIV | LA 408 Extension (Devall Rd to 0.4 Miles East) | New 4 Lane Extension | 50,000 | DEMO |
| | ASC | LA 44 (LA 621 to LA 42) | Widen to 4 Lanes | 15,000 | STP<5K* |
| 254-02-0039 | EBR | LA 37 Greenwell Springs Rd (Sullivan Rd – Magnolia Rd) | Widen to 5 Lanes | 33,900 | STPFLEX |
| | EBR | Rolins Rd (Ext to LA 19) | New 2 Lane Extension | 3,000 | STP<5K* |
| | EBR | Mickens Rd (From LA 946 Joor Rd to LA 67 Plank Rd) | Widen to 4 Lanes | 21,000 | STPFLEX* |
| | EBR | Signal Synchronization Stage – VI | Signal Synchronization | 5,500 | CMAQ |
| | EBR | Traffic Management Center | Operations and Maintenance | 3,000 | CMAQ |
| | EBR | Transfer CMAQ funds to STPHAZ | City's Share of M.A.P | 3,500 | CMAQ |
| | EBR | Flex to Transit | Operating | 10,000 | CMAQ |
| | EBR | Regional Rideshare Program | Administration | 2,000 | CMAQ |
| | WBR | La 1 (I-10 to Brusly) | Widen to 6 Lanes | 23,940 | DEMO |
| 742-17-0016 | EBR | Bluebonnet Blvd | Landscaping | 52 | STP>200K |
| | EBR | US 190 – Mississippi River Bridge | Painting | 68,350 | NHS |
| 744-17-0004 | EBR | I- 10 (I-10 @ Essen Ln) | Landscaping @ Entr / Exit | 25 | STPENH |
| | | Various Locations | Intersection Improvements | 6,000 | CMAQ |

| | | | |
|---|---|---|---|
| Various Locations | ITS Deployment | 48,000 | CMAQ, NHS, IM |
| Various Locations | Bridge Replacements | 8,000 | FBR |
| Various Locations | Maintenance | 8,000 | IM |
| Various Locations | Overlay | 8,000 | OLAY |
| Various Locations | Enhancements | 2,000 | STPENH |
| Various Locations | HAZ/ Design/ Engineering | 8,000 | STPHAZ |
| Various Locations | Signal Synchronization | 16,000 | CMAQ |

# Appendix B

## TransCAD Model Planning Variables

Appendix B contains the planning variables used in the TransCAD model. These variables were updated by CRPC for the purpose of the air quality analysis. The original demographic data forecast by the traffic analysis zone was prepared for the 2008 Metropolitan Plan Update. That forecast of the planning variables was updated in 2008 by the Plan Update Consultant Team, staffs from CRPC and DOTD, and the various local government staffs and elected officials. Planning variables were prepared for the attainment year 2009, as well as milestone years 2013, 2022 and 2032.

**TABLE B - 1**
**2009 PLANNING VARIABLES**

| TRAFFIC ZONE | POPULATION | OCCUPIED DWELLING UNITS | TOTAL DWELLING UNITS | RETAIL EMPLOYMENT | TOTAL EMPLOYMENT | SCHOOL ENROLLMENT |
|---|---|---|---|---|---|---|
| 1 | 0 | 0 | 0 | 0 | 5,800 | 0 |
| 2 | 951 | 675 | 788 | 9 | 70 | 0 |
| 3 | 20 | 13 | 15 | 69 | 1,737 | 0 |
| 4 | 68 | 49 | 58 | 49 | 2,431 | 0 |
| 5 | 34 | 26 | 35 | 0 | 1,430 | 0 |
| 6 | 0 | 0 | 0 | 7 | 97 | 0 |
| 7 | 0 | 0 | 0 | 41 | 817 | 366 |
| 8 | 0 | 0 | 0 | 0 | 708 | 0 |
| 9 | 0 | 0 | 0 | 0 | 1,419 | 0 |
| 10 | 0 | 0 | 0 | 16 | 794 | 0 |
| 11 | 239 | 126 | 150 | 27 | 539 | 150 |
| 12 | 37 | 37 | 74 | 7 | 362 | 0 |
| 13 | 51 | 38 | 45 | 0 | 169 | 0 |
| 14 | 314 | 139 | 179 | 116 | 1,157 | 311 |
| 15 | 214 | 120 | 125 | 0 | 3,345 | 0 |
| 16 | 28 | 14 | 14 | 0 | 7,126 | 0 |
| 17 | 1480 | 492 | 545 | 20 | 292 | 148 |
| 18 | 364 | 135 | 157 | 56 | 513 | 0 |
| 19 | 432 | 156 | 181 | 2 | 164 | 0 |
| 20 | 500 | 168 | 200 | 6 | 554 | 39 |
| 21 | 681 | 211 | 255 | 10 | 964 | 380 |
| 22 | 430 | 148 | 197 | 0 | 139 | 0 |
| 23 | 699 | 279 | 328 | 11 | 50 | 0 |
| 24 | 829 | 335 | 434 | 10 | 85 | 298 |
| 25 | 934 | 410 | 463 | 40 | 56 | 0 |
| 26 | 1224 | 498 | 620 | 24 | 158 | 0 |
| 27 | 694 | 243 | 269 | 0 | 190 | 0 |
| 28 | 184 | 60 | 124 | 33 | 158 | 0 |
| 29 | 1689 | 802 | 893 | 33 | 829 | 160 |
| 30 | 1393 | 597 | 727 | 61 | 153 | 209 |
| 31 | 3674 | 1,616 | 1,865 | 58 | 529 | 1,798 |
| 32 | 1457 | 720 | 769 | 45 | 168 | 0 |
| 33 | 1356 | 691 | 748 | 3 | 49 | 0 |
| 34 | 1197 | 452 | 519 | 76 | 477 | 508 |
| 35 | 347 | 122 | 132 | 34 | 118 | 0 |
| 36 | 2592 | 961 | 1,146 | 56 | 1,850 | 1,563 |
| 37 | 2522 | 907 | 1,007 | 51 | 142 | 0 |
| 38 | 2197 | 731 | 771 | 2 | 163 | 428 |
| 39 | 2629 | 971 | 1,171 | 49 | 824 | 802 |
| 40 | 572 | 266 | 300 | 7 | 722 | 1,284 |
| 41 | 440 | 251 | 278 | 168 | 350 | 932 |
| 42 | 1353 | 648 | 674 | 260 | 1,083 | 1,207 |
| 43 | 270 | 122 | 125 | 185 | 260 | 0 |

**TABLE B - 1**
**2009 PLANNING VARIABLES**

| TRAFFIC ZONE | POPULATION | OCCUPIED DWELLING UNITS | TOTAL DWELLING UNITS | RETAIL EMPLOYMENT | TOTAL EMPLOYMENT | SCHOOL ENROLLMENT |
|---|---|---|---|---|---|---|
| 44 | 1366 | 620 | 663 | 827 | 1,008 | 259 |
| 45 | 111 | 38 | 46 | 0 | 14 | 0 |
| 46 | 4465 | 2,232 | 2,248 | 49 | 1,648 | 2,299 |
| 47 | 2859 | 1,429 | 1,523 | 497 | 7,094 | 31,169 |
| 48 | 851 | 434 | 444 | 0 | 665 | 484 |
| 49 | 4310 | 2,428 | 2,652 | 114 | 599 | 0 |
| 50 | 6631 | 3,083 | 3,128 | 736 | 1,248 | 0 |
| 51 | 1198 | 539 | 569 | 1 | 58 | 0 |
| 52 | 1425 | 805 | 857 | 37 | 78 | 0 |
| 53 | 1391 | 656 | 676 | 96 | 480 | 0 |
| 54 | 1606 | 798 | 801 | 0 | 186 | 965 |
| 55 | 1089 | 510 | 533 | 771 | 1,483 | 1,419 |
| 56 | 443 | 161 | 178 | 200 | 488 | 0 |
| 57 | 1072 | 369 | 400 | 196 | 933 | 122 |
| 58 | 787 | 320 | 349 | 0 | 574 | 428 |
| 59 | 1022 | 400 | 411 | 2 | 32 | 0 |
| 60 | 1042 | 554 | 596 | 201 | 574 | 25 |
| 61 | 2086 | 883 | 970 | 195 | 4,872 | 549 |
| 62 | 2080 | 968 | 1,157 | 260 | 473 | 533 |
| 63 | 1111 | 372 | 408 | 22 | 247 | 0 |
| 64 | 2259 | 811 | 856 | 160 | 1,600 | 1,221 |
| 65 | 1121 | 546 | 582 | 525 | 4,035 | 2,600 |
| 66 | 452 | 242 | 260 | 157 | 490 | 0 |
| 67 | 674 | 380 | 414 | 0 | 804 | 824 |
| 68 | 621 | 274 | 289 | 0 | 14 | 0 |
| 69 | 1219 | 816 | 883 | 76 | 588 | 480 |
| 70 | 0 | 0 | 0 | 771 | 2,142 | 0 |
| 71 | 1512 | 540 | 546 | 0 | 21 | 0 |
| 72 | 376 | 158 | 182 | 1,524 | 2,876 | 50 |
| 73 | 2392 | 993 | 1,026 | 158 | 609 | 1,238 |
| 74 | 2675 | 934 | 954 | 1 | 105 | 0 |
| 75 | 1625 | 778 | 829 | 225 | 549 | 508 |
| 76 | 579 | 245 | 270 | 56 | 112 | 300 |
| 77 | 576 | 484 | 491 | 3 | 3 | 0 |
| 78 | 6367 | 2,341 | 2,483 | 87 | 362 | 95 |
| 79 | 288 | 102 | 136 | 0 | 300 | 0 |
| 80 | 3427 | 1,148 | 1,390 | 0 | 427 | 0 |
| 81 | 2134 | 936 | 962 | 21 | 173 | 750 |
| 82 | 587 | 221 | 225 | 18 | 196 | 1,085 |
| 83 | 632 | 254 | 259 | 79 | 137 | 0 |
| 84 | 1240 | 524 | 531 | 80 | 187 | 40 |
| 85 | 720 | 280 | 287 | 0 | 9 | 0 |
| 86 | 1514 | 596 | 603 | 0 | 103 | 554 |

**TABLE B - 1**
**2009 PLANNING VARIABLES**

| TRAFFIC ZONE | POPULATION | OCCUPIED DWELLING UNITS | TOTAL DWELLING UNITS | RETAIL EMPLOYMENT | TOTAL EMPLOYMENT | SCHOOL ENROLLMENT |
|---|---|---|---|---|---|---|
| 87 | 1347 | 772 | 834 | 443 | 2,463 | 1,117 |
| 88 | 390 | 209 | 216 | 13 | 1,255 | 35 |
| 89 | 233 | 51 | 54 | 325 | 10,831 | 0 |
| 90 | 375 | 86 | 86 | 10 | 12 | 0 |
| 91 | 710 | 149 | 152 | 0 | 590 | 0 |
| 92 | 2624 | 1,305 | 1,454 | 126 | 973 | 0 |
| 93 | 429 | 180 | 192 | 53 | 108 | 0 |
| 94 | 545 | 226 | 234 | 8 | 60 | 0 |
| 95 | 1141 | 480 | 507 | 27 | 270 | 0 |
| 96 | 1522 | 762 | 796 | 221 | 790 | 889 |
| 97 | 3563 | 1,402 | 2,027 | 566 | 3,773 | 0 |
| 98 | 760 | 288 | 424 | 77 | 512 | 299 |
| 99 | 1294 | 658 | 717 | 101 | 1,443 | 301 |
| 100 | 8 | 2 | 2 | 153 | 1,908 | 91 |
| 101 | 912 | 453 | 477 | 504 | 1,072 | 0 |
| 102 | 1238 | 586 | 616 | 355 | 888 | 25 |
| 103 | 0 | 0 | 0 | 86 | 1,234 | 40 |
| 104 | 199 | 94 | 97 | 500 | 4,545 | 358 |
| 105 | 1481 | 762 | 803 | 100 | 628 | 362 |
| 106 | 861 | 335 | 348 | 10 | 254 | 0 |
| 107 | 876 | 352 | 361 | 20 | 675 | 1,682 |
| 108 | 0 | 0 | 0 | 946 | 1,577 | 0 |
| 109 | 528 | 260 | 265 | 413 | 779 | 0 |
| 110 | 1210 | 644 | 683 | 4 | 412 | 0 |
| 111 | 448 | 199 | 203 | 323 | 2,695 | 30 |
| 112 | 758 | 381 | 412 | 301 | 641 | 0 |
| 113 | 2747 | 1,429 | 1,547 | 192 | 1,743 | 181 |
| 114 | 1209 | 703 | 774 | 0 | 7,518 | 0 |
| 115 | 2314 | 881 | 902 | 75 | 683 | 588 |
| 116 | 1579 | 879 | 969 | 359 | 4,491 | 0 |
| 117 | 426 | 193 | 196 | 166 | 1,038 | 0 |
| 118 | 608 | 237 | 240 | 79 | 1,579 | 0 |
| 119 | 1090 | 387 | 392 | 88 | 442 | 184 |
| 120 | 1082 | 423 | 440 | 30 | 273 | 580 |
| 121 | 1782 | 650 | 667 | 0 | 11 | 0 |
| 122 | 1302 | 656 | 683 | 59 | 1,186 | 0 |
| 123 | 850 | 220 | 220 | 21 | 48 | 0 |
| 124 | 1085 | 473 | 519 | 141 | 329 | 0 |
| 125 | 2656 | 1,014 | 1,117 | 22 | 274 | 0 |
| 126 | 2868 | 939 | 982 | 2 | 48 | 0 |
| 127 | 2232 | 895 | 928 | 2 | 39 | 0 |
| 128 | 775 | 297 | 318 | 3 | 279 | 0 |
| 129 | 2199 | 770 | 783 | 16 | 78 | 0 |

**TABLE B - 1**
**2009 PLANNING VARIABLES**

| TRAFFIC ZONE | POPULATION | OCCUPIED DWELLING UNITS | TOTAL DWELLING UNITS | RETAIL EMPLOYMENT | TOTAL EMPLOYMENT | SCHOOL ENROLLMENT |
|---|---|---|---|---|---|---|
| 130 | 1874 | 691 | 702 | 249 | 2,260 | 0 |
| 131 | 2301 | 958 | 991 | 241 | 473 | 0 |
| 132 | 861 | 313 | 394 | 44 | 877 | 0 |
| 133 | 707 | 208 | 212 | 101 | 1,007 | 1,050 |
| 134 | 108 | 0 | 0 | 2,674 | 2,907 | 0 |
| 135 | 770 | 268 | 271 | 140 | 265 | 920 |
| 136 | 6043 | 2,518 | 2,617 | 758 | 3,608 | 750 |
| 137 | 198 | 82 | 112 | 616 | 4,735 | 40 |
| 138 | 427 | 168 | 209 | 266 | 1,332 | 0 |
| 139 | 388 | 166 | 166 | 855 | 3,419 | 0 |
| 140 | 117 | 44 | 44 | 1,516 | 1,805 | 0 |
| 141 | 2401 | 853 | 878 | 145 | 413 | 0 |
| 142 | 5271 | 1,964 | 2,020 | 35 | 586 | 300 |
| 143 | 0 | 0 | 0 | 0 | 0 | 0 |
| 144 | 896 | 281 | 287 | 31 | 48 | 0 |
| 145 | 1735 | 606 | 632 | 45 | 905 | 0 |
| 146 | 1261 | 408 | 415 | 435 | 2,561 | 0 |
| 147 | 81 | 0 | 0 | 0 | 184 | 0 |
| 148 | 1039 | 326 | 332 | 537 | 2,443 | 0 |
| 149 | 560 | 184 | 189 | 0 | 547 | 0 |
| 150 | 849 | 303 | 323 | 323 | 703 | 0 |
| 151 | 1999 | 789 | 800 | 36 | 1,824 | 0 |
| 152 | 825 | 383 | 405 | 71 | 892 | 0 |
| 153 | 828 | 299 | 308 | 319 | 1,594 | 380 |
| 154 | 1348 | 514 | 557 | 285 | 1,900 | 2,567 |
| 155 | 1758 | 733 | 758 | 210 | 700 | 224 |
| 156 | 1714 | 891 | 951 | 170 | 1,211 | 0 |
| 157 | 702 | 295 | 325 | 297 | 1,351 | 621 |
| 158 | 789 | 330 | 354 | 212 | 641 | 293 |
| 159 | 1482 | 584 | 609 | 190 | 730 | 631 |
| 160 | 581 | 227 | 240 | 2 | 24 | 0 |
| 161 | 805 | 361 | 375 | 119 | 242 | 0 |
| 162 | 582 | 208 | 213 | 50 | 459 | 0 |
| 163 | 297 | 141 | 156 | 2,552 | 3,112 | 0 |
| 164 | 85 | 44 | 72 | 257 | 1,350 | 40 |
| 165 | 1321 | 467 | 478 | 42 | 529 | 464 |
| 166 | 1482 | 737 | 837 | 129 | 179 | 0 |
| 167 | 975 | 521 | 549 | 220 | 323 | 30 |
| 168 | 859 | 357 | 364 | 0 | 14 | 0 |
| 169 | 1510 | 595 | 603 | 19 | 265 | 1,051 |
| 170 | 403 | 202 | 204 | 403 | 959 | 40 |
| 171 | 522 | 329 | 359 | 317 | 905 | 0 |
| 172 | 543 | 227 | 233 | 520 | 3,252 | 0 |

**TABLE B - 1**
**2009 PLANNING VARIABLES**

| TRAFFIC ZONE | POPULATION | OCCUPIED DWELLING UNITS | TOTAL DWELLING UNITS | RETAIL EMPLOYMENT | TOTAL EMPLOYMENT | SCHOOL ENROLLMENT |
|---|---|---|---|---|---|---|
| 173 | 2864 | 1,571 | 1,737 | 266 | 1,665 | 110 |
| 174 | 2515 | 1,229 | 1,338 | 221 | 1,580 | 40 |
| 175 | 3343 | 1,403 | 1,521 | 262 | 3,744 | 0 |
| 176 | 3857 | 1,747 | 1,877 | 171 | 610 | 0 |
| 177 | 599 | 230 | 238 | 14 | 202 | 100 |
| 178 | 1408 | 589 | 594 | 0 | 399 | 2,177 |
| 179 | 1050 | 395 | 401 | 0 | 68 | 0 |
| 180 | 1199 | 434 | 527 | 217 | 722 | 0 |
| 181 | 655 | 196 | 200 | 87 | 249 | 0 |
| 182 | 531 | 207 | 214 | 0 | 136 | 1,059 |
| 183 | 1997 | 755 | 786 | 0 | 372 | 548 |
| 184 | 1078 | 518 | 563 | 73 | 260 | 221 |
| 185 | 2625 | 961 | 1,009 | 244 | 1,220 | 25 |
| 186 | 3963 | 1,348 | 1,472 | 152 | 1,894 | 2,141 |
| 187 | 3185 | 1,241 | 1,294 | 448 | 1,444 | 495 |
| 188 | 3724 | 1,302 | 1,387 | 249 | 777 | 433 |
| 189 | 1353 | 517 | 527 | 17 | 51 | 0 |
| 190 | 1573 | 730 | 737 | 37 | 154 | 0 |
| 191 | 734 | 316 | 321 | 17 | 64 | 0 |
| 192 | 2177 | 917 | 946 | 65 | 258 | 250 |
| 193 | 2094 | 791 | 816 | 23 | 469 | 0 |
| 194 | 1384 | 552 | 597 | 120 | 401 | 939 |
| 195 | 1020 | 327 | 338 | 403 | 823 | 676 |
| 196 | 1305 | 490 | 498 | 35 | 182 | 0 |
| 197 | 1903 | 712 | 725 | 23 | 455 | 1,211 |
| 198 | 1145 | 442 | 501 | 3 | 87 | 0 |
| 199 | 1330 | 554 | 562 | 172 | 409 | 0 |
| 200 | 1710 | 620 | 636 | 281 | 501 | 924 |
| 201 | 2254 | 857 | 885 | 363 | 585 | 0 |
| 202 | 2209 | 846 | 864 | 13 | 162 | 0 |
| 203 | 2420 | 939 | 964 | 257 | 779 | 0 |
| 204 | 2852 | 919 | 947 | 362 | 613 | 25 |
| 205 | 3278 | 1,172 | 1,200 | 16 | 776 | 2,100 |
| 206 | 3138 | 1,161 | 1,202 | 11 | 211 | 0 |
| 207 | 1215 | 406 | 432 | 4 | 81 | 0 |
| 208 | 2386 | 959 | 988 | 36 | 199 | 15 |
| 209 | 71 | 25 | 33 | 0 | 0 | 0 |
| 210 | 6571 | 2,063 | 2,091 | 16 | 328 | 647 |
| 211 | 124 | 38 | 39 | 0 | 10 | 0 |
| 212 | 1850 | 612 | 633 | 0 | 165 | 612 |
| 213 | 2761 | 982 | 1,199 | 835 | 2,258 | 893 |
| 214 | 2087 | 799 | 948 | 113 | 756 | 0 |
| 215 | 1411 | 587 | 611 | 288 | 1,150 | 0 |

**TABLE B - 1**
**2009 PLANNING VARIABLES**

| TRAFFIC ZONE | POPULATION | OCCUPIED DWELLING UNITS | TOTAL DWELLING UNITS | RETAIL EMPLOYMENT | TOTAL EMPLOYMENT | SCHOOL ENROLLMENT |
|---|---|---|---|---|---|---|
| 216 | 2055 | 696 | 730 | 77 | 767 | 88 |
| 217 | 59 | 20 | 20 | 0 | 0 | 0 |
| 218 | 161 | 63 | 67 | 0 | 0 | 0 |
| 219 | 1082 | 362 | 379 | 0 | 28 | 0 |
| 220 | 2068 | 706 | 716 | 14 | 691 | 512 |
| 221 | 411 | 141 | 141 | 63 | 2,093 | 0 |
| 222 | 2351 | 1,038 | 1,067 | 346 | 805 | 0 |
| 223 | 0 | 0 | 0 | 124 | 497 | 0 |
| 224 | 214 | 153 | 165 | 283 | 809 | 320 |
| 225 | 1890 | 733 | 786 | 146 | 232 | 0 |
| 226 | 1712 | 645 | 704 | 27 | 892 | 0 |
| 227 | 2468 | 859 | 952 | 98 | 754 | 1,159 |
| 228 | 2237 | 691 | 788 | 103 | 448 | 770 |
| 229 | 305 | 99 | 111 | 26 | 291 | 0 |
| 230 | 519 | 182 | 224 | 25 | 146 | 0 |
| 231 | 0 | 0 | 0 | 0 | 1,885 | 0 |
| 232 | 2 | 1 | 1 | 0 | 684 | 0 |
| 233 | 0 | 0 | 0 | 0 | 1,670 | 0 |
| 234 | 0 | 0 | 0 | 0 | 35 | 0 |
| 235 | 873 | 399 | 486 | 69 | 2,315 | 0 |
| 236 | 2472 | 857 | 923 | 164 | 410 | 0 |
| 237 | 1853 | 608 | 649 | 2 | 102 | 352 |
| 238 | 1203 | 383 | 419 | 0 | 863 | 0 |
| 239 | 943 | 312 | 346 | 24 | 1,190 | 536 |
| 240 | 119 | 38 | 41 | 2 | 16 | 0 |
| 241 | 2292 | 732 | 895 | 56 | 206 | 39 |
| 242 | 3562 | 1,229 | 1,357 | 9 | 285 | 536 |
| 243 | 1778 | 551 | 612 | 0 | 246 | 791 |
| 244 | 667 | 229 | 263 | 24 | 477 | 0 |
| 245 | 729 | 236 | 248 | 634 | 868 | 25 |
| 246 | 1988 | 642 | 690 | 9 | 232 | 1,356 |
| 247 | 1847 | 655 | 703 | 192 | 417 | 569 |
| 248 | 758 | 353 | 387 | 3 | 304 | 297 |
| 249 | 657 | 233 | 271 | 154 | 193 | 0 |
| 250 | 296 | 178 | 178 | 123 | 212 | 0 |
| 251 | 1159 | 396 | 421 | 98 | 229 | 0 |
| 252 | 2662 | 888 | 985 | 35 | 249 | 900 |
| 253 | 3247 | 997 | 1,053 | 83 | 1,391 | 0 |
| 254 | 2121 | 786 | 865 | 239 | 351 | 0 |
| 255 | 1512 | 563 | 670 | 176 | 477 | 800 |
| 256 | 1377 | 460 | 492 | 11 | 139 | 719 |
| 257 | 1041 | 426 | 497 | 111 | 270 | 0 |
| 258 | 655 | 207 | 235 | 46 | 128 | 1,478 |

**TABLE B - 1**
**2009 PLANNING VARIABLES**

| TRAFFIC ZONE | POPULATION | OCCUPIED DWELLING UNITS | TOTAL DWELLING UNITS | RETAIL EMPLOYMENT | TOTAL EMPLOYMENT | SCHOOL ENROLLMENT |
|---|---|---|---|---|---|---|
| 259 | 2031 | 648 | 673 | 21 | 96 | 0 |
| 260 | 687 | 242 | 266 | 144 | 533 | 677 |
| 261 | 1908 | 589 | 612 | 0 | 542 | 1,511 |
| 262 | 3890 | 1,191 | 1,297 | 10 | 108 | 597 |
| 263 | 1539 | 520 | 549 | 16 | 85 | 0 |
| 264 | 979 | 292 | 302 | 0 | 133 | 700 |
| 265 | 436 | 165 | 174 | 0 | 28 | 0 |
| 266 | 1062 | 390 | 397 | 73 | 229 | 0 |
| 267 | 1678 | 628 | 637 | 316 | 439 | 573 |
| 268 | 1712 | 538 | 585 | 106 | 149 | 0 |
| 269 | 2858 | 974 | 996 | 8 | 388 | 1,397 |
| 270 | 2608 | 874 | 897 | 21 | 523 | 728 |
| 271 | 742 | 280 | 291 | 29 | 161 | 182 |
| 272 | 1038 | 343 | 347 | 0 | 52 | 0 |
| 273 | 1819 | 659 | 700 | 21 | 213 | 1,089 |
| 274 | 945 | 299 | 304 | 116 | 321 | 1,104 |
| 275 | 994 | 384 | 408 | 10 | 168 | 0 |
| 276 | 1036 | 374 | 380 | 10 | 201 | 0 |
| 277 | 1209 | 435 | 439 | 32 | 45 | 0 |
| 278 | 1151 | 400 | 412 | 25 | 229 | 854 |
| 279 | 2833 | 930 | 939 | 28 | 283 | 516 |
| 280 | 1348 | 472 | 493 | 23 | 466 | 1,143 |
| 281 | 896 | 315 | 320 | 881 | 1,024 | 0 |
| 282 | 1143 | 431 | 461 | 60 | 298 | 883 |
| 283 | 2785 | 974 | 1,004 | 24 | 127 | 0 |
| 284 | 211 | 83 | 87 | 7 | 27 | 0 |
| 285 | 1629 | 590 | 611 | 10 | 196 | 0 |
| 286 | 688 | 248 | 257 | 4 | 71 | 0 |
| 287 | 1728 | 596 | 613 | 8 | 151 | 0 |
| 288 | 256 | 103 | 106 | 94 | 408 | 0 |
| 289 | 2472 | 868 | 891 | 312 | 371 | 0 |
| 290 | 559 | 198 | 207 | 0 | 0 | 0 |
| 291 | 1674 | 613 | 628 | 0 | 62 | 0 |
| 292 | 2677 | 982 | 1,071 | 318 | 549 | 585 |
| 293 | 1110 | 408 | 419 | 0 | 177 | 413 |
| 294 | 302 | 118 | 178 | 40 | 1,012 | 0 |
| 295 | 1568 | 448 | 488 | 6 | 561 | 407 |
| 296 | 1567 | 599 | 701 | 83 | 318 | 956 |
| 297 | 1148 | 366 | 389 | 0 | 172 | 479 |
| 298 | 2053 | 646 | 696 | 1 | 21 | 0 |
| 299 | 1901 | 664 | 723 | 26 | 261 | 0 |
| 300 | 630 | 215 | 237 | 40 | 401 | 912 |
| 301 | 1823 | 626 | 705 | 7 | 73 | 0 |

**TABLE B - 1**
**2009 PLANNING VARIABLES**

| TRAFFIC ZONE | POPULATION | OCCUPIED DWELLING UNITS | TOTAL DWELLING UNITS | RETAIL EMPLOYMENT | TOTAL EMPLOYMENT | SCHOOL ENROLLMENT |
|---|---|---|---|---|---|---|
| 302 | 883 | 328 | 352 | 9 | 220 | 518 |
| 303 | 1067 | 427 | 443 | 363 | 826 | 758 |
| 304 | 990 | 341 | 355 | 1 | 22 | 0 |
| 305 | 2782 | 1,000 | 1,077 | 729 | 878 | 0 |
| 306 | 277 | 116 | 124 | 0 | 373 | 1,616 |
| 307 | 1533 | 564 | 606 | 77 | 209 | 617 |
| 308 | 922 | 309 | 340 | 80 | 445 | 0 |
| 309 | 1159 | 403 | 415 | 269 | 396 | 0 |
| 310 | 1131 | 431 | 442 | 71 | 151 | 0 |
| 311 | 554 | 206 | 222 | 13 | 142 | 0 |
| 312 | 236 | 72 | 76 | 0 | 22 | 0 |
| 313 | 445 | 168 | 177 | 4 | 92 | 702 |
| 314 | 700 | 296 | 313 | 0 | 44 | 0 |
| 315 | 257 | 103 | 120 | 0 | 0 | 0 |
| 316 | 1605 | 537 | 551 | 19 | 57 | 0 |
| 317 | 711 | 241 | 251 | 0 | 112 | 0 |
| 318 | 605 | 226 | 241 | 0 | 11 | 0 |
| 319 | 472 | 161 | 173 | 67 | 203 | 0 |
| 320 | 1064 | 369 | 420 | 0 | 4 | 0 |
| 321 | 586 | 199 | 232 | 29 | 143 | 0 |
| 322 | 407 | 151 | 153 | 10 | 20 | 0 |
| 323 | 293 | 104 | 113 | 0 | 21 | 0 |
| 324 | 640 | 201 | 204 | 19 | 64 | 0 |
| 325 | 371 | 165 | 170 | 300 | 416 | 0 |
| 326 | 374 | 114 | 154 | 218 | 1,088 | 0 |
| 327 | 245 | 87 | 91 | 5 | 9 | 0 |
| 328 | 825 | 257 | 281 | 805 | 1,019 | 0 |
| 329 | 443 | 164 | 173 | 47 | 186 | 0 |
| 330 | 241 | 82 | 85 | 0 | 0 | 0 |
| 331 | 683 | 248 | 268 | 11 | 46 | 0 |
| 332 | 1129 | 382 | 406 | 1 | 6 | 0 |
| 333 | 267 | 89 | 93 | 6 | 7 | 768 |
| 334 | 191 | 66 | 78 | 13 | 62 | 30 |
| 335 | 836 | 306 | 330 | 61 | 322 | 810 |
| 336 | 2813 | 879 | 898 | 20 | 204 | 1,767 |
| 337 | 1291 | 450 | 466 | 70 | 464 | 0 |
| 338 | 701 | 225 | 231 | 0 | 84 | 0 |
| 339 | 1172 | 397 | 407 | 0 | 51 | 759 |
| 340 | 834 | 313 | 323 | 8 | 78 | 145 |
| 341 | 585 | 222 | 244 | 276 | 564 | 0 |
| 342 | 535 | 181 | 191 | 0 | 30 | 0 |
| 343 | 205 | 60 | 60 | 0 | 34 | 0 |
| 344 | 384 | 140 | 146 | 0 | 11 | 0 |

**TABLE B - 1**
**2009 PLANNING VARIABLES**

| TRAFFIC ZONE | POPULATION | OCCUPIED DWELLING UNITS | TOTAL DWELLING UNITS | RETAIL EMPLOYMENT | TOTAL EMPLOYMENT | SCHOOL ENROLLMENT |
|---|---|---|---|---|---|---|
| 345 | 880 | 309 | 326 | 62 | 77 | 0 |
| 346 | 332 | 98 | 110 | 3 | 25 | 0 |
| 347 | 386 | 123 | 137 | 0 | 20 | 0 |
| 348 | 511 | 176 | 366 | 0 | 181 | 0 |
| 349 | 294 | 99 | 107 | 0 | 27 | 0 |
| 350 | 382 | 127 | 159 | 0 | 0 | 0 |
| 351 | 795 | 279 | 299 | 0 | 1 | 0 |
| 352 | 1337 | 493 | 522 | 8 | 160 | 457 |
| 353 | 1742 | 331 | 356 | 15 | 96 | 0 |
| 354 | 210 | 71 | 79 | 0 | 768 | 0 |
| 355 | 15 | 4 | 4 | 0 | 382 | 0 |
| 356 | 145 | 66 | 81 | 5 | 453 | 1,344 |
| 357 | 2731 | 938 | 1,073 | 2 | 21 | 872 |
| 358 | 2184 | 870 | 1,052 | 1 | 134 | 467 |
| 359 | 2575 | 1,288 | 1,305 | 0 | 54 | 9,555 |
| 360 | 244 | 83 | 90 | 0 | 88 | 0 |
| 361 | 1287 | 411 | 421 | 0 | 32 | 0 |
| 362 | 655 | 207 | 222 | 0 | 25 | 0 |
| 363 | 400 | 135 | 161 | 0 | 11 | 0 |
| 364 | 591 | 184 | 207 | 2 | 3 | 0 |
| 365 | 521 | 172 | 187 | 1 | 29 | 0 |
| 366 | 989 | 370 | 414 | 0 | 48 | 0 |
| 367 | 442 | 151 | 166 | 0 | 3 | 0 |
| 368 | 355 | 121 | 129 | 6 | 280 | 1,679 |
| 369 | 235 | 77 | 82 | 0 | 0 | 0 |
| 370 | 334 | 106 | 113 | 20 | 21 | 0 |
| 371 | 256 | 86 | 91 | 0 | 2 | 0 |
| 372 | 345 | 146 | 150 | 5 | 9 | 0 |
| 373 | 824 | 280 | 310 | 3 | 9 | 0 |
| 374 | 119 | 43 | 44 | 0 | 1 | 0 |
| 375 | 393 | 144 | 153 | 4 | 8 | 0 |
| 376 | 132 | 44 | 44 | | 0 | 0 |
| 377 | 143 | 53 | 55 | 0 | 3 | 0 |
| 378 | 508 | 153 | 173 | 0 | 0 | 0 |
| 379 | 278 | 109 | 120 | 0 | 0 | 0 |
| 380 | 180 | 64 | 70 | 4 | 39 | 0 |
| 381 | 71 | 23 | 25 | 0 | 8 | 0 |
| 382 | 39 | 17 | 17 | 0 | 0 | 0 |
| 383 | 39 | 13 | 17 | 0 | 0 | 0 |
| 384 | 53 | 17 | 17 | 0 | 6 | 0 |
| 401 | 828 | 299 | 359 | 18 | 879 | 0 |
| 402 | 251 | 86 | 86 | 12 | 193 | 0 |
| 403 | 334 | 165 | 282 | 0 | 7 | 0 |

**TABLE B - 1**
**2009 PLANNING VARIABLES**

| TRAFFIC ZONE | POPULATION | OCCUPIED DWELLING UNITS | TOTAL DWELLING UNITS | RETAIL EMPLOYMENT | TOTAL EMPLOYMENT | SCHOOL ENROLLMENT |
|---|---|---|---|---|---|---|
| 404 | 118 | 39 | 39 | 219 | 645 | 0 |
| 405 | 108 | 50 | 56 | 0 | 73 | 0 |
| 406 | 206 | 66 | 84 | 2 | 43 | 0 |
| 407 | 551 | 247 | 270 | 3 | 6 | 0 |
| 408 | 484 | 183 | 217 | 2 | 115 | 0 |
| 409 | 329 | 117 | 125 | 67 | 164 | 0 |
| 410 | 746 | 251 | 296 | 37 | 261 | 874 |
| 411 | 411 | 157 | 215 | 13 | 184 | 0 |
| 412 | 314 | 105 | 105 | 0 | 0 | 0 |
| 413 | 397 | 141 | 193 | 475 | 688 | 0 |
| 414 | 1317 | 415 | 431 | 4 | 221 | 298 |
| 415 | 17 | 8 | 8 | 0 | 78 | 0 |
| 416 | 1177 | 488 | 548 | 11 | 1,094 | 1,208 |
| 417 | 1294 | 450 | 475 | 278 | 391 | 302 |
| 418 | 848 | 382 | 415 | 49 | 351 | 0 |
| 419 | 1508 | 555 | 582 | 32 | 320 | 0 |
| 420 | 0 | | | 56 | 805 | 0 |
| 421 | 552 | 264 | 320 | 172 | 1,324 | 0 |
| 422 | 0 | | | 0 | 593 | 0 |
| 423 | 1097 | 372 | 373 | 60 | 996 | 0 |
| 424 | 1252 | 470 | 498 | 282 | 828 | 2,150 |
| 425 | 806 | 287 | 304 | 5 | 21 | 0 |
| 426 | 1304 | 458 | 467 | 22 | 448 | 396 |
| 427 | 258 | 89 | 80 | 0 | 0 | 0 |
| 428 | 597 | 201 | 225 | 0 | 84 | 0 |
| 429 | 1413 | 421 | 421 | 104 | 690 | 0 |
| 430 | 283 | 112 | 115 | 0 | 6 | 0 |
| 431 | 90 | 30 | 34 | 8 | 280 | 0 |
| 432 | 144 | 59 | 67 | 0 | 0 | 0 |
| 433 | 71 | 18 | 21 | 31 | 31 | 0 |
| 434 | 219 | 73 | 78 | 0 | 102 | 0 |
| 435 | 1034 | 366 | 386 | 2 | 96 | 0 |
| 436 | 960 | 315 | 348 | 2 | 229 | 0 |
| 437 | 1513 | 519 | 537 | 0 | 223 | 0 |
| 438 | 283 | 112 | 127 | 35 | 272 | 0 |
| 439 | 29 | 0 | 0 | 0 | 30 | 0 |
| 440 | 2 | 2 | 2 | 0 | 75 | 0 |
| 441 | 481 | 189 | 214 | 88 | 420 | 0 |
| 442 | 836 | 299 | 317 | 5 | 14 | 0 |
| 443 | 50 | 24 | 25 | 0 | 0 | 0 |
| 444 | 675 | 307 | 368 | 70 | 586 | 0 |
| 451 | 549 | 184 | 199 | 0 | 14 | 0 |
| 452 | 2073 | 696 | 703 | 40 | 287 | 933 |

**TABLE B - 1**
**2009 PLANNING VARIABLES**

| TRAFFIC ZONE | POPULATION | OCCUPIED DWELLING UNITS | TOTAL DWELLING UNITS | RETAIL EMPLOYMENT | TOTAL EMPLOYMENT | SCHOOL ENROLLMENT |
|---|---|---|---|---|---|---|
| 453 | 4105 | 1,306 | 1,330 | 65 | 541 | 2,300 |
| 454 | 1755 | 610 | 622 | 98 | 337 | 622 |
| 455 | 1555 | 554 | 579 | 24 | 134 | 0 |
| 456 | 2738 | 909 | 929 | 3 | 162 | 0 |
| 457 | 3382 | 1,174 | 1,197 | 103 | 223 | 0 |
| 458 | 1003 | 337 | 353 | 222 | 277 | 0 |
| 459 | 1340 | 489 | 536 | 2 | 113 | 0 |
| 460 | 1482 | 558 | 596 | 1 | 29 | 0 |
| 461 | 2486 | 851 | 874 | 7 | 72 | 0 |
| 462 | 1248 | 416 | 415 | 0 | 12 | 558 |
| 463 | 1163 | 405 | 439 | 0 | 4 | 0 |
| 464 | 1188 | 406 | 422 | 0 | 5 | 0 |
| 465 | 1642 | 555 | 571 | 3 | 46 | 0 |
| 466 | 1430 | 512 | 535 | 20 | 392 | 981 |
| 467 | 1051 | 350 | 374 | 2 | 62 | 0 |
| 468 | 750 | 243 | 278 | 2 | 69 | 238 |
| 469 | 580 | 245 | 253 | 112 | 173 | 0 |
| 470 | 453 | 184 | 191 | 920 | 1,058 | 0 |
| 471 | 902 | 306 | 365 | 5 | 27 | 0 |
| 472 | 443 | 172 | 194 | 1 | 33 | 0 |
| 473 | 449 | 153 | 160 | 2 | 91 | 0 |
| 474 | 978 | 358 | 377 | 22 | 144 | 0 |
| 475 | 563 | 179 | 209 | 55 | 219 | 0 |
| 476 | 741 | 239 | 264 | 0 | 0 | 0 |
| 477 | 968 | 399 | 430 | 102 | 678 | 2,812 |
| 478 | 584 | 213 | 217 | 3 | 30 | 0 |
| 479 | 973 | 335 | 381 | 40 | 332 | 0 |
| 480 | 1338 | 468 | 489 | 11 | 350 | 586 |
| 481 | 490 | 177 | 182 | 2 | 191 | 1,053 |
| 482 | 2537 | 878 | 897 | 16 | 76 | 603 |
| 483 | 1726 | 559 | 576 | 61 | 227 | 566 |
| 484 | 531 | 182 | 201 | 0 | 12 | 0 |
| 485 | 445 | 199 | 216 | 19 | 127 | 0 |
| 486 | 495 | 216 | 236 | 2 | 59 | 619 |
| 487 | 874 | 317 | 326 | 39 | 394 | 587 |
| 488 | 691 | 287 | 301 | 24 | 487 | 1,998 |
| 489 | 215 | 100 | 108 | 80 | 277 | 0 |
| 490 | 205 | 85 | 93 | 34 | 41 | 0 |
| 491 | 253 | 103 | 163 | 1 | 47 | 0 |
| 492 | 766 | 273 | 296 | 124 | 687 | 0 |
| 493 | 611 | 241 | 258 | 254 | 939 | 528 |
| 494 | 1209 | 451 | 511 | 234 | 371 | 0 |
| 495 | 213 | 87 | 94 | 0 | 6 | 0 |

**TABLE B - 1**
**2009 PLANNING VARIABLES**

| TRAFFIC ZONE | POPULATION | OCCUPIED DWELLING UNITS | TOTAL DWELLING UNITS | RETAIL EMPLOYMENT | TOTAL EMPLOYMENT | SCHOOL ENROLLMENT |
|---|---|---|---|---|---|---|
| 496 | 309 | 120 | 131 | 98 | 150 | 0 |
| 497 | 918 | 347 | 365 | 152 | 254 | 0 |
| 498 | 1372 | 475 | 486 | 0 | 12 | 0 |
| 499 | 346 | 109 | 111 | 0 | 6 | 0 |
| 500 | 511 | 203 | 220 | 1 | 28 | 0 |
| 501 | 398 | 192 | 223 | 629 | 998 | 0 |
| 502 | 1019 | 364 | 381 | 181 | 725 | 0 |
| 503 | 374 | 162 | 163 | 61 | 321 | 0 |
| 504 | 507 | 188 | 193 | 165 | 233 | 0 |
| 505 | 411 | 148 | 168 | 256 | 754 | 0 |
| 506 | 401 | 126 | 131 | 0 | 24 | 0 |
| 507 | 716 | 242 | 292 | 77 | 275 | 589 |
| 508 | 1005 | 464 | 490 | 170 | 652 | 920 |
| 509 | 2148 | 714 | 775 | 8 | 70 | 0 |
| 510 | 507 | 145 | 146 | 0 | 47 | 0 |
| 511 | 1160 | 406 | 442 | 0 | 20 | 0 |
| 512 | 2676 | 931 | 980 | 13 | 62 | 0 |
| 513 | 1024 | 389 | 410 | 43 | 173 | 456 |
| 514 | 2219 | 782 | 809 | 21 | 112 | 0 |
| 515 | 376 | 132 | 146 | 3 | 31 | 0 |
| 516 | 2640 | 1,053 | 1,202 | 3 | 6 | 0 |
| 517 | 857 | 344 | 414 | 20 | 35 | 0 |
| 518 | 747 | 303 | 373 | 50 | 99 | 1,795 |
| 519 | 995 | 344 | 388 | 30 | 159 | 412 |
| 520 | 944 | 320 | 344 | 3 | 10 | 0 |
| 521 | 852 | 301 | 361 | 14 | 48 | 0 |
| 522 | 694 | 279 | 342 | 66 | 89 | 0 |
| 523 | 366 | 123 | 129 | 0 | 0 | 0 |
| 524 | 621 | 224 | 248 | 3 | 6 | 0 |
| 525 | 1104 | 390 | 414 | 133 | 278 | 0 |
| 526 | 1058 | 363 | 416 | 23 | 80 | 0 |
| 527 | 604 | 223 | 242 | 65 | 259 | 579 |
| 528 | 717 | 205 | 265 | 9 | 35 | 0 |
| 529 | 1719 | 600 | 639 | 20 | 131 | 0 |
| 530 | 508 | 159 | 170 | 7 | 23 | 0 |
| 531 | 434 | 149 | 156 | 0 | 0 | 0 |
| 532 | 1933 | 687 | 731 | 9 | 93 | 0 |
| 533 | 1443 | 489 | 517 | 2 | 121 | 558 |
| 534 | 705 | 242 | 267 | 30 | 100 | 0 |
| 535 | 643 | 217 | 233 | 0 | 1 | 0 |
| 536 | 1269 | 451 | 506 | 35 | 100 | 0 |
| 537 | 452 | 131 | 133 | 0 | 0 | 0 |
| 538 | 722 | 247 | 275 | 5 | 165 | 0 |

**TABLE B - 1**
**2009 PLANNING VARIABLES**

| TRAFFIC ZONE | POPULATION | OCCUPIED DWELLING UNITS | TOTAL DWELLING UNITS | RETAIL EMPLOYMENT | TOTAL EMPLOYMENT | SCHOOL ENROLLMENT |
|---|---|---|---|---|---|---|
| 539 | 390 | 134 | 136 | 5 | 9 | 0 |
| 540 | 350 | 114 | 135 | 2 | 3 | 0 |
| 541 | 1276 | 464 | 485 | 2 | 114 | 495 |
| 542 | 1795 | 589 | 613 | 2 | 87 | 0 |
| 543 | 1200 | 400 | 445 | 2 | 112 | 0 |
| 544 | 1499 | 505 | 523 | 0 | 47 | 0 |
| 545 | 909 | 333 | 352 | 67 | 74 | 0 |
| 546 | 685 | 240 | 259 | 0 | 16 | 0 |
| 547 | 559 | 177 | 189 | 0 | 0 | 0 |
| 548 | 166 | 61 | 61 | 0 | 0 | 0 |
| 549 | 654 | 221 | 236 | 2 | 4 | 0 |
| 550 | 820 | 287 | 311 | 3 | 143 | 0 |
| 551 | 2244 | 721 | 764 | 2 | 100 | 0 |
| 552 | 644 | 215 | 225 | 0 | 0 | 0 |
| 553 | 384 | 114 | 125 | 45 | 93 | 0 |
| 554 | 100 | 39 | 39 | 0 | 0 | 0 |
| 555 | 140 | 38 | 44 | | 0 | 790 |
| 601 | 2433 | 879 | 930 | 850 | 1,545 | 986 |
| 602 | 1852 | 711 | 739 | 143 | 204 | 0 |
| 603 | 579 | 218 | 268 | 1 | 8 | 0 |
| 604 | 569 | 220 | 248 | 1 | 20 | 0 |
| 605 | 459 | 153 | 176 | 159 | 159 | 0 |
| 606 | 811 | 301 | 333 | 24 | 24 | 0 |
| 607 | 878 | 352 | 387 | 89 | 591 | 0 |
| 608 | 740 | 331 | 352 | 41 | 408 | 0 |
| 609 | 510 | 199 | 208 | 187 | 624 | 0 |
| 610 | 1874 | 789 | 818 | 186 | 387 | 0 |
| 611 | 1231 | 512 | 573 | 23 | 189 | 736 |
| 612 | 1627 | 618 | 670 | 67 | 134 | 0 |
| 613 | 742 | 307 | 322 | 34 | 259 | 0 |
| 614 | 1396 | 473 | 504 | 1 | 21 | 0 |
| 615 | 1009 | 382 | 406 | 26 | 170 | 0 |
| 616 | 1755 | 711 | 782 | 2 | 97 | 836 |
| 617 | 1816 | 669 | 691 | 3 | 170 | 836 |
| 618 | 984 | 426 | 465 | 1 | 51 | 0 |
| 619 | 1485 | 560 | 606 | 47 | 234 | 1,373 |
| 620 | 1195 | 453 | 475 | 8 | 28 | 0 |
| 621 | 1925 | 729 | 761 | 28 | 113 | 0 |
| 622 | 553 | 196 | 208 | 0 | 200 | 1,456 |
| 623 | 1294 | 422 | 450 | 8 | 21 | 0 |
| 624 | 685 | 226 | 231 | 0 | 23 | 0 |
| 625 | 601 | 182 | 230 | 81 | 124 | 0 |
| 626 | 912 | 421 | 444 | 2 | 48 | 0 |

**TABLE B - 1**
**2009 PLANNING VARIABLES**

| TRAFFIC ZONE | POPULATION | OCCUPIED DWELLING UNITS | TOTAL DWELLING UNITS | RETAIL EMPLOYMENT | TOTAL EMPLOYMENT | SCHOOL ENROLLMENT |
|---|---|---|---|---|---|---|
| 627 | 984 | 430 | 441 | 3 | 59 | 0 |
| 628 | 1231 | 555 | 573 | 64 | 146 | 0 |
| 629 | 844 | 345 | 365 | 1 | 21 | 0 |
| 630 | 853 | 374 | 394 | 14 | 286 | 0 |
| 631 | 458 | 239 | 267 | 3 | 66 | 312 |
| 632 | 357 | 124 | 130 | 0 | 4 | 0 |
| 633 | 53 | 23 | 24 | 12 | 12 | 0 |
| 634 | 2 | 1 | 1 | 0 | 34 | 357 |
| 635 | 572 | 239 | 244 | 0 | 7 | 0 |
| 636 | 701 | 250 | 256 | 0 | 6 | 0 |
| 637 | 623 | 243 | 249 | 59 | 75 | 0 |
| 638 | 635 | 228 | 237 | 22 | 44 | 0 |
| 639 | 681 | 279 | 291 | 15 | 309 | 1,366 |
| 640 | 260 | 105 | 130 | 69 | 172 | 0 |
| 641 | 1179 | 396 | 423 | 84 | 211 | 167 |
| 642 | 984 | 323 | 376 | 47 | 157 | 0 |
| 643 | 522 | 189 | 208 | 61 | 878 | 0 |
| 644 | 312 | 98 | 100 | 18 | 35 | 0 |
| 645 | 397 | 144 | 148 | 1 | 29 | 0 |
| 646 | 634 | 200 | 223 | 5 | 10 | 0 |
| 647 | 779 | 243 | 381 | 37 | 147 | 0 |
| 648 | 190 | 53 | 56 | 2 | 7 | 0 |
| 649 | 0 | 0 | 0 | 0 | 48 | 0 |
| 650 | 536 | 173 | 205 | 29 | 326 | 0 |
| 651 | 252 | 88 | 118 | 31 | 348 | 0 |
| 652 | 53 | 13 | 15 | 57 | 355 | 0 |
| 653 | 2639 | 863 | 908 | 184 | 1,224 | 0 |
| 654 | 927 | 298 | 308 | 31 | 104 | 0 |
| 655 | 143 | 37 | 44 | 0 | 361 | 694 |
| 656 | 850 | 209 | 224 | 37 | 286 | 0 |
| 657 | 567 | 198 | 220 | 30 | 336 | 0 |
| 658 | 688 | 185 | 202 | 0 | 22 | 646 |
| 659 | 732 | 160 | 184 | 1 | 55 | 0 |
| 660 | 260 | 90 | 93 | 74 | 93 | 0 |
| 661 | 174 | 66 | 70 | 55 | 461 | 1,084 |
| 662 | 97 | 27 | 29 | 6 | 285 | 0 |
| 663 | 3 | 1 | 1 | 234 | 263 | 0 |
| 664 | 613 | 209 | 226 | 72 | 288 | 0 |
| 665 | 117 | 39 | 44 | 52 | 119 | 0 |
| 666 | 23 | 7 | 7 | 897 | 997 | 0 |
| 667 | 1435 | 499 | 539 | 211 | 604 | 0 |
| 668 | 4 | 1 | 1 | 6 | 13 | 0 |
| 669 | 169 | 56 | 62 | | 0 | 0 |

**TABLE B - 1**
**2009 PLANNING VARIABLES**

| TRAFFIC ZONE | POPULATION | OCCUPIED DWELLING UNITS | TOTAL DWELLING UNITS | RETAIL EMPLOYMENT | TOTAL EMPLOYMENT | SCHOOL ENROLLMENT |
|---|---|---|---|---|---|---|
| 670 | 68 | 22 | 22 | 271 | 417 | 0 |
| 671 | 11 | 1 | 1 | 0 | 74 | 656 |
| 672 | 454 | 139 | 151 | 8 | 163 | 619 |
| 673 | 168 | 84 | 95 | 135 | 208 | 0 |
| 674 | 18 | 7 | 10 | 408 | 544 | 0 |
| 675 | 658 | 243 | 295 | 123 | 363 | 686 |
| 676 | 515 | 174 | 187 | 0 | 10 | 0 |
| 677 | 152 | 54 | 58 | 0 | 7 | 0 |
| 678 | 160 | 66 | 73 | 79 | 264 | 761 |
| 679 | 804 | 265 | 276 | 20 | 36 | 0 |
| 680 | 403 | 139 | 160 | 0 | 0 | 0 |
| 681 | 577 | 214 | 230 | 3 | 60 | 0 |
| 682 | 748 | 255 | 274 | 7 | 132 | 0 |
| 683 | 551 | 202 | 216 | 16 | 34 | 0 |
| 684 | 395 | 143 | 150 | 79 | 158 | 0 |
| 685 | 584 | 211 | 238 | 74 | 111 | 0 |
| 686 | 77 | 34 | 39 | 87 | 147 | 0 |
| 687 | 284 | 97 | 106 | 2 | 77 | 0 |
| 688 | 1107 | 431 | 467 | 12 | 232 | 0 |
| 689 | 835 | 313 | 324 | 41 | 516 | 885 |
| 690 | 1096 | 366 | 375 | 5 | 50 | 0 |
| 691 | 1748 | 619 | 655 | 15 | 290 | 1,136 |
| 692 | 1149 | 341 | 343 | 82 | 92 | 0 |
| 693 | 822 | 292 | 308 | 27 | 76 | 0 |
| 694 | 682 | 232 | 245 | 10 | 51 | 0 |
| 695 | 1430 | 468 | 506 | 0 | 72 | 0 |
| 696 | 494 | 202 | 212 | 28 | 202 | 0 |
| 697 | 239 | 110 | 134 | 61 | 64 | 0 |
| 698 | 1237 | 502 | 540 | 0 | 15 | 0 |
| 699 | 1582 | 654 | 703 | 35 | 231 | 0 |
| 700 | 357 | 163 | 175 | 28 | 188 | 0 |
| 701 | 1026 | 379 | 395 | 0 | 70 | 0 |
| 702 | 135 | 58 | 61 | 5 | 83 | 0 |
| 703 | 9 | 5 | 6 | 17 | 138 | 0 |
| 704 | 802 | 303 | 326 | 6 | 26 | 0 |
| 705 | 948 | 366 | 395 | 85 | 327 | 2,296 |
| 706 | 935 | 324 | 337 | 37 | 374 | 1,665 |
| 707 | 1157 | 458 | 507 | 11 | 58 | 0 |
| 708 | 590 | 207 | 228 | 7 | 236 | 0 |
| 709 | 1057 | 421 | 475 | 11 | 221 | 0 |
| 710 | 99 | 25 | 25 | 0 | 275 | 0 |
| 711 | 899 | 333 | 369 | 24 | 488 | 0 |
| 712 | 269 | 99 | 119 | 3 | 57 | 0 |

**TABLE B - 1**
**2009 PLANNING VARIABLES**

| TRAFFIC ZONE | POPULATION | OCCUPIED DWELLING UNITS | TOTAL DWELLING UNITS | RETAIL EMPLOYMENT | TOTAL EMPLOYMENT | SCHOOL ENROLLMENT |
|---|---|---|---|---|---|---|
| 713 | 0 | 0 | 0 | 770 | 846 | 0 |
| 714 | 0 | 0 | 0 | 0 | 328 | 0 |
| 715 | 100 | 50 | 67 | 0 | 41 | 0 |
| 716 | 0 | 0 | 0 | | 0 | 0 |
| 717 | 35 | 11 | 12 | 245 | 416 | 0 |
| 718 | 0 | 0 | 0 | 0 | 0 | 0 |
| 719 | 0 | 0 | 0 | 18 | 905 | 0 |
| 720 | 0 | 0 | 0 | 4 | 175 | 0 |
| 721 | 0 | 0 | 0 | 1 | 50 | 0 |
| 722 | 381 | 137 | 154 | 0 | 57 | 0 |
| 723 | 312 | 127 | 133 | 0 | 1 | 0 |
| 724 | 474 | 168 | 188 | 0 | 0 | 0 |
| 725 | 485 | 156 | 161 | 0 | 63 | 220 |
| 726 | 184 | 71 | 76 | 0 | 0 | 0 |
| 727 | 457 | 204 | 219 | 73 | 334 | 0 |
| 728 | 113 | 46 | 46 | 0 | 3 | 0 |
| 729 | 65 | 0 | 0 | 124 | 494 | 0 |
| 730 | 0 | 0 | 0 | 0 | 177 | 0 |
| 731 | 222 | 102 | 112 | 0 | 15 | 0 |
| 732 | 0 | 0 | 0 | 0 | 0 | 0 |
| 733 | 59 | 25 | 26 | 0 | 0 | 0 |
| 734 | 65 | 9 | 9 | 0 | 0 | 0 |
| 735 | 0 | 0 | 0 | 0 | 0 | 0 |
| 736 | 401 | 158 | 183 | 11 | 11 | 0 |
| 737 | 634 | 270 | 291 | 0 | 20 | 0 |
| 738 | 701 | 282 | 306 | 18 | 35 | 0 |
| 739 | 374 | 144 | 154 | 0 | 15 | 0 |
| 740 | 145 | 60 | 86 | 8 | 8 | 0 |
| 741 | 793 | 315 | 339 | 9 | 15 | 0 |
| 742 | 58 | 28 | 35 | 0 | 2 | 0 |
| 801 | 0 | 0 | 0 | 0 | 30 | 0 |
| 802 | 413 | 145 | 167 | 0 | 348 | 0 |
| 803 | 258 | 88 | 93 | 0 | 734 | 0 |
| 804 | 0 | 0 | 0 | 15 | 1,466 | 0 |
| 805 | 419 | 150 | 155 | 5 | 503 | 0 |
| 806 | 216 | 86 | 92 | 0 | 60 | 0 |
| 807 | 297 | 110 | 116 | 8 | 28 | 0 |
| 808 | 440 | 165 | 194 | 0 | 329 | 0 |
| 809 | 762 | 264 | 274 | 0 | 66 | 0 |
| 810 | 923 | 314 | 333 | 0 | 66 | 0 |
| 811 | 241 | 77 | 79 | 2 | 247 | 644 |
| 812 | 563 | 205 | 222 | 0 | 80 | 0 |
| 813 | 731 | 270 | 300 | 0 | 10 | 0 |

**TABLE B - 2**
**2013 PLANNING VARIABLES**

| TRAFFIC ZONE | POPULATION | OCCUPIED DWELLING UNITS | TOTAL DWELLING UNITS | RETAIL EMPLOYMENT | TOTAL EMPLOYMENT | SCHOOL ENROLLMENT |
|---|---|---|---|---|---|---|
| 1 | 0 | 0 | 0 | 0 | 5,996 | 0 |
| 2 | 952 | 676 | 789 | 9 | 72 | 0 |
| 3 | 20 | 13 | 15 | 72 | 1,796 | 0 |
| 4 | 69 | 50 | 59 | 50 | 2,491 | 0 |
| 5 | 34 | 26 | 35 | 0 | 1,478 | 0 |
| 6 | 0 | 0 | 0 | 7 | 100 | 0 |
| 7 | 0 | 0 | 0 | 42 | 845 | 367 |
| 8 | 0 | 0 | 0 | 0 | 758 | 0 |
| 9 | 0 | 0 | 0 | 0 | 1,468 | 0 |
| 10 | 0 | 0 | 0 | 16 | 821 | 0 |
| 11 | 240 | 126 | 150 | 28 | 557 | 155 |
| 12 | 38 | 38 | 76 | 7 | 374 | 0 |
| 13 | 52 | 39 | 46 | 0 | 175 | 0 |
| 14 | 315 | 139 | 180 | 120 | 1,196 | 312 |
| 15 | 215 | 121 | 126 | 0 | 3,459 | 0 |
| 16 | 28 | 14 | 14 | 0 | 7,362 | 0 |
| 17 | 1,481 | 493 | 545 | 21 | 302 | 156 |
| 18 | 365 | 136 | 157 | 58 | 530 | 0 |
| 19 | 433 | 157 | 182 | 2 | 170 | 0 |
| 20 | 501 | 168 | 200 | 6 | 573 | 40 |
| 21 | 682 | 211 | 255 | 10 | 1,000 | 381 |
| 22 | 431 | 148 | 197 | 0 | 144 | 0 |
| 23 | 849 | 339 | 398 | 11 | 52 | 0 |
| 24 | 830 | 336 | 434 | 11 | 88 | 299 |
| 25 | 935 | 410 | 463 | 41 | 58 | 0 |
| 26 | 1,225 | 498 | 621 | 24 | 163 | 0 |
| 27 | 695 | 243 | 269 | 0 | 196 | 0 |
| 28 | 185 | 60 | 125 | 34 | 163 | 0 |
| 29 | 1,689 | 802 | 893 | 34 | 857 | 170 |
| 30 | 1,394 | 597 | 727 | 63 | 158 | 210 |
| 31 | 3,675 | 1,617 | 1,866 | 60 | 547 | 1,804 |
| 32 | 1,457 | 720 | 769 | 48 | 177 | 0 |
| 33 | 1,356 | 691 | 748 | 4 | 52 | 0 |
| 34 | 1,201 | 453 | 521 | 81 | 505 | 541 |
| 35 | 348 | 122 | 133 | 35 | 122 | 0 |
| 36 | 2,594 | 962 | 1,146 | 58 | 1,925 | 1,605 |
| 37 | 2,522 | 907 | 1,007 | 54 | 149 | 0 |
| 38 | 2,197 | 731 | 771 | 2 | 170 | 430 |
| 39 | 2,629 | 971 | 1,171 | 52 | 867 | 803 |
| 40 | 574 | 267 | 301 | 8 | 767 | 1,286 |
| 41 | 440 | 251 | 278 | 177 | 368 | 934 |
| 42 | 1,353 | 648 | 674 | 273 | 1,139 | 1,209 |

**TABLE B - 2**
**2013 PLANNING VARIABLES**

| TRAFFIC ZONE | POPULATION | OCCUPIED DWELLING UNITS | TOTAL DWELLING UNITS | RETAIL EMPLOYMENT | TOTAL EMPLOYMENT | SCHOOL ENROLLMENT |
|---|---|---|---|---|---|---|
| 43 | 270 | 122 | 125 | 195 | 275 | 0 |
| 44 | 1,399 | 635 | 679 | 873 | 1,065 | 274 |
| 45 | 144 | 49 | 60 | 0 | 16 | 0 |
| 46 | 4,498 | 2,248 | 2,265 | 52 | 1,724 | 2,348 |
| 47 | 2,859 | 1,429 | 1,523 | 519 | 7,420 | 31,323 |
| 48 | 851 | 434 | 444 | 0 | 724 | 518 |
| 49 | 4,643 | 2,615 | 2,857 | 124 | 655 | 0 |
| 50 | 6,930 | 3,222 | 3,269 | 809 | 1,372 | 0 |
| 51 | 1,264 | 569 | 601 | 1 | 61 | 0 |
| 52 | 1,791 | 1,012 | 1,077 | 47 | 97 | 0 |
| 53 | 1,425 | 672 | 692 | 101 | 507 | 0 |
| 54 | 1,905 | 947 | 950 | 0 | 186 | 1,244 |
| 55 | 1,089 | 510 | 533 | 811 | 1,559 | 1,434 |
| 56 | 459 | 167 | 184 | 214 | 523 | 0 |
| 57 | 1,079 | 371 | 402 | 206 | 982 | 134 |
| 58 | 787 | 320 | 349 | 0 | 604 | 429 |
| 59 | 1,024 | 401 | 412 | 2 | 34 | 0 |
| 60 | 1,042 | 554 | 596 | 211 | 604 | 30 |
| 61 | 2,088 | 884 | 971 | 205 | 5,124 | 550 |
| 62 | 2,086 | 971 | 1,160 | 273 | 497 | 534 |
| 63 | 1,111 | 372 | 408 | 24 | 265 | 0 |
| 64 | 2,280 | 818 | 864 | 171 | 1,710 | 1,224 |
| 65 | 1,121 | 546 | 582 | 541 | 4,159 | 2,800 |
| 66 | 456 | 244 | 263 | 160 | 500 | 0 |
| 67 | 678 | 382 | 416 | 0 | 814 | 831 |
| 68 | 624 | 275 | 291 | 0 | 15 | 0 |
| 69 | 1,308 | 875 | 947 | 78 | 601 | 510 |
| 70 | 0 | 0 | 0 | 781 | 2,170 | 0 |
| 71 | 1,529 | 546 | 553 | 0 | 21 | 0 |
| 72 | 394 | 165 | 190 | 1,540 | 2,906 | 55 |
| 73 | 2,421 | 1,005 | 1,039 | 158 | 609 | 1,701 |
| 74 | 2,764 | 965 | 986 | 1 | 105 | 0 |
| 75 | 1,667 | 798 | 850 | 230 | 561 | 524 |
| 76 | 695 | 294 | 324 | 57 | 114 | 645 |
| 77 | 700 | 589 | 597 | 6 | 6 | 0 |
| 78 | 6,834 | 2,512 | 2,665 | 92 | 383 | 100 |
| 79 | 356 | 126 | 168 | 0 | 350 | 0 |
| 80 | 3,495 | 1,171 | 1,417 | 0 | 441 | 0 |
| 81 | 2,188 | 960 | 986 | 21 | 176 | 1,095 |
| 82 | 604 | 227 | 231 | 18 | 200 | 1,119 |
| 83 | 649 | 261 | 266 | 81 | 140 | 0 |
| 84 | 1,258 | 532 | 539 | 82 | 191 | 45 |

**TABLE B - 2**
**2013 PLANNING VARIABLES**

| TRAFFIC ZONE | POPULATION | OCCUPIED DWELLING UNITS | TOTAL DWELLING UNITS | RETAIL EMPLOYMENT | TOTAL EMPLOYMENT | SCHOOL ENROLLMENT |
|---|---|---|---|---|---|---|
| 85 | 737 | 287 | 294 | 0 | 9 | 0 |
| 86 | 1,531 | 603 | 610 | 0 | 103 | 571 |
| 87 | 1,389 | 796 | 860 | 453 | 2,519 | 1,134 |
| 88 | 419 | 224 | 232 | 13 | 1,283 | 40 |
| 89 | 262 | 58 | 61 | 332 | 11,076 | 0 |
| 90 | 537 | 123 | 123 | 10 | 12 | 0 |
| 91 | 799 | 168 | 171 | 0 | 603 | 0 |
| 92 | 2,641 | 1,313 | 1,464 | 126 | 973 | 0 |
| 93 | 519 | 217 | 232 | 57 | 116 | 0 |
| 94 | 553 | 229 | 237 | 8 | 62 | 0 |
| 95 | 1,145 | 482 | 509 | 28 | 279 | 0 |
| 96 | 1,527 | 765 | 798 | 223 | 798 | 896 |
| 97 | 3,576 | 1,408 | 2,034 | 586 | 3,904 | 0 |
| 98 | 802 | 304 | 447 | 83 | 550 | 323 |
| 99 | 1,302 | 662 | 721 | 105 | 1,502 | 327 |
| 100 | 8 | 2 | 2 | 154 | 1,928 | 91 |
| 101 | 941 | 468 | 492 | 551 | 1,172 | 0 |
| 102 | 1,242 | 588 | 618 | 361 | 903 | 30 |
| 103 | 0 | 0 | 0 | 89 | 1,277 | 45 |
| 104 | 208 | 99 | 102 | 516 | 4,691 | 361 |
| 105 | 1,490 | 767 | 808 | 103 | 641 | 365 |
| 106 | 865 | 337 | 349 | 11 | 263 | 0 |
| 107 | 876 | 352 | 361 | 21 | 698 | 1,696 |
| 108 | 0 | 0 | 0 | 970 | 1,616 | 0 |
| 109 | 569 | 280 | 285 | 422 | 797 | 0 |
| 110 | 1,227 | 653 | 692 | 4 | 412 | 0 |
| 111 | 466 | 207 | 211 | 332 | 2,767 | 35 |
| 112 | 775 | 390 | 421 | 308 | 655 | 0 |
| 113 | 2,764 | 1,437 | 1,556 | 195 | 1,772 | 187 |
| 114 | 1,227 | 713 | 785 | 0 | 7,665 | 0 |
| 115 | 2,331 | 887 | 909 | 75 | 683 | 606 |
| 116 | 1,668 | 929 | 1,023 | 370 | 4,627 | 0 |
| 117 | 492 | 223 | 226 | 171 | 1,067 | 0 |
| 118 | 618 | 241 | 244 | 80 | 1,601 | 0 |
| 119 | 1,143 | 406 | 412 | 94 | 471 | 193 |
| 120 | 1,100 | 430 | 447 | 30 | 273 | 598 |
| 121 | 1,847 | 673 | 691 | 0 | 11 | 0 |
| 122 | 1,391 | 701 | 730 | 66 | 1,311 | 0 |
| 123 | 905 | 234 | 234 | 22 | 51 | 0 |
| 124 | 1,132 | 494 | 542 | 144 | 335 | 0 |
| 125 | 2,677 | 1,022 | 1,126 | 23 | 283 | 0 |
| 126 | 2,902 | 950 | 994 | 3 | 54 | 0 |

**TABLE B - 2**
**2013 PLANNING VARIABLES**

| TRAFFIC ZONE | POPULATION | OCCUPIED DWELLING UNITS | TOTAL DWELLING UNITS | RETAIL EMPLOYMENT | TOTAL EMPLOYMENT | SCHOOL ENROLLMENT |
|---|---|---|---|---|---|---|
| 127 | 2,301 | 923 | 957 | 2 | 42 | 0 |
| 128 | 782 | 300 | 321 | 3 | 288 | 0 |
| 129 | 2,206 | 773 | 785 | 16 | 80 | 0 |
| 130 | 1,881 | 694 | 705 | 251 | 2,285 | 0 |
| 131 | 2,301 | 958 | 991 | 245 | 481 | 0 |
| 132 | 909 | 331 | 416 | 45 | 906 | 0 |
| 133 | 761 | 224 | 228 | 103 | 1,025 | 1,740 |
| 134 | 135 | 0 | 0 | 2,720 | 2,957 | 0 |
| 135 | 811 | 283 | 285 | 143 | 269 | 1,920 |
| 136 | 6,064 | 2,526 | 2,626 | 771 | 3,670 | 1,293 |
| 137 | 198 | 82 | 112 | 626 | 4,816 | 45 |
| 138 | 448 | 177 | 219 | 271 | 1,354 | 0 |
| 139 | 429 | 183 | 183 | 861 | 3,444 | 0 |
| 140 | 144 | 54 | 54 | 1,541 | 1,835 | 0 |
| 141 | 2,456 | 873 | 899 | 149 | 427 | 345 |
| 142 | 5,285 | 1,969 | 2,025 | 36 | 605 | 645 |
| 143 | 0 | 0 | 0 | 0 | 0 | 0 |
| 144 | 916 | 288 | 293 | 34 | 52 | 0 |
| 145 | 1,743 | 609 | 635 | 47 | 935 | 0 |
| 146 | 1,323 | 428 | 436 | 444 | 2,610 | 0 |
| 147 | 102 | 0 | 0 | 0 | 190 | 0 |
| 148 | 1,087 | 341 | 348 | 546 | 2,484 | 0 |
| 149 | 594 | 195 | 200 | 0 | 565 | 0 |
| 150 | 897 | 320 | 342 | 329 | 715 | 0 |
| 151 | 2,014 | 795 | 806 | 38 | 1,877 | 0 |
| 152 | 825 | 383 | 405 | 74 | 921 | 0 |
| 153 | 889 | 321 | 330 | 323 | 1,615 | 410 |
| 154 | 1,390 | 530 | 575 | 298 | 1,989 | 2,632 |
| 155 | 1,771 | 739 | 764 | 221 | 738 | 228 |
| 156 | 1,719 | 894 | 953 | 176 | 1,256 | 0 |
| 157 | 707 | 297 | 328 | 313 | 1,423 | 628 |
| 158 | 805 | 337 | 361 | 223 | 677 | 311 |
| 159 | 1,503 | 593 | 618 | 197 | 756 | 638 |
| 160 | 587 | 229 | 242 | 2 | 25 | 0 |
| 161 | 810 | 364 | 377 | 123 | 251 | 0 |
| 162 | 626 | 224 | 229 | 53 | 482 | 0 |
| 163 | 302 | 143 | 159 | 2,642 | 3,222 | 0 |
| 164 | 85 | 44 | 72 | 266 | 1,400 | 45 |
| 165 | 1,321 | 467 | 478 | 43 | 534 | 469 |
| 166 | 1,493 | 743 | 843 | 136 | 189 | 0 |
| 167 | 981 | 525 | 552 | 223 | 328 | 35 |
| 168 | 864 | 359 | 367 | 0 | 15 | 0 |

**TABLE B - 2**
**2013 PLANNING VARIABLES**

| TRAFFIC ZONE | POPULATION | OCCUPIED DWELLING UNITS | TOTAL DWELLING UNITS | RETAIL EMPLOYMENT | TOTAL EMPLOYMENT | SCHOOL ENROLLMENT |
|---|---|---|---|---|---|---|
| 169 | 1,516 | 598 | 606 | 19 | 269 | 1,062 |
| 170 | 419 | 210 | 213 | 426 | 1,015 | 45 |
| 171 | 538 | 339 | 370 | 330 | 943 | 0 |
| 172 | 566 | 236 | 242 | 539 | 3,366 | 0 |
| 173 | 2,886 | 1,583 | 1,750 | 276 | 1,727 | 120 |
| 174 | 2,515 | 1,229 | 1,338 | 230 | 1,646 | 45 |
| 175 | 3,371 | 1,415 | 1,534 | 274 | 3,916 | 0 |
| 176 | 3,901 | 1,767 | 1,898 | 182 | 650 | 0 |
| 177 | 609 | 234 | 242 | 21 | 295 | 110 |
| 178 | 1,415 | 592 | 597 | 0 | 404 | 2,201 |
| 179 | 1,062 | 400 | 405 | 0 | 71 | 0 |
| 180 | 1,205 | 436 | 530 | 223 | 743 | 0 |
| 181 | 676 | 202 | 206 | 91 | 259 | 0 |
| 182 | 542 | 211 | 218 | 0 | 140 | 1,065 |
| 183 | 2,009 | 760 | 790 | 0 | 377 | 552 |
| 184 | 1,095 | 526 | 572 | 76 | 270 | 224 |
| 185 | 2,635 | 965 | 1,013 | 254 | 1,268 | 30 |
| 186 | 3,995 | 1,359 | 1,484 | 158 | 1,976 | 2,194 |
| 187 | 3,196 | 1,245 | 1,298 | 455 | 1,467 | 513 |
| 188 | 3,780 | 1,322 | 1,408 | 262 | 820 | 451 |
| 189 | 1,375 | 526 | 536 | 18 | 54 | 0 |
| 190 | 1,594 | 739 | 747 | 39 | 162 | 0 |
| 191 | 744 | 320 | 326 | 18 | 68 | 0 |
| 192 | 2,221 | 935 | 966 | 72 | 287 | 252 |
| 193 | 2,106 | 796 | 821 | 25 | 497 | 0 |
| 194 | 1,482 | 591 | 639 | 125 | 418 | 963 |
| 195 | 1,034 | 332 | 343 | 422 | 862 | 694 |
| 196 | 1,430 | 537 | 546 | 36 | 189 | 0 |
| 197 | 2,028 | 758 | 773 | 24 | 474 | 1,241 |
| 198 | 1,255 | 484 | 550 | 3 | 90 | 0 |
| 199 | 1,454 | 606 | 615 | 181 | 431 | 0 |
| 200 | 1,779 | 645 | 662 | 292 | 522 | 947 |
| 201 | 2,254 | 857 | 885 | 378 | 609 | 0 |
| 202 | 2,224 | 852 | 870 | 14 | 169 | 0 |
| 203 | 2,420 | 939 | 964 | 268 | 812 | 0 |
| 204 | 2,867 | 924 | 952 | 376 | 638 | 30 |
| 205 | 3,314 | 1,185 | 1,214 | 16 | 801 | 3,254 |
| 206 | 3,193 | 1,182 | 1,223 | 11 | 218 | 0 |
| 207 | 1,298 | 434 | 461 | 4 | 84 | 0 |
| 208 | 2,434 | 978 | 1,008 | 36 | 202 | 20 |
| 209 | 84 | 30 | 40 | 0 | 0 | 0 |
| 210 | 6,586 | 2,067 | 2,096 | 17 | 342 | 663 |

**TABLE B - 2**
**2013 PLANNING VARIABLES**

| TRAFFIC ZONE | POPULATION | OCCUPIED DWELLING UNITS | TOTAL DWELLING UNITS | RETAIL EMPLOYMENT | TOTAL EMPLOYMENT | SCHOOL ENROLLMENT |
|---|---|---|---|---|---|---|
| 211 | 124 | 38 | 39 | 0 | 12 | 0 |
| 212 | 1,961 | 649 | 671 | 0 | 172 | 627 |
| 213 | 2,871 | 1,021 | 1,246 | 871 | 2,353 | 936 |
| 214 | 2,142 | 820 | 973 | 120 | 801 | 0 |
| 215 | 1,488 | 619 | 645 | 303 | 1,211 | 0 |
| 216 | 2,165 | 734 | 769 | 81 | 809 | 90 |
| 217 | 70 | 23 | 23 | 0 | 0 | 0 |
| 218 | 189 | 74 | 78 | 0 | 0 | 0 |
| 219 | 1,143 | 382 | 400 | 0 | 30 | 0 |
| 220 | 2,110 | 720 | 730 | 15 | 742 | 523 |
| 221 | 443 | 152 | 152 | 67 | 2,243 | 0 |
| 222 | 2,365 | 1,044 | 1,073 | 372 | 864 | 0 |
| 223 | 0 | 0 | 0 | 133 | 533 | 0 |
| 224 | 215 | 154 | 166 | 293 | 836 | 330 |
| 225 | 1,903 | 738 | 791 | 151 | 240 | 0 |
| 226 | 1,712 | 645 | 704 | 27 | 916 | 0 |
| 227 | 2,468 | 859 | 952 | 102 | 786 | 1,165 |
| 228 | 2,237 | 691 | 788 | 107 | 467 | 774 |
| 229 | 305 | 99 | 111 | 27 | 301 | 0 |
| 230 | 520 | 183 | 225 | 26 | 151 | 0 |
| 231 | 0 | | | 0 | 1,967 | 0 |
| 232 | 2 | 1 | 1 | 0 | 713 | 0 |
| 233 | 0 | 0 | 0 | 0 | 1,741 | 0 |
| 234 | 0 | 0 | 0 | 0 | 35 | 0 |
| 235 | 908 | 415 | 506 | 72 | 2,414 | 0 |
| 236 | 2,475 | 858 | 924 | 176 | 440 | 0 |
| 237 | 1,856 | 609 | 650 | 2 | 109 | 354 |
| 238 | 1,209 | 385 | 421 | 0 | 900 | 0 |
| 239 | 967 | 320 | 355 | 25 | 1,241 | 538 |
| 240 | 121 | 39 | 42 | 2 | 17 | 0 |
| 241 | 2,294 | 733 | 896 | 58 | 215 | 39 |
| 242 | 3,564 | 1,230 | 1,358 | 9 | 297 | 542 |
| 243 | 1,785 | 553 | 615 | 0 | 256 | 795 |
| 244 | 675 | 232 | 266 | 25 | 497 | 0 |
| 245 | 733 | 238 | 249 | 661 | 905 | 30 |
| 246 | 1,995 | 644 | 693 | 10 | 242 | 1,362 |
| 247 | 1,847 | 655 | 703 | 203 | 442 | 575 |
| 248 | 764 | 356 | 390 | 3 | 315 | 298 |
| 249 | 664 | 235 | 274 | 161 | 201 | 0 |
| 250 | 338 | 203 | 203 | 132 | 227 | 0 |
| 251 | 1,164 | 397 | 423 | 104 | 241 | 0 |
| 252 | 2,664 | 889 | 986 | 36 | 254 | 920 |

**TABLE B - 2**
**2013 PLANNING VARIABLES**

| TRAFFIC ZONE | POPULATION | OCCUPIED DWELLING UNITS | TOTAL DWELLING UNITS | RETAIL EMPLOYMENT | TOTAL EMPLOYMENT | SCHOOL ENROLLMENT |
|---|---|---|---|---|---|---|
| 253 | 3,247 | 997 | 1,053 | 86 | 1,425 | 0 |
| 254 | 2,122 | 787 | 865 | 247 | 363 | 0 |
| 255 | 1,513 | 564 | 670 | 183 | 494 | 800 |
| 256 | 1,380 | 461 | 493 | 11 | 142 | 721 |
| 257 | 1,049 | 429 | 501 | 123 | 299 | 0 |
| 258 | 670 | 212 | 241 | 49 | 135 | 1,480 |
| 259 | 2,032 | 648 | 673 | 22 | 99 | 0 |
| 260 | 692 | 244 | 268 | 147 | 546 | 677 |
| 261 | 1,908 | 589 | 612 | 0 | 550 | 1,517 |
| 262 | 3,890 | 1,191 | 1,297 | 10 | 112 | 605 |
| 263 | 1,546 | 522 | 551 | 18 | 93 | 0 |
| 264 | 998 | 297 | 308 | 0 | 138 | 705 |
| 265 | 450 | 170 | 180 | 0 | 29 | 0 |
| 266 | 1,071 | 393 | 401 | 76 | 237 | 0 |
| 267 | 1,683 | 630 | 639 | 339 | 471 | 586 |
| 268 | 1,723 | 542 | 588 | 109 | 154 | 0 |
| 269 | 2,863 | 976 | 997 | 8 | 413 | 1,427 |
| 270 | 2,621 | 878 | 901 | 22 | 551 | 743 |
| 271 | 750 | 283 | 294 | 30 | 167 | 199 |
| 272 | 1,071 | 354 | 358 | 0 | 56 | 0 |
| 273 | 1,870 | 678 | 719 | 23 | 229 | 1,110 |
| 274 | 977 | 310 | 314 | 128 | 356 | 1,126 |
| 275 | 1,027 | 397 | 422 | 11 | 180 | 0 |
| 276 | 1,045 | 377 | 383 | 11 | 216 | 0 |
| 277 | 1,241 | 446 | 451 | 34 | 48 | 0 |
| 278 | 1,188 | 413 | 425 | 27 | 246 | 872 |
| 279 | 2,866 | 941 | 950 | 30 | 304 | 518 |
| 280 | 1,395 | 488 | 510 | 25 | 507 | 1,148 |
| 281 | 948 | 333 | 339 | 943 | 1,096 | 0 |
| 282 | 1,181 | 445 | 476 | 64 | 320 | 888 |
| 283 | 2,827 | 989 | 1,019 | 26 | 136 | 0 |
| 284 | 220 | 86 | 90 | 8 | 29 | 0 |
| 285 | 1,632 | 591 | 613 | 10 | 209 | 0 |
| 286 | 691 | 249 | 259 | 4 | 76 | 0 |
| 287 | 1,732 | 598 | 614 | 8 | 161 | 0 |
| 288 | 261 | 105 | 108 | 100 | 434 | 0 |
| 289 | 2,476 | 869 | 892 | 332 | 395 | 0 |
| 290 | 561 | 199 | 208 | 0 | 0 | 0 |
| 291 | 1,677 | 614 | 629 | 0 | 66 | 0 |
| 292 | 2,681 | 983 | 1,072 | 339 | 585 | 616 |
| 293 | 1,113 | 409 | 420 | 0 | 188 | 440 |
| 294 | 305 | 119 | 180 | 43 | 1,086 | 0 |

**TABLE B - 2**
**2013 PLANNING VARIABLES**

| TRAFFIC ZONE | POPULATION | OCCUPIED DWELLING UNITS | TOTAL DWELLING UNITS | RETAIL EMPLOYMENT | TOTAL EMPLOYMENT | SCHOOL ENROLLMENT |
|---|---|---|---|---|---|---|
| 295 | 1,580 | 451 | 492 | 6 | 602 | 439 |
| 296 | 1,576 | 602 | 705 | 89 | 341 | 958 |
| 297 | 1,169 | 373 | 396 | 0 | 185 | 482 |
| 298 | 2,078 | 654 | 705 | 1 | 22 | 0 |
| 299 | 1,943 | 679 | 739 | 29 | 291 | 0 |
| 300 | 688 | 235 | 259 | 43 | 430 | 958 |
| 301 | 1,865 | 641 | 721 | 8 | 78 | 0 |
| 302 | 899 | 334 | 359 | 9 | 231 | 545 |
| 303 | 1,075 | 430 | 447 | 384 | 873 | 796 |
| 304 | 1,032 | 356 | 370 | 1 | 24 | 0 |
| 305 | 2,807 | 1,009 | 1,086 | 772 | 930 | 0 |
| 306 | 336 | 141 | 150 | 0 | 398 | 1,697 |
| 307 | 1,575 | 580 | 623 | 83 | 224 | 648 |
| 308 | 947 | 318 | 349 | 85 | 472 | 0 |
| 309 | 1,164 | 405 | 417 | 287 | 422 | 0 |
| 310 | 1,135 | 433 | 443 | 76 | 161 | 0 |
| 311 | 557 | 207 | 223 | 14 | 151 | 0 |
| 312 | 242 | 74 | 78 | 0 | 23 | 0 |
| 313 | 448 | 170 | 178 | 4 | 98 | 707 |
| 314 | 703 | 298 | 314 | 0 | 47 | 0 |
| 315 | 262 | 105 | 122 | 0 | 0 | 0 |
| 316 | 1,609 | 539 | 552 | 20 | 61 | 0 |
| 317 | 714 | 242 | 252 | 0 | 120 | 0 |
| 318 | 610 | 227 | 243 | 0 | 12 | 0 |
| 319 | 475 | 162 | 174 | 71 | 216 | 0 |
| 320 | 1,173 | 407 | 463 | 0 | 5 | 0 |
| 321 | 695 | 237 | 276 | 31 | 153 | 0 |
| 322 | 479 | 178 | 180 | 13 | 25 | 0 |
| 323 | 365 | 130 | 141 | 0 | 22 | 0 |
| 324 | 691 | 217 | 220 | 21 | 70 | 0 |
| 325 | 413 | 184 | 190 | 315 | 438 | 0 |
| 326 | 417 | 127 | 172 | 229 | 1,144 | 0 |
| 327 | 321 | 114 | 120 | 6 | 11 | 0 |
| 328 | 854 | 266 | 291 | 838 | 1,061 | 0 |
| 329 | 485 | 179 | 190 | 49 | 196 | 0 |
| 330 | 314 | 107 | 110 | 0 | 0 | 0 |
| 331 | 729 | 264 | 286 | 12 | 49 | 0 |
| 332 | 1,167 | 394 | 420 | 1 | 12 | 563 |
| 333 | 344 | 115 | 120 | 8 | 10 | 563 |
| 334 | 199 | 69 | 81 | 14 | 65 | 35 |
| 335 | 840 | 307 | 331 | 65 | 340 | 852 |
| 336 | 2,822 | 881 | 901 | 22 | 224 | 1,846 |

**TABLE B - 2**
**2013 PLANNING VARIABLES**

| TRAFFIC ZONE | POPULATION | OCCUPIED DWELLING UNITS | TOTAL DWELLING UNITS | RETAIL EMPLOYMENT | TOTAL EMPLOYMENT | SCHOOL ENROLLMENT |
|---|---|---|---|---|---|---|
| 337 | 1,303 | 454 | 470 | 73 | 488 | 0 |
| 338 | 760 | 244 | 250 | 0 | 89 | 0 |
| 339 | 1,215 | 412 | 422 | 0 | 57 | 563 |
| 340 | 838 | 314 | 324 | 8 | 83 | 167 |
| 341 | 598 | 227 | 250 | 292 | 595 | 0 |
| 342 | 573 | 193 | 204 | 0 | 32 | 0 |
| 343 | 273 | 80 | 80 | 0 | 36 | 0 |
| 344 | 444 | 162 | 169 | 0 | 14 | 0 |
| 345 | 910 | 320 | 337 | 66 | 83 | 0 |
| 346 | 408 | 120 | 135 | 3 | 26 | 0 |
| 347 | 450 | 143 | 159 | 0 | 21 | 0 |
| 348 | 553 | 190 | 396 | 0 | 186 | 0 |
| 349 | 366 | 123 | 134 | 0 | 28 | 0 |
| 350 | 516 | 171 | 215 | 0 | 2 | 0 |
| 351 | 887 | 311 | 334 | 0 | 2 | 0 |
| 352 | 1,421 | 524 | 555 | 9 | 173 | 475 |
| 353 | 1,817 | 345 | 371 | 18 | 110 | 0 |
| 354 | 277 | 94 | 104 | 0 | 815 | 0 |
| 355 | 24 | 7 | 7 | 0 | 408 | 0 |
| 356 | 145 | 66 | 81 | 5 | 493 | 1,353 |
| 357 | 2,731 | 938 | 1,073 | 3 | 23 | 878 |
| 358 | 2,187 | 872 | 1,054 | 1 | 136 | 470 |
| 359 | 2,591 | 1,296 | 1,313 | 0 | 58 | 9,558 |
| 360 | 273 | 92 | 101 | 0 | 93 | 0 |
| 361 | 1,321 | 422 | 432 | 0 | 34 | 0 |
| 362 | 747 | 237 | 253 | 0 | 26 | 0 |
| 363 | 447 | 150 | 180 | 0 | 12 | 0 |
| 364 | 634 | 198 | 222 | 3 | 4 | 0 |
| 365 | 523 | 173 | 188 | 1 | 31 | 0 |
| 366 | 994 | 371 | 416 | 0 | 51 | 0 |
| 367 | 446 | 153 | 168 | 0 | 3 | 0 |
| 368 | 358 | 122 | 130 | 6 | 298 | 1,708 |
| 369 | 241 | 79 | 84 | 0 | 0 | 0 |
| 370 | 338 | 108 | 114 | 21 | 22 | 0 |
| 371 | 260 | 88 | 93 | 0 | 2 | 0 |
| 372 | 351 | 149 | 153 | 5 | 10 | 0 |
| 373 | 828 | 282 | 311 | 3 | 10 | 0 |
| 374 | 122 | 44 | 46 | 0 | 1 | 0 |
| 375 | 397 | 146 | 155 | 5 | 9 | 0 |
| 376 | 138 | 46 | 46 | | 0 | 0 |
| 377 | 147 | 55 | 57 | 0 | 3 | 0 |
| 378 | 512 | 154 | 174 | 0 | 0 | 0 |

**TABLE B - 2**
**2013 PLANNING VARIABLES**

| TRAFFIC ZONE | POPULATION | OCCUPIED DWELLING UNITS | TOTAL DWELLING UNITS | RETAIL EMPLOYMENT | TOTAL EMPLOYMENT | SCHOOL ENROLLMENT |
|---|---|---|---|---|---|---|
| 379 | 282 | 111 | 122 | 0 | 0 | 0 |
| 380 | 183 | 65 | 71 | 4 | 43 | 0 |
| 381 | 73 | 23 | 26 | 0 | 9 | 0 |
| 382 | 41 | 18 | 18 | 0 | 0 | 0 |
| 383 | 41 | 14 | 18 | 0 | 0 | 0 |
| 384 | 55 | 18 | 18 | 0 | 6 | 0 |
| 401 | 890 | 322 | 386 | 20 | 992 | 0 |
| 402 | 347 | 119 | 119 | 13 | 218 | 0 |
| 403 | 465 | 230 | 392 | 0 | 13 | 0 |
| 404 | 170 | 57 | 57 | 248 | 728 | 0 |
| 405 | 134 | 62 | 69 | 0 | 116 | 0 |
| 406 | 302 | 96 | 124 | 3 | 65 | 0 |
| 407 | 665 | 298 | 326 | 12 | 24 | 0 |
| 408 | 605 | 229 | 272 | 3 | 145 | 0 |
| 409 | 423 | 151 | 160 | 94 | 229 | 0 |
| 410 | 906 | 305 | 360 | 48 | 341 | 1,081 |
| 411 | 496 | 189 | 260 | 14 | 194 | 0 |
| 412 | 402 | 134 | 134 | 0 | 0 | 0 |
| 413 | 511 | 181 | 249 | 521 | 755 | 0 |
| 414 | 1,423 | 449 | 465 | 5 | 254 | 321 |
| 415 | 17 | 8 | 8 | 0 | 90 | 0 |
| 416 | 1,183 | 490 | 551 | 12 | 1,193 | 1,272 |
| 417 | 1,314 | 457 | 482 | 310 | 437 | 319 |
| 418 | 848 | 382 | 415 | 55 | 392 | 0 |
| 419 | 1,516 | 558 | 586 | 36 | 358 | 0 |
| 420 | 0 | 0 | 0 | 62 | 886 | 0 |
| 421 | 612 | 292 | 355 | 184 | 1,416 | 0 |
| 422 | 0 | 0 | 0 | 0 | 632 | 0 |
| 423 | 1,289 | 437 | 439 | 74 | 1,226 | 0 |
| 424 | 1,303 | 489 | 519 | 345 | 1,015 | 2,635 |
| 425 | 898 | 320 | 339 | 9 | 34 | 0 |
| 426 | 1,407 | 494 | 504 | 26 | 525 | 425 |
| 427 | 395 | 136 | 123 | 0 | 0 | 0 |
| 428 | 789 | 266 | 297 | 0 | 104 | 0 |
| 429 | 1,659 | 494 | 494 | 128 | 854 | 0 |
| 430 | 390 | 155 | 158 | | 17 | 0 |
| 431 | 130 | 43 | 49 | 11 | 367 | 0 |
| 432 | 198 | 81 | 92 | 0 | 0 | 0 |
| 433 | 71 | 18 | 21 | 51 | 51 | 0 |
| 434 | 259 | 86 | 92 | 0 | 155 | 0 |
| 435 | 1,075 | 381 | 401 | 3 | 131 | 0 |
| 436 | 1,011 | 332 | 366 | 3 | 293 | 0 |

**TABLE B - 2**
**2013 PLANNING VARIABLES**

| TRAFFIC ZONE | POPULATION | OCCUPIED DWELLING UNITS | TOTAL DWELLING UNITS | RETAIL EMPLOYMENT | TOTAL EMPLOYMENT | SCHOOL ENROLLMENT |
|---|---|---|---|---|---|---|
| 437 | 1,554 | 533 | 551 | 0 | 284 | 0 |
| 438 | 306 | 122 | 138 | 46 | 353 | 0 |
| 439 | 38 | 0 | 0 | 0 | 30 | 0 |
| 440 | 2 | 2 | 2 | 0 | 80 | 0 |
| 441 | 514 | 202 | 229 | 108 | 516 | 0 |
| 442 | 895 | 320 | 339 | 8 | 20 | 0 |
| 443 | 50 | 24 | 25 | 0 | 0 | 0 |
| 444 | 1,019 | 463 | 556 | 96 | 799 | 0 |
| 451 | 551 | 184 | 199 | 0 | 18 | 0 |
| 452 | 2,090 | 702 | 709 | 46 | 331 | 938 |
| 453 | 4,111 | 1,308 | 1,332 | 76 | 634 | 2,400 |
| 454 | 1,763 | 612 | 624 | 112 | 386 | 642 |
| 455 | 1,569 | 559 | 584 | 29 | 159 | 0 |
| 456 | 2,757 | 915 | 936 | 3 | 167 | 404 |
| 457 | 3,469 | 1,205 | 1,227 | 103 | 223 | 0 |
| 458 | 1,136 | 382 | 399 | 222 | 277 | 0 |
| 459 | 1,381 | 504 | 552 | 2 | 113 | 0 |
| 460 | 1,569 | 591 | 631 | 1 | 38 | 0 |
| 461 | 2,577 | 883 | 906 | 8 | 83 | 0 |
| 462 | 1,358 | 453 | 452 | 0 | 18 | 583 |
| 463 | 1,216 | 424 | 459 | 0 | 6 | 0 |
| 464 | 1,216 | 416 | 431 | 1 | 20 | 0 |
| 465 | 1,730 | 584 | 602 | 4 | 62 | 0 |
| 466 | 1,524 | 546 | 571 | 23 | 460 | 1,024 |
| 467 | 1,115 | 372 | 397 | 2 | 74 | 0 |
| 468 | 798 | 258 | 296 | 2 | 83 | 270 |
| 469 | 630 | 266 | 275 | 119 | 183 | 0 |
| 470 | 487 | 197 | 205 | 942 | 1,083 | 0 |
| 471 | 950 | 323 | 384 | 7 | 35 | 0 |
| 472 | 471 | 183 | 206 | 1 | 42 | 0 |
| 473 | 475 | 162 | 169 | 2 | 101 | 0 |
| 474 | 984 | 360 | 379 | 24 | 159 | 0 |
| 475 | 611 | 194 | 227 | 59 | 234 | 0 |
| 476 | 769 | 248 | 274 | 0 | 0 | 0 |
| 477 | 973 | 401 | 433 | 105 | 703 | 2,933 |
| 478 | 605 | 221 | 224 | 3 | 37 | 0 |
| 479 | 1,026 | 354 | 402 | 41 | 344 | 0 |
| 480 | 1,402 | 490 | 513 | 11 | 365 | 622 |
| 481 | 577 | 209 | 215 | 2 | 200 | 1,101 |
| 482 | 2,582 | 894 | 913 | 17 | 81 | 630 |
| 483 | 1,756 | 569 | 586 | 65 | 239 | 582 |
| 484 | 572 | 196 | 217 | 0 | 14 | 0 |

**TABLE B - 2**
**2013 PLANNING VARIABLES**

| TRAFFIC ZONE | POPULATION | OCCUPIED DWELLING UNITS | TOTAL DWELLING UNITS | RETAIL EMPLOYMENT | TOTAL EMPLOYMENT | SCHOOL ENROLLMENT |
|---|---|---|---|---|---|---|
| 485 | 488 | 218 | 237 | 21 | 142 | 0 |
| 486 | 483 | 211 | 230 | 3 | 65 | 647 |
| 487 | 886 | 322 | 331 | 43 | 429 | 614 |
| 488 | 710 | 294 | 309 | 26 | 517 | 2,089 |
| 489 | 213 | 99 | 107 | 84 | 288 | 0 |
| 490 | 203 | 84 | 92 | 37 | 45 | 0 |
| 491 | 284 | 116 | 183 | 2 | 52 | 0 |
| 492 | 788 | 281 | 304 | 134 | 742 | 0 |
| 493 | 630 | 249 | 266 | 273 | 1,010 | 552 |
| 494 | 1,240 | 462 | 524 | 258 | 409 | 0 |
| 495 | 244 | 100 | 108 | 0 | 8 | 0 |
| 496 | 413 | 160 | 175 | 179 | 275 | 0 |
| 497 | 1,029 | 389 | 410 | 227 | 379 | 0 |
| 498 | 1,441 | 499 | 510 | 0 | 16 | 0 |
| 499 | 403 | 127 | 129 | 0 | 8 | 0 |
| 500 | 588 | 234 | 253 | 2 | 38 | 0 |
| 501 | 521 | 252 | 292 | 689 | 1,093 | 0 |
| 502 | 1,061 | 379 | 397 | 204 | 817 | 0 |
| 503 | 427 | 185 | 187 | 71 | 376 | 0 |
| 504 | 575 | 214 | 218 | 204 | 288 | 0 |
| 505 | 487 | 175 | 199 | 279 | 821 | 0 |
| 506 | 466 | 147 | 152 | 0 | 34 | 0 |
| 507 | 805 | 272 | 328 | 90 | 320 | 616 |
| 508 | 1,023 | 473 | 499 | 184 | 707 | 962 |
| 509 | 2,182 | 725 | 787 | 11 | 91 | 0 |
| 510 | 537 | 154 | 155 | 0 | 58 | 0 |
| 511 | 1,203 | 421 | 458 | 0 | 28 | 0 |
| 512 | 2,783 | 968 | 1,019 | 17 | 82 | 0 |
| 513 | 1,153 | 438 | 462 | 53 | 213 | 629 |
| 514 | 2,261 | 797 | 824 | 25 | 131 | 0 |
| 515 | 451 | 158 | 175 | 4 | 37 | 0 |
| 516 | 2,700 | 1,077 | 1,229 | 6 | 11 | 0 |
| 517 | 918 | 368 | 444 | 21 | 38 | 0 |
| 518 | 782 | 317 | 390 | 54 | 107 | 1,894 |
| 519 | 1,083 | 374 | 422 | 32 | 167 | 424 |
| 520 | 1,005 | 341 | 366 | 3 | 13 | 0 |
| 521 | 904 | 319 | 383 | 16 | 54 | 0 |
| 522 | 754 | 303 | 371 | 72 | 97 | 0 |
| 523 | 441 | 149 | 156 | 0 | 4 | 0 |
| 524 | 647 | 233 | 258 | 7 | 14 | 0 |
| 525 | 1,164 | 411 | 437 | 144 | 301 | 0 |
| 526 | 1,144 | 393 | 450 | 27 | 92 | 0 |

**TABLE B - 2**
**2013 PLANNING VARIABLES**

| TRAFFIC ZONE | POPULATION | OCCUPIED DWELLING UNITS | TOTAL DWELLING UNITS | RETAIL EMPLOYMENT | TOTAL EMPLOYMENT | SCHOOL ENROLLMENT |
|---|---|---|---|---|---|---|
| 527 | 679 | 251 | 272 | 79 | 314 | 664 |
| 528 | 778 | 223 | 287 | 10 | 40 | 0 |
| 529 | 1,794 | 626 | 667 | 26 | 171 | 0 |
| 530 | 562 | 176 | 188 | 9 | 32 | 0 |
| 531 | 497 | 171 | 178 | 1 | 6 | 0 |
| 532 | 2,040 | 725 | 771 | 11 | 110 | 0 |
| 533 | 1,473 | 499 | 528 | 3 | 142 | 582 |
| 534 | 766 | 262 | 290 | 120 | 400 | 0 |
| 535 | 682 | 230 | 247 | 0 | 2 | 0 |
| 536 | 1,331 | 473 | 531 | 70 | 200 | 0 |
| 537 | 468 | 136 | 138 | 0 | 0 | 0 |
| 538 | 768 | 263 | 292 | 5 | 175 | 0 |
| 539 | 405 | 139 | 141 | 8 | 14 | 0 |
| 540 | 364 | 119 | 140 | 4 | 7 | 0 |
| 541 | 1,295 | 471 | 492 | 3 | 135 | 540 |
| 542 | 1,811 | 594 | 618 | 2 | 103 | 0 |
| 543 | 1,210 | 404 | 449 | 3 | 134 | 0 |
| 544 | 1,514 | 510 | 528 | 1 | 55 | 0 |
| 545 | 926 | 340 | 358 | 78 | 86 | 0 |
| 546 | 697 | 244 | 263 | 0 | 18 | 0 |
| 547 | 573 | 181 | 194 | 0 | 0 | 0 |
| 548 | 171 | 62 | 62 | 0 | 0 | 0 |
| 549 | 660 | 223 | 238 | 4 | 7 | 0 |
| 550 | 826 | 289 | 313 | 3 | 171 | 0 |
| 551 | 2,260 | 726 | 769 | 2 | 118 | 0 |
| 552 | 652 | 218 | 228 | 0 | 0 | 0 |
| 553 | 393 | 116 | 128 | 53 | 111 | 0 |
| 554 | 104 | 40 | 40 | 0 | 0 | 0 |
| 555 | 145 | 39 | 46 | 0 | 0 | 822 |
| 601 | 2,518 | 909 | 963 | 894 | 1,625 | 2,211 |
| 602 | 1,915 | 735 | 764 | 150 | 214 | 362 |
| 603 | 634 | 238 | 294 | 1 | 9 | 0 |
| 604 | 662 | 255 | 288 | 1 | 21 | 0 |
| 605 | 575 | 192 | 221 | 169 | 169 | 0 |
| 606 | 860 | 319 | 354 | 25 | 25 | 0 |
| 607 | 896 | 359 | 395 | 92 | 616 | 0 |
| 608 | 796 | 356 | 379 | 44 | 438 | 0 |
| 609 | 602 | 234 | 246 | 202 | 674 | 0 |
| 610 | 1,894 | 797 | 827 | 201 | 418 | 0 |
| 611 | 1,305 | 542 | 607 | 24 | 201 | 800 |
| 612 | 1,658 | 630 | 683 | 73 | 145 | 0 |
| 613 | 820 | 339 | 356 | 36 | 279 | 0 |

**TABLE B - 2**
**2013 PLANNING VARIABLES**

| TRAFFIC ZONE | POPULATION | OCCUPIED DWELLING UNITS | TOTAL DWELLING UNITS | RETAIL EMPLOYMENT | TOTAL EMPLOYMENT | SCHOOL ENROLLMENT |
|---|---|---|---|---|---|---|
| 614 | 1,434 | 486 | 518 | 1 | 23 | 0 |
| 615 | 1,090 | 412 | 438 | 30 | 199 | 0 |
| 616 | 1,860 | 753 | 829 | 2 | 105 | 836 |
| 617 | 1,870 | 688 | 712 | 4 | 184 | 637 |
| 618 | 1,072 | 464 | 507 | 1 | 55 | 0 |
| 619 | 1,570 | 592 | 641 | 49 | 244 | 1,124 |
| 620 | 1,225 | 465 | 487 | 8 | 30 | 0 |
| 621 | 1,957 | 741 | 774 | 30 | 121 | 0 |
| 622 | 590 | 210 | 222 | 0 | 214 | 1,508 |
| 623 | 1,382 | 451 | 481 | 9 | 23 | 0 |
| 624 | 752 | 248 | 254 | 0 | 25 | 0 |
| 625 | 652 | 198 | 250 | 87 | 134 | 0 |
| 626 | 936 | 432 | 455 | 3 | 56 | 0 |
| 627 | 1,005 | 439 | 450 | 3 | 62 | 0 |
| 628 | 1,269 | 572 | 591 | 69 | 156 | 0 |
| 629 | 879 | 360 | 380 | 2 | 27 | 0 |
| 630 | 889 | 390 | 411 | 16 | 323 | 0 |
| 631 | 490 | 255 | 285 | 4 | 71 | 323 |
| 632 | 365 | 127 | 132 | 0 | 4 | 0 |
| 633 | 55 | 23 | 25 | 13 | 13 | 0 |
| 634 | 2 | 1 | 1 | 0 | 36 | 389 |
| 635 | 586 | 244 | 250 | 0 | 7 | 0 |
| 636 | 710 | 253 | 259 | 0 | 6 | 0 |
| 637 | 646 | 252 | 258 | 67 | 85 | 0 |
| 638 | 655 | 235 | 245 | 24 | 47 | 0 |
| 639 | 707 | 290 | 302 | 16 | 317 | 1,507 |
| 640 | 280 | 113 | 140 | 70 | 176 | 0 |
| 641 | 1,218 | 409 | 437 | 91 | 227 | 184 |
| 642 | 1,004 | 330 | 384 | 50 | 168 | 0 |
| 643 | 550 | 200 | 219 | 65 | 932 | 0 |
| 644 | 356 | 111 | 114 | 19 | 37 | 0 |
| 645 | 434 | 158 | 162 | 1 | 31 | 0 |
| 646 | 675 | 213 | 237 | 6 | 11 | 0 |
| 647 | 818 | 255 | 400 | 41 | 162 | 0 |
| 648 | 204 | 56 | 60 | 2 | 7 | 0 |
| 649 | 0 | 0 | 0 | 0 | 50 | 0 |
| 650 | 544 | 175 | 208 | 31 | 348 | 0 |
| 651 | 261 | 91 | 122 | 33 | 372 | 0 |
| 652 | 56 | 14 | 15 | 61 | 379 | 0 |
| 653 | 2,648 | 866 | 911 | 195 | 1,299 | 0 |
| 654 | 948 | 305 | 315 | 35 | 116 | 0 |
| 655 | 169 | 44 | 51 | 0 | 386 | 738 |

**TABLE B - 2**
**2013 PLANNING VARIABLES**

| TRAFFIC ZONE | POPULATION | OCCUPIED DWELLING UNITS | TOTAL DWELLING UNITS | RETAIL EMPLOYMENT | TOTAL EMPLOYMENT | SCHOOL ENROLLMENT |
|---|---|---|---|---|---|---|
| 656 | 888 | 218 | 234 | 40 | 306 | 0 |
| 657 | 584 | 204 | 227 | 32 | 359 | 0 |
| 658 | 728 | 196 | 214 | 0 | 24 | 669 |
| 659 | 763 | 167 | 192 | 1 | 58 | 0 |
| 660 | 269 | 93 | 97 | 79 | 99 | 0 |
| 661 | 176 | 67 | 70 | 60 | 498 | 1,123 |
| 662 | 100 | 27 | 30 | 6 | 310 | 0 |
| 663 | 3 | 1 | 1 | 256 | 288 | 0 |
| 664 | 638 | 217 | 236 | 78 | 313 | 0 |
| 665 | 132 | 44 | 49 | 60 | 136 | 0 |
| 666 | 25 | 8 | 8 | 911 | 1,012 | 0 |
| 667 | 1,459 | 507 | 548 | 228 | 651 | 0 |
| 668 | 4 | 1 | 1 | 8 | 18 | 0 |
| 669 | 180 | 59 | 66 | 0 | 0 | 0 |
| 670 | 68 | 22 | 22 | 290 | 446 | 0 |
| 671 | 11 | 1 | 1 | 0 | 74 | 662 |
| 672 | 462 | 142 | 154 | 9 | 174 | 641 |
| 673 | 168 | 84 | 95 | 144 | 222 | 0 |
| 674 | 18 | 7 | 10 | 423 | 564 | 0 |
| 675 | 658 | 243 | 295 | 130 | 383 | 711 |
| 676 | 527 | 178 | 192 | 0 | 13 | 0 |
| 677 | 155 | 55 | 59 | 0 | 7 | 0 |
| 678 | 166 | 68 | 76 | 85 | 284 | 788 |
| 679 | 855 | 282 | 294 | 22 | 40 | 0 |
| 680 | 450 | 155 | 179 | 0 | 0 | 0 |
| 681 | 600 | 222 | 239 | 3 | 66 | 0 |
| 682 | 791 | 270 | 290 | 7 | 143 | 0 |
| 683 | 594 | 217 | 233 | 18 | 38 | 0 |
| 684 | 415 | 150 | 157 | 86 | 171 | 0 |
| 685 | 616 | 223 | 251 | 81 | 121 | 0 |
| 686 | 80 | 36 | 41 | 94 | 159 | 0 |
| 687 | 310 | 106 | 115 | 2 | 83 | 0 |
| 688 | 1,152 | 448 | 486 | 12 | 242 | 0 |
| 689 | 856 | 321 | 332 | 44 | 544 | 916 |
| 690 | 1,214 | 406 | 415 | 6 | 60 | 0 |
| 691 | 1,798 | 637 | 673 | 16 | 320 | 862 |
| 692 | 1,228 | 364 | 367 | 95 | 107 | 0 |
| 693 | 940 | 334 | 353 | 29 | 82 | 0 |
| 694 | 762 | 259 | 273 | 11 | 55 | 0 |
| 695 | 1,510 | 494 | 534 | 0 | 78 | 0 |
| 696 | 598 | 245 | 256 | 33 | 234 | 0 |
| 697 | 315 | 145 | 176 | 75 | 79 | 0 |

**TABLE B - 2**
**2013 PLANNING VARIABLES**

| TRAFFIC ZONE | POPULATION | OCCUPIED DWELLING UNITS | TOTAL DWELLING UNITS | RETAIL EMPLOYMENT | TOTAL EMPLOYMENT | SCHOOL ENROLLMENT |
|---|---|---|---|---|---|---|
| 698 | 1,293 | 525 | 565 | 0 | 19 | 0 |
| 699 | 1,638 | 677 | 727 | 39 | 261 | 0 |
| 700 | 418 | 191 | 205 | 32 | 215 | 0 |
| 701 | 1,065 | 393 | 410 | 0 | 76 | 0 |
| 702 | 166 | 72 | 75 | 5 | 90 | 0 |
| 703 | 9 | 5 | 6 | 18 | 152 | 0 |
| 704 | 818 | 309 | 333 | 7 | 29 | 0 |
| 705 | 1,126 | 435 | 469 | 94 | 360 | 2,356 |
| 706 | 1,112 | 385 | 401 | 41 | 412 | 2,291 |
| 707 | 1,303 | 516 | 571 | 12 | 64 | 0 |
| 708 | 702 | 247 | 271 | 8 | 262 | 0 |
| 709 | 1,171 | 467 | 527 | 12 | 248 | 0 |
| 710 | 131 | 33 | 33 | 0 | 303 | 0 |
| 711 | 980 | 363 | 403 | 28 | 567 | 0 |
| 712 | 333 | 122 | 148 | 3 | 67 | 0 |
| 713 | 0 | 0 | 0 | 823 | 904 | 0 |
| 714 | 0 | 0 | 0 | 0 | 369 | 0 |
| 715 | 133 | 67 | 89 | 0 | 49 | 0 |
| 716 | 0 | 0 | 0 | 0 | 4 | 0 |
| 717 | 35 | 11 | 12 | 270 | 458 | 0 |
| 718 | 0 | 0 | 0 | 0 | 0 | 0 |
| 719 | 0 | 0 | 0 | 19 | 930 | 0 |
| 720 | 0 | 0 | 0 | 4 | 197 | 0 |
| 721 | 0 | 0 | 0 | 1 | 65 | 0 |
| 722 | 395 | 142 | 160 | 0 | 57 | 0 |
| 723 | 332 | 135 | 141 | 0 | 2 | 0 |
| 724 | 495 | 176 | 196 | | 0 | 0 |
| 725 | 513 | 165 | 170 | 0 | 64 | 240 |
| 726 | 199 | 77 | 82 | 0 | 0 | 0 |
| 727 | 490 | 219 | 235 | 74 | 336 | 0 |
| 728 | 122 | 50 | 50 | 0 | 4 | 0 |
| 729 | 74 | 0 | 0 | 124 | 496 | 0 |
| 730 | 0 | 0 | 0 | 0 | 178 | 0 |
| 731 | 237 | 109 | 120 | 0 | 16 | 0 |
| 732 | 0 | 0 | 0 | 0 | 0 | 0 |
| 733 | 59 | 25 | 26 | 0 | 0 | 0 |
| 734 | 86 | 12 | 12 | 0 | 0 | 0 |
| 735 | 0 | 0 | 0 | 0 | 0 | 0 |
| 736 | 413 | 163 | 189 | 13 | 13 | 0 |
| 737 | 659 | 281 | 302 | 0 | 21 | 0 |
| 738 | 751 | 302 | 327 | 37 | 74 | 0 |
| 739 | 424 | 163 | 174 | 0 | 20 | 0 |

**TABLE B - 2**
**2013 PLANNING VARIABLES**

| TRAFFIC ZONE | POPULATION | OCCUPIED DWELLING UNITS | TOTAL DWELLING UNITS | RETAIL EMPLOYMENT | TOTAL EMPLOYMENT | SCHOOL ENROLLMENT |
|---|---|---|---|---|---|---|
| 740 | 145 | 60 | 86 | 11 | 11 | 0 |
| 741 | 843 | 335 | 360 | 12 | 20 | 0 |
| 742 | 70 | 34 | 42 | 0 | 4 | 0 |
| 801 | 0 | 0 | 0 | 0 | 35 | 0 |
| 802 | 473 | 166 | 191 | 0 | 358 | 0 |
| 803 | 278 | 95 | 100 | 0 | 745 | 0 |
| 804 | 0 | 0 | 0 | 15 | 1,523 | 0 |
| 805 | 480 | 172 | 177 | 5 | 528 | 0 |
| 806 | 259 | 104 | 111 | 0 | 61 | 0 |
| 807 | 358 | 133 | 140 | 18 | 59 | 0 |
| 808 | 466 | 174 | 205 | 0 | 334 | 0 |
| 809 | 815 | 282 | 293 | 0 | 67 | 0 |
| 810 | 984 | 335 | 356 | 0 | 68 | 0 |
| 811 | 293 | 93 | 96 | 3 | 275 | 1,113 |
| 812 | 615 | 224 | 243 | 0 | 86 | 0 |
| 813 | 791 | 292 | 324 | 0 | 14 | 0 |

**TABLE B - 3**
**2022 PLANNING VARIABLES**

| TRAFFIC ZONE | POPULATION | OCCUPIED DWELLING UNITS | TOTAL DWELLING UNITS | RETAIL EMPLOYMENT | TOTAL EMPLOYMENT | SCHOOL ENROLLMENT |
|---|---|---|---|---|---|---|
| 1 | 0 | 0 | 0 | 0 | 6,231 | 0 |
| 2 | 952 | 676 | 789 | 10 | 75 | 0 |
| 3 | 20 | 13 | 15 | 75 | 1,868 | 0 |
| 4 | 69 | 50 | 59 | 52 | 2,594 | 0 |
| 5 | 34 | 26 | 35 | 0 | 1,538 | 0 |
| 6 | 0 | 0 | 0 | 7 | 104 | 0 |
| 7 | 0 | 0 | 0 | 44 | 879 | 376 |
| 8 | 0 | 0 | 0 | 0 | 808 | 0 |
| 9 | 0 | 0 | 0 | 0 | 1,529 | 0 |
| 10 | 0 | 0 | 0 | 17 | 854 | 0 |
| 11 | 255 | 134 | 160 | 29 | 577 | 160 |
| 12 | 63 | 63 | 126 | 8 | 389 | 0 |
| 13 | 52 | 39 | 46 | 0 | 182 | 0 |
| 14 | 315 | 139 | 180 | 124 | 1,244 | 320 |
| 15 | 215 | 121 | 126 | 0 | 3,600 | 0 |
| 16 | 28 | 14 | 14 | 0 | 7,642 | 0 |
| 17 | 1,506 | 501 | 554 | 22 | 314 | 164 |
| 18 | 410 | 152 | 176 | 61 | 551 | 0 |
| 19 | 458 | 166 | 192 | 2 | 177 | 0 |
| 20 | 521 | 175 | 208 | 6 | 596 | 41 |
| 21 | 707 | 219 | 264 | 10 | 1,040 | 391 |
| 22 | 456 | 157 | 209 | 0 | 150 | 0 |
| 23 | 999 | 399 | 469 | 12 | 54 | 0 |
| 24 | 830 | 336 | 434 | 11 | 92 | 307 |
| 25 | 960 | 421 | 476 | 43 | 60 | 0 |
| 26 | 1,250 | 508 | 633 | 26 | 170 | 0 |
| 27 | 755 | 264 | 293 | 0 | 204 | 0 |
| 28 | 200 | 65 | 135 | 36 | 170 | 0 |
| 29 | 1,689 | 802 | 893 | 36 | 892 | 180 |
| 30 | 1,394 | 597 | 727 | 66 | 164 | 215 |
| 31 | 3,690 | 1,623 | 1,873 | 63 | 569 | 1,849 |
| 32 | 1,457 | 720 | 769 | 52 | 193 | 0 |
| 33 | 1,356 | 691 | 748 | 5 | 69 | 0 |
| 34 | 1,353 | 510 | 587 | 94 | 585 | 574 |
| 35 | 363 | 127 | 139 | 37 | 127 | 0 |
| 36 | 2,594 | 962 | 1,146 | 64 | 2,121 | 1,656 |
| 37 | 2,522 | 907 | 1,007 | 62 | 173 | 0 |
| 38 | 2,197 | 731 | 771 | 2 | 186 | 451 |
| 39 | 2,629 | 971 | 1,171 | 62 | 1,030 | 820 |
| 40 | 574 | 267 | 301 | 9 | 878 | 1,345 |
| 41 | 440 | 251 | 278 | 193 | 403 | 977 |
| 42 | 1,353 | 648 | 674 | 311 | 1,296 | 1,264 |

**TABLE B - 3**
**2022 PLANNING VARIABLES**

| TRAFFIC ZONE | POPULATION | OCCUPIED DWELLING UNITS | TOTAL DWELLING UNITS | RETAIL EMPLOYMENT | TOTAL EMPLOYMENT | SCHOOL ENROLLMENT |
|---|---|---|---|---|---|---|
| 43 | 270 | 122 | 125 | 221 | 311 | 0 |
| 44 | 1,399 | 635 | 679 | 1,000 | 1,219 | 292 |
| 45 | 144 | 49 | 60 | 0 | 18 | 0 |
| 46 | 4,498 | 2,248 | 2,265 | 58 | 1,926 | 2,397 |
| 47 | 2,859 | 1,429 | 1,523 | 579 | 8,270 | 31,502 |
| 48 | 851 | 434 | 444 | 0 | 832 | 552 |
| 49 | 4,976 | 2,803 | 3,062 | 151 | 793 | 0 |
| 50 | 7,229 | 3,361 | 3,410 | 948 | 1,607 | 0 |
| 51 | 1,331 | 599 | 632 | 1 | 69 | 0 |
| 52 | 2,158 | 1,219 | 1,297 | 59 | 122 | 0 |
| 53 | 1,425 | 672 | 692 | 115 | 574 | 0 |
| 54 | 2,205 | 1,096 | 1,100 | 0 | 186 | 1,571 |
| 55 | 1,089 | 510 | 533 | 922 | 1,773 | 1,452 |
| 56 | 993 | 362 | 399 | 259 | 632 | 0 |
| 57 | 1,308 | 450 | 487 | 256 | 1,220 | 146 |
| 58 | 787 | 320 | 349 | 0 | 670 | 449 |
| 59 | 1,024 | 401 | 412 | 3 | 44 | 0 |
| 60 | 1,042 | 554 | 596 | 246 | 703 | 35 |
| 61 | 2,088 | 884 | 971 | 227 | 5,678 | 575 |
| 62 | 2,239 | 1,042 | 1,246 | 309 | 561 | 558 |
| 63 | 1,111 | 372 | 408 | 27 | 301 | 0 |
| 64 | 2,428 | 871 | 920 | 190 | 1,899 | 1,240 |
| 65 | 1,121 | 546 | 582 | 571 | 4,394 | 3,200 |
| 66 | 456 | 244 | 263 | 164 | 513 | 0 |
| 67 | 678 | 382 | 416 | 0 | 831 | 871 |
| 68 | 624 | 275 | 291 | 0 | 25 | 0 |
| 69 | 1,469 | 983 | 1,064 | 81 | 621 | 540 |
| 70 | 0 | 0 | 0 | 807 | 2,242 | 0 |
| 71 | 1,529 | 546 | 553 | 0 | 21 | 0 |
| 72 | 394 | 165 | 190 | 1,575 | 2,971 | 60 |
| 73 | 2,467 | 1,024 | 1,058 | 158 | 609 | 1,754 |
| 74 | 2,925 | 1,021 | 1,043 | 1 | 105 | 0 |
| 75 | 1,736 | 832 | 885 | 238 | 580 | 550 |
| 76 | 938 | 397 | 437 | 59 | 118 | 685 |
| 77 | 957 | 805 | 816 | 8 | 8 | 0 |
| 78 | 7,300 | 2,684 | 2,847 | 104 | 433 | 105 |
| 79 | 499 | 176 | 235 | 0 | 390 | 0 |
| 80 | 3,638 | 1,218 | 1,475 | 0 | 485 | 0 |
| 81 | 2,302 | 1,010 | 1,038 | 22 | 182 | 1,135 |
| 82 | 604 | 227 | 231 | 19 | 207 | 1,175 |
| 83 | 649 | 261 | 266 | 84 | 145 | 0 |
| 84 | 1,258 | 532 | 539 | 85 | 197 | 50 |

**TABLE B - 3**
**2022 PLANNING VARIABLES**

| TRAFFIC ZONE | POPULATION | OCCUPIED DWELLING UNITS | TOTAL DWELLING UNITS | RETAIL EMPLOYMENT | TOTAL EMPLOYMENT | SCHOOL ENROLLMENT |
|---|---|---|---|---|---|---|
| 85 | 737 | 287 | 294 | 0 | 9 | 0 |
| 86 | 1,531 | 603 | 610 | 0 | 103 | 599 |
| 87 | 1,458 | 835 | 903 | 468 | 2,602 | 1,151 |
| 88 | 465 | 249 | 257 | 13 | 1,325 | 45 |
| 89 | 307 | 68 | 71 | 343 | 11,442 | 0 |
| 90 | 836 | 191 | 191 | 10 | 12 | 0 |
| 91 | 960 | 202 | 205 | 0 | 623 | 0 |
| 92 | 2,641 | 1,313 | 1,464 | 126 | 973 | 0 |
| 93 | 680 | 285 | 304 | 65 | 132 | 0 |
| 94 | 612 | 254 | 263 | 9 | 68 | 0 |
| 95 | 1,145 | 482 | 509 | 30 | 297 | 0 |
| 96 | 1,527 | 765 | 798 | 227 | 810 | 939 |
| 97 | 3,664 | 1,442 | 2,085 | 631 | 4,205 | 0 |
| 98 | 1,098 | 416 | 612 | 92 | 613 | 347 |
| 99 | 1,361 | 692 | 754 | 115 | 1,643 | 353 |
| 100 | 8 | 2 | 2 | 156 | 1,956 | 96 |
| 101 | 1,148 | 571 | 601 | 627 | 1,333 | 0 |
| 102 | 1,242 | 588 | 618 | 372 | 931 | 35 |
| 103 | 0 | 0 | 0 | 97 | 1,380 | 50 |
| 104 | 267 | 127 | 131 | 556 | 5,059 | 378 |
| 105 | 1,550 | 798 | 841 | 107 | 669 | 383 |
| 106 | 865 | 337 | 349 | 11 | 281 | 0 |
| 107 | 876 | 352 | 361 | 23 | 756 | 1,777 |
| 108 | 0 | 0 | 0 | 1,019 | 1,699 | 0 |
| 109 | 637 | 314 | 319 | 436 | 823 | 0 |
| 110 | 1,227 | 653 | 692 | 4 | 412 | 0 |
| 111 | 466 | 207 | 211 | 343 | 2,858 | 40 |
| 112 | 775 | 390 | 421 | 318 | 677 | 0 |
| 113 | 2,764 | 1,437 | 1,556 | 200 | 1,821 | 196 |
| 114 | 1,227 | 713 | 785 | 0 | 7,865 | 0 |
| 115 | 2,331 | 887 | 909 | 75 | 683 | 636 |
| 116 | 1,829 | 1,019 | 1,122 | 384 | 4,794 | 0 |
| 117 | 607 | 275 | 279 | 177 | 1,109 | 0 |
| 118 | 618 | 241 | 244 | 82 | 1,646 | 0 |
| 119 | 1,235 | 438 | 445 | 108 | 539 | 202 |
| 120 | 1,100 | 430 | 447 | 30 | 273 | 627 |
| 121 | 1,962 | 715 | 734 | 0 | 11 | 0 |
| 122 | 1,551 | 782 | 814 | 74 | 1,477 | 0 |
| 123 | 1,020 | 264 | 264 | 24 | 54 | 0 |
| 124 | 1,232 | 538 | 590 | 150 | 349 | 0 |
| 125 | 2,720 | 1,038 | 1,144 | 25 | 312 | 0 |
| 126 | 2,973 | 974 | 1,018 | 3 | 59 | 0 |

**TABLE B - 3**
**2022 PLANNING VARIABLES**

| TRAFFIC ZONE | POPULATION | OCCUPIED DWELLING UNITS | TOTAL DWELLING UNITS | RETAIL EMPLOYMENT | TOTAL EMPLOYMENT | SCHOOL ENROLLMENT |
|---|---|---|---|---|---|---|
| 127 | 2,451 | 983 | 1,019 | 2 | 45 | 0 |
| 128 | 782 | 300 | 321 | 3 | 317 | 0 |
| 129 | 2,206 | 773 | 785 | 17 | 83 | 0 |
| 130 | 1,881 | 694 | 705 | 262 | 2,380 | 0 |
| 131 | 2,301 | 958 | 991 | 254 | 499 | 0 |
| 132 | 1,009 | 367 | 462 | 50 | 997 | 0 |
| 133 | 875 | 257 | 263 | 107 | 1,068 | 1,820 |
| 134 | 192 | 0 | 0 | 2,828 | 3,074 | 0 |
| 135 | 897 | 313 | 316 | 148 | 279 | 1,992 |
| 136 | 6,107 | 2,544 | 2,645 | 802 | 3,817 | 1,357 |
| 137 | 198 | 82 | 112 | 649 | 4,990 | 50 |
| 138 | 491 | 194 | 241 | 281 | 1,407 | 0 |
| 139 | 515 | 220 | 220 | 897 | 3,586 | 0 |
| 140 | 201 | 75 | 75 | 1,602 | 1,907 | 0 |
| 141 | 2,570 | 913 | 940 | 155 | 443 | 395 |
| 142 | 5,313 | 1,980 | 2,036 | 40 | 665 | 685 |
| 143 | 0 | 0 | 0 | 0 | 0 | 0 |
| 144 | 959 | 301 | 307 | 35 | 54 | 0 |
| 145 | 1,743 | 609 | 635 | 51 | 1,028 | 0 |
| 146 | 1,452 | 470 | 478 | 459 | 2,698 | 0 |
| 147 | 145 | 0 | 0 | 0 | 208 | 0 |
| 148 | 1,187 | 373 | 380 | 568 | 2,582 | 0 |
| 149 | 666 | 218 | 225 | 0 | 621 | 0 |
| 150 | 997 | 356 | 380 | 342 | 743 | 0 |
| 151 | 2,043 | 807 | 817 | 41 | 2,067 | 0 |
| 152 | 825 | 383 | 405 | 81 | 1,012 | 0 |
| 153 | 1,017 | 367 | 378 | 336 | 1,679 | 440 |
| 154 | 1,483 | 565 | 613 | 325 | 2,165 | 2,768 |
| 155 | 1,771 | 739 | 764 | 241 | 803 | 236 |
| 156 | 1,719 | 894 | 953 | 184 | 1,311 | 0 |
| 157 | 707 | 297 | 328 | 346 | 1,573 | 659 |
| 158 | 901 | 377 | 404 | 247 | 748 | 329 |
| 159 | 1,631 | 643 | 670 | 204 | 786 | 669 |
| 160 | 587 | 229 | 242 | 2 | 26 | 0 |
| 161 | 810 | 364 | 377 | 130 | 265 | 0 |
| 162 | 883 | 316 | 323 | 57 | 521 | 0 |
| 163 | 302 | 143 | 159 | 2,801 | 3,416 | 0 |
| 164 | 85 | 44 | 72 | 279 | 1,470 | 50 |
| 165 | 1,321 | 467 | 478 | 44 | 544 | 493 |
| 166 | 1,557 | 775 | 879 | 148 | 205 | 0 |
| 167 | 981 | 525 | 552 | 228 | 335 | 40 |
| 168 | 864 | 359 | 367 | 0 | 17 | 0 |

**TABLE B - 3**
**2022 PLANNING VARIABLES**

| TRAFFIC ZONE | POPULATION | OCCUPIED DWELLING UNITS | TOTAL DWELLING UNITS | RETAIL EMPLOYMENT | TOTAL EMPLOYMENT | SCHOOL ENROLLMENT |
|---|---|---|---|---|---|---|
| 169 | 1,516 | 598 | 606 | 19 | 276 | 1,115 |
| 170 | 515 | 258 | 261 | 459 | 1,093 | 50 |
| 171 | 634 | 399 | 436 | 351 | 1,002 | 0 |
| 172 | 694 | 290 | 297 | 558 | 3,487 | 0 |
| 173 | 3,015 | 1,654 | 1,828 | 292 | 1,823 | 130 |
| 174 | 2,515 | 1,229 | 1,338 | 251 | 1,792 | 50 |
| 175 | 3,439 | 1,444 | 1,565 | 298 | 4,263 | 0 |
| 176 | 4,052 | 1,836 | 1,971 | 212 | 756 | 0 |
| 177 | 609 | 234 | 242 | 21 | 300 | 120 |
| 178 | 1,415 | 592 | 597 | 0 | 410 | 2,310 |
| 179 | 1,126 | 424 | 430 | 0 | 75 | 0 |
| 180 | 1,205 | 436 | 530 | 234 | 780 | 0 |
| 181 | 752 | 225 | 229 | 99 | 283 | 0 |
| 182 | 542 | 211 | 218 | 0 | 144 | 1,075 |
| 183 | 2,074 | 785 | 816 | 0 | 389 | 572 |
| 184 | 1,192 | 573 | 623 | 80 | 285 | 235 |
| 185 | 2,635 | 965 | 1,013 | 277 | 1,386 | 35 |
| 186 | 4,109 | 1,397 | 1,526 | 174 | 2,173 | 2,282 |
| 187 | 3,196 | 1,245 | 1,298 | 499 | 1,610 | 544 |
| 188 | 3,969 | 1,388 | 1,478 | 323 | 1,009 | 483 |
| 189 | 1,450 | 554 | 565 | 19 | 58 | 0 |
| 190 | 1,670 | 775 | 783 | 46 | 190 | 0 |
| 191 | 744 | 320 | 326 | 19 | 74 | 0 |
| 192 | 2,372 | 999 | 1,031 | 91 | 363 | 256 |
| 193 | 2,106 | 796 | 821 | 30 | 594 | 0 |
| 194 | 1,699 | 678 | 733 | 137 | 455 | 1,012 |
| 195 | 1,034 | 332 | 343 | 460 | 938 | 729 |
| 196 | 1,708 | 642 | 652 | 39 | 206 | 0 |
| 197 | 2,306 | 862 | 879 | 26 | 516 | 1,305 |
| 198 | 1,502 | 580 | 658 | 3 | 98 | 0 |
| 199 | 1,733 | 722 | 732 | 197 | 469 | 0 |
| 200 | 1,934 | 701 | 720 | 318 | 568 | 997 |
| 201 | 2,254 | 857 | 885 | 411 | 663 | 0 |
| 202 | 2,224 | 852 | 870 | 15 | 184 | 0 |
| 203 | 2,420 | 939 | 964 | 292 | 884 | 0 |
| 204 | 2,867 | 924 | 952 | 410 | 695 | 35 |
| 205 | 3,385 | 1,210 | 1,240 | 18 | 880 | 3,439 |
| 206 | 3,308 | 1,224 | 1,267 | 12 | 239 | 0 |
| 207 | 1,470 | 491 | 523 | 4 | 87 | 0 |
| 208 | 2,535 | 1,019 | 1,050 | 38 | 209 | 25 |
| 209 | 112 | 40 | 53 | 0 | 0 | 0 |
| 210 | 6,586 | 2,067 | 2,096 | 19 | 375 | 697 |

**TABLE B - 3**
**2022 PLANNING VARIABLES**

| TRAFFIC ZONE | POPULATION | OCCUPIED DWELLING UNITS | TOTAL DWELLING UNITS | RETAIL EMPLOYMENT | TOTAL EMPLOYMENT | SCHOOL ENROLLMENT |
|---|---|---|---|---|---|---|
| 211 | 124 | 38 | 39 | 0 | 13 | 0 |
| 212 | 2,208 | 730 | 755 | 0 | 187 | 659 |
| 213 | 3,114 | 1,108 | 1,352 | 948 | 2,562 | 979 |
| 214 | 2,331 | 892 | 1,059 | 147 | 980 | 0 |
| 215 | 1,752 | 729 | 759 | 353 | 1,412 | 0 |
| 216 | 2,543 | 862 | 904 | 98 | 977 | 93 |
| 217 | 70 | 23 | 23 | 0 | 0 | 0 |
| 218 | 258 | 101 | 107 | 0 | 0 | 0 |
| 219 | 1,292 | 432 | 452 | 0 | 39 | 0 |
| 220 | 2,213 | 755 | 766 | 17 | 874 | 549 |
| 221 | 523 | 179 | 179 | 79 | 2,636 | 0 |
| 222 | 2,399 | 1,059 | 1,089 | 436 | 1,014 | 0 |
| 223 | 0 | 0 | 0 | 157 | 629 | 0 |
| 224 | 215 | 154 | 166 | 331 | 946 | 340 |
| 225 | 1,973 | 765 | 820 | 173 | 275 | 0 |
| 226 | 1,712 | 645 | 704 | 31 | 1,017 | 0 |
| 227 | 2,468 | 859 | 952 | 112 | 859 | 1,220 |
| 228 | 2,237 | 691 | 788 | 118 | 511 | 811 |
| 229 | 305 | 99 | 111 | 28 | 313 | 0 |
| 230 | 520 | 183 | 225 | 27 | 157 | 0 |
| 231 | 0 | 0 | 0 | 0 | 2,154 | 0 |
| 232 | 2 | 1 | 1 | 0 | 780 | 0 |
| 233 | 0 | 0 | 0 | 0 | 1,904 | 0 |
| 234 | 0 | 0 | 0 | 0 | 35 | 0 |
| 235 | 1,269 | 580 | 707 | 79 | 2,639 | 0 |
| 236 | 2,475 | 858 | 924 | 204 | 510 | 0 |
| 237 | 1,856 | 609 | 650 | 2 | 121 | 370 |
| 238 | 1,276 | 407 | 445 | 0 | 984 | 0 |
| 239 | 1,215 | 402 | 446 | 27 | 1,355 | 564 |
| 240 | 121 | 39 | 42 | 3 | 19 | 0 |
| 241 | 2,294 | 733 | 896 | 63 | 235 | 41 |
| 242 | 3,564 | 1,230 | 1,358 | 10 | 325 | 547 |
| 243 | 1,853 | 574 | 638 | 0 | 280 | 833 |
| 244 | 788 | 271 | 311 | 27 | 543 | 0 |
| 245 | 778 | 252 | 265 | 723 | 990 | 35 |
| 246 | 2,062 | 665 | 716 | 11 | 265 | 1,427 |
| 247 | 1,847 | 655 | 703 | 238 | 517 | 591 |
| 248 | 799 | 372 | 408 | 4 | 352 | 304 |
| 249 | 732 | 259 | 302 | 176 | 220 | 0 |
| 250 | 677 | 406 | 406 | 155 | 267 | 0 |
| 251 | 1,185 | 404 | 431 | 120 | 280 | 0 |
| 252 | 2,678 | 894 | 991 | 36 | 260 | 950 |

**TABLE B - 3**
**2022 PLANNING VARIABLES**

| TRAFFIC ZONE | POPULATION | OCCUPIED DWELLING UNITS | TOTAL DWELLING UNITS | RETAIL EMPLOYMENT | TOTAL EMPLOYMENT | SCHOOL ENROLLMENT |
|---|---|---|---|---|---|---|
| 253 | 3,247 | 997 | 1,053 | 94 | 1,565 | 0 |
| 254 | 2,122 | 787 | 865 | 276 | 406 | 0 |
| 255 | 1,513 | 564 | 670 | 209 | 565 | 800 |
| 256 | 1,380 | 461 | 493 | 12 | 147 | 740 |
| 257 | 1,097 | 448 | 524 | 146 | 355 | 0 |
| 258 | 753 | 239 | 270 | 55 | 153 | 1,509 |
| 259 | 2,032 | 648 | 673 | 24 | 111 | 0 |
| 260 | 720 | 254 | 279 | 167 | 619 | 715 |
| 261 | 1,908 | 589 | 612 | 0 | 560 | 1,551 |
| 262 | 3,890 | 1,191 | 1,297 | 11 | 125 | 614 |
| 263 | 1,587 | 536 | 566 | 21 | 109 | 0 |
| 264 | 1,102 | 328 | 340 | 0 | 154 | 711 |
| 265 | 527 | 199 | 210 | 0 | 32 | 0 |
| 266 | 1,120 | 411 | 419 | 85 | 265 | 0 |
| 267 | 1,683 | 630 | 639 | 398 | 553 | 616 |
| 268 | 1,786 | 562 | 610 | 130 | 183 | 0 |
| 269 | 2,863 | 976 | 997 | 10 | 480 | 1,499 |
| 270 | 2,656 | 890 | 913 | 24 | 600 | 780 |
| 271 | 792 | 299 | 311 | 35 | 197 | 216 |
| 272 | 1,152 | 381 | 385 | 0 | 66 | 0 |
| 273 | 1,996 | 723 | 768 | 27 | 265 | 1,159 |
| 274 | 1,057 | 335 | 340 | 155 | 431 | 1,185 |
| 275 | 1,108 | 428 | 455 | 13 | 211 | 0 |
| 276 | 1,068 | 385 | 392 | 13 | 254 | 0 |
| 277 | 1,321 | 475 | 480 | 40 | 57 | 0 |
| 278 | 1,280 | 445 | 458 | 32 | 289 | 914 |
| 279 | 2,947 | 968 | 977 | 36 | 357 | 521 |
| 280 | 1,510 | 529 | 552 | 30 | 596 | 1,154 |
| 281 | 1,075 | 378 | 384 | 1,133 | 1,317 | 0 |
| 282 | 1,273 | 480 | 513 | 75 | 376 | 892 |
| 283 | 2,931 | 1,025 | 1,057 | 29 | 154 | 0 |
| 284 | 243 | 96 | 100 | 9 | 34 | 0 |
| 285 | 1,646 | 596 | 618 | 11 | 228 | 0 |
| 286 | 715 | 258 | 268 | 4 | 83 | 0 |
| 287 | 1,752 | 605 | 621 | 9 | 176 | 0 |
| 288 | 295 | 119 | 122 | 109 | 473 | 0 |
| 289 | 2,486 | 873 | 896 | 362 | 431 | 0 |
| 290 | 575 | 204 | 213 | 0 | 0 | 0 |
| 291 | 1,683 | 616 | 632 | 0 | 72 | 0 |
| 292 | 2,697 | 989 | 1,079 | 369 | 637 | 656 |
| 293 | 1,123 | 412 | 424 | 0 | 205 | 474 |
| 294 | 305 | 119 | 180 | 50 | 1,254 | 0 |

**TABLE B - 3**
**2022 PLANNING VARIABLES**

| TRAFFIC ZONE | POPULATION | OCCUPIED DWELLING UNITS | TOTAL DWELLING UNITS | RETAIL EMPLOYMENT | TOTAL EMPLOYMENT | SCHOOL ENROLLMENT |
|---|---|---|---|---|---|---|
| 295 | 1,677 | 479 | 522 | 7 | 673 | 471 |
| 296 | 1,649 | 630 | 737 | 102 | 392 | 978 |
| 297 | 1,339 | 427 | 454 | 0 | 212 | 505 |
| 298 | 2,103 | 662 | 713 | 2 | 25 | 0 |
| 299 | 1,985 | 694 | 755 | 37 | 365 | 0 |
| 300 | 747 | 255 | 281 | 50 | 495 | 1,004 |
| 301 | 1,907 | 655 | 737 | 9 | 90 | 0 |
| 302 | 916 | 340 | 366 | 10 | 258 | 571 |
| 303 | 1,075 | 430 | 447 | 436 | 992 | 835 |
| 304 | 1,075 | 370 | 385 | 1 | 28 | 0 |
| 305 | 2,832 | 1,018 | 1,096 | 883 | 1,064 | 0 |
| 306 | 396 | 166 | 177 | 0 | 453 | 1,782 |
| 307 | 1,617 | 595 | 639 | 97 | 263 | 680 |
| 308 | 973 | 327 | 359 | 99 | 548 | 0 |
| 309 | 1,188 | 413 | 425 | 313 | 460 | 0 |
| 310 | 1,157 | 441 | 452 | 83 | 176 | 0 |
| 311 | 575 | 214 | 231 | 15 | 165 | 0 |
| 312 | 277 | 84 | 89 | 0 | 25 | 0 |
| 313 | 466 | 176 | 185 | 4 | 107 | 713 |
| 314 | 723 | 306 | 323 | 0 | 51 | 0 |
| 315 | 294 | 118 | 137 | 0 | 0 | 0 |
| 316 | 1,623 | 543 | 557 | 22 | 67 | 0 |
| 317 | 739 | 250 | 260 | 0 | 131 | 0 |
| 318 | 636 | 237 | 253 | 0 | 13 | 0 |
| 319 | 497 | 169 | 182 | 78 | 236 | 0 |
| 320 | 1,283 | 445 | 507 | 0 | 6 | 0 |
| 321 | 806 | 274 | 320 | 36 | 182 | 0 |
| 322 | 519 | 193 | 195 | 16 | 31 | 0 |
| 323 | 405 | 144 | 156 | 0 | 24 | 0 |
| 324 | 711 | 224 | 226 | 24 | 79 | 0 |
| 325 | 429 | 191 | 197 | 343 | 476 | 0 |
| 326 | 433 | 132 | 178 | 243 | 1,213 | 0 |
| 327 | 366 | 130 | 136 | 7 | 13 | 0 |
| 328 | 859 | 268 | 292 | 885 | 1,120 | 0 |
| 329 | 501 | 185 | 196 | 53 | 210 | 0 |
| 330 | 355 | 121 | 125 | 0 | 0 | 0 |
| 331 | 748 | 271 | 294 | 12 | 52 | 0 |
| 332 | 1,179 | 399 | 424 | 2 | 24 | 607 |
| 333 | 389 | 130 | 136 | 11 | 13 | 607 |
| 334 | 203 | 70 | 83 | 15 | 70 | 40 |
| 335 | 840 | 307 | 331 | 69 | 361 | 899 |
| 336 | 2,826 | 883 | 902 | 25 | 247 | 1,934 |

**TABLE B - 3**
**2022 PLANNING VARIABLES**

| TRAFFIC ZONE | POPULATION | OCCUPIED DWELLING UNITS | TOTAL DWELLING UNITS | RETAIL EMPLOYMENT | TOTAL EMPLOYMENT | SCHOOL ENROLLMENT |
|---|---|---|---|---|---|---|
| 337 | 1,310 | 456 | 473 | 78 | 519 | 0 |
| 338 | 790 | 253 | 260 | 0 | 95 | 0 |
| 339 | 1,232 | 418 | 428 | 0 | 64 | 607 |
| 340 | 838 | 314 | 324 | 9 | 92 | 197 |
| 341 | 605 | 230 | 253 | 310 | 632 | 0 |
| 342 | 586 | 198 | 209 | 0 | 34 | 0 |
| 343 | 311 | 91 | 91 | 0 | 39 | 0 |
| 344 | 475 | 174 | 180 | 0 | 20 | 0 |
| 345 | 920 | 323 | 341 | 72 | 90 | 0 |
| 346 | 448 | 132 | 148 | 4 | 28 | 0 |
| 347 | 480 | 152 | 170 | 0 | 22 | 0 |
| 348 | 569 | 196 | 407 | 0 | 191 | 0 |
| 349 | 426 | 143 | 156 | 0 | 30 | 0 |
| 350 | 652 | 216 | 271 | 0 | 4 | 0 |
| 351 | 980 | 344 | 369 | 0 | 4 | 0 |
| 352 | 1,528 | 564 | 597 | 10 | 208 | 494 |
| 353 | 1,894 | 360 | 387 | 22 | 139 | 0 |
| 354 | 345 | 117 | 129 | 0 | 889 | 0 |
| 355 | 24 | 7 | 7 | 0 | 473 | 0 |
| 356 | 145 | 66 | 81 | 6 | 568 | 1,416 |
| 357 | 2,731 | 938 | 1,073 | 3 | 26 | 919 |
| 358 | 2,187 | 872 | 1,054 | 2 | 157 | 492 |
| 359 | 2,712 | 1,357 | 1,374 | 0 | 67 | 9,586 |
| 360 | 299 | 101 | 111 | 0 | 100 | 0 |
| 361 | 1,350 | 431 | 441 | 0 | 36 | 0 |
| 362 | 1,204 | 381 | 407 | 0 | 28 | 0 |
| 363 | 487 | 164 | 196 | 0 | 13 | 0 |
| 364 | 671 | 209 | 235 | 3 | 5 | 0 |
| 365 | 538 | 178 | 193 | 1 | 34 | 0 |
| 366 | 1,020 | 381 | 427 | 0 | 56 | 0 |
| 367 | 480 | 164 | 181 | 0 | 3 | 0 |
| 368 | 378 | 129 | 137 | 6 | 324 | 1,745 |
| 369 | 274 | 90 | 96 | 0 | 0 | 0 |
| 370 | 370 | 118 | 125 | 23 | 24 | 0 |
| 371 | 288 | 97 | 103 | 0 | 2 | 0 |
| 372 | 385 | 163 | 167 | 6 | 11 | 0 |
| 373 | 848 | 288 | 319 | 3 | 11 | 0 |
| 374 | 143 | 52 | 53 | 0 | 1 | 0 |
| 375 | 421 | 154 | 164 | 5 | 10 | 0 |
| 376 | 173 | 58 | 58 | | 0 | 0 |
| 377 | 181 | 68 | 70 | 0 | 3 | 0 |
| 378 | 543 | 163 | 185 | 0 | 0 | 0 |

**TABLE B - 3**
**2022 PLANNING VARIABLES**

| TRAFFIC ZONE | POPULATION | OCCUPIED DWELLING UNITS | TOTAL DWELLING UNITS | RETAIL EMPLOYMENT | TOTAL EMPLOYMENT | SCHOOL ENROLLMENT |
|---|---|---|---|---|---|---|
| 379 | 311 | 122 | 134 | 0 | 0 | 0 |
| 380 | 207 | 73 | 81 | 5 | 47 | 0 |
| 381 | 83 | 27 | 30 | 0 | 10 | 0 |
| 382 | 42 | 18 | 18 | 0 | 0 | 0 |
| 383 | 52 | 17 | 22 | 0 | 0 | 0 |
| 384 | 69 | 22 | 22 | 0 | 7 | 0 |
| 401 | 914 | 330 | 396 | 24 | 1,208 | 0 |
| 402 | 384 | 132 | 132 | 16 | 265 | 0 |
| 403 | 516 | 255 | 435 | 0 | 42 | 0 |
| 404 | 190 | 63 | 63 | 301 | 886 | 0 |
| 405 | 144 | 67 | 74 | 0 | 141 | 0 |
| 406 | 340 | 108 | 139 | 10 | 194 | 0 |
| 407 | 710 | 318 | 348 | 39 | 78 | 0 |
| 408 | 648 | 246 | 291 | 5 | 245 | 0 |
| 409 | 456 | 162 | 173 | 123 | 299 | 0 |
| 410 | 963 | 324 | 382 | 77 | 551 | 1,154 |
| 411 | 556 | 212 | 291 | 14 | 204 | 0 |
| 412 | 427 | 142 | 142 | 0 | 10 | 0 |
| 413 | 947 | 336 | 462 | 634 | 919 | 0 |
| 414 | 1,708 | 538 | 558 | 6 | 293 | 344 |
| 415 | 17 | 8 | 8 | 0 | 104 | 0 |
| 416 | 1,183 | 490 | 551 | 14 | 1,363 | 1,340 |
| 417 | 1,329 | 462 | 488 | 378 | 532 | 337 |
| 418 | 848 | 382 | 415 | 67 | 477 | 0 |
| 419 | 1,516 | 558 | 586 | 41 | 414 | 0 |
| 420 | 0 | 0 | 0 | 72 | 1,024 | 0 |
| 421 | 637 | 304 | 370 | 224 | 1,724 | 0 |
| 422 | 0 | 0 | 0 | 0 | 730 | 0 |
| 423 | 1,362 | 462 | 463 | 110 | 1,826 | 0 |
| 424 | 1,345 | 505 | 535 | 512 | 1,505 | 2,820 |
| 425 | 973 | 347 | 367 | 14 | 55 | 0 |
| 426 | 1,491 | 523 | 534 | 44 | 880 | 449 |
| 427 | 450 | 155 | 140 | 0 | 0 | 0 |
| 428 | 863 | 291 | 325 | 0 | 204 | 0 |
| 429 | 1,752 | 522 | 522 | 173 | 1,153 | 0 |
| 430 | 428 | 170 | 174 | | 33 | 0 |
| 431 | 144 | 48 | 54 | 18 | 587 | 0 |
| 432 | 217 | 89 | 101 | 0 | 0 | 0 |
| 433 | 71 | 18 | 21 | 103 | 103 | 0 |
| 434 | 304 | 101 | 108 | 0 | 223 | 0 |
| 435 | 1,120 | 397 | 418 | 5 | 237 | 0 |
| 436 | 1,066 | 350 | 386 | 4 | 430 | 0 |

**TABLE B - 3**
**2022 PLANNING VARIABLES**

| TRAFFIC ZONE | POPULATION | OCCUPIED DWELLING UNITS | TOTAL DWELLING UNITS | RETAIL EMPLOYMENT | TOTAL EMPLOYMENT | SCHOOL ENROLLMENT |
|---|---|---|---|---|---|---|
| 437 | 1,599 | 549 | 567 | 0 | 397 | 0 |
| 438 | 331 | 131 | 149 | 72 | 554 | 0 |
| 439 | 48 | 0 | 0 | 0 | 46 | 0 |
| 440 | 2 | 2 | 2 | 0 | 130 | 0 |
| 441 | 549 | 216 | 245 | 158 | 751 | 0 |
| 442 | 960 | 343 | 364 | 25 | 65 | 0 |
| 443 | 50 | 24 | 25 | 13 | 25 | 0 |
| 444 | 1,119 | 509 | 610 | 157 | 1,308 | 0 |
| 451 | 551 | 184 | 199 | 0 | 18 | 0 |
| 452 | 2,184 | 734 | 741 | 61 | 436 | 1,025 |
| 453 | 4,147 | 1,320 | 1,343 | 97 | 811 | 2,450 |
| 454 | 1,810 | 629 | 641 | 137 | 473 | 702 |
| 455 | 1,652 | 588 | 615 | 36 | 199 | 0 |
| 456 | 2,863 | 950 | 972 | 5 | 226 | 536 |
| 457 | 3,544 | 1,231 | 1,254 | 119 | 258 | 0 |
| 458 | 1,266 | 425 | 445 | 266 | 332 | 0 |
| 459 | 1,411 | 515 | 564 | 3 | 138 | 0 |
| 460 | 1,644 | 619 | 661 | 1 | 58 | 0 |
| 461 | 2,652 | 908 | 933 | 11 | 113 | 0 |
| 462 | 1,463 | 488 | 487 | 0 | 34 | 614 |
| 463 | 1,256 | 438 | 474 | 0 | 14 | 0 |
| 464 | 1,226 | 419 | 435 | 2 | 33 | 0 |
| 465 | 1,750 | 591 | 609 | 5 | 76 | 0 |
| 466 | 1,549 | 555 | 580 | 26 | 515 | 1,083 |
| 467 | 1,133 | 378 | 404 | 3 | 102 | 0 |
| 468 | 814 | 263 | 302 | 3 | 115 | 330 |
| 469 | 644 | 272 | 281 | 128 | 197 | 0 |
| 470 | 495 | 201 | 209 | 965 | 1,109 | 0 |
| 471 | 962 | 327 | 389 | 9 | 45 | 0 |
| 472 | 476 | 185 | 208 | 2 | 50 | 0 |
| 473 | 480 | 163 | 171 | 2 | 113 | 0 |
| 474 | 984 | 360 | 379 | 27 | 177 | 0 |
| 475 | 621 | 197 | 230 | 82 | 328 | 0 |
| 476 | 774 | 250 | 276 | 3 | 30 | 0 |
| 477 | 973 | 401 | 433 | 109 | 728 | 3,104 |
| 478 | 609 | 222 | 226 | 4 | 45 | 0 |
| 479 | 1,038 | 358 | 407 | 43 | 356 | 0 |
| 480 | 1,457 | 510 | 533 | 13 | 436 | 658 |
| 481 | 652 | 236 | 243 | 2 | 213 | 1,159 |
| 482 | 2,607 | 902 | 921 | 19 | 90 | 664 |
| 483 | 1,776 | 575 | 592 | 72 | 266 | 598 |
| 484 | 602 | 207 | 228 | 0 | 20 | 0 |

**TABLE B - 3**
**2022 PLANNING VARIABLES**

| TRAFFIC ZONE | POPULATION | OCCUPIED DWELLING UNITS | TOTAL DWELLING UNITS | RETAIL EMPLOYMENT | TOTAL EMPLOYMENT | SCHOOL ENROLLMENT |
|---|---|---|---|---|---|---|
| 485 | 528 | 236 | 257 | 27 | 182 | 0 |
| 486 | 483 | 211 | 230 | 3 | 77 | 681 |
| 487 | 886 | 322 | 331 | 51 | 514 | 646 |
| 488 | 710 | 294 | 309 | 30 | 592 | 2,200 |
| 489 | 213 | 99 | 107 | 92 | 318 | 0 |
| 490 | 203 | 84 | 92 | 41 | 50 | 0 |
| 491 | 314 | 128 | 203 | 2 | 60 | 0 |
| 492 | 788 | 281 | 304 | 158 | 876 | 0 |
| 493 | 630 | 249 | 266 | 297 | 1,100 | 581 |
| 494 | 1,260 | 470 | 532 | 283 | 449 | 0 |
| 495 | 264 | 108 | 117 | 0 | 13 | 0 |
| 496 | 963 | 373 | 408 | 260 | 400 | 0 |
| 497 | 1,429 | 541 | 569 | 314 | 524 | 0 |
| 498 | 1,465 | 507 | 519 | 1 | 26 | 0 |
| 499 | 448 | 142 | 144 | 0 | 16 | 0 |
| 500 | 673 | 268 | 289 | 3 | 68 | 0 |
| 501 | 641 | 309 | 359 | 758 | 1,203 | 0 |
| 502 | 1,096 | 392 | 410 | 233 | 932 | 0 |
| 503 | 472 | 204 | 206 | 95 | 501 | 0 |
| 504 | 635 | 236 | 241 | 258 | 363 | 0 |
| 505 | 562 | 202 | 230 | 308 | 906 | 0 |
| 506 | 526 | 166 | 172 | 0 | 83 | 0 |
| 507 | 890 | 301 | 363 | 122 | 436 | 649 |
| 508 | 1,023 | 473 | 499 | 208 | 799 | 1,013 |
| 509 | 2,202 | 732 | 795 | 16 | 135 | 0 |
| 510 | 557 | 159 | 161 | 0 | 97 | 0 |
| 511 | 1,248 | 437 | 475 | 0 | 47 | 0 |
| 512 | 2,868 | 998 | 1,050 | 27 | 130 | 581 |
| 513 | 1,256 | 477 | 503 | 70 | 279 | 472 |
| 514 | 2,296 | 809 | 837 | 34 | 181 | 0 |
| 515 | 510 | 179 | 198 | 7 | 71 | 0 |
| 516 | 2,771 | 1,105 | 1,261 | 15 | 29 | 0 |
| 517 | 990 | 397 | 479 | 33 | 59 | 0 |
| 518 | 823 | 333 | 411 | 62 | 123 | 2,011 |
| 519 | 1,185 | 410 | 462 | 42 | 219 | 436 |
| 520 | 1,076 | 365 | 392 | 7 | 26 | 0 |
| 521 | 966 | 341 | 409 | 20 | 70 | 0 |
| 522 | 826 | 332 | 407 | 84 | 114 | 0 |
| 523 | 501 | 169 | 177 | 1 | 16 | 0 |
| 524 | 678 | 245 | 270 | 20 | 40 | 0 |
| 525 | 1,235 | 436 | 463 | 185 | 385 | 0 |
| 526 | 1,212 | 416 | 477 | 46 | 158 | 0 |

**TABLE B - 3**
**2022 PLANNING VARIABLES**

| TRAFFIC ZONE | POPULATION | OCCUPIED DWELLING UNITS | TOTAL DWELLING UNITS | RETAIL EMPLOYMENT | TOTAL EMPLOYMENT | SCHOOL ENROLLMENT |
|---|---|---|---|---|---|---|
| 527 | 738 | 273 | 296 | 101 | 403 | 498 |
| 528 | 850 | 243 | 314 | 14 | 57 | 0 |
| 529 | 1,854 | 647 | 689 | 38 | 253 | 0 |
| 530 | 605 | 190 | 203 | 12 | 43 | 0 |
| 531 | 548 | 189 | 197 | 2 | 15 | 0 |
| 532 | 2,126 | 755 | 804 | 17 | 174 | 0 |
| 533 | 1,481 | 501 | 531 | 3 | 162 | 615 |
| 534 | 1,166 | 399 | 442 | 360 | 1,200 | 0 |
| 535 | 694 | 234 | 251 | 2 | 18 | 0 |
| 536 | 1,731 | 615 | 690 | 140 | 400 | 0 |
| 537 | 471 | 137 | 139 | 1 | 31 | 0 |
| 538 | 778 | 266 | 296 | 6 | 185 | 0 |
| 539 | 487 | 167 | 170 | 11 | 19 | 0 |
| 540 | 447 | 146 | 172 | 5 | 10 | 0 |
| 541 | 1,401 | 509 | 533 | 4 | 175 | 585 |
| 542 | 1,906 | 626 | 651 | 3 | 138 | 0 |
| 543 | 1,269 | 423 | 470 | 3 | 169 | 0 |
| 544 | 1,596 | 538 | 557 | 1 | 80 | 0 |
| 545 | 1,020 | 374 | 395 | 94 | 103 | 0 |
| 546 | 768 | 269 | 290 | 0 | 23 | 0 |
| 547 | 656 | 207 | 222 | 5 | 10 | 0 |
| 548 | 194 | 71 | 71 | 5 | 10 | 0 |
| 549 | 695 | 235 | 251 | 6 | 11 | 0 |
| 550 | 862 | 301 | 327 | 4 | 215 | 0 |
| 551 | 2,355 | 757 | 801 | 3 | 153 | 0 |
| 552 | 699 | 233 | 245 | 8 | 15 | 0 |
| 553 | 441 | 131 | 143 | 68 | 142 | 0 |
| 554 | 128 | 50 | 50 | 0 | 0 | 0 |
| 555 | 168 | 46 | 53 | | 0 | 899 |
| 601 | 2,601 | 939 | 995 | 1,026 | 1,865 | 2,305 |
| 602 | 1,970 | 756 | 786 | 160 | 228 | 384 |
| 603 | 682 | 256 | 316 | 2 | 11 | 0 |
| 604 | 752 | 290 | 327 | 1 | 23 | 0 |
| 605 | 693 | 231 | 266 | 184 | 184 | 0 |
| 606 | 901 | 334 | 370 | 32 | 32 | 0 |
| 607 | 896 | 359 | 395 | 107 | 711 | 0 |
| 608 | 845 | 378 | 402 | 51 | 507 | 0 |
| 609 | 692 | 270 | 283 | 223 | 742 | 0 |
| 610 | 1,894 | 797 | 827 | 231 | 481 | 800 |
| 611 | 1,374 | 571 | 640 | 27 | 229 | 800 |
| 612 | 1,679 | 638 | 691 | 83 | 165 | 0 |
| 613 | 896 | 371 | 389 | 41 | 318 | 0 |

**TABLE B - 3**
**2022 PLANNING VARIABLES**

| TRAFFIC ZONE | POPULATION | OCCUPIED DWELLING UNITS | TOTAL DWELLING UNITS | RETAIL EMPLOYMENT | TOTAL EMPLOYMENT | SCHOOL ENROLLMENT |
|---|---|---|---|---|---|---|
| 614 | 1,462 | 496 | 528 | 2 | 33 | 0 |
| 615 | 1,166 | 441 | 469 | 34 | 227 | 0 |
| 616 | 1,964 | 795 | 875 | 2 | 119 | 836 |
| 617 | 1,918 | 706 | 730 | 4 | 210 | 659 |
| 618 | 1,155 | 500 | 546 | 1 | 61 | 0 |
| 619 | 1,653 | 624 | 675 | 56 | 278 | 1,168 |
| 620 | 1,272 | 483 | 505 | 9 | 33 | 0 |
| 621 | 2,009 | 760 | 794 | 33 | 132 | 0 |
| 622 | 652 | 232 | 245 | 0 | 233 | 1,592 |
| 623 | 1,465 | 478 | 509 | 13 | 34 | 0 |
| 624 | 814 | 269 | 275 | 0 | 30 | 0 |
| 625 | 694 | 210 | 266 | 99 | 153 | 0 |
| 626 | 974 | 450 | 474 | 4 | 76 | 0 |
| 627 | 1,038 | 453 | 465 | 3 | 68 | 0 |
| 628 | 1,330 | 600 | 620 | 80 | 181 | 0 |
| 629 | 936 | 383 | 405 | 3 | 45 | 0 |
| 630 | 946 | 415 | 437 | 19 | 377 | 0 |
| 631 | 542 | 282 | 315 | 4 | 77 | 341 |
| 632 | 379 | 132 | 137 | 0 | 4 | 0 |
| 633 | 55 | 23 | 25 | 14 | 14 | 0 |
| 634 | 2 | 1 | 1 | 0 | 39 | 421 |
| 635 | 609 | 254 | 260 | 0 | 8 | 0 |
| 636 | 724 | 258 | 264 | 0 | 7 | 0 |
| 637 | 684 | 266 | 273 | 73 | 92 | 0 |
| 638 | 688 | 247 | 257 | 28 | 55 | 0 |
| 639 | 749 | 307 | 320 | 17 | 342 | 1,628 |
| 640 | 314 | 127 | 157 | 75 | 188 | 0 |
| 641 | 1,277 | 429 | 458 | 141 | 352 | 201 |
| 642 | 1,038 | 341 | 397 | 80 | 267 | 0 |
| 643 | 592 | 215 | 236 | 78 | 1,117 | 0 |
| 644 | 427 | 133 | 137 | 22 | 43 | 0 |
| 645 | 493 | 179 | 184 | 1 | 37 | 0 |
| 646 | 741 | 234 | 260 | 8 | 16 | 0 |
| 647 | 880 | 274 | 430 | 44 | 176 | 0 |
| 648 | 228 | 63 | 67 | 7 | 28 | 0 |
| 649 | 0 | 0 | 0 | 0 | 58 | 0 |
| 650 | 558 | 180 | 214 | 35 | 392 | 0 |
| 651 | 275 | 96 | 128 | 37 | 406 | 0 |
| 652 | 56 | 14 | 15 | 66 | 413 | 0 |
| 653 | 2,663 | 871 | 916 | 204 | 1,359 | 0 |
| 654 | 981 | 315 | 326 | 38 | 126 | 0 |
| 655 | 211 | 55 | 64 | 0 | 421 | 782 |

**TABLE B - 3**
**2022 PLANNING VARIABLES**

| TRAFFIC ZONE | POPULATION | OCCUPIED DWELLING UNITS | TOTAL DWELLING UNITS | RETAIL EMPLOYMENT | TOTAL EMPLOYMENT | SCHOOL ENROLLMENT |
|---|---|---|---|---|---|---|
| 656 | 949 | 233 | 250 | 46 | 356 | 0 |
| 657 | 612 | 214 | 238 | 35 | 391 | 0 |
| 658 | 795 | 214 | 233 | 0 | 26 | 706 |
| 659 | 815 | 178 | 205 | 1 | 63 | 0 |
| 660 | 283 | 98 | 102 | 89 | 111 | 0 |
| 661 | 176 | 67 | 70 | 65 | 542 | 1,185 |
| 662 | 100 | 27 | 30 | 7 | 337 | 0 |
| 663 | 3 | 1 | 1 | 292 | 328 | 0 |
| 664 | 681 | 232 | 251 | 88 | 352 | 0 |
| 665 | 155 | 52 | 58 | 70 | 158 | 0 |
| 666 | 25 | 8 | 8 | 920 | 1,022 | 0 |
| 667 | 1,497 | 520 | 562 | 249 | 710 | 0 |
| 668 | 4 | 1 | 1 | 12 | 28 | 0 |
| 669 | 199 | 66 | 73 | | 0 | 0 |
| 670 | 68 | 22 | 22 | 328 | 504 | 0 |
| 671 | 11 | 1 | 1 | 0 | 81 | 668 |
| 672 | 476 | 146 | 159 | 10 | 190 | 677 |
| 673 | 168 | 84 | 95 | 157 | 242 | 0 |
| 674 | 18 | 7 | 10 | 452 | 602 | 0 |
| 675 | 658 | 243 | 295 | 138 | 405 | 750 |
| 676 | 546 | 184 | 199 | 0 | 14 | 0 |
| 677 | 155 | 55 | 59 | 0 | 8 | 0 |
| 678 | 176 | 72 | 80 | 94 | 314 | 832 |
| 679 | 936 | 309 | 322 | 24 | 43 | 0 |
| 680 | 526 | 181 | 209 | 0 | 0 | 0 |
| 681 | 638 | 236 | 254 | 4 | 72 | 0 |
| 682 | 862 | 294 | 316 | 8 | 156 | 0 |
| 683 | 665 | 243 | 260 | 19 | 41 | 0 |
| 684 | 449 | 163 | 170 | 93 | 186 | 0 |
| 685 | 669 | 242 | 272 | 88 | 132 | 0 |
| 686 | 80 | 36 | 41 | 106 | 179 | 0 |
| 687 | 352 | 120 | 131 | 2 | 90 | 0 |
| 688 | 1,224 | 476 | 517 | 12 | 247 | 0 |
| 689 | 889 | 333 | 345 | 45 | 564 | 967 |
| 690 | 1,331 | 445 | 455 | 7 | 69 | 0 |
| 691 | 1,839 | 652 | 689 | 18 | 365 | 884 |
| 692 | 1,304 | 387 | 389 | 107 | 120 | 0 |
| 693 | 1,058 | 376 | 397 | 30 | 86 | 0 |
| 694 | 838 | 285 | 301 | 13 | 65 | 0 |
| 695 | 1,587 | 519 | 561 | 0 | 92 | 0 |
| 696 | 701 | 287 | 300 | 38 | 272 | 0 |
| 697 | 384 | 177 | 215 | 97 | 102 | 0 |

**TABLE B - 3**
**2022 PLANNING VARIABLES**

| TRAFFIC ZONE | POPULATION | OCCUPIED DWELLING UNITS | TOTAL DWELLING UNITS | RETAIL EMPLOYMENT | TOTAL EMPLOYMENT | SCHOOL ENROLLMENT |
|---|---|---|---|---|---|---|
| 698 | 1,341 | 544 | 585 | 0 | 25 | 0 |
| 699 | 1,687 | 697 | 749 | 45 | 298 | 0 |
| 700 | 473 | 216 | 232 | 37 | 245 | 0 |
| 701 | 1,092 | 403 | 421 | 0 | 85 | 0 |
| 702 | 180 | 78 | 82 | 6 | 103 | 0 |
| 703 | 9 | 5 | 6 | 21 | 173 | 0 |
| 704 | 818 | 309 | 333 | 8 | 35 | 0 |
| 705 | 1,232 | 476 | 514 | 122 | 470 | 2,980 |
| 706 | 1,219 | 422 | 440 | 50 | 504 | 2,401 |
| 707 | 1,390 | 550 | 609 | 15 | 80 | 0 |
| 708 | 770 | 271 | 297 | 9 | 316 | 0 |
| 709 | 1,239 | 494 | 557 | 15 | 301 | 0 |
| 710 | 150 | 38 | 38 | 0 | 353 | 0 |
| 711 | 1,028 | 380 | 422 | 34 | 677 | 0 |
| 712 | 372 | 137 | 165 | 4 | 83 | 0 |
| 713 | 0 | 0 | 0 | 905 | 994 | 0 |
| 714 | 0 | 0 | 0 | 0 | 428 | 0 |
| 715 | 153 | 77 | 102 | 0 | 57 | 0 |
| 716 | 0 | 0 | 0 | 0 | 12 | 0 |
| 717 | 35 | 11 | 12 | 332 | 563 | 0 |
| 718 | 0 | 0 | 0 | 0 | 0 | 0 |
| 719 | 0 | 0 | 0 | 22 | 1,087 | 0 |
| 720 | 0 | 0 | 0 | 5 | 244 | 0 |
| 721 | 0 | 0 | 0 | 2 | 78 | 0 |
| 722 | 414 | 149 | 167 | 0 | 68 | 0 |
| 723 | 358 | 145 | 152 | 0 | 4 | 0 |
| 724 | 522 | 185 | 207 | 0 | 0 | 0 |
| 725 | 548 | 176 | 182 | 0 | 86 | 260 |
| 726 | 218 | 84 | 90 | 0 | 0 | 0 |
| 727 | 532 | 238 | 255 | 92 | 416 | 0 |
| 728 | 133 | 54 | 54 | 0 | 8 | 0 |
| 729 | 86 | 0 | 0 | 144 | 575 | 0 |
| 730 | 0 | 0 | 0 | 0 | 224 | 0 |
| 731 | 256 | 118 | 129 | 0 | 19 | 0 |
| 732 | 0 | 0 | 0 | 0 | 0 | 0 |
| 733 | 59 | 25 | 26 | 0 | 0 | 0 |
| 734 | 103 | 15 | 15 | 0 | 0 | 0 |
| 735 | 0 | 0 | 0 | 0 | 0 | 0 |
| 736 | 439 | 173 | 201 | 19 | 19 | 0 |
| 737 | 702 | 299 | 322 | 1 | 26 | 0 |
| 738 | 792 | 318 | 345 | 63 | 125 | 0 |
| 739 | 465 | 179 | 191 | 0 | 34 | 0 |

**TABLE B - 3**
**2022 PLANNING VARIABLES**

| TRAFFIC ZONE | POPULATION | OCCUPIED DWELLING UNITS | TOTAL DWELLING UNITS | RETAIL EMPLOYMENT | TOTAL EMPLOYMENT | SCHOOL ENROLLMENT |
|---|---|---|---|---|---|---|
| 740 | 145 | 60 | 86 | 18 | 18 | 0 |
| 741 | 885 | 351 | 378 | 20 | 33 | 0 |
| 742 | 70 | 34 | 42 | 0 | 7 | 0 |
| 801 | 0 | 0 | 0 | 0 | 35 | 0 |
| 802 | 513 | 180 | 207 | 0 | 413 | 0 |
| 803 | 290 | 99 | 105 | 0 | 900 | 0 |
| 804 | 0 | 0 | 0 | 18 | 1,778 | 0 |
| 805 | 520 | 186 | 192 | 6 | 623 | 0 |
| 806 | 288 | 115 | 123 | 0 | 67 | 0 |
| 807 | 399 | 148 | 156 | 19 | 64 | 0 |
| 808 | 483 | 181 | 213 | 0 | 414 | 0 |
| 809 | 849 | 294 | 305 | 0 | 79 | 0 |
| 810 | 1,024 | 349 | 370 | 0 | 78 | 0 |
| 811 | 328 | 104 | 107 | 3 | 314 | 1,317 |
| 812 | 649 | 237 | 256 | 0 | 101 | 0 |
| 813 | 831 | 306 | 341 | 0 | 20 | 0 |

**TABLE B - 4**
**2032 PLANNING VARIABLES**

| TRAFFIC ZONE | POPULATION | OCCUPIED DWELLING UNITS | TOTAL DWELLING UNITS | RETAIL EMPLOYMENT | TOTAL EMPLOYMENT | SCHOOL ENROLLMENT |
|---|---|---|---|---|---|---|
| 1 | 0 | 0 | 0 | 0 | 6,704 | 0 |
| 2 | 952 | 676 | 789 | 11 | 81 | 0 |
| 3 | 20 | 13 | 15 | 80 | 2,010 | 0 |
| 4 | 69 | 50 | 59 | 56 | 2,795 | 0 |
| 5 | 34 | 26 | 35 | 0 | 1,655 | 0 |
| 6 | 0 | 0 | 0 | 8 | 112 | 0 |
| 7 | 0 | 0 | 0 | 47 | 946 | 400 |
| 8 | 0 | 0 | 0 | 0 | 858 | 0 |
| 9 | 0 | 0 | 0 | 0 | 1,647 | 0 |
| 10 | 0 | 0 | 0 | 18 | 919 | 0 |
| 11 | 296 | 156 | 186 | 31 | 621 | 165 |
| 12 | 145 | 145 | 290 | 8 | 419 | 0 |
| 13 | 52 | 39 | 46 | 0 | 196 | 0 |
| 14 | 315 | 139 | 180 | 134 | 1,338 | 340 |
| 15 | 215 | 121 | 126 | 0 | 3,875 | 0 |
| 16 | 28 | 14 | 14 | 0 | 8,223 | 0 |
| 17 | 1,588 | 528 | 584 | 24 | 338 | 172 |
| 18 | 574 | 213 | 247 | 65 | 593 | 0 |
| 19 | 540 | 195 | 227 | 2 | 190 | 0 |
| 20 | 562 | 189 | 225 | 6 | 641 | 43 |
| 21 | 789 | 244 | 295 | 11 | 1,119 | 416 |
| 22 | 538 | 185 | 247 | 0 | 161 | 0 |
| 23 | 999 | 399 | 469 | 13 | 58 | 0 |
| 24 | 830 | 336 | 434 | 12 | 99 | 326 |
| 25 | 1,042 | 457 | 516 | 46 | 65 | 0 |
| 26 | 1,333 | 542 | 675 | 27 | 183 | 0 |
| 27 | 1,001 | 351 | 388 | 0 | 219 | 0 |
| 28 | 241 | 78 | 163 | 38 | 183 | 0 |
| 29 | 1,689 | 802 | 893 | 38 | 954 | 190 |
| 30 | 1,394 | 597 | 727 | 70 | 176 | 229 |
| 31 | 3,731 | 1,641 | 1,894 | 67 | 612 | 1,966 |
| 32 | 1,457 | 720 | 769 | 60 | 221 | 0 |
| 33 | 1,356 | 691 | 748 | 7 | 99 | 0 |
| 34 | 1,509 | 569 | 655 | 115 | 720 | 607 |
| 35 | 404 | 141 | 154 | 40 | 137 | 0 |
| 36 | 2,594 | 962 | 1,146 | 72 | 2,396 | 1,731 |
| 37 | 2,522 | 907 | 1,007 | 76 | 212 | 0 |
| 38 | 2,197 | 731 | 771 | 2 | 207 | 482 |
| 39 | 2,629 | 971 | 1,171 | 71 | 1,185 | 845 |
| 40 | 574 | 267 | 301 | 11 | 1,078 | 1,431 |
| 41 | 440 | 251 | 278 | 214 | 446 | 1,038 |
| 42 | 1,353 | 648 | 674 | 350 | 1,458 | 1,347 |

**TABLE B - 4**
**2032 PLANNING VARIABLES**

| TRAFFIC ZONE | POPULATION | OCCUPIED DWELLING UNITS | TOTAL DWELLING UNITS | RETAIL EMPLOYMENT | TOTAL EMPLOYMENT | SCHOOL ENROLLMENT |
|---|---|---|---|---|---|---|
| 43 | 270 | 122 | 125 | 251 | 354 | 0 |
| 44 | 1,399 | 635 | 679 | 1,137 | 1,387 | 315 |
| 45 | 144 | 49 | 60 | 0 | 20 | 0 |
| 46 | 4,498 | 2,248 | 2,265 | 66 | 2,195 | 2,446 |
| 47 | 2,859 | 1,429 | 1,523 | 648 | 9,261 | 31,322 |
| 48 | 851 | 434 | 444 | 0 | 971 | 586 |
| 49 | 5,520 | 3,109 | 3,396 | 188 | 990 | 0 |
| 50 | 7,712 | 3,585 | 3,638 | 1,117 | 1,894 | 0 |
| 51 | 1,392 | 626 | 661 | 2 | 79 | 0 |
| 52 | 2,762 | 1,561 | 1,660 | 77 | 160 | 0 |
| 53 | 1,425 | 672 | 692 | 131 | 654 | 0 |
| 54 | 2,689 | 1,337 | 1,341 | 0 | 186 | 1,350 |
| 55 | 1,089 | 510 | 533 | 1,052 | 2,023 | 1,475 |
| 56 | 1,933 | 705 | 777 | 325 | 792 | 0 |
| 57 | 1,622 | 558 | 605 | 298 | 1,421 | 158 |
| 58 | 787 | 320 | 349 | 0 | 748 | 478 |
| 59 | 1,024 | 401 | 412 | 3 | 49 | 0 |
| 60 | 1,042 | 554 | 596 | 272 | 776 | 40 |
| 61 | 2,088 | 884 | 971 | 254 | 6,353 | 612 |
| 62 | 2,396 | 1,115 | 1,333 | 336 | 610 | 594 |
| 63 | 1,111 | 372 | 408 | 31 | 345 | 0 |
| 64 | 2,667 | 957 | 1,010 | 215 | 2,148 | 1,264 |
| 65 | 1,121 | 546 | 582 | 629 | 4,840 | 3,400 |
| 66 | 456 | 244 | 263 | 172 | 539 | 0 |
| 67 | 678 | 382 | 416 | 0 | 865 | 932 |
| 68 | 624 | 275 | 291 | 0 | 29 | 0 |
| 69 | 1,715 | 1,148 | 1,242 | 86 | 663 | 570 |
| 70 | 0 | 0 | 0 | 862 | 2,395 | 0 |
| 71 | 1,529 | 546 | 553 | 0 | 21 | 0 |
| 72 | 394 | 165 | 190 | 1,628 | 3,071 | 65 |
| 73 | 2,508 | 1,041 | 1,076 | 158 | 609 | 1,841 |
| 74 | 3,171 | 1,107 | 1,131 | 1 | 105 | 0 |
| 75 | 1,818 | 871 | 927 | 254 | 619 | 591 |
| 76 | 1,370 | 581 | 639 | 61 | 122 | 685 |
| 77 | 1,416 | 1,191 | 1,207 | 12 | 12 | 0 |
| 78 | 8,086 | 2,973 | 3,154 | 118 | 493 | 110 |
| 79 | 742 | 262 | 349 | 0 | 430 | 0 |
| 80 | 3,880 | 1,299 | 1,574 | 0 | 601 | 0 |
| 81 | 2,491 | 1,093 | 1,123 | 23 | 188 | 1,135 |
| 82 | 604 | 227 | 231 | 20 | 221 | 1,262 |
| 83 | 649 | 261 | 266 | 90 | 155 | 0 |
| 84 | 1,258 | 532 | 539 | 90 | 210 | 55 |

**TABLE B - 4**
**2032 PLANNING VARIABLES**

| TRAFFIC ZONE | POPULATION | OCCUPIED DWELLING UNITS | TOTAL DWELLING UNITS | RETAIL EMPLOYMENT | TOTAL EMPLOYMENT | SCHOOL ENROLLMENT |
|---|---|---|---|---|---|---|
| 85 | 737 | 287 | 294 | 0 | 9 | 0 |
| 86 | 1,531 | 603 | 610 | 0 | 103 | 644 |
| 87 | 1,540 | 882 | 954 | 505 | 2,807 | 1,168 |
| 88 | 506 | 271 | 280 | 14 | 1,422 | 50 |
| 89 | 348 | 77 | 81 | 368 | 12,254 | 0 |
| 90 | 1,328 | 304 | 304 | 10 | 12 | 0 |
| 91 | 1,206 | 254 | 258 | 0 | 665 | 0 |
| 92 | 2,641 | 1,313 | 1,464 | 126 | 973 | 0 |
| 93 | 926 | 388 | 414 | 80 | 164 | 0 |
| 94 | 672 | 279 | 289 | 10 | 80 | 0 |
| 95 | 1,145 | 482 | 509 | 33 | 333 | 0 |
| 96 | 1,527 | 765 | 798 | 232 | 828 | 1,006 |
| 97 | 3,784 | 1,489 | 2,153 | 695 | 4,631 | 0 |
| 98 | 1,636 | 620 | 912 | 106 | 705 | 371 |
| 99 | 1,421 | 723 | 787 | 130 | 1,862 | 379 |
| 100 | 8 | 2 | 2 | 160 | 1,995 | 103 |
| 101 | 1,507 | 749 | 788 | 721 | 1,534 | 0 |
| 102 | 1,242 | 588 | 618 | 388 | 970 | 40 |
| 103 | 0 | 0 | 0 | 107 | 1,528 | 55 |
| 104 | 327 | 155 | 160 | 612 | 5,561 | 405 |
| 105 | 1,610 | 829 | 873 | 116 | 724 | 410 |
| 106 | 865 | 337 | 349 | 13 | 319 | 0 |
| 107 | 876 | 352 | 361 | 25 | 845 | 1,902 |
| 108 | 0 | 0 | 0 | 1,088 | 1,814 | 0 |
| 109 | 719 | 354 | 360 | 465 | 878 | 0 |
| 110 | 1,227 | 653 | 692 | 4 | 412 | 0 |
| 111 | 466 | 207 | 211 | 366 | 3,050 | 45 |
| 112 | 775 | 390 | 421 | 340 | 723 | 0 |
| 113 | 2,764 | 1,437 | 1,556 | 214 | 1,946 | 211 |
| 114 | 1,227 | 713 | 785 | 0 | 8,315 | 0 |
| 115 | 2,331 | 887 | 909 | 75 | 683 | 684 |
| 116 | 2,075 | 1,156 | 1,273 | 413 | 5,164 | 0 |
| 117 | 771 | 349 | 354 | 191 | 1,196 | 0 |
| 118 | 618 | 241 | 244 | 87 | 1,744 | 0 |
| 119 | 1,358 | 482 | 489 | 132 | 658 | 211 |
| 120 | 1,100 | 430 | 447 | 30 | 273 | 674 |
| 121 | 2,126 | 775 | 796 | 0 | 11 | 0 |
| 122 | 1,797 | 906 | 943 | 87 | 1,741 | 0 |
| 123 | 1,209 | 313 | 313 | 25 | 57 | 0 |
| 124 | 1,394 | 608 | 667 | 155 | 361 | 0 |
| 125 | 2,774 | 1,059 | 1,167 | 31 | 386 | 0 |
| 126 | 3,080 | 1,009 | 1,055 | 3 | 63 | 0 |

**TABLE B - 4**
**2032 PLANNING VARIABLES**

| TRAFFIC ZONE | POPULATION | OCCUPIED DWELLING UNITS | TOTAL DWELLING UNITS | RETAIL EMPLOYMENT | TOTAL EMPLOYMENT | SCHOOL ENROLLMENT |
|---|---|---|---|---|---|---|
| 127 | 2,694 | 1,080 | 1,120 | 2 | 48 | 0 |
| 128 | 782 | 300 | 321 | 4 | 393 | 0 |
| 129 | 2,206 | 773 | 785 | 17 | 87 | 0 |
| 130 | 1,881 | 694 | 705 | 272 | 2,469 | 0 |
| 131 | 2,301 | 958 | 991 | 263 | 516 | 0 |
| 132 | 1,171 | 426 | 536 | 61 | 1,211 | 0 |
| 133 | 1,063 | 312 | 319 | 111 | 1,108 | 2,395 |
| 134 | 273 | | | 2,940 | 3,196 | 0 |
| 135 | 1,032 | 360 | 363 | 156 | 294 | 2,043 |
| 136 | 6,161 | 2,567 | 2,668 | 831 | 3,956 | 1,460 |
| 137 | 198 | 82 | 112 | 672 | 5,170 | 55 |
| 138 | 545 | 215 | 267 | 291 | 1,457 | 0 |
| 139 | 649 | 277 | 277 | 929 | 3,716 | 0 |
| 140 | 282 | 106 | 106 | 1,659 | 1,975 | 0 |
| 141 | 2,759 | 980 | 1,009 | 160 | 458 | 787 |
| 142 | 5,340 | 1,990 | 2,046 | 49 | 824 | 685 |
| 143 | 0 | 0 | 0 | 0 | 0 | 0 |
| 144 | 1,013 | 318 | 324 | 37 | 57 | 0 |
| 145 | 1,743 | 609 | 635 | 64 | 1,274 | 0 |
| 146 | 1,668 | 540 | 549 | 475 | 2,796 | 0 |
| 147 | 198 | 0 | 0 | 0 | 257 | 0 |
| 148 | 1,348 | 423 | 431 | 589 | 2,675 | 0 |
| 149 | 774 | 254 | 261 | 0 | 770 | 0 |
| 150 | 1,159 | 413 | 441 | 354 | 769 | 0 |
| 151 | 2,070 | 817 | 828 | 51 | 2,570 | 0 |
| 152 | 825 | 383 | 405 | 100 | 1,254 | 0 |
| 153 | 1,232 | 445 | 458 | 348 | 1,740 | 470 |
| 154 | 1,600 | 610 | 661 | 361 | 2,405 | 2,987 |
| 155 | 1,771 | 739 | 764 | 268 | 892 | 248 |
| 156 | 1,719 | 894 | 953 | 194 | 1,386 | 0 |
| 157 | 707 | 297 | 328 | 388 | 1,762 | 708 |
| 158 | 1,042 | 436 | 468 | 276 | 837 | 347 |
| 159 | 1,843 | 727 | 758 | 217 | 833 | 719 |
| 160 | 587 | 229 | 242 | 3 | 28 | 0 |
| 161 | 810 | 364 | 377 | 144 | 294 | 0 |
| 162 | 1,378 | 493 | 504 | 65 | 589 | 0 |
| 163 | 302 | 143 | 159 | 3,096 | 3,775 | 0 |
| 164 | 85 | 44 | 72 | 300 | 1,577 | 55 |
| 165 | 1,321 | 467 | 478 | 45 | 561 | 529 |
| 166 | 1,628 | 810 | 919 | 173 | 240 | 0 |
| 167 | 981 | 525 | 552 | 235 | 346 | 45 |
| 168 | 864 | 359 | 367 | 0 | 21 | 0 |

**TABLE B - 4**
**2032 PLANNING VARIABLES**

| TRAFFIC ZONE | POPULATION | OCCUPIED DWELLING UNITS | TOTAL DWELLING UNITS | RETAIL EMPLOYMENT | TOTAL EMPLOYMENT | SCHOOL ENROLLMENT |
|---|---|---|---|---|---|---|
| 169 | 1,516 | 598 | 606 | 20 | 291 | 1,197 |
| 170 | 657 | 329 | 333 | 518 | 1,234 | 55 |
| 171 | 775 | 488 | 533 | 398 | 1,138 | 0 |
| 172 | 906 | 378 | 388 | 587 | 3,668 | 0 |
| 173 | 3,228 | 1,771 | 1,957 | 323 | 2,016 | 140 |
| 174 | 2,515 | 1,229 | 1,338 | 279 | 1,992 | 55 |
| 175 | 3,498 | 1,469 | 1,592 | 332 | 4,737 | 0 |
| 176 | 4,283 | 1,940 | 2,084 | 259 | 924 | 0 |
| 177 | 609 | 234 | 242 | 21 | 305 | 130 |
| 178 | 1,415 | 592 | 597 | 0 | 417 | 2,481 |
| 179 | 1,197 | 451 | 457 | 0 | 82 | 0 |
| 180 | 1,205 | 436 | 530 | 252 | 841 | 0 |
| 181 | 829 | 248 | 253 | 117 | 333 | 0 |
| 182 | 542 | 211 | 218 | 0 | 148 | 1,085 |
| 183 | 2,145 | 811 | 844 | 0 | 405 | 605 |
| 184 | 1,334 | 641 | 697 | 88 | 314 | 252 |
| 185 | 2,635 | 965 | 1,013 | 304 | 1,522 | 40 |
| 186 | 4,263 | 1,450 | 1,583 | 192 | 2,395 | 2,377 |
| 187 | 3,196 | 1,245 | 1,298 | 560 | 1,808 | 616 |
| 188 | 4,277 | 1,495 | 1,593 | 365 | 1,142 | 558 |
| 189 | 1,527 | 584 | 595 | 21 | 64 | 0 |
| 190 | 1,747 | 810 | 819 | 56 | 234 | 0 |
| 191 | 744 | 320 | 326 | 21 | 82 | 0 |
| 192 | 2,603 | 1,096 | 1,132 | 122 | 489 | 266 |
| 193 | 2,106 | 796 | 821 | 37 | 737 | 0 |
| 194 | 2,050 | 818 | 884 | 152 | 506 | 1,092 |
| 195 | 1,034 | 332 | 343 | 511 | 1,042 | 787 |
| 196 | 2,176 | 817 | 831 | 44 | 229 | 0 |
| 197 | 2,774 | 1,038 | 1,057 | 29 | 573 | 1,409 |
| 198 | 1,911 | 737 | 837 | 3 | 109 | 0 |
| 199 | 2,201 | 917 | 930 | 219 | 521 | 0 |
| 200 | 2,168 | 785 | 807 | 353 | 631 | 1,076 |
| 201 | 2,254 | 857 | 885 | 457 | 737 | 0 |
| 202 | 2,224 | 852 | 870 | 16 | 204 | 0 |
| 203 | 2,420 | 939 | 964 | 324 | 983 | 0 |
| 204 | 2,867 | 924 | 952 | 456 | 773 | 40 |
| 205 | 3,492 | 1,249 | 1,279 | 22 | 1,091 | 3,594 |
| 206 | 3,497 | 1,294 | 1,340 | 15 | 296 | 0 |
| 207 | 1,767 | 590 | 628 | 5 | 107 | 0 |
| 208 | 2,697 | 1,084 | 1,117 | 39 | 216 | 30 |
| 209 | 139 | 49 | 65 | 0 | 0 | 0 |
| 210 | 6,586 | 2,067 | 2,096 | 21 | 416 | 753 |

**TABLE B - 4**
**2032 PLANNING VARIABLES**

| TRAFFIC ZONE | POPULATION | OCCUPIED DWELLING UNITS | TOTAL DWELLING UNITS | RETAIL EMPLOYMENT | TOTAL EMPLOYMENT | SCHOOL ENROLLMENT |
|---|---|---|---|---|---|---|
| 211 | 124 | 38 | 39 | 0 | 14 | 0 |
| 212 | 2,618 | 866 | 896 | 0 | 208 | 712 |
| 213 | 3,523 | 1,253 | 1,529 | 1,053 | 2,845 | 1,022 |
| 214 | 2,640 | 1,011 | 1,199 | 176 | 1,174 | 0 |
| 215 | 2,215 | 921 | 960 | 407 | 1,628 | 0 |
| 216 | 3,237 | 1,097 | 1,150 | 114 | 1,136 | 100 |
| 217 | 70 | 23 | 23 | 0 | 0 | 0 |
| 218 | 364 | 142 | 150 | 0 | 0 | 0 |
| 219 | 1,546 | 517 | 541 | 0 | 58 | 0 |
| 220 | 2,382 | 813 | 824 | 20 | 1,021 | 591 |
| 221 | 649 | 223 | 223 | 92 | 3,081 | 0 |
| 222 | 2,441 | 1,078 | 1,108 | 510 | 1,186 | 0 |
| 223 | 0 | 0 | 0 | 183 | 732 | 0 |
| 224 | 215 | 154 | 166 | 373 | 1,065 | 350 |
| 225 | 2,211 | 858 | 919 | 192 | 305 | 0 |
| 226 | 1,712 | 645 | 704 | 34 | 1,148 | 0 |
| 227 | 2,468 | 859 | 952 | 124 | 957 | 1,304 |
| 228 | 2,237 | 691 | 788 | 131 | 569 | 867 |
| 229 | 305 | 99 | 111 | 30 | 337 | 0 |
| 230 | 520 | 183 | 225 | 29 | 169 | 0 |
| 231 | 0 | 0 | 0 | 0 | 2,403 | 0 |
| 232 | 2 | 1 | 1 | 0 | 869 | 0 |
| 233 | 0 | 0 | 0 | 0 | 2,121 | 0 |
| 234 | 0 | 0 | 0 | 0 | 35 | 0 |
| 235 | 1,890 | 864 | 1,053 | 88 | 2,936 | 0 |
| 236 | 2,475 | 858 | 924 | 236 | 591 | 0 |
| 237 | 1,856 | 609 | 650 | 3 | 133 | 396 |
| 238 | 1,358 | 433 | 473 | 0 | 1,096 | 0 |
| 239 | 1,629 | 539 | 598 | 30 | 1,509 | 603 |
| 240 | 121 | 39 | 42 | 3 | 21 | 0 |
| 241 | 2,294 | 733 | 896 | 71 | 262 | 44 |
| 242 | 3,564 | 1,230 | 1,358 | 11 | 362 | 553 |
| 243 | 1,936 | 600 | 666 | 0 | 312 | 890 |
| 244 | 954 | 328 | 376 | 30 | 605 | 0 |
| 245 | 820 | 266 | 279 | 805 | 1,103 | 40 |
| 246 | 2,144 | 692 | 744 | 12 | 295 | 1,524 |
| 247 | 1,847 | 655 | 703 | 272 | 592 | 644 |
| 248 | 905 | 421 | 462 | 4 | 397 | 322 |
| 249 | 815 | 289 | 336 | 196 | 245 | 0 |
| 250 | 1,237 | 742 | 742 | 184 | 318 | 0 |
| 251 | 1,238 | 423 | 450 | 144 | 336 | 0 |
| 252 | 2,704 | 902 | 1,001 | 37 | 267 | 975 |

**TABLE B - 4**
**2032 PLANNING VARIABLES**

| TRAFFIC ZONE | POPULATION | OCCUPIED DWELLING UNITS | TOTAL DWELLING UNITS | RETAIL EMPLOYMENT | TOTAL EMPLOYMENT | SCHOOL ENROLLMENT |
|---|---|---|---|---|---|---|
| 253 | 3,247 | 997 | 1,053 | 105 | 1,752 | 0 |
| 254 | 2,122 | 787 | 865 | 311 | 457 | 0 |
| 255 | 1,513 | 564 | 670 | 235 | 635 | 800 |
| 256 | 1,380 | 461 | 493 | 12 | 155 | 803 |
| 257 | 1,255 | 513 | 599 | 185 | 452 | 0 |
| 258 | 1,044 | 331 | 375 | 69 | 191 | 1,602 |
| 259 | 2,032 | 648 | 673 | 28 | 125 | 0 |
| 260 | 799 | 281 | 310 | 188 | 697 | 777 |
| 261 | 1,908 | 589 | 612 | 0 | 570 | 1,663 |
| 262 | 3,890 | 1,191 | 1,297 | 13 | 141 | 665 |
| 263 | 1,719 | 581 | 613 | 27 | 141 | 0 |
| 264 | 1,472 | 439 | 454 | 0 | 173 | 772 |
| 265 | 791 | 299 | 316 | 0 | 36 | 0 |
| 266 | 1,279 | 470 | 479 | 95 | 298 | 0 |
| 267 | 1,683 | 630 | 639 | 465 | 646 | 663 |
| 268 | 1,998 | 628 | 682 | 146 | 205 | 0 |
| 269 | 2,863 | 976 | 997 | 11 | 561 | 1,613 |
| 270 | 2,699 | 905 | 928 | 27 | 669 | 839 |
| 271 | 925 | 349 | 363 | 40 | 221 | 233 |
| 272 | 1,279 | 423 | 427 | 0 | 83 | 0 |
| 273 | 2,207 | 800 | 849 | 31 | 306 | 1,237 |
| 274 | 1,183 | 375 | 381 | 186 | 518 | 1,272 |
| 275 | 1,235 | 477 | 508 | 15 | 247 | 0 |
| 276 | 1,089 | 393 | 399 | 15 | 301 | 0 |
| 277 | 1,447 | 520 | 525 | 52 | 74 | 0 |
| 278 | 1,428 | 497 | 511 | 37 | 338 | 986 |
| 279 | 3,074 | 1,009 | 1,019 | 42 | 417 | 523 |
| 280 | 1,701 | 595 | 622 | 35 | 697 | 1,160 |
| 281 | 1,287 | 452 | 460 | 1,320 | 1,535 | 0 |
| 282 | 1,421 | 535 | 573 | 88 | 439 | 897 |
| 283 | 3,100 | 1,084 | 1,118 | 34 | 178 | 0 |
| 284 | 264 | 104 | 108 | 11 | 40 | 0 |
| 285 | 1,675 | 607 | 629 | 13 | 255 | 0 |
| 286 | 769 | 277 | 288 | 5 | 93 | 0 |
| 287 | 1,796 | 620 | 637 | 10 | 197 | 0 |
| 288 | 373 | 150 | 154 | 122 | 529 | 0 |
| 289 | 2,515 | 883 | 907 | 405 | 482 | 0 |
| 290 | 605 | 214 | 224 | 0 | 0 | 0 |
| 291 | 1,693 | 620 | 635 | 0 | 80 | 0 |
| 292 | 2,731 | 1,001 | 1,092 | 416 | 717 | 702 |
| 293 | 1,142 | 419 | 431 | 0 | 229 | 501 |
| 294 | 305 | 119 | 180 | 57 | 1,433 | 0 |

**TABLE B - 4**
**2032 PLANNING VARIABLES**

| TRAFFIC ZONE | POPULATION | OCCUPIED DWELLING UNITS | TOTAL DWELLING UNITS | RETAIL EMPLOYMENT | TOTAL EMPLOYMENT | SCHOOL ENROLLMENT |
|---|---|---|---|---|---|---|
| 295 | 1,806 | 516 | 562 | 8 | 766 | 503 |
| 296 | 1,735 | 663 | 776 | 121 | 467 | 1,008 |
| 297 | 1,597 | 510 | 541 | 0 | 245 | 539 |
| 298 | 2,134 | 671 | 724 | 2 | 29 | 0 |
| 299 | 2,047 | 715 | 778 | 46 | 462 | 0 |
| 300 | 841 | 287 | 316 | 58 | 578 | 1,078 |
| 301 | 1,970 | 677 | 762 | 11 | 107 | 0 |
| 302 | 932 | 346 | 372 | 12 | 296 | 613 |
| 303 | 1,075 | 430 | 447 | 502 | 1,141 | 896 |
| 304 | 1,137 | 392 | 407 | 2 | 32 | 0 |
| 305 | 2,863 | 1,029 | 1,108 | 1,008 | 1,215 | 0 |
| 306 | 490 | 206 | 219 | 0 | 522 | 1,912 |
| 307 | 1,680 | 618 | 664 | 118 | 318 | 730 |
| 308 | 1,005 | 337 | 371 | 113 | 629 | 0 |
| 309 | 1,242 | 432 | 444 | 348 | 512 | 0 |
| 310 | 1,206 | 460 | 471 | 95 | 202 | 0 |
| 311 | 614 | 229 | 246 | 17 | 184 | 0 |
| 312 | 355 | 108 | 114 | 0 | 28 | 0 |
| 313 | 505 | 191 | 201 | 5 | 120 | 722 |
| 314 | 767 | 325 | 343 | 0 | 57 | 0 |
| 315 | 367 | 148 | 172 | 0 | 0 | 0 |
| 316 | 1,652 | 553 | 567 | 25 | 75 | 0 |
| 317 | 792 | 268 | 279 | 0 | 146 | 0 |
| 318 | 694 | 259 | 276 | 0 | 15 | 0 |
| 319 | 546 | 186 | 200 | 87 | 263 | 0 |
| 320 | 1,470 | 510 | 581 | 0 | 7 | 0 |
| 321 | 994 | 338 | 394 | 42 | 212 | 0 |
| 322 | 594 | 221 | 223 | 21 | 42 | 0 |
| 323 | 480 | 171 | 185 | 0 | 26 | 0 |
| 324 | 761 | 239 | 242 | 27 | 90 | 0 |
| 325 | 469 | 209 | 215 | 377 | 524 | 0 |
| 326 | 473 | 144 | 195 | 260 | 1,302 | 0 |
| 327 | 451 | 160 | 168 | 8 | 16 | 0 |
| 328 | 884 | 276 | 301 | 948 | 1,200 | 0 |
| 329 | 541 | 200 | 212 | 58 | 231 | 0 |
| 330 | 430 | 147 | 151 | 0 | 0 | 0 |
| 331 | 788 | 286 | 309 | 14 | 57 | 0 |
| 332 | 1,214 | 410 | 437 | 5 | 48 | 669 |
| 333 | 464 | 155 | 162 | 15 | 18 | 669 |
| 334 | 203 | 70 | 83 | 16 | 77 | 45 |
| 335 | 840 | 307 | 331 | 76 | 398 | 964 |
| 336 | 2,826 | 883 | 902 | 29 | 289 | 2,057 |

**TABLE B - 4**
**2032 PLANNING VARIABLES**

| TRAFFIC ZONE | POPULATION | OCCUPIED DWELLING UNITS | TOTAL DWELLING UNITS | RETAIL EMPLOYMENT | TOTAL EMPLOYMENT | SCHOOL ENROLLMENT |
|---|---|---|---|---|---|---|
| 337 | 1,317 | 459 | 475 | 87 | 579 | 0 |
| 338 | 840 | 269 | 276 | 0 | 105 | 0 |
| 339 | 1,267 | 430 | 440 | 0 | 76 | 669 |
| 340 | 838 | 314 | 324 | 11 | 109 | 239 |
| 341 | 611 | 232 | 255 | 339 | 691 | 0 |
| 342 | 619 | 209 | 221 | 0 | 37 | 0 |
| 343 | 376 | 111 | 111 | 0 | 43 | 0 |
| 344 | 530 | 194 | 201 | 0 | 29 | 0 |
| 345 | 940 | 330 | 349 | 82 | 102 | 0 |
| 346 | 513 | 151 | 169 | 4 | 31 | 0 |
| 347 | 545 | 173 | 193 | 0 | 24 | 0 |
| 348 | 609 | 210 | 436 | 0 | 196 | 0 |
| 349 | 501 | 168 | 183 | 0 | 33 | 0 |
| 350 | 887 | 294 | 369 | 0 | 6 | 0 |
| 351 | 1,137 | 399 | 428 | 0 | 6 | 0 |
| 352 | 1,669 | 616 | 652 | 11 | 228 | 524 |
| 353 | 2,019 | 384 | 413 | 28 | 175 | 0 |
| 354 | 455 | 155 | 171 | 0 | 979 | 0 |
| 355 | 24 | 7 | 7 | 0 | 545 | 0 |
| 356 | 145 | 66 | 81 | 7 | 661 | 1,512 |
| 357 | 2,731 | 938 | 1,073 | 3 | 30 | 981 |
| 358 | 2,187 | 872 | 1,054 | 2 | 182 | 525 |
| 359 | 2,884 | 1,443 | 1,461 | 0 | 77 | 9,627 |
| 360 | 329 | 111 | 122 | 0 | 110 | 0 |
| 361 | 1,385 | 442 | 453 | 0 | 40 | 0 |
| 362 | 1,984 | 628 | 671 | 0 | 31 | 0 |
| 363 | 532 | 179 | 214 | 0 | 14 | 0 |
| 364 | 716 | 223 | 251 | 4 | 6 | 0 |
| 365 | 567 | 187 | 203 | 1 | 38 | 0 |
| 366 | 1,079 | 403 | 451 | 0 | 63 | 0 |
| 367 | 558 | 191 | 210 | 0 | 3 | 0 |
| 368 | 422 | 144 | 153 | 7 | 351 | 1,842 |
| 369 | 347 | 114 | 122 | 0 | 0 | 0 |
| 370 | 444 | 142 | 150 | 26 | 27 | 0 |
| 371 | 352 | 118 | 125 | 0 | 2 | 0 |
| 372 | 464 | 197 | 202 | 6 | 12 | 0 |
| 373 | 892 | 303 | 335 | 4 | 12 | 0 |
| 374 | 187 | 68 | 70 | 0 | 1 | 0 |
| 375 | 475 | 174 | 185 | 6 | 11 | 0 |
| 376 | 221 | 74 | 74 | | 0 | 0 |
| 377 | 259 | 97 | 100 | 0 | 3 | 0 |
| 378 | 612 | 184 | 208 | 0 | 0 | 0 |

**TABLE B - 4**
**2032 PLANNING VARIABLES**

| TRAFFIC ZONE | POPULATION | OCCUPIED DWELLING UNITS | TOTAL DWELLING UNITS | RETAIL EMPLOYMENT | TOTAL EMPLOYMENT | SCHOOL ENROLLMENT |
|---|---|---|---|---|---|---|
| 379 | 375 | 147 | 162 | 0 | 0 | 0 |
| 380 | 260 | 92 | 101 | 5 | 52 | 0 |
| 381 | 103 | 33 | 37 | 0 | 11 | 0 |
| 382 | 61 | 26 | 26 | 0 | 0 | 0 |
| 383 | 72 | 24 | 31 | 0 | 0 | 0 |
| 384 | 99 | 32 | 32 | 0 | 8 | 0 |
| 401 | 960 | 347 | 416 | 29 | 1,467 | 0 |
| 402 | 460 | 158 | 158 | 20 | 341 | 0 |
| 403 | 623 | 308 | 525 | 0 | 77 | 0 |
| 404 | 228 | 76 | 76 | 380 | 1,118 | 0 |
| 405 | 159 | 74 | 82 | 0 | 176 | 0 |
| 406 | 417 | 133 | 171 | 12 | 243 | 0 |
| 407 | 802 | 359 | 393 | 49 | 98 | 0 |
| 408 | 736 | 279 | 331 | 7 | 338 | 0 |
| 409 | 522 | 186 | 198 | 174 | 424 | 0 |
| 410 | 1,084 | 365 | 430 | 107 | 766 | 1,301 |
| 411 | 656 | 250 | 344 | 16 | 224 | 0 |
| 412 | 527 | 176 | 176 | 0 | 20 | 0 |
| 413 | 1,575 | 558 | 768 | 753 | 1,092 | 0 |
| 414 | 2,136 | 673 | 698 | 7 | 339 | 367 |
| 415 | 17 | 8 | 8 | 0 | 122 | 0 |
| 416 | 1,183 | 490 | 551 | 16 | 1,575 | 1,462 |
| 417 | 1,349 | 469 | 495 | 456 | 642 | 369 |
| 418 | 848 | 382 | 415 | 81 | 575 | 0 |
| 419 | 1,516 | 558 | 586 | 49 | 486 | 0 |
| 420 | 0 | 0 | 0 | 83 | 1,183 | 0 |
| 421 | 702 | 335 | 407 | 268 | 2,062 | 0 |
| 422 | 0 | 0 | 0 | 0 | 844 | 0 |
| 423 | 1,495 | 507 | 509 | 147 | 2,446 | 0 |
| 424 | 1,410 | 529 | 561 | 685 | 2,015 | 3,180 |
| 425 | 1,104 | 394 | 417 | 20 | 80 | 0 |
| 426 | 1,638 | 575 | 587 | 60 | 1,192 | 489 |
| 427 | 539 | 186 | 167 | 0 | 66 | 0 |
| 428 | 1,041 | 351 | 392 | 0 | 284 | 0 |
| 429 | 1,930 | 575 | 575 | 210 | 1,401 | 0 |
| 430 | 505 | 200 | 205 | | 43 | 0 |
| 431 | 166 | 55 | 62 | 24 | 797 | 0 |
| 432 | 250 | 103 | 116 | 0 | 0 | 0 |
| 433 | 71 | 18 | 21 | 123 | 123 | 0 |
| 434 | 382 | 127 | 136 | 0 | 301 | 0 |
| 435 | 1,199 | 425 | 447 | 6 | 320 | 0 |
| 436 | 1,164 | 382 | 422 | 6 | 580 | 0 |

**TABLE B - 4**
**2032 PLANNING VARIABLES**

| TRAFFIC ZONE | POPULATION | OCCUPIED DWELLING UNITS | TOTAL DWELLING UNITS | RETAIL EMPLOYMENT | TOTAL EMPLOYMENT | SCHOOL ENROLLMENT |
|---|---|---|---|---|---|---|
| 437 | 1,677 | 576 | 595 | 0 | 527 | 0 |
| 438 | 370 | 147 | 166 | 98 | 754 | 0 |
| 439 | 58 | 0 | 0 | 0 | 66 | 0 |
| 440 | 2 | 2 | 2 | 0 | 186 | 0 |
| 441 | 608 | 239 | 271 | 213 | 1,013 | 0 |
| 442 | 1,078 | 385 | 408 | 30 | 78 | 0 |
| 443 | 50 | 24 | 25 | 15 | 30 | 0 |
| 444 | 1,339 | 609 | 730 | 218 | 1,814 | 0 |
| 451 | 551 | 184 | 199 | 0 | 23 | 0 |
| 452 | 2,353 | 790 | 798 | 74 | 526 | 1,120 |
| 453 | 4,196 | 1,335 | 1,359 | 115 | 961 | 2,500 |
| 454 | 1,883 | 654 | 667 | 175 | 603 | 771 |
| 455 | 1,797 | 640 | 669 | 56 | 312 | 0 |
| 456 | 3,057 | 1,015 | 1,038 | 6 | 296 | 577 |
| 457 | 3,694 | 1,283 | 1,307 | 140 | 304 | 0 |
| 458 | 1,531 | 514 | 538 | 318 | 397 | 0 |
| 459 | 1,451 | 529 | 580 | 3 | 163 | 0 |
| 460 | 1,794 | 676 | 722 | 1 | 68 | 0 |
| 461 | 2,802 | 960 | 985 | 13 | 133 | 0 |
| 462 | 1,648 | 550 | 548 | 0 | 40 | 664 |
| 463 | 1,331 | 464 | 502 | 0 | 17 | 0 |
| 464 | 1,266 | 433 | 449 | 2 | 44 | 0 |
| 465 | 1,875 | 633 | 652 | 5 | 86 | 0 |
| 466 | 1,567 | 561 | 587 | 27 | 535 | 1,187 |
| 467 | 1,213 | 404 | 432 | 4 | 122 | 0 |
| 468 | 874 | 283 | 325 | 4 | 140 | 374 |
| 469 | 704 | 297 | 307 | 138 | 213 | 0 |
| 470 | 549 | 222 | 231 | 1,013 | 1,164 | 0 |
| 471 | 1,022 | 347 | 413 | 12 | 58 | 0 |
| 472 | 511 | 198 | 223 | 2 | 60 | 0 |
| 473 | 510 | 174 | 181 | 3 | 128 | 0 |
| 474 | 984 | 360 | 379 | 35 | 232 | 0 |
| 475 | 681 | 216 | 253 | 93 | 373 | 0 |
| 476 | 804 | 259 | 286 | 4 | 43 | 0 |
| 477 | 973 | 401 | 433 | 117 | 777 | 3,403 |
| 478 | 634 | 231 | 235 | 7 | 83 | 0 |
| 479 | 1,113 | 384 | 436 | 46 | 386 | 0 |
| 480 | 1,552 | 543 | 567 | 16 | 517 | 694 |
| 481 | 802 | 290 | 298 | 3 | 251 | 1,255 |
| 482 | 2,652 | 918 | 937 | 22 | 106 | 718 |
| 483 | 1,796 | 582 | 599 | 85 | 314 | 614 |
| 484 | 647 | 222 | 245 | 0 | 24 | 0 |

**TABLE B - 4**
**2032 PLANNING VARIABLES**

| TRAFFIC ZONE | POPULATION | OCCUPIED DWELLING UNITS | TOTAL DWELLING UNITS | RETAIL EMPLOYMENT | TOTAL EMPLOYMENT | SCHOOL ENROLLMENT |
|---|---|---|---|---|---|---|
| 485 | 603 | 270 | 293 | 32 | 216 | 0 |
| 486 | 483 | 211 | 230 | 4 | 91 | 737 |
| 487 | 886 | 322 | 331 | 61 | 608 | 700 |
| 488 | 710 | 294 | 309 | 35 | 702 | 2,381 |
| 489 | 213 | 99 | 107 | 109 | 375 | 0 |
| 490 | 203 | 84 | 92 | 48 | 59 | 0 |
| 491 | 359 | 147 | 232 | 2 | 71 | 0 |
| 492 | 788 | 281 | 304 | 187 | 1,037 | 0 |
| 493 | 630 | 249 | 266 | 351 | 1,299 | 629 |
| 494 | 1,276 | 476 | 539 | 334 | 530 | 0 |
| 495 | 280 | 115 | 124 | 0 | 16 | 0 |
| 496 | 1,625 | 630 | 688 | 325 | 500 | 0 |
| 497 | 1,929 | 730 | 768 | 404 | 674 | 0 |
| 498 | 1,545 | 535 | 547 | 1 | 38 | 0 |
| 499 | 523 | 165 | 168 | 0 | 19 | 0 |
| 500 | 818 | 326 | 352 | 3 | 80 | 0 |
| 501 | 886 | 428 | 496 | 890 | 1,412 | 0 |
| 502 | 1,141 | 408 | 427 | 267 | 1,066 | 0 |
| 503 | 547 | 237 | 239 | 114 | 600 | 0 |
| 504 | 735 | 273 | 279 | 305 | 429 | 0 |
| 505 | 677 | 243 | 277 | 363 | 1,069 | 0 |
| 506 | 621 | 196 | 203 | 0 | 98 | 0 |
| 507 | 1,080 | 365 | 440 | 146 | 520 | 702 |
| 508 | 1,023 | 473 | 499 | 246 | 946 | 1,097 |
| 509 | 2,227 | 740 | 804 | 19 | 159 | 0 |
| 510 | 582 | 166 | 168 | 0 | 114 | 0 |
| 511 | 1,323 | 463 | 504 | 1 | 55 | 0 |
| 512 | 3,023 | 1,052 | 1,107 | 36 | 171 | 572 |
| 513 | 1,446 | 549 | 580 | 92 | 368 | 598 |
| 514 | 2,341 | 825 | 853 | 41 | 214 | 0 |
| 515 | 613 | 215 | 237 | 9 | 94 | 0 |
| 516 | 2,901 | 1,157 | 1,321 | 18 | 36 | 0 |
| 517 | 1,121 | 450 | 542 | 41 | 74 | 0 |
| 518 | 888 | 360 | 443 | 92 | 183 | 2,223 |
| 519 | 1,381 | 477 | 538 | 52 | 273 | 448 |
| 520 | 1,206 | 409 | 440 | 9 | 34 | 0 |
| 521 | 1,075 | 380 | 455 | 22 | 76 | 0 |
| 522 | 957 | 385 | 471 | 95 | 128 | 0 |
| 523 | 604 | 204 | 214 | 1 | 22 | 0 |
| 524 | 722 | 260 | 288 | 26 | 51 | 0 |
| 525 | 1,365 | 482 | 512 | 226 | 470 | 0 |
| 526 | 1,333 | 458 | 524 | 60 | 208 | 0 |

**TABLE B - 4**
**2032 PLANNING VARIABLES**

| TRAFFIC ZONE | POPULATION | OCCUPIED DWELLING UNITS | TOTAL DWELLING UNITS | RETAIL EMPLOYMENT | TOTAL EMPLOYMENT | SCHOOL ENROLLMENT |
|---|---|---|---|---|---|---|
| 527 | 842 | 311 | 338 | 133 | 532 | 681 |
| 528 | 981 | 281 | 362 | 19 | 76 | 0 |
| 529 | 1,957 | 683 | 727 | 50 | 334 | 0 |
| 530 | 674 | 212 | 226 | 17 | 57 | 0 |
| 531 | 634 | 218 | 227 | 2 | 20 | 0 |
| 532 | 2,281 | 810 | 862 | 23 | 228 | 0 |
| 533 | 1,521 | 515 | 545 | 4 | 197 | 675 |
| 534 | 1,666 | 571 | 631 | 608 | 2,025 | 0 |
| 535 | 724 | 244 | 262 | 5 | 50 | 0 |
| 536 | 2,231 | 793 | 890 | 210 | 600 | 0 |
| 537 | 486 | 141 | 143 | 1 | 71 | 0 |
| 538 | 828 | 283 | 315 | 7 | 217 | 0 |
| 539 | 633 | 217 | 221 | 17 | 29 | 0 |
| 540 | 592 | 194 | 228 | 14 | 27 | 0 |
| 541 | 1,594 | 579 | 606 | 4 | 218 | 630 |
| 542 | 2,076 | 681 | 709 | 3 | 172 | 0 |
| 543 | 1,366 | 456 | 506 | 4 | 213 | 0 |
| 544 | 1,742 | 587 | 608 | 1 | 103 | 0 |
| 545 | 1,189 | 436 | 460 | 103 | 113 | 0 |
| 546 | 889 | 311 | 336 | 0 | 31 | 0 |
| 547 | 801 | 253 | 271 | 13 | 25 | 0 |
| 548 | 218 | 79 | 79 | 10 | 20 | 0 |
| 549 | 743 | 251 | 268 | 9 | 17 | 0 |
| 550 | 911 | 319 | 345 | 5 | 250 | 0 |
| 551 | 2,525 | 812 | 859 | 3 | 174 | 369 |
| 552 | 771 | 258 | 270 | 10 | 20 | 0 |
| 553 | 514 | 152 | 167 | 71 | 148 | 0 |
| 554 | 152 | 59 | 59 | 0 | 0 | 0 |
| 555 | 192 | 52 | 60 | | 0 | 808 |
| 601 | 2,746 | 992 | 1,050 | 1,161 | 2,110 | 2,173 |
| 602 | 2,062 | 792 | 823 | 191 | 273 | 384 |
| 603 | 761 | 286 | 352 | 3 | 19 | 0 |
| 604 | 910 | 351 | 396 | 2 | 32 | 0 |
| 605 | 904 | 301 | 347 | 219 | 219 | 0 |
| 606 | 967 | 359 | 398 | 46 | 46 | 0 |
| 607 | 896 | 359 | 395 | 122 | 812 | 0 |
| 608 | 924 | 413 | 440 | 59 | 589 | 0 |
| 609 | 850 | 331 | 347 | 251 | 836 | 0 |
| 610 | 1,894 | 797 | 827 | 269 | 560 | 800 |
| 611 | 1,493 | 620 | 695 | 32 | 264 | 800 |
| 612 | 1,705 | 648 | 702 | 95 | 190 | 0 |
| 613 | 1,028 | 425 | 447 | 47 | 364 | 0 |

**TABLE B - 4**
**2032 PLANNING VARIABLES**

| TRAFFIC ZONE | POPULATION | OCCUPIED DWELLING UNITS | TOTAL DWELLING UNITS | RETAIL EMPLOYMENT | TOTAL EMPLOYMENT | SCHOOL ENROLLMENT |
|---|---|---|---|---|---|---|
| 614 | 1,502 | 509 | 542 | 3 | 53 | 0 |
| 615 | 1,297 | 491 | 521 | 39 | 259 | 0 |
| 616 | 2,148 | 870 | 957 | 3 | 139 | 836 |
| 617 | 1,997 | 735 | 760 | 5 | 242 | 578 |
| 618 | 1,300 | 563 | 615 | 1 | 70 | 0 |
| 619 | 1,798 | 678 | 734 | 63 | 317 | 1,068 |
| 620 | 1,354 | 514 | 538 | 11 | 38 | 0 |
| 621 | 2,099 | 795 | 830 | 39 | 155 | 0 |
| 622 | 761 | 270 | 286 | 0 | 260 | 1,734 |
| 623 | 1,609 | 525 | 559 | 21 | 54 | 0 |
| 624 | 919 | 303 | 310 | 0 | 39 | 0 |
| 625 | 759 | 230 | 291 | 114 | 176 | 0 |
| 626 | 1,038 | 479 | 505 | 6 | 116 | 0 |
| 627 | 1,092 | 477 | 489 | 4 | 77 | 0 |
| 628 | 1,439 | 649 | 670 | 101 | 230 | 0 |
| 629 | 1,036 | 424 | 448 | 5 | 83 | 0 |
| 630 | 1,046 | 459 | 483 | 24 | 484 | 0 |
| 631 | 633 | 330 | 368 | 5 | 90 | 372 |
| 632 | 397 | 138 | 144 | 0 | 4 | 0 |
| 633 | 55 | 23 | 25 | 19 | 19 | 0 |
| 634 | 2 | 1 | 1 | 0 | 46 | 453 |
| 635 | 645 | 269 | 275 | 0 | 9 | 0 |
| 636 | 742 | 265 | 271 | 0 | 8 | 0 |
| 637 | 747 | 291 | 298 | 82 | 104 | 0 |
| 638 | 743 | 266 | 277 | 37 | 73 | 0 |
| 639 | 826 | 338 | 353 | 21 | 412 | 1,762 |
| 640 | 372 | 150 | 186 | 90 | 226 | 0 |
| 641 | 1,393 | 468 | 500 | 170 | 424 | 218 |
| 642 | 1,096 | 360 | 419 | 97 | 322 | 0 |
| 643 | 669 | 243 | 266 | 94 | 1,345 | 0 |
| 644 | 554 | 173 | 178 | 28 | 55 | 0 |
| 645 | 609 | 221 | 227 | 1 | 45 | 0 |
| 646 | 859 | 271 | 302 | 13 | 26 | 0 |
| 647 | 989 | 308 | 483 | 49 | 197 | 0 |
| 648 | 264 | 73 | 77 | 17 | 69 | 0 |
| 649 | 0 | 0 | 0 | 0 | 67 | 0 |
| 650 | 576 | 186 | 221 | 40 | 448 | 0 |
| 651 | 293 | 102 | 137 | 41 | 453 | 0 |
| 652 | 56 | 14 | 15 | 74 | 462 | 0 |
| 653 | 2,682 | 877 | 923 | 213 | 1,420 | 0 |
| 654 | 1,035 | 333 | 344 | 43 | 142 | 0 |
| 655 | 283 | 74 | 86 | 0 | 471 | 826 |

**TABLE B - 4**
**2032 PLANNING VARIABLES**

| TRAFFIC ZONE | POPULATION | OCCUPIED DWELLING UNITS | TOTAL DWELLING UNITS | RETAIL EMPLOYMENT | TOTAL EMPLOYMENT | SCHOOL ENROLLMENT |
|---|---|---|---|---|---|---|
| 656 | 1,058 | 260 | 279 | 52 | 398 | 0 |
| 657 | 657 | 229 | 255 | 40 | 441 | 0 |
| 658 | 913 | 246 | 268 | 0 | 30 | 769 |
| 659 | 905 | 198 | 227 | 1 | 69 | 0 |
| 660 | 301 | 104 | 108 | 20 | 25 | 0 |
| 661 | 176 | 67 | 70 | 75 | 622 | 1,291 |
| 662 | 100 | 27 | 30 | 8 | 378 | 0 |
| 663 | 3 | 1 | 1 | 334 | 375 | 0 |
| 664 | 754 | 257 | 278 | 101 | 405 | 0 |
| 665 | 192 | 64 | 72 | 89 | 203 | 0 |
| 666 | 25 | 8 | 8 | 999 | 1,110 | 0 |
| 667 | 1,561 | 543 | 586 | 286 | 818 | 0 |
| 668 | 4 | 1 | 1 | 18 | 40 | 0 |
| 669 | 226 | 75 | 83 | | 0 | 0 |
| 670 | 68 | 22 | 22 | 372 | 573 | 0 |
| 671 | 11 | 1 | 1 | 0 | 81 | 674 |
| 672 | 494 | 152 | 165 | 11 | 222 | 738 |
| 673 | 168 | 84 | 95 | 183 | 281 | 0 |
| 674 | 18 | 7 | 10 | 493 | 657 | 0 |
| 675 | 658 | 243 | 295 | 148 | 435 | 818 |
| 676 | 573 | 193 | 208 | 0 | 15 | 0 |
| 677 | 155 | 55 | 59 | 0 | 9 | 0 |
| 678 | 185 | 76 | 84 | 101 | 335 | 906 |
| 679 | 1,081 | 357 | 372 | 27 | 48 | 0 |
| 680 | 663 | 228 | 263 | 0 | 0 | 0 |
| 681 | 701 | 260 | 279 | 4 | 80 | 0 |
| 682 | 989 | 337 | 363 | 9 | 174 | 0 |
| 683 | 792 | 290 | 310 | 24 | 52 | 0 |
| 684 | 504 | 183 | 191 | 101 | 201 | 0 |
| 685 | 760 | 275 | 310 | 98 | 147 | 0 |
| 686 | 80 | 36 | 41 | 117 | 199 | 0 |
| 687 | 424 | 145 | 158 | 2 | 93 | 0 |
| 688 | 1,352 | 526 | 571 | 12 | 247 | 0 |
| 689 | 943 | 353 | 366 | 46 | 579 | 1,054 |
| 690 | 1,541 | 515 | 527 | 8 | 79 | 0 |
| 691 | 1,905 | 675 | 714 | 21 | 416 | 784 |
| 692 | 1,436 | 426 | 429 | 123 | 138 | 0 |
| 693 | 1,269 | 451 | 476 | 34 | 97 | 0 |
| 694 | 969 | 329 | 348 | 14 | 71 | 0 |
| 695 | 1,719 | 563 | 608 | 0 | 104 | 0 |
| 696 | 886 | 363 | 380 | 44 | 317 | 0 |
| 697 | 502 | 231 | 281 | 111 | 117 | 0 |

**TABLE B - 4**
**2032 PLANNING VARIABLES**

| TRAFFIC ZONE | POPULATION | OCCUPIED DWELLING UNITS | TOTAL DWELLING UNITS | RETAIL EMPLOYMENT | TOTAL EMPLOYMENT | SCHOOL ENROLLMENT |
|---|---|---|---|---|---|---|
| 698 | 1,420 | 576 | 620 | 0 | 35 | 0 |
| 699 | 1,766 | 730 | 784 | 51 | 340 | 0 |
| 700 | 565 | 258 | 277 | 43 | 284 | 0 |
| 701 | 1,131 | 418 | 436 | 0 | 102 | 0 |
| 702 | 193 | 84 | 88 | 7 | 117 | 0 |
| 703 | 9 | 5 | 6 | 23 | 194 | 0 |
| 704 | 818 | 309 | 333 | 13 | 54 | 0 |
| 705 | 1,455 | 562 | 607 | 150 | 575 | 3,679 |
| 706 | 1,443 | 500 | 521 | 59 | 586 | 2,525 |
| 707 | 1,569 | 621 | 688 | 19 | 100 | 0 |
| 708 | 904 | 318 | 349 | 11 | 361 | 0 |
| 709 | 1,373 | 547 | 617 | 17 | 346 | 0 |
| 710 | 172 | 43 | 43 | 0 | 421 | 0 |
| 711 | 1,117 | 413 | 459 | 40 | 796 | 0 |
| 712 | 440 | 162 | 195 | 5 | 99 | 0 |
| 713 | 0 | 0 | 0 | 1,013 | 1,113 | 0 |
| 714 | 0 | 0 | 0 | 0 | 489 | 0 |
| 715 | 176 | 88 | 117 | 0 | 65 | 0 |
| 716 | 0 | 0 | 0 | | 24 | 0 |
| 717 | 35 | 11 | 12 | 445 | 754 | 0 |
| 718 | 0 | 0 | 0 | 0 | 0 | 0 |
| 719 | 0 | 0 | 0 | 25 | 1,263 | 0 |
| 720 | 0 | 0 | 0 | 6 | 281 | 0 |
| 721 | 0 | 0 | 0 | 2 | 93 | 0 |
| 722 | 449 | 162 | 182 | 0 | 79 | 0 |
| 723 | 411 | 167 | 175 | 0 | 10 | 0 |
| 724 | 575 | 204 | 227 | | 0 | 0 |
| 725 | 619 | 199 | 206 | 0 | 99 | 280 |
| 726 | 254 | 98 | 105 | 0 | 0 | 0 |
| 727 | 621 | 278 | 298 | 112 | 507 | 0 |
| 728 | 150 | 61 | 61 | 0 | 15 | 0 |
| 729 | 104 | 0 | 0 | 167 | 669 | 0 |
| 730 | 0 | 0 | 0 | 0 | 259 | 0 |
| 731 | 291 | 134 | 147 | 0 | 22 | 0 |
| 732 | 0 | 0 | 0 | 0 | 0 | 0 |
| 733 | 59 | 25 | 26 | 0 | 0 | 0 |
| 734 | 123 | 18 | 18 | 0 | 0 | 0 |
| 735 | 0 | 0 | 0 | 0 | 0 | 0 |
| 736 | 478 | 189 | 218 | 23 | 23 | 0 |
| 737 | 780 | 332 | 358 | 1 | 31 | 0 |
| 738 | 870 | 350 | 379 | 92 | 184 | 0 |
| 739 | 543 | 209 | 223 | 0 | 50 | 0 |

**TABLE B - 4**
**2032 PLANNING VARIABLES**

| TRAFFIC ZONE | POPULATION | OCCUPIED DWELLING UNITS | TOTAL DWELLING UNITS | RETAIL EMPLOYMENT | TOTAL EMPLOYMENT | SCHOOL ENROLLMENT |
|---|---|---|---|---|---|---|
| 740 | 145 | 60 | 86 | 26 | 26 | 0 |
| 741 | 964 | 383 | 412 | 29 | 48 | 0 |
| 742 | 70 | 34 | 42 | 0 | 11 | 0 |
| 801 | 0 | 0 | 0 | 0 | 40 | 0 |
| 802 | 589 | 207 | 238 | 0 | 481 | 0 |
| 803 | 303 | 104 | 109 | 0 | 1,047 | 0 |
| 804 | 0 | 0 | 0 | 21 | 2,069 | 0 |
| 805 | 597 | 214 | 220 | 7 | 725 | 0 |
| 806 | 339 | 136 | 145 | 0 | 81 | 0 |
| 807 | 475 | 177 | 186 | 23 | 77 | 0 |
| 808 | 509 | 190 | 224 | 0 | 482 | 0 |
| 809 | 913 | 316 | 328 | 0 | 91 | 0 |
| 810 | 1,101 | 375 | 398 | 0 | 88 | 0 |
| 811 | 392 | 125 | 128 | 4 | 365 | 1,542 |
| 812 | 712 | 260 | 281 | 0 | 117 | 0 |
| 813 | 907 | 334 | 372 | 0 | 24 | 0 |

# Appendix C

## PPSUITE™ Overview and Model Analysis for the Metropolitan Planning Area

# *Chapter 1: INTRODUCTION*

The MOBILE program developed by USEPA is being used by transportation agencies to calculate mobile source emission factors, which are in turn a key input to the emissions inventories that are required for the State Implementation Plan (SIP) and for SIP/TIP Conformity Analysis. Transportation network models already developed by the agencies provide a sound basis for estimating vehicle miles traveled (VMT), highway operating speeds, and trip-end activity. However, special processing is required to convert the physical, operating, and traffic volume data contained in those models to a form and format that can be input to MOBILE. PPSUITE has been designed to provide a flexible framework for linking models to MOBILE, and for computing a variety of transportation system performance measures..

This documentation describes PPSUITE Version 5.0, which updates and supersedes previous releases of the Post Processor for Air Quality (PPAQ) and Performance Queries for Surface Transportation (PEQUEST). This document contains all the information needed to run PPSUITE with MOBILE Versions 5 and 6. Users will not need to refer to previous PPAQ documentation.

PPSUITE reads MinUTP binary or xBASE .DBF network files, obtaining the traffic volume and physical link data produced by the travel model. These are the key inputs to the system, although a variety of additional files are needed to provide supplemental data as described below. TP+ and TransCAD can easily be set up to unload their network files to .DBF format. Supplemental programs are also available to translate TRANPLAN network files to .DBF formats. Thus PPSUITE is fully compatible with the major transportation software platforms.

## Organization of This Documentation

This manual describes the technical approach and operating features of PPSUITE. It also contains sections that describe the installation process and use of the demonstration system. Separate documentation of MOBILE5A and MOBILE6 as promulgated by USEPA are also provided on the release CD.

The organization of this "Program Documentation" manual is as follows:

**Chapter 1: INTRODUCTION**

This section describes the general organization of the PPSUITE software, including the component programs and their functions. It also describes the process for installing PPSUITE.

**Chapter 2: SYSTEM OVERVIEW**

This section gives a brief overview of the system's basic technical functions. Its purpose is to give describe the general operation of the model. This section describes the various components of the PPSUITE process in terms of the transportation planning and emissions analysis process. It tries to avoid dealing with the specifics of PPSUITE keywords and file structures, and focuses instead on how PPSUITE analyses networks, prepares MOBILE inputs, and compiles performance measures. By doing so, it provides the technical background needed to effectively understand and use the package.

**Chapter 3: THE PPSUITE SETUP FILE**

PPSUITE is controlled by a setup file that specifies all of the operations of a particular run. Understanding the setup file is critical to understanding the use of PPSUITE, and this section provides comprehensive documentation of the setup file.

**Chapter 4: COMMAND DETAILS**

The Setup File and key commands were described in Chapter 3. This Chapter provides specific syntax and content for each Setup File command in the PPSUITE system.

**Chapter 5: DATA FILES**

Each of the data files that are input to or output from PPSUITE are described in this section.

**Chapter 6: THE CENTRAL PROCESS CONTROLLER**

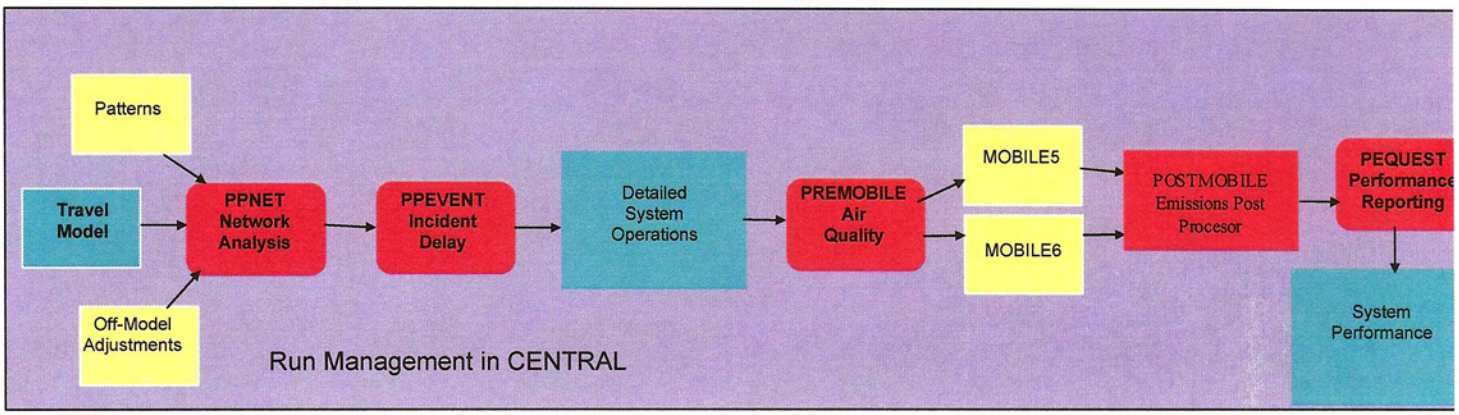
PPSUITE is distributed with the the CENTRAL Process Controller. While the individual PPSUITE programs could be executed singly, from a simple bat, or from another executive program, the CENTRAL system provides an open and maintainable method for controlling a PPSUITE run through a series of interactive dialogs. This section describes the use of CENTRAL with PPSUITE.

PPSUITE has been developed to support a wide variety of data sources and study needs. Consequently it has evolved to a point where it contains a wealth of options, and is flexible enough to address virtually any peculiarity of transportation data and application requrements. The setups and data requirements may be complex to accomplish particular objectives, though, so Urbitran Associates staff are available to provide guidance at any time.

## Organization of the PPSUITE System

The PPSUITE consists of a number of linked programs which together comprise a comprehensive set of tools with which to analyze transportation networks and compile performance measures. As is shown in Figure 1, the system consists of eight major programs which provide the key system functions. Additional programs provided with the system provide additional functions.

**Figure 1: PPSUITE SYSTEM ORGANIZATION**




1. **PPNET** processes the highway network files produced by the travel model. From the traffic volume data contained on the network – typically loads produced by an assignment process – and pattern files, PPNET computes traffic volumes by vehicle type for each hour of the day. Volumes can be adjusted using VMT adjustment files which can either arithmetically adjust VMT on an area and facility basis, or factor traffic volumes. PPNET then calculates link capacities and speeds for each hour. The results are saved in a "Link Summary File" which stores all relevant link volume and operation data.

2. **PPEVENT** is a region-wide incident model which estimates the number and type of events which occur on each link, then computes the resulting incident delay. Incident rates, response times, and clearance times have been assembled from a number of field studies, and the model is sensitive to the introduction of incident management methods such as freeway service patrols, ITS traffic control centers, etc. The nonrecurring delay estimated is added to the Link Summary File for further processing by the emissions and performance reporting programs.

3. **POSTMOBILE** is the air quality processing program which prepares inputs to USEPA's MOBILE5 or MOBILE6 programs. PPAQ's principal input is the Link Summary File, which contains all traffic volume and operation data for the highway network. Using a MOBILE input shell which is prepared by the user to specify the non-traffic-activity elements of the MOBILE run, PPAQ prepares a complete MOBILE run including all of the specialized data files needed to fully specify a run.

4. **MOBILE5 and MOBILE6** are USEPA's emission factor estimation programs. These programs are the versions released by USEPA, and are used without modification. They operate on the input files prepared by PPAQ, and produce standard outputs which are interpreted by the PPEMISSIONS program.

5. **POSTMOBILE** is a MOBILE post processor which compiles standardized databases in .DBF format from the MOBILE output. In the case of MOBILE5, the program multiplies vehicle miles of travel (VMT) by the MOBILE emissions rates to produce total emissions. In the case of MOBILE6, the total emissions are computed by MOBILE6.

6. **PEQUEST** provides system performance reporting capabilities for both general operations analysis and for emissions analysis. PEQUEST can produce supplemental link operations databases in .DBF format which support performance analysis. The user can select from nearly 60 different performance reports, including both operations and emissions reports.

7. **CENTRAL** is a general-purpose process control system which manages the overall PPSUITE. Simplified and standardized run setups are provided which the user can apply for an overall PPSUITE run. Alternatively the user can develop his own control file setups to implement complex processes integrated with the travel model.

While it consists of a number of individual programs, PPSUITE runs as an integrated system. The principal input is a single control file which all programs read. It contains "common" file declarations run parameters which can be used by all programs, and separate code blocks which are unique to each program.

## Installation Procedure

The following is the procedure for installing the software and data for execution. In the following description, F: is the assumed CD-ROM drive designation; change it to the designation for your computer. C: is the C-drive on your computer. D: is the drive on which data can be placed, and can be changed to any local hard-disk drive designation (including C:).

The PPSUITE library is typically delivered on a CD/ROM bundled with the setup for the Central Process Controller. Before beginning the installation, be sure to have available the License File that is provided under separate cover. This file contains authorization codes that specify usage permissions and license expiration dates. The License File should be copied to a local directory temporarily. After the setup is completed successfully, it should be moved to a more permanent location, preferably to the C:\PPSUITE\LIBRARY directory that the installation will create.

1. Copy the CENTRAL license file to a temporary location on C:.

2. Run F:\SETUP.EXE to begin the installation of CENTRAL. Follow the prompts for the CENTRAL install. Do not change the target directory – leave it as: C:\program files\central4.

3. When asked for a license file, select the temporary location that you designated earlier.

4. Once CENTRAL has installed successfully, create a shortcut on the Desktop to the CENTRAL.EXE located in c:\program files\central4.

Now that CENTRAL has been installed successfully, we can proceed with the installation of the PPsuite software.

1. First, start CENTRAL, by clicking on the shortcut on your desktop.

2. In the Work Area Directory box, select C:.

3. In the Primary Control File box, select the file F:\PPSUITE_INSTALL.CTL.

4. Click GO to begin the installation.

5. On the first screen select AUTOMATIC installation. (CUSTOM installation is not recommended for novice users.)

6. Click PROCEED. The installation will begin.

7. CENTRAL should return a green screen with no errors. The installation of PPsuite was successful.

After successful installation of both CENTRAL and PPSUITE, several additional tasks are suggested:

- Move your license file from its temporary location to a permanent location. It is suggested that this location be C:\PPSUITE\LIBRARY\.
- Copy the PPSDEMO directory from the CD/ROM to a local drive location. This directory contains sample data and setups which demonstrate the use of the PPSUITE.
- Change the attributes of the PPDEMOS directory files from Read Only to Read/Write, by right clicking on the directory from Explorer, selecting Properties, and de-selecting Read Only. It should be noted that files copied from CD/ROM to disk are always left as Read-Only files until changed, which can interfere with program runs using the data.

## Data Directory Structure

It is suggested that each condition to be analyzed by PPSUITE be located in a unique data directory. This is because a large number of files are created by a PPSUITE run, and some are repeated from run to run. Mixing conditions within the same directory could cause file conflicts which would lead to errors.

It should be noted that when run by the supplied CENTRAL control files, PPSUITE automatically creates an M6DATA directory under the main data directory, in which the MOBILE6 input and output files are created. This separate directory is used because of the extremely large number of files which can be created for one MOBILE6 run.

Consequently a typical data directory structure might appear as follows:

```
\MYPROJECT
        \ALT_1
                \M6DATA
        \ALT_2
                \M6DATA
etc.
```

## Running PPSUITE

To run PPSUITE, do the following:

- Prepare the input data files, following the guidance in Chapter 5.
- Prepare the PPSUITE setup file, following the guidance in Chapter 4.
- Begin CENTRAL and specify the run as described in Chapter 6.
- Examine outputs using the Review Print functions of CENTRAL.

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AECOM

# Memorandum DRAFT

| | |
|---|---|
| Date: | February 10, 2009 |
| To: | Huey Dugas, CRPC |
| From: | Anna Aleynick |
| Subject: | Baton Rouge Transportation Model HPMS VMT Adjustment and PPSUITE/MOBILE6 analysis for emission estimate. |

Distribution: Gary Davies

## HPMS VMT

### Background

The Highway Performance Monitoring System (HPMS) is a standardized procedure by which States determine and report vehicle miles of travel to FHWA. Based on statistical expansion of a system of traffic counts, existing vehicle miles of travel (VMT) are estimated for each current year. The VMT represents Annual Average Daily Traffic (AADT), which is essentially an average day over the entire year including weekends.

USEPA recommends that the emissions estimates used for the conformity determination be based upon VMT quantities which are consistent with the reported HPMS totals for the region. Since the travel model is a simulation and provides only an approximation of actual conditions, it is inevitable that the traffic volumes produced by the model need to be adjusted to be precisely consistent with reported HPMS totals. Further, the issue of temporality must be accounted for: the model represents a typical, presumably average, weekday. HPMS represents Average Annual Daily Traffic (an overall average day of the year including weekend days). But the emissions estimate should be computed for a typical July weekday so adjustments to both the model VMT and reported HPMS VMT totals are needed. Finally, the

adjustments should be applied in such a way that computed network speeds are correctly affected by the adjusted traffic volumes.

**Recommended Procedure**

The following is a recommended procedure for adjusting the traffic volumes output by the travel model:

1. Base the adjustment procedure on the latest year for which both observed HPMS VMT totals and a model run are available. The travel model will need to be run for the same year.

2. Group the VMT totals produced by the model and reported by HPMS. HPMS is reported by functional class and parish. Travel model link data can be aggregated from traffic analysis zone (TAZ) and functional class. To insure a reasonable degree of stability in the adjustments while still retaining sensitivity to local variations, it is recommended that VMT totals be grouped by five facility groups:

| Facility Group | HPMS Functional Class | Model Functional Class |
|---|---|---|
| 1. Freeways* | 1, 11 | 1, 11 |
| 2. Major Arterials | 2, 14 | 2, 14 |
| 3. Minor Arterials | 6, 16 | 6, 16 |
| 4. Collectors | 7, 8, 17 | 7, 8, 17 |
| 5. Locals | 9, 19 | 9, 19, 64** |

* Current model network does not include links classified as Urban Expressway (FC 12).

** In the transportation model a limited number of links are designated as Local Streets in the network. The Centroid Connectors (FC 64) are added as local streets.

**Table 1 – Grouping of Functional Classes**

3. Using traffic count adjustment factors obtained from LaDOTD, adjust the base year aggregated HPMS VMT totals for each facility group from AADT to a July weekday.

4. For Freeways, Major Arterials, and Minor Arterials (Facility Groups 1-3): For each facility group cell, compare the seasonally-correct HPMS VMT totals calculated in (3) to the base year VMT totals produced by the travel model. Differences between the two can be attributed to a combination of calibration error and seasonal/daily variation, and can be corrected by a factor, which is computed by dividing HPMS VMT by model VMT:

$$F_{1,2,3} = VMT_{HPMS} \ / \ VMT_{Model}$$

When the emissions estimate is computed for either the base year or forecast years, this factor is applied by PPSUITE to network traffic volumes for each facility group cell before speeds are computed. Vehicle Miles of Travel (VMT) and Vehicle Hours of Travel (VHT) are then accumulated for each cell and an average speed computed for the cell.

5. For Collectors and Locals (Facility Groups 4-5): Adjust the model VMT for daily and seasonal variation using the LaDOTD count factors. Compare the HPMS and model VMT totals for each facility group cell. For these facility groups the model is likely missing network coverage, since many collector and local streets are not coded because the model is designed to deal with regional traffic effects. Therefore collector and local VMT produced by the model is considerably less than the HPMS reported totals. In this case the missing VMT is added, since serious distortions can occur if factors are applied. For each facility group cell, then, a difference is computed:

$$DELTA_{4,5} = VMT_{HPMS} - VMT_{Model}$$

When the emissions estimate is computed for either the base year or forecast years, first VMTs tabulated from the model are adjusted for daily / seasonal variation. Then the difference computed above is applied to the VMT accumulated for the facility group cell after speeds are computed. The assumption is that speeds are generally correct on those links that appear in the model, and that added VMT represents additional links operating at generally the same speeds. (The alternative – adding large amounts of VMT before speeds are calculated – would produce very high link volumes on the few links in the network and result in excessively low speeds.) The

same differential VMT is added for all years, which allows the model to estimate added collector and local street growth.

These calculations are handled in two steps:

First, a spreadsheet is assembled for the base year, which aggregates HPMS and model VMT from functional class and facility type to facility group, applies daily and seasonal adjustment factors, and computes the adjustment factors and differences. ASCII VMT adjustment files are produced by this spreadsheet, which contain the factors and differences in a format that can be input to PPSUITE.

Second, the VMT adjustments are applied within PPSUITE to each analysis condition, both base and future. PPSUITE appropriately adjusts volumes, speeds, and VMTs depending on whether the adjustment is to be made before or after speed calculations.

**Baton Rouge VMT Adjustment**

The traffic volumes output by the updated Baton Rouge travel forecast model are representative of a typical weekday condition for the designated design year. The travel model has a base year of 2004 for which the model was calibrated, and an additional analysis year of 2009, which provides a more current "existing" post-Katrina condition. Year 2009 is a base year for TIP air quality conformity analysis. Forecast years used for conformity analysis purposes are 2013, 2022, and 2032.

The 2006, 2007, and 2008 HPMS values used to calculate the VMT adjustments for Baton Rouge were received from CRPC. The 2009 HPMS AADT value was estimated by applying growth factors for 2008 data and then adjusted to represent Summer (July) for HC and NOx emissions modeling. 2009 HPMS VMT Adjustment factors are applied to all model analysis years - 2009, 2013, 2022, and 2032.

There is one Pre-VMT file used to adjust Baton Rouge Freeway and Arterial VMT to match HPMS seasonally adjusted totals. There is one Post-VMT file used in adjusting Baton Rouge Collector and Local Street VMT to match the prescribed HPMS seasonally adjusted total.

The attached tables show the VMT from HPMS and Baton Rouge Model Runs, the difference between these two, and the calculated VMT adjustment factors. The VMT adjustment files as used by PPSUITE are also attached. VMT Summary Table shows VMT adjustments and total VMT for each analysis year in each parish.

## PPSUITE and MOBILE6

### Introduction

PPSUITE reads Baton Rouge Travel Demand Forecast Model TransCAD network files, obtaining the traffic volume and physical link data produced by the travel model. The PPSUITE system assumes that the travel forecast system is in place and is producing acceptable 24-hour traffic volume forecasts on an individual link basis, and for a subject design year. It then reads those traffic volumes and the associated network data, and performs a variety of tasks to analyze network operating conditions, compile VMT and speed estimates, prepare MOBILE inputs, and process the MOBILE output.

The MOBILE program developed by USEPA is being used by transportation agencies to calculate mobile source emission factors, which are in turn a key input to the emissions inventories that are required for the State Implementation Plan (SIP) and for SIP/TIP Conformity Analysis.

Following is the data flow of the emission estimate for Baton Rouge Metropolitan Planning Area TIP Conformity:

- Model produces travel data
  - Highway network descriptive data
  - Traffic Volumes (Typical Weekday)
- PPSUITE Post processor computes performance
  - Adjusted traffic volumes and mixes
  - Speeds
  - VMT

- MOBILE6 computes emissions factors
  - Grams / vehicle mile
- PEQUEST post processing combines VMT and emission factors
  - Total emissions (tons/day) by parish, by road and vehicle types

Figure 1 provides a detailed diagram of the PPSUITE process.

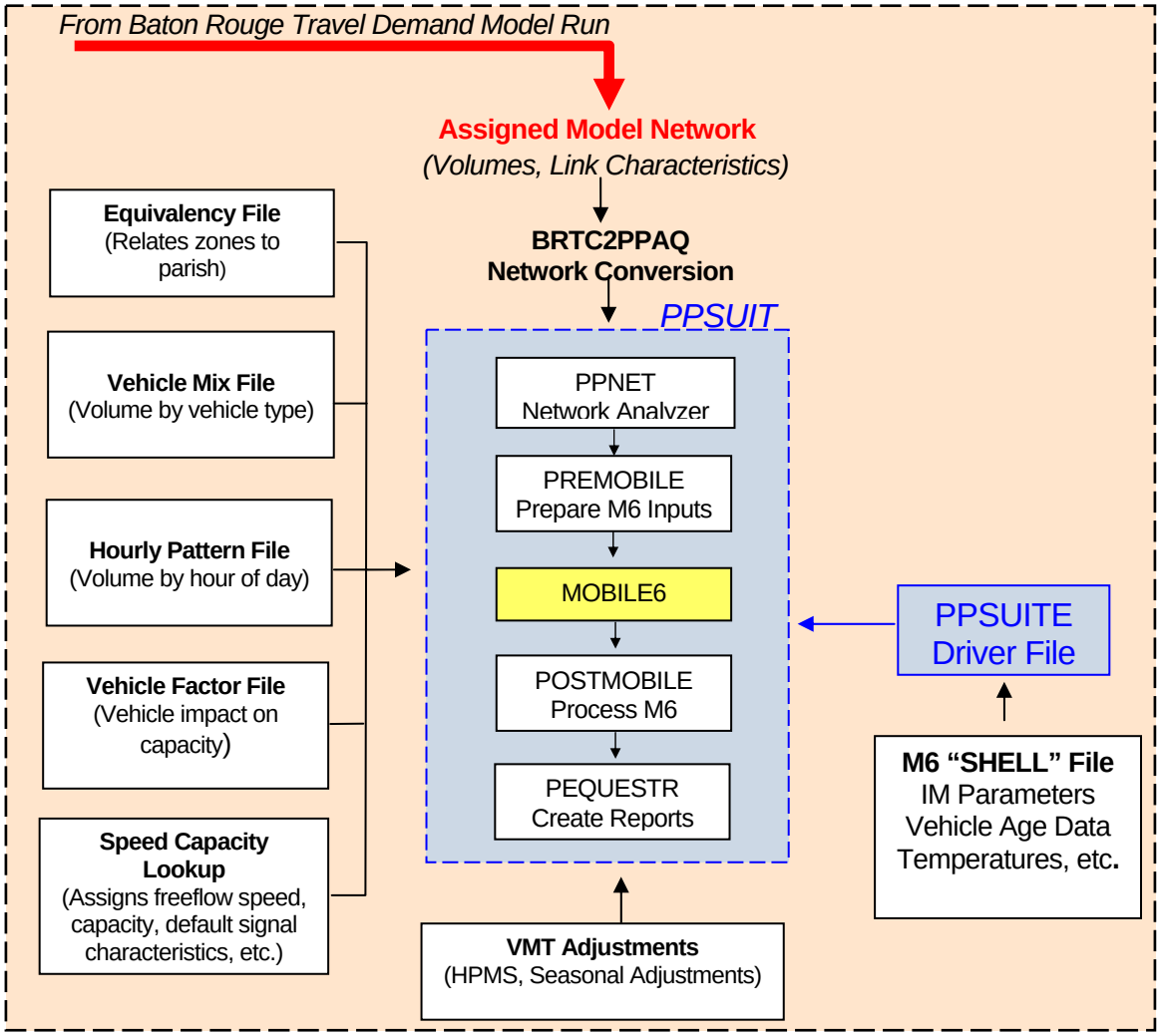


Figure 1 – PPSUITE Process and Data Flow.

**BRTC2PPAQ – Network Conversion**

It is necessary to convert the given TransCAD networks into a format that will be compatible with PPSUITE. Additional information must also be added to these networks in order to communicate with the PPSUITE pattern and lookup files. Baton Rouge TransCAD to Post Processor for Air Quality (BRTC2PPAQ) is the program written specifically for the Baton Rouge Model by AECOM (formerly Urbitran Associates) to perform this conversion.

The TransCAD networks received from CRPC contain two-way link data and assigned four time period traffic volume files. BRTC2PPAQ prepares a single network data file from the several TransCAD outputs, producing ready input for PPSUITE. It also transforms data to the one-way format and edits the data for bounds and missing values.

BRM2PPAQ will assign the proper Facility Type and Area Type characteristics to each link based on its Functional Class.

## PATTERN AND LOOKUP FILE UPDATES

Baton Rouge Transportation Model update included wider network coverage extended from four parishes to a partial coverage of five parishes. In addition, area definition was changed from two to four area types. To accommodate network and area type changes, it was necessary to update the pattern and lookup files used by PPSUITE with the new groupings:

Equivalency File - *EQUIV4.dbf*

Vehicle Mix File - VEHTYPE4.DAT

Hourly Pattern File - HOURPATT04.DAT

Vehicle Factor File - VEHFAC4.dat

Speed Capacity Lookup – SPEEDCAP4.dbf

## RESULTS OF PPSUITE ANALYSIS

Emissions Analysis using PPSUITE and MOBILE6.2 has been performed for the Baton Rouge region using networks as received on February 2, 2009. These networks were for the years 2009, 2013, 2022, and 2032.

The VMT, Speed, and Emissions resulting from running the networks through PPSUITE and MOBILE6 are presented in Table 2.

| Modeled Area Emissions | | | | | |
|---|---|---|---|---|---|
| **YEAR** | **VMT** | **VHT** | **SPEED (mph)** | **HC (Tons)** | **NOx (Tons)** |
| **2009** | 18,856,682 | 564,571 | 33.4 | 16.05 | 19.84 |
| **2013** | 19,920,144 | 585,887 | 34.0 | 11.35 | 12.83 |
| **2022** | 21,449,317 | 627,173 | 34.2 | 6.41 | 5.43 |
| **2032** | 23,561,030 | 695,016 | 33.9 | 6.59 | 4.23 |

**Table 2 – PPSUITE results**

Emission Summary Table

| Modeled Area Emissions | | | | | |
|---|---|---|---|---|---|
| YEAR | VMT | VHT | SPEED (mph) | HC (Tons) | NOx (Tons) |
| 2009 | 18,856,682 | 564,571 | 33.4 | 16.05 | 19.84 |
| 2013 | 19,920,144 | 585,887 | 34.0 | 11.35 | 12.83 |
| 2022 | 21,449,317 | 627,173 | 34.2 | 6.41 | 5.43 |
| 2032 | 23,561,030 | 695,016 | 33.9 | 6.59 | 4.23 |

```
*                           ***********
*  HPMS Reconciliation for Baton Rouge
*                           ***********
*
*  Collector and Local
*  APPLY POST-SPEED
*
*
*  Calculated from 2009 Base year network
*  and 2009 HPMS VMT totals as received from Huey Dugas
*  2009 HPMS derived from 2008 data with the growth factors
*  Run through PPNET v5.10
*
*  ALA February 6, 2009


*July

*POST-VMT ADJUSTMENTS

* PARISH        Fgroup  Amount
1       4       -235279
1       5       314620

2       4       -152575
2       5       159009

3       4       -18795
3       5       16711

4       4       -92838
4       5       132410

5       4       -12289
5       5       7625
```

```
*                           ***********
*  HPMS Reconciliation for Baton Rouge
*                           ***********
*
*  Freeway and Arterial
*  APPLY PRE-SPEED
*
*
*  Calculated from 2009 Base year network
*  and 2009 HPMS VMT totals as received from Huey Dugas
*  2009 HPMS derived from 2008 data with the growth factors
*  Run through PPNET v5.10
*
*  ALA February 6, 2009


*July

*PRE-VMT ADJUSTMENTS

* PARISH        Fgroup  Factor
1       1       1.20511
1       2       1.03372
1       3       0.92488

2       1       1.20511
2       2       1.03372
2       3       0.92488

3       1       1.20511
3       2       1.03372
3       3       0.92488

4       1       1.20511
4       2       1.03372
4       3       0.92488

5       1       0.92488
5       2       1.03372
5       3       0.92488
```

```
PEQUEST      Version:          4.28  Run Time:  02/06/2009 08:44:20

 PPSUITE          Performance Evaluation and Emissions Analysis
 PEQUEST          Performance Queries for Surface Transportation

 Copyright 1997-2004  (c) Urbitran Associates,  Montville, New Jersey

(Input ) Setup  File: C:\PPTEMP\$$NX005B.DRV
(Output) Report File: PEQUEST.OUT

  4  BEGIN PEQUEST
  6    NAMES FILE  C:\BRAQ\Common\BatNames2.dbf
  7    EMISSIONS DATABASE  =  C:\BRAQ\Run\09SumAQ\EMIS_09.dbf
  8    EMISSIONS VMTSPEED  =  C:\BRAQ\Run\09SumAQ\VMTS_09.dbf
 10    DEFINE TIMEGROUP
 11      TIMEAM    7 8 9
 12      TIMEMID   10 11 12 13 14 15
 13      TIMEPM    16 17 18
 14      TIMENITE  19 20 21 22 23 24    1 2 3 4 5 6
 15    END
 17    IGNORE INTERNAL POSTVMT
 18    NO LOS CALCS
 19    YES PERFORMANCE REPORTS
 20    NO GIS FILE
 23    LICENSE CODE ##PQST##
 28    DEFINE PERFORMANCE
 29      REPORTS = 101 102 103 104
 30      TITLE1    BRAQ Summer 2009 Air Quality
 31      RPTFORMAT   = PRINT
 32      EMSCOLUMNS  = SKIPPED
 33      EMSDATADIR  = C:\BRAQ\Run\09SumAQ\
 34      EMSRUNID    = 2009SUM
 35    END
 37    UNITS tons 2
 39  END PEQUEST
```

```
TITLES

Input Files:

  Network............
  Names File..........C:\BRAQ\Common\BatNames2.dbf
  Exploded Linkfile...
  Exploded Approach...
  Exploded EventDelay.
  Exploded PersonFile.
  VmtVht Summary......
  Emissions Database..C:\BRAQ\Run\09SumAQ\EMIS_09.dbf
  Emissions VmtSpeed..C:\BRAQ\Run\09SumAQ\VMTS_09.dbf
  M5 Emissions........

Output/Input Files:

  Link Los............
  Node Los............
  Link Statistics.....
  Node Statistics.....

Licensed to: $$NULL$$
```

---

---

```
Include  PERFORMANCE REPORTS

  Requested Report(s) 101 102 103 104 written to PEQUEST.OUT

  Printing Series  1:  (  4 Reports)

       BRAQ Summer 2009 Air Quality


       Selecting Area,Subarea none
       Filter:
```

---

---

BRAQ Summer 2009 Air Quality

PERFORMANCE REPORT 101D: Summary Emissions by Area and Facility Group
Daily (Emission Rates obtained from )

| Area | Facility | Daily VMT | Speed (mph) | Emissions (tons) HC | CO | NOX |
|---|---|---|---|---|---|---|
| 1) East Baton Rouge | 1) Interstates | 3,395,976 | 44.3 | 2.43 | 0.00 | 4.61 |
| | 2) Major Arterials | 4,416,559 | 33.7 | 3.47 | 0.00 | 4.16 |
| | 3) Minor Arterial | 2,397,649 | 29.6 | 1.98 | 0.00 | 1.97 |
| | 4) Collectors | 918,008 | 24.0 | 1.14 | 0.00 | 0.70 |
| | 5) Locals | 734,879 | 22.0 | 0.91 | 0.00 | 0.54 |
| | Subtotal | 11,863,071 | 32.9 | 9.93 | 0.00 | 11.98 |
| 2) Livingston | 1) Interstates | 977,027 | 51.2 | 0.69 | 0.00 | 1.45 |
| | 2) Major Arterials | 399,988 | 32.1 | 0.32 | 0.00 | 0.38 |
| | 3) Minor Arterial | 473,111 | 27.0 | 0.40 | 0.00 | 0.40 |
| | 4) Collectors | 595,317 | 23.9 | 0.73 | 0.00 | 0.58 |
| | 5) Locals | 371,408 | 26.7 | 0.46 | 0.00 | 0.30 |
| | Subtotal | 2,816,851 | 32.0 | 2.60 | 0.00 | 3.10 |
| 3) West Baton Rouge | 1) Interstates | 368,489 | 53.0 | 0.26 | 0.00 | 0.52 |
| | 2) Major Arterials | 622,461 | 37.2 | 0.47 | 0.00 | 0.64 |
| | 3) Minor Arterial | 7,366 | 28.2 | 0.01 | 0.00 | 0.01 |
| | 4) Collectors | 73,333 | 23.2 | 0.09 | 0.00 | 0.05 |
| | 5) Locals | 39,033 | 25.6 | 0.05 | 0.00 | 0.03 |
| | Subtotal | 1,110,682 | 38.8 | 0.88 | 0.00 | 1.26 |
| 4) Ascension | 1) Interstates | 1,160,146 | 60.9 | 0.79 | 0.00 | 1.83 |
| | 2) Major Arterials | 675,275 | 32.8 | 0.53 | 0.00 | 0.64 |
| | 3) Minor Arterial | 418,526 | 28.6 | 0.35 | 0.00 | 0.38 |
| | 4) Collectors | 362,235 | 23.1 | 0.45 | 0.00 | 0.30 |
| | 5) Locals | 309,279 | 23.6 | 0.38 | 0.00 | 0.23 |
| | Subtotal | 2,925,461 | 35.2 | 2.50 | 0.00 | 3.38 |

| | | | | | | |
|---|---|---|---|---|---|---|
| 5) Iberville | 3) Minor Arterial | 74,855 | 27.4 | 0.06 | 0.00 | 0.06 |
| | 4) Collectors | 47,952 | 23.8 | 0.06 | 0.00 | 0.05 |
| | 5) Locals | 17,810 | 29.1 | 0.02 | 0.00 | 0.02 |
| | Subtotal | 140,617 | 26.2 | 0.15 | 0.00 | 0.13 |

BRAQ Summer 2009 Air Quality

PERFORMANCE REPORT 101D: Summary Emissions by Area and Facility Group
Daily (Emission Rates obtained from )

| Area | Facility | Daily VMT | Speed (mph) | Emissions (tons) HC | CO | NOX |
|---|---|---|---|---|---|---|
| Grand Total | | 18,856,682 | 33.4 | 16.05 | 0.00 | 19.84 |

Emissions File: C:\BRAQ\Run\09SumAQ\EMIS_09.DBF 08:44:20
02/06/2009

BRAQ Summer 2009 Air Quality

PERFORMANCE REPORT 102D: Summary Emissions by Area, Facility Group, and Time
Daily (Emission Rates obtained from )

| Area | Facility | Time Period | Daily VMT | Speed (mph) | Emissions (tons) HC | CO | NOX |
|---|---|---|---|---|---|---|---|
| 1) East Baton Rouge | 1) Interstates | AM | 759,261 | 31.7 | | | |
| | | Midday | 1,036,820 | 54.2 | | | |
| | | PM | 728,419 | 41.2 | | | |
| | | Night | 871,476 | 55.0 | | | |
| | | DAILY | 3,395,976 | 44.3 | 2.43 | 0.00 | 4.61 |
| | 2) Major Arterials | AM | 820,951 | 32.5 | | | |
| | | Midday | 1,459,233 | 33.9 | | | |
| | | PM | 855,436 | 32.7 | | | |
| | | Night | 1,280,939 | 34.9 | | | |
| | | DAILY | 4,416,559 | 33.7 | 3.47 | 0.00 | 4.16 |
| | 3) Minor Arterial | AM | 445,696 | 28.7 | | | |
| | | Midday | 792,096 | 29.7 | | | |
| | | PM | 464,463 | 28.8 | | | |
| | | Night | 695,394 | 30.8 | | | |
| | | DAILY | 2,397,649 | 29.6 | 1.98 | 0.00 | 1.97 |
| | 4) Collectors | AM | 204,342 | 23.2 | | | |
| | | Midday | 269,198 | 24.9 | | | |
| | | PM | 219,406 | 23.1 | | | |
| | | Night | 225,062 | 24.9 | | | |
| | | DAILY | 918,008 | 24.0 | 1.14 | 0.00 | 0.70 |
| | 5) Locals | AM | 163,499 | 21.7 | | | |
| | | Midday | 227,525 | 22.1 | | | |
| | | PM | 153,169 | 21.8 | | | |
| | | Night | 190,686 | 22.2 | | | |
| | | DAILY | 734,879 | 22.0 | 0.91 | 0.00 | 0.54 |
| | Subtotal | AM | 2,393,749 | 29.5 | | | |
| | | Midday | 3,784,872 | 34.4 | | | |
| | | PM | 2,420,893 | 31.7 | | | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| | | DAILY | 11,863,071 | 32.9 | 9.93 | 0.00 | 11.98 |
| 2) Livingston | 1) Interstates | AM | 218,102 | 40.0 | | | |
| | | Midday | 298,629 | 61.8 | | | |
| | | PM | 209,705 | 43.9 | | | |
| | | Night | 250,591 | 62.0 | | | |

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02/06/2009
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PERFORMANCE REPORT 102D: Summary Emissions by Area, Facility Group, and Time
Daily (Emission Rates obtained from )

| Area | Facility | Time Period | Daily VMT | Speed (mph) | Emissions (tons) HC | CO | NOX |
|---|---|---|---|---|---|---|---|
| | | DAILY | 977,027 | 51.2 | 0.69 | 0.00 | 1.45 |
| | 2) Major Arterials | AM | 74,359 | 30.7 | | | |
| | | Midday | 132,150 | 32.7 | | | |
| | | PM | 77,470 | 30.4 | | | |
| | | Night | 116,009 | 33.7 | | | |
| | | DAILY | 399,988 | 32.1 | 0.32 | 0.00 | 0.38 |
| | 3) Minor Arterial | AM | 87,945 | 26.0 | | | |
| | | Midday | 156,275 | 27.3 | | | |
| | | PM | 91,649 | 25.9 | | | |
| | | Night | 137,242 | 28.4 | | | |
| | | DAILY | 473,111 | 27.0 | 0.40 | 0.00 | 0.40 |
| | 4) Collectors | AM | 132,525 | 23.1 | | | |
| | | Midday | 174,577 | 24.7 | | | |
| | | PM | 142,265 | 22.9 | | | |
| | | Night | 145,950 | 24.7 | | | |
| | | DAILY | 595,317 | 23.9 | 0.73 | 0.00 | 0.58 |
| | 5) Locals | AM | 82,621 | 26.7 | | | |
| | | Midday | 115,021 | 26.7 | | | |
| | | PM | 77,391 | 26.7 | | | |
| | | Night | 96,375 | 26.7 | | | |
| | | DAILY | 371,408 | 26.7 | 0.46 | 0.00 | 0.30 |
| | Subtotal | AM | 595,552 | 29.6 | | | |
| | | Midday | 876,652 | 33.7 | | | |
| | | PM | 598,480 | 30.0 | | | |
| | | Night | 746,167 | 34.2 | | | |
| | | DAILY | 2,816,851 | 32.0 | 2.60 | 0.00 | 3.10 |

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|---|---|---|---|---|---|---|---|
| 3) West Baton Rouge | 1) Interstates | AM | 82,515 | 46.0 | | | |
| | | Midday | 112,405 | 56.2 | | | |
| | | PM | 79,063 | 52.3 | | | |
| | | Night | 94,506 | 57.2 | | | |
| | | DAILY | 368,489 | 53.0 | 0.26 | 0.00 | 0.52 |
| | 2) Major Arterials | AM | 115,715 | 36.6 | | | |
| | | Midday | 205,684 | 37.2 | | | |
| | | PM | 120,581 | 36.6 | | | |

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02/06/2009
VMT/Speed File: C:\BRAQ\Run\09SumAQ\VMTS_09.DBF

PERFORMANCE REPORT 102D: Summary Emissions by Area, Facility Group, and Time
Daily (Emission Rates obtained from )

| Area | Facility | Time Period | Daily VMT | Speed (mph) | Emissions (tons) HC | CO | NOX |
|---|---|---|---|---|---|---|---|
| | | Night | 180,481 | 38.0 | | | |
| | | DAILY | 622,461 | 37.2 | 0.47 | 0.00 | 0.64 |
| | 3) Minor Arterial | AM | 1,369 | 27.9 | | | |
| | | Midday | 2,435 | 28.3 | | | |
| | | PM | 1,426 | 28.0 | | | |
| | | Night | 2,136 | 28.5 | | | |
| | | DAILY | 7,366 | 28.2 | 0.01 | 0.00 | 0.01 |
| | 4) Collectors | AM | 16,329 | 23.0 | | | |
| | | Midday | 21,505 | 23.4 | | | |
| | | PM | 17,532 | 22.9 | | | |
| | | Night | 17,967 | 23.5 | | | |
| | | DAILY | 73,333 | 23.2 | 0.09 | 0.00 | 0.05 |
| | 5) Locals | AM | 8,691 | 25.6 | | | |
| | | Midday | 12,086 | 25.6 | | | |
| | | PM | 8,130 | 25.6 | | | |
| | | Night | 10,126 | 25.6 | | | |
| | | DAILY | 39,033 | 25.6 | 0.05 | 0.00 | 0.03 |
| | Subtotal | AM | 224,619 | 37.1 | | | |
| | | Midday | 354,115 | 39.3 | | | |
| | | PM | 226,732 | 38.2 | | | |
| | | Night | 305,216 | 40.0 | | | |
| | | DAILY | 1,110,682 | 38.8 | 0.88 | 0.00 | 1.26 |
| 4) Ascension | 1) Interstates | AM | 260,130 | 59.4 | | | |
| | | Midday | 353,520 | 61.4 | | | |
| | | PM | 248,973 | 61.1 | | | |
| | | Night | 297,523 | 61.4 | | | |
| | | DAILY | 1,160,146 | 60.9 | 0.79 | 0.00 | 1.83 |

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|---|---|---|---|---|---|---|
| 2) Major Arterials | AM | 125,525 | 31.8 | | | |
| | Midday | 223,098 | 32.9 | | | |
| | PM | 130,808 | 32.2 | | | |
| | Night | 195,844 | 33.8 | | | |
| | DAILY | 675,275 | 32.8 | 0.53 | 0.00 | 0.64 |
| 3) Minor Arterial | AM | 77,788 | 28.2 | | | |
| | Midday | 138,253 | 28.6 | | | |

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02/06/2009
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PERFORMANCE REPORT 102D: Summary Emissions by Area, Facility Group, and Time
Daily (Emission Rates obtained from )

| Area | Facility | Time Period | Daily VMT | Speed (mph) | Emissions (tons) HC | CO | NOX |
|---|---|---|---|---|---|---|---|
| | | PM | 81,051 | 28.3 | | | |
| | | Night | 121,434 | 29.1 | | | |
| | | DAILY | 418,526 | 28.6 | 0.35 | 0.00 | 0.38 |
| | 4) Collectors | AM | 80,639 | 22.5 | | | |
| | | Midday | 106,250 | 23.6 | | | |
| | | PM | 86,560 | 22.4 | | | |
| | | Night | 88,786 | 23.7 | | | |
| | | DAILY | 362,235 | 23.1 | 0.45 | 0.00 | 0.30 |
| | 5) Locals | AM | 68,813 | 23.5 | | | |
| | | Midday | 95,760 | 23.7 | | | |
| | | PM | 64,460 | 23.6 | | | |
| | | Night | 80,246 | 23.7 | | | |
| | | DAILY | 309,279 | 23.6 | 0.38 | 0.00 | 0.23 |
| | Subtotal | AM | 612,895 | 34.8 | | | |
| | | Midday | 916,881 | 35.4 | | | |
| | | PM | 611,852 | 34.7 | | | |
| | | Night | 783,833 | 35.7 | | | |
| | | DAILY | 2,925,461 | 35.2 | 2.50 | 0.00 | 3.38 |
| 5) Iberville | 3) Minor Arterial | AM | 13,910 | 26.9 | | | |
| | | Midday | 24,721 | 27.4 | | | |
| | | PM | 14,499 | 26.9 | | | |
| | | Night | 21,725 | 28.0 | | | |
| | | DAILY | 74,855 | 27.4 | 0.06 | 0.00 | 0.06 |
| | 4) Collectors | AM | 10,679 | 23.7 | | | |
| | | Midday | 14,069 | 23.8 | | | |
| | | PM | 11,451 | 23.7 | | | |

| | | | | | | |
|---|---|---|---|---|---|---|
| | Night | 11,753 | 23.8 | | | |
| | DAILY | 47,952 | 23.8 | 0.06 | 0.00 | 0.05 |
| 5) Locals | AM | 3,960 | 29.1 | | | |
| | Midday | 5,511 | 29.2 | | | |
| | PM | 3,707 | 29.2 | | | |
| | Night | 4,632 | 29.1 | | | |
| | DAILY | 17,810 | 29.1 | 0.02 | 0.00 | 0.02 |

BRAQ Summer 2009 Air Quality

PERFORMANCE REPORT 102D: Summary Emissions by Area, Facility Group, and Time
Daily (Emission Rates obtained from )

| Area | Facility | Time Period | Daily VMT | Speed (mph) | Emissions (tons) HC | CO | NOX |
|---|---|---|---|---|---|---|---|
| | Subtotal | AM | 28,549 | 25.8 | | | |
| | | Midday | 44,301 | 26.4 | | | |
| | | PM | 29,657 | 25.8 | | | |
| | | Night | 38,110 | 26.7 | | | |
| | | DAILY | 140,617 | 26.2 | 0.15 | 0.00 | 0.13 |
| | Region Total | AM | 3,855,364 | 30.6 | | | |
| | | Midday | 5,976,821 | 34.6 | | | |
| | | PM | 3,887,614 | 32.1 | | | |
| | | Night | 5,136,883 | 35.3 | | | |
| | | DAILY | 18,856,682 | 33.4 | 16.05 | 0.00 | 19.84 |

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BRAQ Summer 2009 Air Quality

PERFORMANCE REPORT 103D: Summary Emissions by Area and Detailed Vehicle Type
Daily (Emission Rates obtained from )

| Area | Vehicle Type | Daily VMT | Speed (mph) | Emissions (tons) HC | CO | NOX |
|---|---|---|---|---|---|---|
| 1) East Baton Rouge | 1) LDGV | 7,353,444 | 32.9 | 5.97 | 0.00 | 3.88 |
| | 2) LDGT1 | 718,338 | | 0.71 | 0.00 | 0.39 |
| | 3) LDGT2 | 2,404,886 | | 2.46 | 0.00 | 1.84 |
| | 4) LDGT3 | 400,764 | | 0.22 | 0.00 | 0.26 |
| | 5) LDGT4 | 188,596 | | 0.12 | 0.00 | 0.18 |
| | 6) HDGV2B | 192,356 | | 0.10 | 0.00 | 0.51 |
| | 7) HDGV3 | 6,224 | | 0.00 | 0.00 | 0.02 |
| | 8) HDGV4 | 1,726 | | 0.00 | 0.00 | 0.01 |
| | 9) HDGV5 | 6,827 | | 0.01 | 0.00 | 0.03 |
| | 10) HDGV6 | 13,946 | | 0.02 | 0.00 | 0.05 |
| | 11) HDGV7 | 5,656 | | 0.01 | 0.00 | 0.02 |
| | 12) HDGV8A | 19 | | 0.00 | 0.00 | 0.00 |
| | 13) HDGV8B | 0 | | 0.00 | 0.00 | 0.00 |
| | 14) HDGB | 1,548 | | 0.01 | 0.00 | 0.01 |
| | 15) LDDV | 6,731 | | 0.00 | 0.00 | 0.00 |
| | 16) LDDT12 | 128 | | 0.00 | 0.00 | 0.00 |
| | 17) LDDT34 | 8,790 | | 0.00 | 0.00 | 0.01 |
| | 18) HDDV2B | 58,678 | | 0.01 | 0.00 | 0.18 |
| | 19) HDDV3 | 16,588 | | 0.00 | 0.00 | 0.06 |
| | 20) HDDV4 | 13,484 | | 0.00 | 0.00 | 0.06 |
| | 21) HDDV5 | 8,389 | | 0.00 | 0.00 | 0.04 |
| | 22) HDDV6 | 39,302 | | 0.01 | 0.00 | 0.24 |
| | 23) HDDV7 | 55,203 | | 0.02 | 0.00 | 0.42 |
| | 24) HDDV8A | 68,440 | | 0.03 | 0.00 | 0.64 |
| | 25) HDDV8B | 251,034 | | 0.12 | 0.00 | 2.83 |
| | 26) HDDBT | 7,606 | | 0.00 | 0.00 | 0.12 |
| | 27) HDDBS | 13,664 | | 0.01 | 0.00 | 0.15 |
| | 28) MC | 20,708 | | 0.07 | 0.00 | 0.02 |
| | Subtotal | 11,863,075 | 32.9 | 9.93 | 0.00 | 11.98 |

| | | | | | | |
|---|---|---|---|---|---|---|
| 2) Livingston | 1) LDGV | 1,723,326 | 32.0 | 1.53 | 0.00 | 0.93 |
| | 2) LDGT1 | 174,545 | | 0.19 | 0.00 | 0.10 |
| | 3) LDGT2 | 584,345 | | 0.66 | 0.00 | 0.45 |
| | 4) LDGT3 | 94,019 | | 0.06 | 0.00 | 0.06 |
| | 5) LDGT4 | 44,245 | | 0.03 | 0.00 | 0.04 |
| | 6) HDGV2B | 47,097 | | 0.03 | 0.00 | 0.12 |
| | 7) HDGV3 | 1,528 | | 0.00 | 0.00 | 0.00 |
| | 8) HDGV4 | 423 | | 0.00 | 0.00 | 0.00 |
| | 9) HDGV5 | 1,672 | | 0.00 | 0.00 | 0.01 |
| | 10) HDGV6 | 3,414 | | 0.01 | 0.00 | 0.01 |

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VMT/Speed File: C:\BRAQ\Run\09SumAQ\VMTS_09.DBF

PERFORMANCE REPORT 103D: Summary Emissions by Area and Detailed Vehicle Type
Daily (Emission Rates obtained from )

| Area | Vehicle Type | Daily VMT | Speed (mph) | Emissions (tons) HC | CO | NOX |
|---|---|---|---|---|---|---|
| | 11) HDGV7 | 1,385 | | 0.00 | 0.00 | 0.01 |
| | 12) HDGV8A | 2 | | 0.00 | 0.00 | 0.00 |
| | 13) HDGV8B | 0 | | 0.00 | 0.00 | 0.00 |
| | 14) HDGB | 379 | | 0.00 | 0.00 | 0.00 |
| | 15) LDDV | 1,579 | | 0.00 | 0.00 | 0.00 |
| | 16) LDDT12 | 31 | | 0.00 | 0.00 | 0.00 |
| | 17) LDDT34 | 2,062 | | 0.00 | 0.00 | 0.00 |
| | 18) HDDV2B | 14,366 | | 0.00 | 0.00 | 0.05 |
| | 19) HDDV3 | 4,061 | | 0.00 | 0.00 | 0.02 |
| | 20) HDDV4 | 3,303 | | 0.00 | 0.00 | 0.02 |
| | 21) HDDV5 | 2,052 | | 0.00 | 0.00 | 0.01 |
| | 22) HDDV6 | 9,625 | | 0.00 | 0.00 | 0.07 |
| | 23) HDDV7 | 13,516 | | 0.01 | 0.00 | 0.12 |
| | 24) HDDV8A | 16,759 | | 0.01 | 0.00 | 0.18 |
| | 25) HDDV8B | 61,466 | | 0.04 | 0.00 | 0.80 |
| | 26) HDDBT | 1,863 | | 0.00 | 0.00 | 0.03 |
| | 27) HDDBS | 3,344 | | 0.00 | 0.00 | 0.04 |
| | 28) MC | 6,449 | | 0.03 | 0.00 | 0.01 |
| | Subtotal | 2,816,856 | 32.0 | 2.60 | 0.00 | 3.10 |
| 3) West Baton Rouge | 1) LDGV | 668,796 | 38.8 | 0.51 | 0.00 | 0.35 |
| | 2) LDGT1 | 66,617 | | 0.06 | 0.00 | 0.04 |
| | 3) LDGT2 | 223,018 | | 0.22 | 0.00 | 0.17 |
| | 4) LDGT3 | 40,348 | | 0.02 | 0.00 | 0.03 |
| | 5) LDGT4 | 18,986 | | 0.01 | 0.00 | 0.02 |
| | 6) HDGV2B | 22,563 | | 0.01 | 0.00 | 0.06 |
| | 7) HDGV3 | 730 | | 0.00 | 0.00 | 0.00 |
| | 8) HDGV4 | 202 | | 0.00 | 0.00 | 0.00 |
| | 9) HDGV5 | 801 | | 0.00 | 0.00 | 0.00 |
| | 10) HDGV6 | 1,636 | | 0.00 | 0.00 | 0.01 |
| | 11) HDGV7 | 664 | | 0.00 | 0.00 | 0.00 |
| | 12) HDGV8A | 0 | | 0.00 | 0.00 | 0.00 |
| | 13) HDGV8B | 0 | | 0.00 | 0.00 | 0.00 |

| | | | | |
|---|---|---|---|---|
| 14) HDGB | 183 | 0.00 | 0.00 | 0.00 |
| 15) LDDV | 615 | 0.00 | 0.00 | 0.00 |
| 16) LDDT12 | 10 | 0.00 | 0.00 | 0.00 |
| 17) LDDT34 | 887 | 0.00 | 0.00 | 0.00 |
| 18) HDDV2B | 6,883 | 0.00 | 0.00 | 0.02 |
| 19) HDDV3 | 1,943 | 0.00 | 0.00 | 0.01 |
| 20) HDDV4 | 1,583 | 0.00 | 0.00 | 0.01 |
| 21) HDDV5 | 982 | 0.00 | 0.00 | 0.00 |

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02/06/2009
VMT/Speed File: C:\BRAQ\Run\09SumAQ\VMTS_09.DBF

PERFORMANCE REPORT 103D: Summary Emissions by Area and Detailed Vehicle Type
Daily (Emission Rates obtained from )

| Area | Vehicle Type | Daily VMT | Speed (mph) | Emissions (tons) HC | CO | NOX |
|---|---|---|---|---|---|---|
| | 22) HDDV6 | 4,612 | | 0.00 | 0.00 | 0.03 |
| | 23) HDDV7 | 6,476 | | 0.00 | 0.00 | 0.05 |
| | 24) HDDV8A | 8,028 | | 0.00 | 0.00 | 0.08 |
| | 25) HDDV8B | 29,449 | | 0.01 | 0.00 | 0.34 |
| | 26) HDDBT | 895 | | 0.00 | 0.00 | 0.01 |
| | 27) HDDBS | 1,603 | | 0.00 | 0.00 | 0.02 |
| | 28) MC | 2,175 | | 0.01 | 0.00 | 0.00 |
| | Subtotal | 1,110,685 | 38.8 | 0.88 | 0.00 | 1.26 |
| 4) Ascension | 1) LDGV | 1,807,166 | 35.2 | 1.50 | 0.00 | 0.97 |
| | 2) LDGT1 | 174,401 | | 0.18 | 0.00 | 0.10 |
| | 3) LDGT2 | 583,867 | | 0.61 | 0.00 | 0.45 |
| | 4) LDGT3 | 98,240 | | 0.06 | 0.00 | 0.07 |
| | 5) LDGT4 | 46,231 | | 0.03 | 0.00 | 0.04 |
| | 6) HDGV2B | 52,034 | | 0.03 | 0.00 | 0.14 |
| | 7) HDGV3 | 1,684 | | 0.00 | 0.00 | 0.01 |
| | 8) HDGV4 | 467 | | 0.00 | 0.00 | 0.00 |
| | 9) HDGV5 | 1,846 | | 0.00 | 0.00 | 0.01 |
| | 10) HDGV6 | 3,774 | | 0.01 | 0.00 | 0.01 |
| | 11) HDGV7 | 1,529 | | 0.00 | 0.00 | 0.01 |
| | 12) HDGV8A | 3 | | 0.00 | 0.00 | 0.00 |
| | 13) HDGV8B | 0 | | 0.00 | 0.00 | 0.00 |
| | 14) HDGB | 421 | | 0.00 | 0.00 | 0.00 |
| | 15) LDDV | 1,653 | | 0.00 | 0.00 | 0.00 |
| | 16) LDDT12 | 29 | | 0.00 | 0.00 | 0.00 |
| | 17) LDDT34 | 2,157 | | 0.00 | 0.00 | 0.00 |
| | 18) HDDV2B | 15,872 | | 0.00 | 0.00 | 0.06 |
| | 19) HDDV3 | 4,489 | | 0.00 | 0.00 | 0.02 |
| | 20) HDDV4 | 3,646 | | 0.00 | 0.00 | 0.02 |
| | 21) HDDV5 | 2,268 | | 0.00 | 0.00 | 0.01 |
| | 22) HDDV6 | 10,633 | | 0.00 | 0.00 | 0.08 |

| | | | | | | |
|---|---|---|---|---|---|---|
| 23) | HDDV7 | 14,932 | | 0.01 | 0.00 | 0.14 |
| 24) | HDDV8A | 18,515 | | 0.01 | 0.00 | 0.21 |
| 25) | HDDV8B | 67,908 | | 0.03 | 0.00 | 0.93 |
| 26) | HDDBT | 2,055 | | 0.00 | 0.00 | 0.04 |
| 27) | HDDBS | 3,697 | | 0.00 | 0.00 | 0.05 |
| 28) | MC | 5,942 | | 0.02 | 0.00 | 0.01 |
| | Subtotal | 2,925,459 | 35.2 | 2.50 | 0.00 | 3.38 |

BRAQ Summer 2009 Air Quality

PERFORMANCE REPORT 103D: Summary Emissions by Area and Detailed Vehicle Type
Daily (Emission Rates obtained from )

| Area | Vehicle Type | Daily VMT | Speed (mph) | Emissions (tons) HC | CO | NOX |
|---|---|---|---|---|---|---|
| 5) Iberville | 1) LDGV | 83,721 | 26.2 | 0.08 | 0.00 | 0.04 |
| | 2) LDGT1 | 9,690 | | 0.01 | 0.00 | 0.01 |
| | 3) LDGT2 | 32,440 | | 0.04 | 0.00 | 0.02 |
| | 4) LDGT3 | 4,618 | | 0.00 | 0.00 | 0.00 |
| | 5) LDGT4 | 2,173 | | 0.00 | 0.00 | 0.00 |
| | 6) HDGV2B | 1,814 | | 0.00 | 0.00 | 0.00 |
| | 7) HDGV3 | 58 | | 0.00 | 0.00 | 0.00 |
| | 8) HDGV4 | 15 | | 0.00 | 0.00 | 0.00 |
| | 9) HDGV5 | 65 | | 0.00 | 0.00 | 0.00 |
| | 10) HDGV6 | 132 | | 0.00 | 0.00 | 0.00 |
| | 11) HDGV7 | 54 | | 0.00 | 0.00 | 0.00 |
| | 12) HDGV8A | 0 | | 0.00 | 0.00 | 0.00 |
| | 13) HDGV8B | 0 | | 0.00 | 0.00 | 0.00 |
| | 14) HDGB | 13 | | 0.00 | 0.00 | 0.00 |
| | 15) LDDV | 76 | | 0.00 | 0.00 | 0.00 |
| | 16) LDDT12 | 0 | | 0.00 | 0.00 | 0.00 |
| | 17) LDDT34 | 102 | | 0.00 | 0.00 | 0.00 |
| | 18) HDDV2B | 552 | | 0.00 | 0.00 | 0.00 |
| | 19) HDDV3 | 155 | | 0.00 | 0.00 | 0.00 |
| | 20) HDDV4 | 126 | | 0.00 | 0.00 | 0.00 |
| | 21) HDDV5 | 79 | | 0.00 | 0.00 | 0.00 |
| | 22) HDDV6 | 370 | | 0.00 | 0.00 | 0.00 |
| | 23) HDDV7 | 521 | | 0.00 | 0.00 | 0.00 |
| | 24) HDDV8A | 644 | | 0.00 | 0.00 | 0.01 |
| | 25) HDDV8B | 2,366 | | 0.00 | 0.00 | 0.02 |
| | 26) HDDBT | 72 | | 0.00 | 0.00 | 0.00 |
| | 27) HDDBS | 130 | | 0.00 | 0.00 | 0.00 |
| | 28) MC | 617 | | 0.00 | 0.00 | 0.00 |
| | Subtotal | 140,603 | 26.2 | 0.14 | 0.00 | 0.13 |

| | | | | | | |
|---|---|---|---|---|---|---|
| Region Total | 1) LDGV | 11,636,453 | 33.4 | 9.60 | 0.00 | 6.17 |
| | 2) LDGT1 | 1,143,591 | | 1.14 | 0.00 | 0.63 |
| | 3) LDGT2 | 3,828,556 | | 3.99 | 0.00 | 2.93 |
| | 4) LDGT3 | 637,989 | | 0.36 | 0.00 | 0.42 |
| | 5) LDGT4 | 300,231 | | 0.19 | 0.00 | 0.28 |
| | 6) HDGV2B | 315,864 | | 0.17 | 0.00 | 0.85 |
| | 7) HDGV3 | 10,224 | | 0.01 | 0.00 | 0.03 |
| | 8) HDGV4 | 2,833 | | 0.01 | 0.00 | 0.01 |

Emissions File: C:\BRAQ\Run\09SumAQ\EMIS_09.DBF 08:44:20
02/06/2009
VMT/Speed File: C:\BRAQ\Run\09SumAQ\VMTS_09.DBF

PERFORMANCE REPORT 103D: Summary Emissions by Area and Detailed Vehicle Type
Daily (Emission Rates obtained from )

| Area | Vehicle Type | Daily VMT | Speed (mph) | Emissions (tons) HC | CO | NOX |
|---|---|---|---|---|---|---|
| | 9) HDGV5 | 11,211 | | 0.02 | 0.00 | 0.04 |
| | 10) HDGV6 | 22,902 | | 0.03 | 0.00 | 0.09 |
| | 11) HDGV7 | 9,288 | | 0.01 | 0.00 | 0.04 |
| | 12) HDGV8A | 24 | | 0.00 | 0.00 | 0.00 |
| | 13) HDGV8B | 0 | | 0.00 | 0.00 | 0.00 |
| | 14) HDGB | 2,544 | | 0.01 | 0.00 | 0.02 |
| | 15) LDDV | 10,654 | | 0.00 | 0.00 | 0.01 |
| | 16) LDDT12 | 198 | | 0.00 | 0.00 | 0.00 |
| | 17) LDDT34 | 13,998 | | 0.01 | 0.00 | 0.01 |
| | 18) HDDV2B | 96,351 | | 0.02 | 0.00 | 0.31 |
| | 19) HDDV3 | 27,236 | | 0.01 | 0.00 | 0.10 |
| | 20) HDDV4 | 22,142 | | 0.01 | 0.00 | 0.11 |
| | 21) HDDV5 | 13,770 | | 0.00 | 0.00 | 0.07 |
| | 22) HDDV6 | 64,542 | | 0.02 | 0.00 | 0.42 |
| | 23) HDDV7 | 90,648 | | 0.04 | 0.00 | 0.74 |
| | 24) HDDV8A | 112,386 | | 0.05 | 0.00 | 1.12 |
| | 25) HDDV8B | 412,223 | | 0.21 | 0.00 | 4.93 |
| | 26) HDDBT | 12,491 | | 0.00 | 0.00 | 0.21 |
| | 27) HDDBS | 22,438 | | 0.01 | 0.00 | 0.27 |
| | 28) MC | 35,891 | | 0.13 | 0.00 | 0.04 |
| Grand Total | | 18,856,678 | 33.4 | 16.05 | 0.00 | 19.84 |

BRAQ Summer 2009 Air Quality

PERFORMANCE REPORT 104D: Summary Emissions by Area and Summary Vehicle Type
Daily (Emission Rates obtained from )

| Area | Vehicle Type | Daily VMT | Speed (mph) | Emissions (tons) HC | CO | NOX |
|---|---|---|---|---|---|---|
| 1) East Baton Rouge | 1) Auto/MC | 7,380,883 | 32.9 | 6.04 | 0.00 | 3.90 |
| | 2) Lt. Trk | 3,721,502 | | 3.51 | 0.00 | 2.67 |
| | 3) Hvy.Trk | 737,872 | | 0.35 | 0.00 | 5.12 |
| | 4) Bus | 22,818 | | 0.02 | 0.00 | 0.29 |
| | Subtotal | 11,863,075 | 32.9 | 9.93 | 0.00 | 11.98 |
| 2) Livingston | 1) Auto/MC | 1,731,354 | 32.0 | 1.55 | 0.00 | 0.93 |
| | 2) Lt. Trk | 899,247 | | 0.94 | 0.00 | 0.65 |
| | 3) Hvy.Trk | 180,669 | | 0.11 | 0.00 | 1.43 |
| | 4) Bus | 5,586 | | 0.00 | 0.00 | 0.08 |
| | Subtotal | 2,816,856 | 32.0 | 2.60 | 0.00 | 3.10 |
| 3) West Baton Rouge | 1) Auto/MC | 671,586 | 38.8 | 0.52 | 0.00 | 0.35 |
| | 2) Lt. Trk | 349,866 | | 0.32 | 0.00 | 0.25 |
| | 3) Hvy.Trk | 86,552 | | 0.04 | 0.00 | 0.62 |
| | 4) Bus | 2,681 | | 0.00 | 0.00 | 0.03 |
| | Subtotal | 1,110,685 | 38.8 | 0.88 | 0.00 | 1.26 |
| 4) Ascension | 1) Auto/MC | 1,814,761 | 35.2 | 1.53 | 0.00 | 0.98 |
| | 2) Lt. Trk | 904,925 | | 0.87 | 0.00 | 0.66 |
| | 3) Hvy.Trk | 199,600 | | 0.10 | 0.00 | 1.65 |
| | 4) Bus | 6,173 | | 0.00 | 0.00 | 0.09 |
| | Subtotal | 2,925,459 | 35.2 | 2.50 | 0.00 | 3.38 |
| 5) Iberville | 1) Auto/MC | 84,414 | 26.2 | 0.08 | 0.00 | 0.05 |
| | 2) Lt. Trk | 49,023 | | 0.06 | 0.00 | 0.03 |

| | | | | | |
|---|---|---|---|---|---|
| 3) Hvy.Trk | 6,951 | | 0.01 | 0.00 | 0.04 |
| 4) Bus | 215 | | 0.00 | 0.00 | 0.00 |
| | --- | --- | --- | --- | --- |
| Subtotal | 140,603 | 26.2 | 0.14 | 0.00 | 0.13 |

BRAQ Summer 2009 Air Quality

PERFORMANCE REPORT 104D: Summary Emissions by Area and Summary Vehicle Type
Daily (Emission Rates obtained from )

| Area | Vehicle Type | Daily VMT | Speed (mph) | Emissions (tons) HC | CO | NOX |
|---|---|---|---|---|---|---|
| Region Total | 1) Auto/MC | 11,682,998 | 33.4 | 9.73 | 0.00 | 6.21 |
| | 2) Lt. Trk | 5,924,563 | | 5.69 | 0.00 | 4.27 |
| | 3) Hvy.Trk | 1,211,644 | | 0.60 | 0.00 | 8.86 |
| | 4) Bus | 37,473 | | 0.03 | 0.00 | 0.50 |
| Grand Total | | 18,856,678 | 33.4 | 16.05 | 0.00 | 19.84 |

Emissions File: C:\BRAQ\Run\09SumAQ\EMIS_09.DBF 08:44:20
02/06/2009
VMT/Speed File: C:\BRAQ\Run\09SumAQ\VMTS_09.DBF

```
PEQUEST      Version:          4.28  Run Time:  02/06/2009 08:50:34

 PPSUITE          Performance Evaluation and Emissions Analysis
 PEQUEST          Performance Queries for Surface Transportation

 Copyright 1997-2004  (c) Urbitran Associates,  Montville, New Jersey

(Input ) Setup  File: C:\PPTEMP\$$NX005B.DRV
(Output) Report File: PEQUEST.OUT

  4  BEGIN PEQUEST
  6    NAMES FILE  C:\BRAQ\Common\BatNames2.dbf
  7    EMISSIONS DATABASE  =  C:\BRAQ\Run\22SumAQ\EMIS_22.dbf
  8    EMISSIONS VMTSPEED  =  C:\BRAQ\Run\22SumAQ\VMTS_22.dbf
 10    DEFINE TIMEGROUP
 11      TIMEAM    7 8 9
 12      TIMEMID   10 11 12 13 14 15
 13      TIMEPM    16 17 18
 14      TIMENITE  19 20 21 22 23 24    1 2 3 4 5 6
 15    END
 17    IGNORE INTERNAL POSTVMT
 18    NO LOS CALCS
 19    YES PERFORMANCE REPORTS
 20    NO GIS FILE
 23    LICENSE CODE ##PQST##
 28    DEFINE PERFORMANCE
 29      REPORTS = 101 102 103 104
 30      TITLE1    BRAQ Summer 2022 Air Quality
 31      RPTFORMAT   = PRINT
 32      EMSCOLUMNS  = SKIPPED
 33      EMSDATADIR  = C:\BRAQ\Run\22SumAQ\
 34      EMSRUNID    = 2022SUM
 35    END
 37    UNITS tons 2
 39  END PEQUEST
```

```
PEQUEST      Version:          4.28  Run Time:  02/06/2009 08:49:12

 PPSUITE          Performance Evaluation and Emissions Analysis
 PEQUEST          Performance Queries for Surface Transportation

 Copyright 1997-2004  (c) Urbitran Associates,  Montville, New Jersey

(Input ) Setup  File: C:\PPTEMP\$$NX005B.DRV
(Output) Report File: PEQUEST.OUT

  4  BEGIN PEQUEST
  6    NAMES FILE  C:\BRAQ\Common\BatNames2.dbf
  7    EMISSIONS DATABASE  =  C:\BRAQ\Run\13SumAQ\EMIS_13.dbf
  8    EMISSIONS VMTSPEED  =  C:\BRAQ\Run\13SumAQ\VMTS_13.dbf
 10    DEFINE TIMEGROUP
 11      TIMEAM    7 8 9
 12      TIMEMID   10 11 12 13 14 15
 13      TIMEPM    16 17 18
 14      TIMENITE  19 20 21 22 23 24    1 2 3 4 5 6
 15    END
 17    IGNORE INTERNAL POSTVMT
 18    NO LOS CALCS
 19    YES PERFORMANCE REPORTS
 20    NO GIS FILE
 23    LICENSE CODE ##PQST##
 28    DEFINE PERFORMANCE
 29      REPORTS = 101 102 103 104
 30      TITLE1    BRAQ Summer 2013 Air Quality
 31      RPTFORMAT   = PRINT
 32      EMSCOLUMNS  = SKIPPED
 33      EMSDATADIR  = C:\BRAQ\Run\13SumAQ\
 34      EMSRUNID    = 2013SUM
 35    END
 37    UNITS tons 2
 39  END PEQUEST
```

```
TITLES

Input Files:

  Network.............
  Names File..........C:\BRAQ\Common\BatNames2.dbf
  Exploded Linkfile...
  Exploded Approach...
  Exploded EventDelay.
  Exploded PersonFile.
  VmtVht Summary......
  Emissions Database..C:\BRAQ\Run\13SumAQ\EMIS_13.dbf
  Emissions VmtSpeed..C:\BRAQ\Run\13SumAQ\VMTS_13.dbf
  M5 Emissions........

Output/Input Files:

  Link Los............
  Node Los............
  Link Statistics.....
  Node Statistics.....

Licensed to: $$NULL$$
```

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```
Include  PERFORMANCE REPORTS


  Requested Report(s) 101 102 103 104 written to PEQUEST.OUT

  Printing Series  1:  (  4 Reports)

       BRAQ Summer 2013 Air Quality


       Selecting Area,Subarea none
       Filter:
```

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BRAQ Summer 2013 Air Quality

PERFORMANCE REPORT 101D: Summary Emissions by Area and Facility Group
Daily (Emission Rates obtained from )

| Area | Facility | Daily VMT | Speed (mph) | Emissions (tons) HC | CO | NOX |
|---|---|---|---|---|---|---|
| 1) East Baton Rouge | 1) Interstates | 3,614,060 | 45.2 | 1.75 | 0.00 | 2.94 |
| | 2) Major Arterials | 4,430,241 | 34.2 | 2.33 | 0.00 | 2.55 |
| | 3) Minor Arterial | 2,611,931 | 31.0 | 1.43 | 0.00 | 1.33 |
| | 4) Collectors | 971,996 | 24.3 | 0.80 | 0.00 | 0.47 |
| | 5) Locals | 765,754 | 21.8 | 0.63 | 0.00 | 0.36 |
| | Subtotal | 12,393,982 | 33.6 | 6.93 | 0.00 | 7.65 |
| 2) Livingston | 1) Interstates | 1,140,765 | 59.9 | 0.53 | 0.00 | 1.02 |
| | 2) Major Arterials | 398,424 | 32.1 | 0.21 | 0.00 | 0.23 |
| | 3) Minor Arterial | 484,803 | 26.6 | 0.28 | 0.00 | 0.25 |
| | 4) Collectors | 632,967 | 23.7 | 0.52 | 0.00 | 0.39 |
| | 5) Locals | 391,161 | 26.8 | 0.33 | 0.00 | 0.20 |
| | Subtotal | 3,048,120 | 33.5 | 1.87 | 0.00 | 2.09 |
| 3) West Baton Rouge | 1) Interstates | 397,492 | 49.3 | 0.19 | 0.00 | 0.33 |
| | 2) Major Arterials | 661,213 | 37.0 | 0.34 | 0.00 | 0.41 |
| | 3) Minor Arterial | 8,976 | 28.2 | 0.01 | 0.00 | 0.00 |
| | 4) Collectors | 94,921 | 23.0 | 0.08 | 0.00 | 0.05 |
| | 5) Locals | 45,719 | 25.6 | 0.04 | 0.00 | 0.02 |
| | Subtotal | 1,208,321 | 37.5 | 0.65 | 0.00 | 0.82 |
| 4) Ascension | 1) Interstates | 1,254,573 | 59.9 | 0.58 | 0.00 | 1.17 |
| | 2) Major Arterials | 706,711 | 32.6 | 0.38 | 0.00 | 0.41 |
| | 3) Minor Arterial | 451,692 | 29.3 | 0.25 | 0.00 | 0.25 |
| | 4) Collectors | 392,081 | 22.9 | 0.32 | 0.00 | 0.21 |
| | 5) Locals | 314,352 | 23.7 | 0.26 | 0.00 | 0.15 |
| | Subtotal | 3,119,409 | 35.3 | 1.79 | 0.00 | 2.18 |

| | | | | | | |
|---|---|---|---|---|---|---|
| 5) Iberville | 3) Minor Arterial | 77,326 | 27.2 | 0.04 | 0.00 | 0.04 |
| | 4) Collectors | 54,245 | 23.7 | 0.05 | 0.00 | 0.03 |
| | 5) Locals | 18,741 | 29.2 | 0.02 | 0.00 | 0.01 |
| | Subtotal | 150,312 | 26.1 | 0.11 | 0.00 | 0.08 |

BRAQ Summer 2013 Air Quality

PERFORMANCE REPORT 101D: Summary Emissions by Area and Facility Group
Daily (Emission Rates obtained from )

| Area | Facility | Daily VMT | Speed (mph) | Emissions (tons) HC | CO | NOX |
|---|---|---|---|---|---|---|
| Grand Total | | 19,920,144 | 34.0 | 11.35 | 0.00 | 12.83 |

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02/06/2009

BRAQ Summer 2013 Air Quality

PERFORMANCE REPORT 102D: Summary Emissions by Area, Facility Group, and Time
Daily (Emission Rates obtained from )

| Area | Facility | Time Period | Daily VMT | Speed (mph) | Emissions (tons) HC | CO | NOX |
|---|---|---|---|---|---|---|---|
| 1) East Baton Rouge | 1) Interstates | AM | 809,348 | 32.8 | | | |
| | | Midday | 1,102,051 | 54.5 | | | |
| | | PM | 775,468 | 42.5 | | | |
| | | Night | 927,193 | 54.9 | | | |
| | | DAILY | 3,614,060 | 45.2 | 1.75 | 0.00 | 2.94 |
| | 2) Major Arterials | AM | 823,532 | 33.3 | | | |
| | | Midday | 1,463,752 | 34.3 | | | |
| | | PM | 858,090 | 33.3 | | | |
| | | Night | 1,284,867 | 35.2 | | | |
| | | DAILY | 4,430,241 | 34.2 | 2.33 | 0.00 | 2.55 |
| | 3) Minor Arterial | AM | 485,572 | 30.1 | | | |
| | | Midday | 862,914 | 31.2 | | | |
| | | PM | 505,960 | 30.2 | | | |
| | | Night | 757,485 | 32.0 | | | |
| | | DAILY | 2,611,931 | 31.0 | 1.43 | 0.00 | 1.33 |
| | 4) Collectors | AM | 216,376 | 23.5 | | | |
| | | Midday | 285,073 | 25.0 | | | |
| | | PM | 232,318 | 23.4 | | | |
| | | Night | 238,229 | 25.0 | | | |
| | | DAILY | 971,996 | 24.3 | 0.80 | 0.00 | 0.47 |
| | 5) Locals | AM | 170,371 | 21.6 | | | |
| | | Midday | 237,063 | 21.9 | | | |
| | | PM | 159,586 | 21.7 | | | |
| | | Night | 198,734 | 21.9 | | | |
| | | DAILY | 765,754 | 21.8 | 0.63 | 0.00 | 0.36 |
| | Subtotal | AM | 2,505,199 | 30.3 | | | |
| | | Midday | 3,950,853 | 35.0 | | | |
| | | PM | 2,531,422 | 32.4 | | | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| | | Night | 3,406,508 | 35.6 | | | |
| | | DAILY | 12,393,982 | 33.6 | 6.93 | 0.00 | 7.65 |
| 2) Livingston | 1) Interstates | AM | 255,765 | 55.7 | | | |
| | | Midday | 347,557 | 62.0 | | | |
| | | PM | 244,829 | 59.7 | | | |
| | | Night | 292,614 | 62.0 | | | |

Emissions File: C:\BRAQ\Run\13SumAQ\EMIS_13.DBF 08:49:12
02/06/2009
VMT/Speed File: C:\BRAQ\Run\13SumAQ\VMTS_13.DBF

BRAQ Summer 2013 Air Quality

PERFORMANCE REPORT 102D: Summary Emissions by Area, Facility Group, and Time
Daily (Emission Rates obtained from )

| Area | Facility | Time Period | Daily VMT | Speed (mph) | Emissions (tons) HC | CO | NOX |
|---|---|---|---|---|---|---|---|
| | | DAILY | 1,140,765 | 59.9 | 0.53 | 0.00 | 1.02 |
| | 2) Major Arterials | AM | 74,063 | 30.7 | | | |
| | | Midday | 131,643 | 32.6 | | | |
| | | PM | 77,170 | 30.5 | | | |
| | | Night | 115,548 | 33.7 | | | |
| | | DAILY | 398,424 | 32.1 | 0.21 | 0.00 | 0.23 |
| | 3) Minor Arterial | AM | 90,118 | 25.6 | | | |
| | | Midday | 160,152 | 26.7 | | | |
| | | PM | 93,905 | 25.4 | | | |
| | | Night | 140,628 | 28.1 | | | |
| | | DAILY | 484,803 | 26.6 | 0.28 | 0.00 | 0.25 |
| | 4) Collectors | AM | 140,890 | 22.9 | | | |
| | | Midday | 185,617 | 24.6 | | | |
| | | PM | 151,268 | 22.7 | | | |
| | | Night | 155,192 | 24.6 | | | |
| | | DAILY | 632,967 | 23.7 | 0.52 | 0.00 | 0.39 |
| | 5) Locals | AM | 87,024 | 26.8 | | | |
| | | Midday | 121,156 | 26.9 | | | |
| | | PM | 81,507 | 26.8 | | | |
| | | Night | 101,474 | 26.9 | | | |
| | | DAILY | 391,161 | 26.8 | 0.33 | 0.00 | 0.20 |
| | Subtotal | AM | 647,860 | 32.5 | | | |
| | | Midday | 946,125 | 34.2 | | | |
| | | PM | 648,679 | 32.4 | | | |
| | | Night | 805,456 | 34.7 | | | |
| | | DAILY | 3,048,120 | 33.5 | 1.87 | 0.00 | 2.09 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 3) West Baton Rouge | 1) Interstates | AM | 88,968 | 38.1 | | | |
| | | Midday | 121,291 | 55.8 | | | |
| | | PM | 85,250 | 48.3 | | | |
| | | Night | 101,983 | 57.0 | | | |
| | | DAILY | 397,492 | 49.3 | 0.19 | 0.00 | 0.33 |
| | 2) Major Arterials | AM | 122,897 | 36.3 | | | |
| | | Midday | 218,507 | 37.0 | | | |
| | | PM | 128,082 | 36.3 | | | |

Emissions File: C:\BRAQ\Run\13SumAQ\EMIS_13.DBF 08:49:12
02/06/2009
VMT/Speed File: C:\BRAQ\Run\13SumAQ\VMTS_13.DBF

BRAQ Summer 2013 Air Quality

PERFORMANCE REPORT 102D: Summary Emissions by Area, Facility Group, and Time
Daily (Emission Rates obtained from )

| Area | Facility | Time Period | Daily VMT | Speed (mph) | Emissions (tons) HC | CO | NOX |
|---|---|---|---|---|---|---|---|
| | | Night | 191,727 | 37.8 | | | |
| | | DAILY | 661,213 | 37.0 | 0.34 | 0.00 | 0.41 |
| | 3) Minor Arterial | AM | 1,667 | 28.3 | | | |
| | | Midday | 2,965 | 28.2 | | | |
| | | PM | 1,739 | 28.0 | | | |
| | | Night | 2,605 | 28.3 | | | |
| | | DAILY | 8,976 | 28.2 | 0.01 | 0.00 | 0.00 |
| | 4) Collectors | AM | 21,126 | 22.6 | | | |
| | | Midday | 27,851 | 23.3 | | | |
| | | PM | 22,692 | 22.5 | | | |
| | | Night | 23,252 | 23.3 | | | |
| | | DAILY | 94,921 | 23.0 | 0.08 | 0.00 | 0.05 |
| | 5) Locals | AM | 10,161 | 25.6 | | | |
| | | Midday | 14,154 | 25.6 | | | |
| | | PM | 9,520 | 25.7 | | | |
| | | Night | 11,884 | 25.7 | | | |
| | | DAILY | 45,719 | 25.6 | 0.04 | 0.00 | 0.02 |
| | Subtotal | AM | 244,819 | 34.4 | | | |
| | | Midday | 384,768 | 38.7 | | | |
| | | PM | 247,283 | 36.7 | | | |
| | | Night | 331,451 | 39.4 | | | |
| | | DAILY | 1,208,321 | 37.5 | 0.65 | 0.00 | 0.82 |
| 4) Ascension | 1) Interstates | AM | 281,286 | 55.7 | | | |
| | | Midday | 382,274 | 61.4 | | | |
| | | PM | 269,246 | 60.5 | | | |
| | | Night | 321,767 | 61.4 | | | |
| | | DAILY | 1,254,573 | 59.9 | 0.58 | 0.00 | 1.17 |

| | | | | | | |
|---|---|---|---|---|---|---|
| 2) Major Arterials | AM | 131,364 | 31.4 | | | |
| | Midday | 233,480 | 32.8 | | | |
| | PM | 136,894 | 31.9 | | | |
| | Night | 204,973 | 33.7 | | | |
| | DAILY | 706,711 | 32.6 | 0.38 | 0.00 | 0.41 |
| 3) Minor Arterial | AM | 83,942 | 28.9 | | | |
| | Midday | 149,232 | 29.3 | | | |

Emissions File: C:\BRAQ\Run\13SumAQ\EMIS_13.DBF 08:49:12
02/06/2009
VMT/Speed File: C:\BRAQ\Run\13SumAQ\VMTS_13.DBF

PERFORMANCE REPORT 102D: Summary Emissions by Area, Facility Group, and Time
Daily (Emission Rates obtained from )

| Area | Facility | Time Period | Daily VMT | Speed (mph) | Emissions (tons) HC | CO | NOX |
|---|---|---|---|---|---|---|---|
| | | PM | 87,470 | 29.0 | | | |
| | | Night | 131,048 | 29.8 | | | |
| | | DAILY | 451,692 | 29.3 | 0.25 | 0.00 | 0.25 |
| | 4) Collectors | AM | 87,281 | 22.2 | | | |
| | | Midday | 115,009 | 23.6 | | | |
| | | PM | 93,698 | 22.1 | | | |
| | | Night | 96,093 | 23.6 | | | |
| | | DAILY | 392,081 | 22.9 | 0.32 | 0.00 | 0.21 |
| | 5) Locals | AM | 69,922 | 23.6 | | | |
| | | Midday | 97,334 | 23.7 | | | |
| | | PM | 65,505 | 23.7 | | | |
| | | Night | 81,591 | 23.7 | | | |
| | | DAILY | 314,352 | 23.7 | 0.26 | 0.00 | 0.15 |
| | Subtotal | AM | 653,795 | 34.4 | | | |
| | | Midday | 977,329 | 35.6 | | | |
| | | PM | 652,813 | 34.8 | | | |
| | | Night | 835,472 | 36.0 | | | |
| | | DAILY | 3,119,409 | 35.3 | 1.79 | 0.00 | 2.18 |
| 5) Iberville | 3) Minor Arterial | AM | 14,376 | 26.7 | | | |
| | | Midday | 25,537 | 27.3 | | | |
| | | PM | 14,974 | 26.7 | | | |
| | | Night | 22,439 | 27.9 | | | |
| | | DAILY | 77,326 | 27.2 | 0.04 | 0.00 | 0.04 |
| | 4) Collectors | AM | 12,067 | 23.6 | | | |
| | | Midday | 15,916 | 23.8 | | | |
| | | PM | 12,955 | 23.6 | | | |
| | | Night | 13,307 | 23.8 | | | |

| | | | | | | |
|---|---|---|---|---|---|---|
| | DAILY | 54,245 | 23.7 | 0.05 | 0.00 | 0.03 |
| 5) Locals | AM | 4,179 | 29.2 | | | |
| | Midday | 5,782 | 29.2 | | | |
| | PM | 3,902 | 29.1 | | | |
| | Night | 4,878 | 29.2 | | | |
| | DAILY | 18,741 | 29.2 | 0.02 | 0.00 | 0.01 |

BRAQ Summer 2013 Air Quality

PERFORMANCE REPORT 102D: Summary Emissions by Area, Facility Group, and Time
Daily (Emission Rates obtained from )

| Area | Facility | Time Period | Daily VMT | Speed (mph) | Emissions (tons) HC | CO | NOX |
|---|---|---|---|---|---|---|---|
| | Subtotal | AM | 30,622 | 25.7 | | | |
| | | Midday | 47,235 | 26.2 | | | |
| | | PM | 31,831 | 25.6 | | | |
| | | Night | 40,624 | 26.6 | | | |
| | | DAILY | 150,312 | 26.1 | 0.11 | 0.00 | 0.08 |
| | | | ========== | ===== | ========== | ========== | ========== |
| | Region Total | AM | 4,082,295 | 31.4 | | | |
| | | Midday | 6,306,310 | 35.1 | | | |
| | | PM | 4,112,028 | 32.9 | | | |
| | | Night | 5,419,511 | 35.7 | | | |
| | | DAILY | 19,920,144 | 34.0 | 11.35 | 0.00 | 12.83 |

Emissions File: C:\BRAQ\Run\13SumAQ\EMIS_13.DBF 08:49:12
02/06/2009
VMT/Speed File: C:\BRAQ\Run\13SumAQ\VMTS_13.DBF

BRAQ Summer 2013 Air Quality

PERFORMANCE REPORT 103D: Summary Emissions by Area and Detailed Vehicle Type
Daily (Emission Rates obtained from )

| Area | Vehicle Type | Daily VMT | Speed (mph) | Emissions (tons) HC | CO | NOX |
|---|---|---|---|---|---|---|
| 1) East Baton Rouge | 1) LDGV | 7,687,163 | 33.6 | 3.99 | 0.00 | 2.56 |
| | 2) LDGT1 | 750,372 | | 0.51 | 0.00 | 0.28 |
| | 3) LDGT2 | 2,512,107 | | 1.83 | 0.00 | 1.31 |
| | 4) LDGT3 | 417,678 | | 0.16 | 0.00 | 0.17 |
| | 5) LDGT4 | 196,557 | | 0.08 | 0.00 | 0.11 |
| | 6) HDGV2B | 201,081 | | 0.07 | 0.00 | 0.26 |
| | 7) HDGV3 | 6,512 | | 0.00 | 0.00 | 0.01 |
| | 8) HDGV4 | 1,533 | | 0.00 | 0.00 | 0.00 |
| | 9) HDGV5 | 6,826 | | 0.01 | 0.00 | 0.02 |
| | 10) HDGV6 | 14,255 | | 0.01 | 0.00 | 0.03 |
| | 11) HDGV7 | 5,731 | | 0.01 | 0.00 | 0.01 |
| | 12) HDGV8A | 21 | | 0.00 | 0.00 | 0.00 |
| | 13) HDGV8B | 0 | | 0.00 | 0.00 | 0.00 |
| | 14) HDGB | 1,006 | | 0.00 | 0.00 | 0.01 |
| | 15) LDDV | 6,842 | | 0.00 | 0.00 | 0.00 |
| | 16) LDDT12 | 0 | | 0.00 | 0.00 | 0.00 |
| | 17) LDDT34 | 9,170 | | 0.00 | 0.00 | 0.00 |
| | 18) HDDV2B | 60,635 | | 0.01 | 0.00 | 0.09 |
| | 19) HDDV3 | 17,287 | | 0.00 | 0.00 | 0.03 |
| | 20) HDDV4 | 14,330 | | 0.00 | 0.00 | 0.04 |
| | 21) HDDV5 | 9,035 | | 0.00 | 0.00 | 0.03 |
| | 22) HDDV6 | 41,256 | | 0.01 | 0.00 | 0.14 |
| | 23) HDDV7 | 57,715 | | 0.02 | 0.00 | 0.25 |
| | 24) HDDV8A | 71,355 | | 0.02 | 0.00 | 0.36 |
| | 25) HDDV8B | 261,715 | | 0.10 | 0.00 | 1.69 |
| | 26) HDDBT | 7,928 | | 0.00 | 0.00 | 0.08 |
| | 27) HDDBS | 14,854 | | 0.01 | 0.00 | 0.13 |
| | 28) MC | 21,023 | | 0.07 | 0.00 | 0.02 |
| | Subtotal | 12,393,987 | 33.6 | 6.93 | 0.00 | 7.65 |
| 2) Livingston | 1) LDGV | 1,865,302 | 33.5 | 1.05 | 0.00 | 0.64 |
| | 2) LDGT1 | 188,014 | | 0.14 | 0.00 | 0.07 |

| | | | | |
|---|---|---|---|---|
| 3) LDGT2 | 629,440 | 0.50 | 0.00 | 0.33 |
| 4) LDGT3 | 101,947 | 0.04 | 0.00 | 0.04 |
| 5) LDGT4 | 47,978 | 0.02 | 0.00 | 0.03 |
| 6) HDGV2B | 51,958 | 0.02 | 0.00 | 0.07 |
| 7) HDGV3 | 1,682 | 0.00 | 0.00 | 0.00 |
| 8) HDGV4 | 396 | 0.00 | 0.00 | 0.00 |
| 9) HDGV5 | 1,763 | 0.00 | 0.00 | 0.00 |
| 10) HDGV6 | 3,685 | 0.00 | 0.00 | 0.01 |

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02/06/2009
VMT/Speed File: C:\BRAQ\Run\13SumAQ\VMTS_13.DBF

PERFORMANCE REPORT 103D: Summary Emissions by Area and Detailed Vehicle Type
Daily (Emission Rates obtained from )

| Area | Vehicle Type | Daily VMT | Speed (mph) | Emissions (tons) HC | CO | NOX |
|---|---|---|---|---|---|---|
| | 11) HDGV7 | 1,480 | | 0.00 | 0.00 | 0.00 |
| | 12) HDGV8A | 3 | | 0.00 | 0.00 | 0.00 |
| | 13) HDGV8B | 0 | | 0.00 | 0.00 | 0.00 |
| | 14) HDGB | 258 | | 0.00 | 0.00 | 0.00 |
| | 15) LDDV | 1,661 | | 0.00 | 0.00 | 0.00 |
| | 16) LDDT12 | 0 | | 0.00 | 0.00 | 0.00 |
| | 17) LDDT34 | 2,239 | | 0.00 | 0.00 | 0.00 |
| | 18) HDDV2B | 15,667 | | 0.00 | 0.00 | 0.03 |
| | 19) HDDV3 | 4,467 | | 0.00 | 0.00 | 0.01 |
| | 20) HDDV4 | 3,701 | | 0.00 | 0.00 | 0.01 |
| | 21) HDDV5 | 2,335 | | 0.00 | 0.00 | 0.01 |
| | 22) HDDV6 | 10,662 | | 0.00 | 0.00 | 0.04 |
| | 23) HDDV7 | 14,915 | | 0.01 | 0.00 | 0.08 |
| | 24) HDDV8A | 18,436 | | 0.01 | 0.00 | 0.11 |
| | 25) HDDV8B | 67,622 | | 0.03 | 0.00 | 0.52 |
| | 26) HDDBT | 2,051 | | 0.00 | 0.00 | 0.03 |
| | 27) HDDBS | 3,838 | | 0.00 | 0.00 | 0.04 |
| | 28) MC | 6,633 | | 0.03 | 0.00 | 0.01 |
| | Subtotal | 3,048,133 | 33.5 | 1.87 | 0.00 | 2.09 |
| 3) West Baton Rouge | 1) LDGV | 729,174 | 37.5 | 0.37 | 0.00 | 0.24 |
| | 2) LDGT1 | 72,543 | | 0.05 | 0.00 | 0.03 |
| | 3) LDGT2 | 242,863 | | 0.17 | 0.00 | 0.13 |
| | 4) LDGT3 | 43,636 | | 0.02 | 0.00 | 0.02 |
| | 5) LDGT4 | 20,531 | | 0.01 | 0.00 | 0.01 |
| | 6) HDGV2B | 24,269 | | 0.01 | 0.00 | 0.03 |
| | 7) HDGV3 | 785 | | 0.00 | 0.00 | 0.00 |
| | 8) HDGV4 | 186 | | 0.00 | 0.00 | 0.00 |
| | 9) HDGV5 | 826 | | 0.00 | 0.00 | 0.00 |
| | 10) HDGV6 | 1,722 | | 0.00 | 0.00 | 0.00 |
| | 11) HDGV7 | 694 | | 0.00 | 0.00 | 0.00 |
| | 12) HDGV8A | 0 | | 0.00 | 0.00 | 0.00 |

| | | | | |
|---|---|---|---|---|
| 13) HDGV8B | 0 | 0.00 | 0.00 | 0.00 |
| 14) HDGB | 122 | 0.00 | 0.00 | 0.00 |
| 15) LDDV | 649 | 0.00 | 0.00 | 0.00 |
| 16) LDDT12 | 0 | 0.00 | 0.00 | 0.00 |
| 17) LDDT34 | 957 | 0.00 | 0.00 | 0.00 |
| 18) HDDV2B | 7,320 | 0.00 | 0.00 | 0.01 |
| 19) HDDV3 | 2,088 | 0.00 | 0.00 | 0.00 |
| 20) HDDV4 | 1,732 | 0.00 | 0.00 | 0.00 |
| 21) HDDV5 | 1,091 | 0.00 | 0.00 | 0.00 |

Emissions File: C:\BRAQ\Run\13SumAQ\EMIS_13.DBF 08:49:12
02/06/2009
VMT/Speed File: C:\BRAQ\Run\13SumAQ\VMTS_13.DBF

BRAQ Summer 2013 Air Quality

PERFORMANCE REPORT 103D: Summary Emissions by Area and Detailed Vehicle Type
Daily (Emission Rates obtained from )

| Area | Vehicle Type | Daily VMT | Speed (mph) | Emissions (tons) HC | CO | NOX |
|---|---|---|---|---|---|---|
| | 22) HDDV6 | 4,981 | | 0.00 | 0.00 | 0.02 |
| | 23) HDDV7 | 6,967 | | 0.00 | 0.00 | 0.03 |
| | 24) HDDV8A | 8,612 | | 0.00 | 0.00 | 0.04 |
| | 25) HDDV8B | 31,589 | | 0.01 | 0.00 | 0.21 |
| | 26) HDDBT | 955 | | 0.00 | 0.00 | 0.01 |
| | 27) HDDBS | 1,792 | | 0.00 | 0.00 | 0.02 |
| | 28) MC | 2,238 | | 0.01 | 0.00 | 0.00 |
| | Subtotal | 1,208,322 | 37.5 | 0.65 | 0.00 | 0.82 |
| 4) Ascension | 1) LDGV | 1,925,825 | 35.3 | 1.03 | 0.00 | 0.65 |
| | 2) LDGT1 | 185,929 | | 0.13 | 0.00 | 0.07 |
| | 3) LDGT2 | 622,452 | | 0.47 | 0.00 | 0.33 |
| | 4) LDGT3 | 104,964 | | 0.04 | 0.00 | 0.04 |
| | 5) LDGT4 | 49,395 | | 0.02 | 0.00 | 0.03 |
| | 6) HDGV2B | 55,993 | | 0.02 | 0.00 | 0.08 |
| | 7) HDGV3 | 1,811 | | 0.00 | 0.00 | 0.00 |
| | 8) HDGV4 | 426 | | 0.00 | 0.00 | 0.00 |
| | 9) HDGV5 | 1,900 | | 0.00 | 0.00 | 0.00 |
| | 10) HDGV6 | 3,967 | | 0.00 | 0.00 | 0.01 |
| | 11) HDGV7 | 1,596 | | 0.00 | 0.00 | 0.00 |
| | 12) HDGV8A | 4 | | 0.00 | 0.00 | 0.00 |
| | 13) HDGV8B | 0 | | 0.00 | 0.00 | 0.00 |
| | 14) HDGB | 280 | | 0.00 | 0.00 | 0.00 |
| | 15) LDDV | 1,710 | | 0.00 | 0.00 | 0.00 |
| | 16) LDDT12 | 0 | | 0.00 | 0.00 | 0.00 |
| | 17) LDDT34 | 2,302 | | 0.00 | 0.00 | 0.00 |
| | 18) HDDV2B | 16,885 | | 0.00 | 0.00 | 0.03 |
| | 19) HDDV3 | 4,810 | | 0.00 | 0.00 | 0.01 |
| | 20) HDDV4 | 3,990 | | 0.00 | 0.00 | 0.01 |
| | 21) HDDV5 | 2,516 | | 0.00 | 0.00 | 0.01 |
| | 22) HDDV6 | 11,490 | | 0.00 | 0.00 | 0.05 |
| | 23) HDDV7 | 16,071 | | 0.00 | 0.00 | 0.08 |

| | | | | | | |
|---|---|---|---|---|---|---|
| 24) | HDDV8A | 19,869 | | 0.01 | 0.00 | 0.12 |
| 25) | HDDV8B | 72,874 | | 0.03 | 0.00 | 0.56 |
| 26) | HDDBT | 2,207 | | 0.00 | 0.00 | 0.03 |
| 27) | HDDBS | 4,135 | | 0.00 | 0.00 | 0.04 |
| 28) | MC | 5,990 | | 0.02 | 0.00 | 0.01 |
| | Subtotal | 3,119,391 | 35.3 | 1.79 | 0.00 | 2.18 |

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02/06/2009
VMT/Speed File: C:\BRAQ\Run\13SumAQ\VMTS_13.DBF

BRAQ Summer 2013 Air Quality

PERFORMANCE REPORT 103D: Summary Emissions by Area and Detailed Vehicle Type
Daily (Emission Rates obtained from )

| Area | Vehicle Type | Daily VMT | Speed (mph) | Emissions (tons) HC | CO | NOX |
|---|---|---|---|---|---|---|
| 5) Iberville | 1) LDGV | 89,252 | 26.1 | 0.06 | 0.00 | 0.03 |
| | 2) LDGT1 | 10,350 | | 0.01 | 0.00 | 0.00 |
| | 3) LDGT2 | 34,653 | | 0.03 | 0.00 | 0.02 |
| | 4) LDGT3 | 4,980 | | 0.00 | 0.00 | 0.00 |
| | 5) LDGT4 | 2,342 | | 0.00 | 0.00 | 0.00 |
| | 6) HDGV2B | 1,977 | | 0.00 | 0.00 | 0.00 |
| | 7) HDGV3 | 64 | | 0.00 | 0.00 | 0.00 |
| | 8) HDGV4 | 14 | | 0.00 | 0.00 | 0.00 |
| | 9) HDGV5 | 68 | | 0.00 | 0.00 | 0.00 |
| | 10) HDGV6 | 140 | | 0.00 | 0.00 | 0.00 |
| | 11) HDGV7 | 56 | | 0.00 | 0.00 | 0.00 |
| | 12) HDGV8A | 0 | | 0.00 | 0.00 | 0.00 |
| | 13) HDGV8B | 0 | | 0.00 | 0.00 | 0.00 |
| | 14) HDGB | 8 | | 0.00 | 0.00 | 0.00 |
| | 15) LDDV | 80 | | 0.00 | 0.00 | 0.00 |
| | 16) LDDT12 | 0 | | 0.00 | 0.00 | 0.00 |
| | 17) LDDT34 | 111 | | 0.00 | 0.00 | 0.00 |
| | 18) HDDV2B | 596 | | 0.00 | 0.00 | 0.00 |
| | 19) HDDV3 | 170 | | 0.00 | 0.00 | 0.00 |
| | 20) HDDV4 | 142 | | 0.00 | 0.00 | 0.00 |
| | 21) HDDV5 | 89 | | 0.00 | 0.00 | 0.00 |
| | 22) HDDV6 | 407 | | 0.00 | 0.00 | 0.00 |
| | 23) HDDV7 | 567 | | 0.00 | 0.00 | 0.00 |
| | 24) HDDV8A | 701 | | 0.00 | 0.00 | 0.00 |
| | 25) HDDV8B | 2,573 | | 0.00 | 0.00 | 0.01 |
| | 26) HDDBT | 80 | | 0.00 | 0.00 | 0.00 |
| | 27) HDDBS | 147 | | 0.00 | 0.00 | 0.00 |
| | 28) MC | 749 | | 0.00 | 0.00 | 0.00 |
| | Subtotal | 150,316 | 26.1 | 0.10 | 0.00 | 0.08 |

| | | | | | | |
|---|---|---|---|---|---|---|
| Region Total | 1) LDGV | 12,296,716 | 34.0 | 6.49 | 0.00 | 4.13 |
| | 2) LDGT1 | 1,207,208 | | 0.84 | 0.00 | 0.45 |
| | 3) LDGT2 | 4,041,515 | | 2.99 | 0.00 | 2.12 |
| | 4) LDGT3 | 673,205 | | 0.27 | 0.00 | 0.27 |
| | 5) LDGT4 | 316,803 | | 0.14 | 0.00 | 0.19 |
| | 6) HDGV2B | 335,278 | | 0.13 | 0.00 | 0.44 |
| | 7) HDGV3 | 10,854 | | 0.01 | 0.00 | 0.02 |
| | 8) HDGV4 | 2,555 | | 0.00 | 0.00 | 0.01 |

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02/06/2009
VMT/Speed File: C:\BRAQ\Run\13SumAQ\VMTS_13.DBF

BRAQ Summer 2013 Air Quality

PERFORMANCE REPORT 103D: Summary Emissions by Area and Detailed Vehicle Type
Daily (Emission Rates obtained from )

| Area | Vehicle Type | Daily VMT | Speed (mph) | Emissions (tons) HC | CO | NOX |
|---|---|---|---|---|---|---|
| | 9) HDGV5 | 11,383 | | 0.01 | 0.00 | 0.03 |
| | 10) HDGV6 | 23,769 | | 0.02 | 0.00 | 0.05 |
| | 11) HDGV7 | 9,557 | | 0.01 | 0.00 | 0.02 |
| | 12) HDGV8A | 28 | | 0.00 | 0.00 | 0.00 |
| | 13) HDGV8B | 0 | | 0.00 | 0.00 | 0.00 |
| | 14) HDGB | 1,674 | | 0.00 | 0.00 | 0.01 |
| | 15) LDDV | 10,942 | | 0.00 | 0.00 | 0.00 |
| | 16) LDDT12 | 0 | | 0.00 | 0.00 | 0.00 |
| | 17) LDDT34 | 14,779 | | 0.00 | 0.00 | 0.01 |
| | 18) HDDV2B | 101,103 | | 0.01 | 0.00 | 0.16 |
| | 19) HDDV3 | 28,822 | | 0.00 | 0.00 | 0.05 |
| | 20) HDDV4 | 23,895 | | 0.01 | 0.00 | 0.07 |
| | 21) HDDV5 | 15,066 | | 0.00 | 0.00 | 0.05 |
| | 22) HDDV6 | 68,796 | | 0.02 | 0.00 | 0.25 |
| | 23) HDDV7 | 96,235 | | 0.03 | 0.00 | 0.44 |
| | 24) HDDV8A | 118,973 | | 0.04 | 0.00 | 0.64 |
| | 25) HDDV8B | 436,373 | | 0.17 | 0.00 | 2.99 |
| | 26) HDDBT | 13,221 | | 0.00 | 0.00 | 0.14 |
| | 27) HDDBS | 24,766 | | 0.01 | 0.00 | 0.23 |
| | 28) MC | 36,633 | | 0.13 | 0.00 | 0.04 |
| Grand Total | | 19,920,149 | 34.0 | 11.35 | 0.00 | 12.83 |

Emissions File: C:\BRAQ\Run\13SumAQ\EMIS_13.DBF 08:49:12
02/06/2009
VMT/Speed File: C:\BRAQ\Run\13SumAQ\VMTS_13.DBF

BRAQ Summer 2013 Air Quality

PERFORMANCE REPORT 104D: Summary Emissions by Area and Summary Vehicle Type
Daily (Emission Rates obtained from )

| Area | Vehicle Type | Daily VMT | Speed (mph) | Emissions (tons) HC | CO | NOX |
|---|---|---|---|---|---|---|
| 1) East Baton Rouge | 1) Auto/MC | 7,715,028 | 33.6 | 4.06 | 0.00 | 2.58 |
| | 2) Lt. Trk | 3,885,884 | | 2.59 | 0.00 | 1.88 |
| | 3) Hvy.Trk | 769,287 | | 0.27 | 0.00 | 2.97 |
| | 4) Bus | 23,788 | | 0.01 | 0.00 | 0.22 |
| | Subtotal | 12,393,987 | 33.6 | 6.93 | 0.00 | 7.65 |
| 2) Livingston | 1) Auto/MC | 1,873,596 | 33.5 | 1.08 | 0.00 | 0.65 |
| | 2) Lt. Trk | 969,618 | | 0.71 | 0.00 | 0.48 |
| | 3) Hvy.Trk | 198,772 | | 0.08 | 0.00 | 0.90 |
| | 4) Bus | 6,147 | | 0.00 | 0.00 | 0.07 |
| | Subtotal | 3,048,133 | 33.5 | 1.87 | 0.00 | 2.09 |
| 3) West Baton Rouge | 1) Auto/MC | 732,061 | 37.5 | 0.37 | 0.00 | 0.24 |
| | 2) Lt. Trk | 380,530 | | 0.25 | 0.00 | 0.18 |
| | 3) Hvy.Trk | 92,862 | | 0.03 | 0.00 | 0.36 |
| | 4) Bus | 2,869 | | 0.00 | 0.00 | 0.03 |
| | Subtotal | 1,208,322 | 37.5 | 0.65 | 0.00 | 0.82 |
| 4) Ascension | 1) Auto/MC | 1,933,525 | 35.3 | 1.05 | 0.00 | 0.66 |
| | 2) Lt. Trk | 965,042 | | 0.66 | 0.00 | 0.47 |
| | 3) Hvy.Trk | 214,202 | | 0.08 | 0.00 | 0.98 |
| | 4) Bus | 6,622 | | 0.00 | 0.00 | 0.07 |
| | Subtotal | 3,119,391 | 35.3 | 1.79 | 0.00 | 2.18 |
| 5) Iberville | 1) Auto/MC | 90,081 | 26.1 | 0.06 | 0.00 | 0.03 |
| | 2) Lt. Trk | 52,436 | | 0.04 | 0.00 | 0.03 |

| | | | | | |
|---|---|---|---|---|---|
| 3) Hvy.Trk | 7,564 | | 0.00 | 0.00 | 0.03 |
| 4) Bus | 235 | | 0.00 | 0.00 | 0.00 |
| | --- | --- | --- | --- | --- |
| Subtotal | 150,316 | 26.1 | 0.10 | 0.00 | 0.08 |

BRAQ Summer 2013 Air Quality

PERFORMANCE REPORT 104D: Summary Emissions by Area and Summary Vehicle Type
Daily (Emission Rates obtained from )

| Area | Vehicle Type | Daily VMT | Speed (mph) | Emissions (tons) HC | CO | NOX |
|---|---|---|---|---|---|---|
| Region Total | 1) Auto/MC | 12,344,291 | 34.0 | 6.62 | 0.00 | 4.17 |
| | 2) Lt. Trk | 6,253,510 | | 4.24 | 0.00 | 3.04 |
| | 3) Hvy.Trk | 1,282,687 | | 0.47 | 0.00 | 5.23 |
| | 4) Bus | 39,661 | | 0.02 | 0.00 | 0.39 |
| Grand Total | | 19,920,149 | 34.0 | 11.35 | 0.00 | 12.83 |

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02/06/2009
VMT/Speed File: C:\BRAQ\Run\13SumAQ\VMTS_13.DBF

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TITLES

Input Files:

  Network.............
  Names File..........C:\BRAQ\Common\BatNames2.dbf
  Exploded Linkfile...
  Exploded Approach...
  Exploded EventDelay.
  Exploded PersonFile.
  VmtVht Summary......
  Emissions Database..C:\BRAQ\Run\22SumAQ\EMIS_22.dbf
  Emissions VmtSpeed..C:\BRAQ\Run\22SumAQ\VMTS_22.dbf
  M5 Emissions........

Output/Input Files:

  Link Los............
  Node Los............
  Link Statistics.....
  Node Statistics.....

Licensed to: $$NULL$$
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Include  PERFORMANCE REPORTS


  Requested Report(s) 101 102 103 104 written to PEQUEST.OUT

  Printing Series  1:  (  4 Reports)

       BRAQ Summer 2022 Air Quality


       Selecting Area,Subarea none
       Filter:
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BRAQ Summer 2022 Air Quality

PERFORMANCE REPORT 101D: Summary Emissions by Area and Facility Group
Daily (Emission Rates obtained from )

| Area | Facility | Daily VMT | Speed (mph) | Emissions (tons) HC | CO | NOX |
|---|---|---|---|---|---|---|
| 1) East Baton Rouge | 1) Interstates | 3,642,361 | 44.3 | 0.90 | 0.00 | 1.09 |
| | 2) Major Arterials | 4,829,925 | 35.1 | 1.28 | 0.00 | 1.11 |
| | 3) Minor Arterial | 2,832,852 | 32.0 | 0.78 | 0.00 | 0.61 |
| | 4) Collectors | 1,018,335 | 24.3 | 0.47 | 0.00 | 0.22 |
| | 5) Locals | 780,462 | 21.7 | 0.36 | 0.00 | 0.17 |
| | Subtotal | 13,103,935 | 33.9 | 3.80 | 0.00 | 3.19 |
| 2) Livingston | 1) Interstates | 1,247,740 | 59.5 | 0.30 | 0.00 | 0.40 |
| | 2) Major Arterials | 419,677 | 34.0 | 0.11 | 0.00 | 0.10 |
| | 3) Minor Arterial | 571,976 | 29.1 | 0.16 | 0.00 | 0.12 |
| | 4) Collectors | 704,958 | 23.3 | 0.33 | 0.00 | 0.18 |
| | 5) Locals | 426,919 | 26.9 | 0.20 | 0.00 | 0.10 |
| | Subtotal | 3,371,270 | 34.0 | 1.10 | 0.00 | 0.90 |
| 3) West Baton Rouge | 1) Interstates | 449,772 | 43.8 | 0.11 | 0.00 | 0.14 |
| | 2) Major Arterials | 758,490 | 36.3 | 0.20 | 0.00 | 0.19 |
| | 3) Minor Arterial | 12,028 | 28.1 | 0.00 | 0.00 | 0.00 |
| | 4) Collectors | 123,048 | 22.6 | 0.06 | 0.00 | 0.03 |
| | 5) Locals | 52,482 | 25.6 | 0.03 | 0.00 | 0.01 |
| | Subtotal | 1,395,820 | 35.7 | 0.40 | 0.00 | 0.36 |
| 4) Ascension | 1) Interstates | 1,401,386 | 58.3 | 0.33 | 0.00 | 0.47 |
| | 2) Major Arterials | 787,932 | 34.2 | 0.21 | 0.00 | 0.18 |
| | 3) Minor Arterial | 520,059 | 29.5 | 0.15 | 0.00 | 0.12 |
| | 4) Collectors | 423,503 | 22.8 | 0.20 | 0.00 | 0.10 |
| | 5) Locals | 325,427 | 23.7 | 0.15 | 0.00 | 0.07 |
| | Subtotal | 3,458,307 | 35.6 | 1.04 | 0.00 | 0.93 |

| | | | | | | |
|---|---|---|---|---|---|---|
| 5) Iberville | 3) Minor Arterial | 85,360 | 27.0 | 0.03 | 0.00 | 0.02 |
| | 4) Collectors | 65,221 | 23.7 | 0.03 | 0.00 | 0.02 |
| | 5) Locals | 19,404 | 29.2 | 0.01 | 0.00 | 0.00 |
| | Subtotal | 169,985 | 25.8 | 0.07 | 0.00 | 0.04 |

BRAQ Summer 2022 Air Quality

PERFORMANCE REPORT 101D: Summary Emissions by Area and Facility Group
Daily (Emission Rates obtained from )

| Area | Facility | Daily VMT | Speed (mph) | Emissions (tons) HC | CO | NOX |
|---|---|---|---|---|---|---|
| Grand Total | | 21,499,317 | 34.2 | 6.41 | 0.00 | 5.43 |

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BRAQ Summer 2022 Air Quality

PERFORMANCE REPORT 102D: Summary Emissions by Area, Facility Group, and Time
Daily (Emission Rates obtained from )

| Area | Facility | Time Period | Daily VMT | Speed (mph) | Emissions (tons) HC | CO | NOX |
|---|---|---|---|---|---|---|---|
| 1) East Baton Rouge | 1) Interstates | AM | 815,227 | 32.0 | | | |
| | | Midday | 1,111,159 | 54.3 | | | |
| | | PM | 781,518 | 40.5 | | | |
| | | Night | 934,457 | 54.9 | | | |
| | | DAILY | 3,642,361 | 44.3 | 0.90 | 0.00 | 1.09 |
| | 2) Major Arterials | AM | 897,804 | 34.5 | | | |
| | | Midday | 1,595,777 | 35.2 | | | |
| | | PM | 935,483 | 34.6 | | | |
| | | Night | 1,400,861 | 35.9 | | | |
| | | DAILY | 4,829,925 | 35.1 | 1.28 | 0.00 | 1.11 |
| | 3) Minor Arterial | AM | 526,624 | 31.1 | | | |
| | | Midday | 935,940 | 32.1 | | | |
| | | PM | 548,769 | 31.2 | | | |
| | | Night | 821,519 | 32.9 | | | |
| | | DAILY | 2,832,852 | 32.0 | 0.78 | 0.00 | 0.61 |
| | 4) Collectors | AM | 226,680 | 23.5 | | | |
| | | Midday | 298,647 | 25.0 | | | |
| | | PM | 243,377 | 23.4 | | | |
| | | Night | 249,631 | 25.0 | | | |
| | | DAILY | 1,018,335 | 24.3 | 0.47 | 0.00 | 0.22 |
| | 5) Locals | AM | 173,605 | 21.5 | | | |
| | | Midday | 241,653 | 21.8 | | | |
| | | PM | 162,643 | 21.6 | | | |
| | | Night | 202,561 | 21.9 | | | |
| | | DAILY | 780,462 | 21.7 | 0.36 | 0.00 | 0.17 |
| | Subtotal | AM | 2,639,940 | 30.6 | | | |
| | | Midday | 4,183,176 | 35.4 | | | |
| | | PM | 2,671,790 | 32.7 | | | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| | | Night | 3,609,029 | 36.0 | | | |
| | | DAILY | 13,103,935 | 33.9 | 3.80 | 0.00 | 3.19 |
| 2) Livingston | 1) Interstates | AM | 279,768 | 53.1 | | | |
| | | Midday | 380,151 | 62.0 | | | |
| | | PM | 267,789 | 60.9 | | | |
| | | Night | 320,032 | 62.0 | | | |

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PERFORMANCE REPORT 102D: Summary Emissions by Area, Facility Group, and Time
Daily (Emission Rates obtained from )

| Area | Facility | Time Period | Daily VMT | Speed (mph) | Emissions (tons) HC | CO | NOX |
|---|---|---|---|---|---|---|---|
| | | DAILY | 1,247,740 | 59.5 | 0.30 | 0.00 | 0.40 |
| | 2) Major Arterials | AM | 78,025 | 33.5 | | | |
| | | Midday | 138,664 | 34.1 | | | |
| | | PM | 81,286 | 33.6 | | | |
| | | Night | 121,702 | 34.7 | | | |
| | | DAILY | 419,677 | 34.0 | 0.11 | 0.00 | 0.10 |
| | 3) Minor Arterial | AM | 106,333 | 27.9 | | | |
| | | Midday | 188,966 | 29.2 | | | |
| | | PM | 110,794 | 28.0 | | | |
| | | Night | 165,883 | 30.4 | | | |
| | | DAILY | 571,976 | 29.1 | 0.16 | 0.00 | 0.12 |
| | 4) Collectors | AM | 156,933 | 22.1 | | | |
| | | Midday | 206,704 | 24.6 | | | |
| | | PM | 168,488 | 21.9 | | | |
| | | Night | 172,833 | 24.5 | | | |
| | | DAILY | 704,958 | 23.3 | 0.33 | 0.00 | 0.18 |
| | 5) Locals | AM | 94,960 | 26.7 | | | |
| | | Midday | 132,192 | 26.9 | | | |
| | | PM | 88,959 | 26.8 | | | |
| | | Night | 110,808 | 26.9 | | | |
| | | DAILY | 426,919 | 26.9 | 0.20 | 0.00 | 0.10 |
| | Subtotal | AM | 716,019 | 32.4 | | | |
| | | Midday | 1,046,677 | 34.9 | | | |
| | | PM | 717,316 | 32.9 | | | |
| | | Night | 891,258 | 35.2 | | | |
| | | DAILY | 3,371,270 | 34.0 | 1.10 | 0.00 | 0.90 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 3) West Baton Rouge | 1) Interstates | AM | 100,378 | 31.7 | | | |
| | | Midday | 137,523 | 55.6 | | | |
| | | PM | 96,440 | 37.2 | | | |
| | | Night | 115,431 | 56.4 | | | |
| | | DAILY | 449,772 | 43.8 | 0.11 | 0.00 | 0.14 |
| | 2) Major Arterials | AM | 141,006 | 35.5 | | | |
| | | Midday | 250,634 | 36.4 | | | |
| | | PM | 146,914 | 35.6 | | | |

PERFORMANCE REPORT 102D: Summary Emissions by Area, Facility Group, and Time
Daily (Emission Rates obtained from )

| Area | Facility | Time Period | Daily VMT | Speed (mph) | Emissions (tons) HC | CO | NOX |
|---|---|---|---|---|---|---|---|
| | | Night | 219,936 | 37.3 | | | |
| | | DAILY | 758,490 | 36.3 | 0.20 | 0.00 | 0.19 |
| | 3) Minor Arterial | AM | 2,236 | 28.0 | | | |
| | | Midday | 3,976 | 28.0 | | | |
| | | PM | 2,329 | 28.1 | | | |
| | | Night | 3,487 | 28.3 | | | |
| | | DAILY | 12,028 | 28.1 | 0.00 | 0.00 | 0.00 |
| | 4) Collectors | AM | 27,391 | 22.0 | | | |
| | | Midday | 36,082 | 23.2 | | | |
| | | PM | 29,412 | 22.0 | | | |
| | | Night | 30,163 | 23.2 | | | |
| | | DAILY | 123,048 | 22.6 | 0.06 | 0.00 | 0.03 |
| | 5) Locals | AM | 11,677 | 25.6 | | | |
| | | Midday | 16,241 | 25.7 | | | |
| | | PM | 10,930 | 25.7 | | | |
| | | Night | 13,634 | 25.7 | | | |
| | | DAILY | 52,482 | 25.6 | 0.03 | 0.00 | 0.01 |
| | Subtotal | AM | 282,688 | 31.7 | | | |
| | | Midday | 444,456 | 38.0 | | | |
| | | PM | 286,025 | 33.4 | | | |
| | | Night | 382,651 | 38.7 | | | |
| | | DAILY | 1,395,820 | 35.7 | 0.40 | 0.00 | 0.36 |
| 4) Ascension | 1) Interstates | AM | 314,245 | 50.9 | | | |
| | | Midday | 426,982 | 61.5 | | | |
| | | PM | 300,775 | 59.0 | | | |
| | | Night | 359,384 | 61.5 | | | |
| | | DAILY | 1,401,386 | 58.3 | 0.33 | 0.00 | 0.47 |

| | | | | | | |
|---|---|---|---|---|---|---|
| 2) Major Arterials | AM | 146,473 | 33.5 | | | |
| | Midday | 260,313 | 34.3 | | | |
| | PM | 152,624 | 33.7 | | | |
| | Night | 228,522 | 35.0 | | | |
| | DAILY | 787,932 | 34.2 | 0.21 | 0.00 | 0.18 |
| 3) Minor Arterial | AM | 96,650 | 29.0 | | | |
| | Midday | 171,813 | 29.5 | | | |

PERFORMANCE REPORT 102D: Summary Emissions by Area, Facility Group, and Time
Daily (Emission Rates obtained from )

| Area | Facility | Time Period | Daily VMT | Speed (mph) | Emissions (tons) HC | CO | NOX |
|---|---|---|---|---|---|---|---|
| | | PM | 100,708 | 29.1 | | | |
| | | Night | 150,888 | 30.1 | | | |
| | | DAILY | 520,059 | 29.5 | 0.15 | 0.00 | 0.12 |
| | 4) Collectors | AM | 94,251 | 21.9 | | | |
| | | Midday | 124,204 | 23.6 | | | |
| | | PM | 101,210 | 21.9 | | | |
| | | Night | 103,838 | 23.6 | | | |
| | | DAILY | 423,503 | 22.8 | 0.20 | 0.00 | 0.10 |
| | 5) Locals | AM | 72,395 | 23.6 | | | |
| | | Midday | 100,744 | 23.7 | | | |
| | | PM | 67,818 | 23.7 | | | |
| | | Night | 84,470 | 23.7 | | | |
| | | DAILY | 325,427 | 23.7 | 0.15 | 0.00 | 0.07 |
| | Subtotal | AM | 724,014 | 34.1 | | | |
| | | Midday | 1,084,056 | 36.3 | | | |
| | | PM | 723,135 | 35.1 | | | |
| | | Night | 927,102 | 36.6 | | | |
| | | DAILY | 3,458,307 | 35.6 | 1.04 | 0.00 | 0.93 |
| 5) Iberville | 3) Minor Arterial | AM | 15,862 | 26.4 | | | |
| | | Midday | 28,194 | 27.1 | | | |
| | | PM | 16,528 | 26.4 | | | |
| | | Night | 24,776 | 27.8 | | | |
| | | DAILY | 85,360 | 27.0 | 0.03 | 0.00 | 0.02 |
| | 4) Collectors | AM | 14,521 | 23.5 | | | |
| | | Midday | 19,119 | 23.8 | | | |
| | | PM | 15,585 | 23.5 | | | |
| | | Night | 15,996 | 23.8 | | | |

| | | | | | | |
|---|---|---|---|---|---|---|
| | DAILY | 65,221 | 23.7 | 0.03 | 0.00 | 0.02 |
| 5) Locals | AM | 4,322 | 29.2 | | | |
| | Midday | 5,999 | 29.1 | | | |
| | PM | 4,028 | 29.2 | | | |
| | Night | 5,055 | 29.2 | | | |
| | DAILY | 19,404 | 29.2 | 0.01 | 0.00 | 0.00 |

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BRAQ Summer 2022 Air Quality

PERFORMANCE REPORT 102D: Summary Emissions by Area, Facility Group, and Time
Daily (Emission Rates obtained from )

| Area | Facility | Time Period | Daily VMT | Speed (mph) | Emissions (tons) HC | CO | NOX |
|---|---|---|---|---|---|---|---|
| | Subtotal | AM | 34,705 | 25.4 | | | |
| | | Midday | 53,312 | 26.0 | | | |
| | | PM | 36,141 | 25.4 | | | |
| | | Night | 45,827 | 26.4 | | | |
| | | DAILY | 169,985 | 25.8 | 0.07 | 0.00 | 0.04 |
| | Region Total | AM | 4,397,366 | 31.5 | | | |
| | | Midday | 6,811,677 | 35.5 | | | |
| | | PM | 4,434,407 | 33.1 | | | |
| | | Night | 5,855,867 | 36.0 | | | |
| | | DAILY | 21,499,317 | 34.2 | 6.41 | 0.00 | 5.43 |

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BRAQ Summer 2022 Air Quality

PERFORMANCE REPORT 103D: Summary Emissions by Area and Detailed Vehicle Type
Daily (Emission Rates obtained from )

| Area | Vehicle Type | Daily VMT | Speed (mph) | Emissions (tons) HC | CO | NOX |
|---|---|---|---|---|---|---|
| 1) East Baton Rouge | 1) LDGV | 8,120,018 | 33.9 | 2.15 | 0.00 | 1.20 |
| | 2) LDGT1 | 795,629 | | 0.25 | 0.00 | 0.15 |
| | 3) LDGT2 | 2,663,642 | | 0.96 | 0.00 | 0.70 |
| | 4) LDGT3 | 442,542 | | 0.11 | 0.00 | 0.09 |
| | 5) LDGT4 | 208,252 | | 0.06 | 0.00 | 0.06 |
| | 6) HDGV2B | 212,010 | | 0.04 | 0.00 | 0.07 |
| | 7) HDGV3 | 7,000 | | 0.00 | 0.00 | 0.00 |
| | 8) HDGV4 | 1,545 | | 0.00 | 0.00 | 0.00 |
| | 9) HDGV5 | 7,017 | | 0.00 | 0.00 | 0.00 |
| | 10) HDGV6 | 14,721 | | 0.01 | 0.00 | 0.01 |
| | 11) HDGV7 | 5,859 | | 0.00 | 0.00 | 0.00 |
| | 12) HDGV8A | 17 | | 0.00 | 0.00 | 0.00 |
| | 13) HDGV8B | 0 | | 0.00 | 0.00 | 0.00 |
| | 14) HDGB | 689 | | 0.00 | 0.00 | 0.00 |
| | 15) LDDV | 7,314 | | 0.00 | 0.00 | 0.00 |
| | 16) LDDT12 | 0 | | 0.00 | 0.00 | 0.00 |
| | 17) LDDT34 | 9,725 | | 0.00 | 0.00 | 0.00 |
| | 18) HDDV2B | 63,488 | | 0.01 | 0.00 | 0.02 |
| | 19) HDDV3 | 18,043 | | 0.00 | 0.00 | 0.01 |
| | 20) HDDV4 | 15,155 | | 0.00 | 0.00 | 0.01 |
| | 21) HDDV5 | 9,677 | | 0.00 | 0.00 | 0.01 |
| | 22) HDDV6 | 43,718 | | 0.01 | 0.00 | 0.05 |
| | 23) HDDV7 | 60,928 | | 0.01 | 0.00 | 0.08 |
| | 24) HDDV8A | 75,117 | | 0.02 | 0.00 | 0.11 |
| | 25) HDDV8B | 275,499 | | 0.08 | 0.00 | 0.50 |
| | 26) HDDBT | 8,351 | | 0.00 | 0.00 | 0.02 |
| | 27) HDDBS | 16,008 | | 0.01 | 0.00 | 0.06 |
| | 28) MC | 21,963 | | 0.07 | 0.00 | 0.02 |
| | Subtotal | 13,103,927 | 33.9 | 3.80 | 0.00 | 3.19 |
| 2) Livingston | 1) LDGV | 2,060,829 | 34.0 | 0.61 | 0.00 | 0.32 |
| | 2) LDGT1 | 208,395 | | 0.07 | 0.00 | 0.04 |

| | | | | |
|---|---|---|---|---|
| 3) LDGT2 | 697,668 | 0.28 | 0.00 | 0.19 |
| 4) LDGT3 | 113,041 | 0.03 | 0.00 | 0.02 |
| 5) LDGT4 | 53,195 | 0.02 | 0.00 | 0.02 |
| 6) HDGV2B | 57,652 | 0.01 | 0.00 | 0.02 |
| 7) HDGV3 | 1,904 | 0.00 | 0.00 | 0.00 |
| 8) HDGV4 | 421 | 0.00 | 0.00 | 0.00 |
| 9) HDGV5 | 1,908 | 0.00 | 0.00 | 0.00 |
| 10) HDGV6 | 4,003 | 0.00 | 0.00 | 0.00 |

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PERFORMANCE REPORT 103D: Summary Emissions by Area and Detailed Vehicle Type
Daily (Emission Rates obtained from )

| Area | Vehicle Type | Daily VMT | Speed (mph) | Emissions (tons) HC | CO | NOX |
|---|---|---|---|---|---|---|
| | 11) HDGV7 | 1,594 | | 0.00 | 0.00 | 0.00 |
| | 12) HDGV8A | 4 | | 0.00 | 0.00 | 0.00 |
| | 13) HDGV8B | 0 | | 0.00 | 0.00 | 0.00 |
| | 14) HDGB | 189 | | 0.00 | 0.00 | 0.00 |
| | 15) LDDV | 1,857 | | 0.00 | 0.00 | 0.00 |
| | 16) LDDT12 | 0 | | 0.00 | 0.00 | 0.00 |
| | 17) LDDT34 | 2,484 | | 0.00 | 0.00 | 0.00 |
| | 18) HDDV2B | 17,265 | | 0.00 | 0.00 | 0.01 |
| | 19) HDDV3 | 4,908 | | 0.00 | 0.00 | 0.00 |
| | 20) HDDV4 | 4,122 | | 0.00 | 0.00 | 0.00 |
| | 21) HDDV5 | 2,632 | | 0.00 | 0.00 | 0.00 |
| | 22) HDDV6 | 11,889 | | 0.00 | 0.00 | 0.02 |
| | 23) HDDV7 | 16,567 | | 0.00 | 0.00 | 0.03 |
| | 24) HDDV8A | 20,427 | | 0.01 | 0.00 | 0.03 |
| | 25) HDDV8B | 74,915 | | 0.03 | 0.00 | 0.16 |
| | 26) HDDBT | 2,270 | | 0.00 | 0.00 | 0.01 |
| | 27) HDDBS | 4,351 | | 0.00 | 0.00 | 0.02 |
| | 28) MC | 6,768 | | 0.03 | 0.00 | 0.01 |
| | Subtotal | 3,371,258 | 34.0 | 1.10 | 0.00 | 0.90 |
| 3) West Baton Rouge | 1) LDGV | 842,739 | 35.7 | 0.22 | 0.00 | 0.13 |
| | 2) LDGT1 | 83,913 | | 0.03 | 0.00 | 0.02 |
| | 3) LDGT2 | 280,923 | | 0.10 | 0.00 | 0.07 |
| | 4) LDGT3 | 50,299 | | 0.01 | 0.00 | 0.01 |
| | 5) LDGT4 | 23,673 | | 0.01 | 0.00 | 0.01 |
| | 6) HDGV2B | 27,898 | | 0.01 | 0.00 | 0.01 |
| | 7) HDGV3 | 921 | | 0.00 | 0.00 | 0.00 |
| | 8) HDGV4 | 202 | | 0.00 | 0.00 | 0.00 |
| | 9) HDGV5 | 923 | | 0.00 | 0.00 | 0.00 |
| | 10) HDGV6 | 1,938 | | 0.00 | 0.00 | 0.00 |
| | 11) HDGV7 | 772 | | 0.00 | 0.00 | 0.00 |
| | 12) HDGV8A | 1 | | 0.00 | 0.00 | 0.00 |

| | | | | |
|---|---|---|---|---|
| 13) HDGV8B | 0 | 0.00 | 0.00 | 0.00 |
| 14) HDGB | 91 | 0.00 | 0.00 | 0.00 |
| 15) LDDV | 761 | 0.00 | 0.00 | 0.00 |
| 16) LDDT12 | 0 | 0.00 | 0.00 | 0.00 |
| 17) LDDT34 | 1,107 | 0.00 | 0.00 | 0.00 |
| 18) HDDV2B | 8,356 | 0.00 | 0.00 | 0.00 |
| 19) HDDV3 | 2,372 | 0.00 | 0.00 | 0.00 |
| 20) HDDV4 | 1,995 | 0.00 | 0.00 | 0.00 |
| 21) HDDV5 | 1,272 | 0.00 | 0.00 | 0.00 |

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PERFORMANCE REPORT 103D: Summary Emissions by Area and Detailed Vehicle Type
Daily (Emission Rates obtained from )

| Area | Vehicle Type | Daily VMT | Speed (mph) | Emissions (tons) HC | CO | NOX |
|---|---|---|---|---|---|---|
| | 22) HDDV6 | 5,753 | | 0.00 | 0.00 | 0.01 |
| | 23) HDDV7 | 8,020 | | 0.00 | 0.00 | 0.01 |
| | 24) HDDV8A | 9,884 | | 0.00 | 0.00 | 0.01 |
| | 25) HDDV8B | 36,257 | | 0.01 | 0.00 | 0.07 |
| | 26) HDDBT | 1,098 | | 0.00 | 0.00 | 0.00 |
| | 27) HDDBS | 2,107 | | 0.00 | 0.00 | 0.01 |
| | 28) MC | 2,544 | | 0.01 | 0.00 | 0.00 |
| | Subtotal | 1,395,819 | 35.7 | 0.40 | 0.00 | 0.36 |
| 4) Ascension | 1) LDGV | 2,130,405 | 35.6 | 0.59 | 0.00 | 0.32 |
| | 2) LDGT1 | 206,216 | | 0.07 | 0.00 | 0.04 |
| | 3) LDGT2 | 690,376 | | 0.26 | 0.00 | 0.18 |
| | 4) LDGT3 | 117,085 | | 0.03 | 0.00 | 0.02 |
| | 5) LDGT4 | 55,100 | | 0.02 | 0.00 | 0.02 |
| | 6) HDGV2B | 63,048 | | 0.01 | 0.00 | 0.02 |
| | 7) HDGV3 | 2,084 | | 0.00 | 0.00 | 0.00 |
| | 8) HDGV4 | 459 | | 0.00 | 0.00 | 0.00 |
| | 9) HDGV5 | 2,086 | | 0.00 | 0.00 | 0.00 |
| | 10) HDGV6 | 4,378 | | 0.00 | 0.00 | 0.00 |
| | 11) HDGV7 | 1,743 | | 0.00 | 0.00 | 0.00 |
| | 12) HDGV8A | 4 | | 0.00 | 0.00 | 0.00 |
| | 13) HDGV8B | 0 | | 0.00 | 0.00 | 0.00 |
| | 14) HDGB | 204 | | 0.00 | 0.00 | 0.00 |
| | 15) LDDV | 1,918 | | 0.00 | 0.00 | 0.00 |
| | 16) LDDT12 | 0 | | 0.00 | 0.00 | 0.00 |
| | 17) LDDT34 | 2,573 | | 0.00 | 0.00 | 0.00 |
| | 18) HDDV2B | 18,879 | | 0.00 | 0.00 | 0.01 |
| | 19) HDDV3 | 5,367 | | 0.00 | 0.00 | 0.00 |
| | 20) HDDV4 | 4,505 | | 0.00 | 0.00 | 0.01 |
| | 21) HDDV5 | 2,880 | | 0.00 | 0.00 | 0.00 |
| | 22) HDDV6 | 13,000 | | 0.00 | 0.00 | 0.02 |
| | 23) HDDV7 | 18,120 | | 0.00 | 0.00 | 0.03 |

| | | | | | | |
|---|---|---|---|---|---|---|
| 24) | HDDV8A | 22,340 | | 0.01 | 0.00 | 0.04 |
| 25) | HDDV8B | 81,929 | | 0.02 | 0.00 | 0.18 |
| 26) | HDDBT | 2,480 | | 0.00 | 0.00 | 0.01 |
| 27) | HDDBS | 4,760 | | 0.00 | 0.00 | 0.02 |
| 28) | MC | 6,365 | | 0.02 | 0.00 | 0.01 |
| | Subtotal | 3,458,304 | 35.6 | 1.04 | 0.00 | 0.93 |

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BRAQ Summer 2022 Air Quality

PERFORMANCE REPORT 103D: Summary Emissions by Area and Detailed Vehicle Type
Daily (Emission Rates obtained from )

| Area | Vehicle Type | Daily VMT | Speed (mph) | Emissions (tons) HC | CO | NOX |
|---|---|---|---|---|---|---|
| 5) Iberville | 1) LDGV | 100,904 | 25.8 | 0.03 | 0.00 | 0.02 |
| | 2) LDGT1 | 11,697 | | 0.00 | 0.00 | 0.00 |
| | 3) LDGT2 | 39,155 | | 0.02 | 0.00 | 0.01 |
| | 4) LDGT3 | 5,716 | | 0.00 | 0.00 | 0.00 |
| | 5) LDGT4 | 2,691 | | 0.00 | 0.00 | 0.00 |
| | 6) HDGV2B | 2,269 | | 0.00 | 0.00 | 0.00 |
| | 7) HDGV3 | 75 | | 0.00 | 0.00 | 0.00 |
| | 8) HDGV4 | 14 | | 0.00 | 0.00 | 0.00 |
| | 9) HDGV5 | 75 | | 0.00 | 0.00 | 0.00 |
| | 10) HDGV6 | 157 | | 0.00 | 0.00 | 0.00 |
| | 11) HDGV7 | 62 | | 0.00 | 0.00 | 0.00 |
| | 12) HDGV8A | 0 | | 0.00 | 0.00 | 0.00 |
| | 13) HDGV8B | 0 | | 0.00 | 0.00 | 0.00 |
| | 14) HDGB | 8 | | 0.00 | 0.00 | 0.00 |
| | 15) LDDV | 91 | | 0.00 | 0.00 | 0.00 |
| | 16) LDDT12 | 0 | | 0.00 | 0.00 | 0.00 |
| | 17) LDDT34 | 126 | | 0.00 | 0.00 | 0.00 |
| | 18) HDDV2B | 678 | | 0.00 | 0.00 | 0.00 |
| | 19) HDDV3 | 191 | | 0.00 | 0.00 | 0.00 |
| | 20) HDDV4 | 163 | | 0.00 | 0.00 | 0.00 |
| | 21) HDDV5 | 104 | | 0.00 | 0.00 | 0.00 |
| | 22) HDDV6 | 465 | | 0.00 | 0.00 | 0.00 |
| | 23) HDDV7 | 650 | | 0.00 | 0.00 | 0.00 |
| | 24) HDDV8A | 802 | | 0.00 | 0.00 | 0.00 |
| | 25) HDDV8B | 2,945 | | 0.00 | 0.00 | 0.00 |
| | 26) HDDBT | 90 | | 0.00 | 0.00 | 0.00 |
| | 27) HDDBS | 170 | | 0.00 | 0.00 | 0.00 |
| | 28) MC | 683 | | 0.00 | 0.00 | 0.00 |
| | Subtotal | 169,981 | 25.8 | 0.07 | 0.00 | 0.04 |

| | | | | | | |
|---|---|---|---|---|---|---|
| Region Total | 1) LDGV | 13,254,895 | 34.2 | 3.60 | 0.00 | 1.99 |
| | 2) LDGT1 | 1,305,850 | | 0.42 | 0.00 | 0.24 |
| | 3) LDGT2 | 4,371,764 | | 1.61 | 0.00 | 1.15 |
| | 4) LDGT3 | 728,683 | | 0.19 | 0.00 | 0.15 |
| | 5) LDGT4 | 342,911 | | 0.10 | 0.00 | 0.11 |
| | 6) HDGV2B | 362,877 | | 0.07 | 0.00 | 0.12 |
| | 7) HDGV3 | 11,984 | | 0.00 | 0.00 | 0.01 |
| | 8) HDGV4 | 2,641 | | 0.00 | 0.00 | 0.00 |

Emissions File: C:\BRAQ\Run\22SumAQ\EMIS_22.DBF 08:50:34
02/06/2009
VMT/Speed File: C:\BRAQ\Run\22SumAQ\VMTS_22.DBF

BRAQ Summer 2022 Air Quality

PERFORMANCE REPORT 103D: Summary Emissions by Area and Detailed Vehicle Type
Daily (Emission Rates obtained from )

| Area | Vehicle Type | Daily VMT | Speed (mph) | Emissions (tons) HC | CO | NOX |
|---|---|---|---|---|---|---|
| | 9) HDGV5 | 12,009 | | 0.00 | 0.00 | 0.01 |
| | 10) HDGV6 | 25,197 | | 0.01 | 0.00 | 0.02 |
| | 11) HDGV7 | 10,030 | | 0.00 | 0.00 | 0.01 |
| | 12) HDGV8A | 26 | | 0.00 | 0.00 | 0.00 |
| | 13) HDGV8B | 0 | | 0.00 | 0.00 | 0.00 |
| | 14) HDGB | 1,181 | | 0.00 | 0.00 | 0.00 |
| | 15) LDDV | 11,941 | | 0.00 | 0.00 | 0.00 |
| | 16) LDDT12 | 0 | | 0.00 | 0.00 | 0.00 |
| | 17) LDDT34 | 16,015 | | 0.00 | 0.00 | 0.00 |
| | 18) HDDV2B | 108,666 | | 0.01 | 0.00 | 0.04 |
| | 19) HDDV3 | 30,881 | | 0.00 | 0.00 | 0.01 |
| | 20) HDDV4 | 25,940 | | 0.00 | 0.00 | 0.03 |
| | 21) HDDV5 | 16,565 | | 0.00 | 0.00 | 0.02 |
| | 22) HDDV6 | 74,825 | | 0.01 | 0.00 | 0.08 |
| | 23) HDDV7 | 104,285 | | 0.03 | 0.00 | 0.15 |
| | 24) HDDV8A | 128,570 | | 0.04 | 0.00 | 0.19 |
| | 25) HDDV8B | 471,545 | | 0.14 | 0.00 | 0.92 |
| | 26) HDDBT | 14,289 | | 0.00 | 0.00 | 0.04 |
| | 27) HDDBS | 27,396 | | 0.01 | 0.00 | 0.11 |
| | 28) MC | 38,323 | | 0.13 | 0.00 | 0.04 |
| Grand Total | | 21,499,289 | 34.2 | 6.41 | 0.00 | 5.43 |

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02/06/2009
VMT/Speed File: C:\BRAQ\Run\22SumAQ\VMTS_22.DBF

BRAQ Summer 2022 Air Quality

PERFORMANCE REPORT 104D: Summary Emissions by Area and Summary Vehicle Type
Daily (Emission Rates obtained from )

| Area | Vehicle Type | Daily VMT | Speed (mph) | Emissions (tons) HC | CO | NOX |
|---|---|---|---|---|---|---|
| 1) East Baton Rouge | 1) Auto/MC | 8,149,295 | 33.9 | 2.23 | 0.00 | 1.23 |
| | 2) Lt. Trk | 4,119,790 | | 1.38 | 0.00 | 1.00 |
| | 3) Hvy.Trk | 809,794 | | 0.19 | 0.00 | 0.88 |
| | 4) Bus | 25,048 | | 0.01 | 0.00 | 0.08 |
| | Subtotal | 13,103,927 | 33.9 | 3.80 | 0.00 | 3.19 |
| 2) Livingston | 1) Auto/MC | 2,069,454 | 34.0 | 0.63 | 0.00 | 0.32 |
| | 2) Lt. Trk | 1,074,783 | | 0.40 | 0.00 | 0.27 |
| | 3) Hvy.Trk | 220,211 | | 0.06 | 0.00 | 0.28 |
| | 4) Bus | 6,810 | | 0.00 | 0.00 | 0.03 |
| | Subtotal | 3,371,258 | 34.0 | 1.10 | 0.00 | 0.90 |
| 3) West Baton Rouge | 1) Auto/MC | 846,044 | 35.7 | 0.23 | 0.00 | 0.13 |
| | 2) Lt. Trk | 439,915 | | 0.15 | 0.00 | 0.11 |
| | 3) Hvy.Trk | 106,564 | | 0.02 | 0.00 | 0.12 |
| | 4) Bus | 3,296 | | 0.00 | 0.00 | 0.01 |
| | Subtotal | 1,395,819 | 35.7 | 0.40 | 0.00 | 0.36 |
| 4) Ascension | 1) Auto/MC | 2,138,688 | 35.6 | 0.61 | 0.00 | 0.33 |
| | 2) Lt. Trk | 1,071,350 | | 0.37 | 0.00 | 0.27 |
| | 3) Hvy.Trk | 240,822 | | 0.06 | 0.00 | 0.31 |
| | 4) Bus | 7,444 | | 0.00 | 0.00 | 0.03 |
| | Subtotal | 3,458,304 | 35.6 | 1.04 | 0.00 | 0.93 |
| 5) Iberville | 1) Auto/MC | 101,678 | 25.8 | 0.04 | 0.00 | 0.02 |
| | 2) Lt. Trk | 59,385 | | 0.02 | 0.00 | 0.01 |

| | | | | | |
|---|---|---|---|---|---|
| 3) Hvy.Trk | 8,650 | | 0.00 | 0.00 | 0.01 |
| 4) Bus | 268 | | 0.00 | 0.00 | 0.00 |
| | --- | --- | --- | --- | --- |
| Subtotal | 169,981 | 25.8 | 0.07 | 0.00 | 0.04 |

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02/06/2009
VMT/Speed File: C:\BRAQ\Run\22SumAQ\VMTS_22.DBF

BRAQ Summer 2022 Air Quality

PERFORMANCE REPORT 104D: Summary Emissions by Area and Summary Vehicle Type
Daily (Emission Rates obtained from )

| Area | Vehicle Type | Daily VMT | Speed (mph) | Emissions (tons) HC | CO | NOX |
|---|---|---|---|---|---|---|
| Region Total | 1) Auto/MC | 13,305,159 | 34.2 | 3.73 | 0.00 | 2.03 |
| | 2) Lt. Trk | 6,765,223 | | 2.32 | 0.00 | 1.66 |
| | 3) Hvy.Trk | 1,386,041 | | 0.34 | 0.00 | 1.60 |
| | 4) Bus | 42,866 | | 0.01 | 0.00 | 0.14 |
| Grand Total | | 21,499,289 | 34.2 | 6.41 | 0.00 | 5.43 |

Emissions File: C:\BRAQ\Run\22SumAQ\EMIS_22.DBF 08:50:34
02/06/2009
VMT/Speed File: C:\BRAQ\Run\22SumAQ\VMTS_22.DBF

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PEQUEST      Version:          4.28  Run Time:  02/06/2009 08:51:56

 PPSUITE          Performance Evaluation and Emissions Analysis
 PEQUEST          Performance Queries for Surface Transportation

 Copyright 1997-2004  (c) Urbitran Associates,  Montville, New Jersey

(Input ) Setup  File: C:\PPTEMP\$$NX005B.DRV
(Output) Report File: PEQUEST.OUT

  4  BEGIN PEQUEST
  6    NAMES FILE  C:\BRAQ\Common\BatNames2.dbf
  7    EMISSIONS DATABASE  =  C:\BRAQ\Run\32SumAQ\EMIS_32.dbf
  8    EMISSIONS VMTSPEED  =  C:\BRAQ\Run\32SumAQ\VMTS_32.dbf
 10    DEFINE TIMEGROUP
 11      TIMEAM    7 8 9
 12      TIMEMID   10 11 12 13 14 15
 13      TIMEPM    16 17 18
 14      TIMENITE  19 20 21 22 23 24    1 2 3 4 5 6
 15    END
 17    IGNORE INTERNAL POSTVMT
 18    NO LOS CALCS
 19    YES PERFORMANCE REPORTS
 20    NO GIS FILE
 23    LICENSE CODE ##PQST##
 28    DEFINE PERFORMANCE
 29      REPORTS = 101 102 103 104
 30      TITLE1    BRAQ Summer 2032 Air Quality
 31      RPTFORMAT   = PRINT
 32      EMSCOLUMNS  = SKIPPED
 33      EMSDATADIR  = C:\BRAQ\Run\32SumAQ\
 34      EMSRUNID    = 2032SUM
 35    END
 37    UNITS tons 2
 39  END PEQUEST
```

```
TITLES

Input Files:

  Network.............
  Names File..........C:\BRAQ\Common\BatNames2.dbf
  Exploded Linkfile...
  Exploded Approach...
  Exploded EventDelay.
  Exploded PersonFile.
  VmtVht Summary......
  Emissions Database..C:\BRAQ\Run\32SumAQ\EMIS_32.dbf
  Emissions VmtSpeed..C:\BRAQ\Run\32SumAQ\VMTS_32.dbf
  M5 Emissions........

Output/Input Files:

  Link Los............
  Node Los............
  Link Statistics.....
  Node Statistics.....

Licensed to: $$NULL$$
```

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Include  PERFORMANCE REPORTS


  Requested Report(s) 101 102 103 104 written to PEQUEST.OUT

  Printing Series  1:  (  4 Reports)

       BRAQ Summer 2032 Air Quality


       Selecting Area,Subarea none
       Filter:
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BRAQ Summer 2032 Air Quality

PERFORMANCE REPORT 101D: Summary Emissions by Area and Facility Group
Daily (Emission Rates obtained from )

| Area | Facility | Daily VMT | Speed (mph) | Emissions (tons) HC | CO | NOX |
|---|---|---|---|---|---|---|
| 1) East Baton Rouge | 1) Interstates | 3,781,751 | 41.9 | 0.88 | 0.00 | 0.74 |
| | 2) Major Arterials | 5,251,867 | 35.4 | 1.30 | 0.00 | 0.88 |
| | 3) Minor Arterial | 3,097,855 | 32.0 | 0.80 | 0.00 | 0.51 |
| | 4) Collectors | 1,158,366 | 24.0 | 0.51 | 0.00 | 0.20 |
| | 5) Locals | 835,589 | 21.7 | 0.37 | 0.00 | 0.14 |
| | Subtotal | 14,125,428 | 33.5 | 3.85 | 0.00 | 2.47 |
| 2) Livingston | 1) Interstates | 1,357,524 | 58.8 | 0.30 | 0.00 | 0.28 |
| | 2) Major Arterials | 420,503 | 33.7 | 0.11 | 0.00 | 0.07 |
| | 3) Minor Arterial | 686,274 | 31.8 | 0.18 | 0.00 | 0.11 |
| | 4) Collectors | 822,050 | 23.4 | 0.36 | 0.00 | 0.16 |
| | 5) Locals | 472,448 | 27.0 | 0.21 | 0.00 | 0.08 |
| | Subtotal | 3,758,799 | 34.3 | 1.15 | 0.00 | 0.71 |
| 3) West Baton Rouge | 1) Interstates | 503,119 | 38.7 | 0.12 | 0.00 | 0.10 |
| | 2) Major Arterials | 870,067 | 36.5 | 0.21 | 0.00 | 0.15 |
| | 3) Minor Arterial | 13,543 | 28.0 | 0.00 | 0.00 | 0.00 |
| | 4) Collectors | 155,236 | 22.3 | 0.07 | 0.00 | 0.03 |
| | 5) Locals | 60,014 | 25.6 | 0.03 | 0.00 | 0.01 |
| | Subtotal | 1,601,979 | 34.3 | 0.43 | 0.00 | 0.29 |
| 4) Ascension | 1) Interstates | 1,532,189 | 56.4 | 0.34 | 0.00 | 0.32 |
| | 2) Major Arterials | 918,630 | 35.1 | 0.23 | 0.00 | 0.15 |
| | 3) Minor Arterial | 587,350 | 30.6 | 0.15 | 0.00 | 0.10 |
| | 4) Collectors | 492,481 | 22.3 | 0.22 | 0.00 | 0.09 |
| | 5) Locals | 351,870 | 23.7 | 0.15 | 0.00 | 0.06 |
| | Subtotal | 3,882,520 | 35.4 | 1.09 | 0.00 | 0.73 |

| | | | | | | |
|---|---|---|---|---|---|---|
| 5) Iberville | 3) Minor Arterial | 93,514 | 26.7 | 0.03 | 0.00 | 0.02 |
| | 4) Collectors | 78,324 | 23.6 | 0.04 | 0.00 | 0.02 |
| | 5) Locals | 20,466 | 29.2 | 0.01 | 0.00 | 0.00 |
| | Subtotal | 192,304 | 25.6 | 0.07 | 0.00 | 0.03 |

BRAQ Summer 2032 Air Quality

PERFORMANCE REPORT 101D: Summary Emissions by Area and Facility Group
Daily (Emission Rates obtained from )

| Area | Facility | Daily VMT | Speed (mph) | Emissions (tons) HC | CO | NOX |
|---|---|---|---|---|---|---|
| Grand Total | | 23,561,030 | 33.9 | 6.59 | 0.00 | 4.23 |

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02/06/2009

BRAQ Summer 2032 Air Quality

PERFORMANCE REPORT 102D: Summary Emissions by Area, Facility Group, and Time
Daily (Emission Rates obtained from )

| Area | Facility | Time Period | Daily VMT | Speed (mph) | Emissions (tons) HC | CO | NOX |
|---|---|---|---|---|---|---|---|
| 1) East Baton Rouge | 1) Interstates | AM | 844,238 | 29.3 | | | |
| | | Midday | 1,155,857 | 52.7 | | | |
| | | PM | 810,850 | 37.1 | | | |
| | | Night | 970,806 | 54.7 | | | |
| | | DAILY | 3,781,751 | 41.9 | 0.88 | 0.00 | 0.74 |
| | 2) Major Arterials | AM | 976,237 | 34.8 | | | |
| | | Midday | 1,735,166 | 35.5 | | | |
| | | PM | 1,017,217 | 34.9 | | | |
| | | Night | 1,523,247 | 36.2 | | | |
| | | DAILY | 5,251,867 | 35.4 | 1.30 | 0.00 | 0.88 |
| | 3) Minor Arterial | AM | 575,882 | 31.1 | | | |
| | | Midday | 1,023,529 | 32.2 | | | |
| | | PM | 600,063 | 31.2 | | | |
| | | Night | 898,381 | 33.1 | | | |
| | | DAILY | 3,097,855 | 32.0 | 0.80 | 0.00 | 0.51 |
| | 4) Collectors | AM | 257,865 | 23.0 | | | |
| | | Midday | 339,676 | 24.9 | | | |
| | | PM | 276,890 | 22.9 | | | |
| | | Night | 283,935 | 24.9 | | | |
| | | DAILY | 1,158,366 | 24.0 | 0.51 | 0.00 | 0.20 |
| | 5) Locals | AM | 185,902 | 21.5 | | | |
| | | Midday | 258,770 | 21.8 | | | |
| | | PM | 174,136 | 21.6 | | | |
| | | Night | 216,781 | 21.9 | | | |
| | | DAILY | 835,589 | 21.7 | 0.37 | 0.00 | 0.14 |
| | Subtotal | AM | 2,840,124 | 29.8 | | | |
| | | Midday | 4,512,998 | 35.2 | | | |
| | | PM | 2,879,156 | 31.9 | | | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| | | Night | 3,893,150 | 35.9 | | | |
| | | DAILY | 14,125,428 | 33.5 | 3.85 | 0.00 | 2.47 |
| 2) Livingston | 1) Interstates | AM | 304,386 | 50.9 | | | |
| | | Midday | 413,598 | 62.1 | | | |
| | | PM | 291,341 | 60.3 | | | |
| | | Night | 348,199 | 62.1 | | | |

BRAQ Summer 2032 Air Quality

PERFORMANCE REPORT 102D: Summary Emissions by Area, Facility Group, and Time
Daily (Emission Rates obtained from )

| Area | Facility | Time Period | Daily VMT | Speed (mph) | Emissions (tons) HC | CO | NOX |
|---|---|---|---|---|---|---|---|
| | | DAILY | 1,357,524 | 58.8 | 0.30 | 0.00 | 0.28 |
| | 2) Major Arterials | AM | 78,181 | 33.1 | | | |
| | | Midday | 138,929 | 33.7 | | | |
| | | PM | 81,467 | 33.1 | | | |
| | | Night | 121,926 | 34.4 | | | |
| | | DAILY | 420,503 | 33.7 | 0.11 | 0.00 | 0.07 |
| | 3) Minor Arterial | AM | 127,568 | 31.1 | | | |
| | | Midday | 226,732 | 31.8 | | | |
| | | PM | 132,946 | 31.3 | | | |
| | | Night | 199,028 | 32.5 | | | |
| | | DAILY | 686,274 | 31.8 | 0.18 | 0.00 | 0.11 |
| | 4) Collectors | AM | 182,999 | 21.9 | | | |
| | | Midday | 241,059 | 25.0 | | | |
| | | PM | 196,474 | 21.8 | | | |
| | | Night | 201,518 | 25.0 | | | |
| | | DAILY | 822,050 | 23.4 | 0.36 | 0.00 | 0.16 |
| | 5) Locals | AM | 105,091 | 26.9 | | | |
| | | Midday | 146,300 | 27.1 | | | |
| | | PM | 98,439 | 27.0 | | | |
| | | Night | 122,618 | 27.1 | | | |
| | | DAILY | 472,448 | 27.0 | 0.21 | 0.00 | 0.08 |
| | Subtotal | AM | 798,225 | 32.3 | | | |
| | | Midday | 1,166,618 | 35.4 | | | |
| | | PM | 800,667 | 33.1 | | | |
| | | Night | 993,289 | 35.6 | | | |
| | | DAILY | 3,758,799 | 34.3 | 1.15 | 0.00 | 0.71 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 3) West Baton Rouge | 1) Interstates | AM | 110,931 | 29.4 | | | |
| | | Midday | 155,182 | 46.8 | | | |
| | | PM | 107,332 | 29.7 | | | |
| | | Night | 129,674 | 55.9 | | | |
| | | DAILY | 503,119 | 38.7 | 0.12 | 0.00 | 0.10 |
| | 2) Major Arterials | AM | 161,741 | 35.7 | | | |
| | | Midday | 287,460 | 36.6 | | | |
| | | PM | 168,519 | 35.8 | | | |

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02/06/2009
VMT/Speed File: C:\BRAQ\Run\32SumAQ\VMTS_32.DBF

BRAQ Summer 2032 Air Quality

PERFORMANCE REPORT 102D: Summary Emissions by Area, Facility Group, and Time
Daily (Emission Rates obtained from )

| Area | Facility | Time Period | Daily VMT | Speed (mph) | Emissions (tons) HC | CO | NOX |
|---|---|---|---|---|---|---|---|
| | | Night | 252,347 | 37.5 | | | |
| | | DAILY | 870,067 | 36.5 | 0.21 | 0.00 | 0.15 |
| | 3) Minor Arterial | AM | 2,516 | 27.6 | | | |
| | | Midday | 4,473 | 28.0 | | | |
| | | PM | 2,621 | 27.9 | | | |
| | | Night | 3,933 | 28.3 | | | |
| | | DAILY | 13,543 | 28.0 | 0.00 | 0.00 | 0.00 |
| | 4) Collectors | AM | 34,568 | 21.4 | | | |
| | | Midday | 45,523 | 23.0 | | | |
| | | PM | 37,095 | 21.4 | | | |
| | | Night | 38,050 | 23.1 | | | |
| | | DAILY | 155,236 | 22.3 | 0.07 | 0.00 | 0.03 |
| | 5) Locals | AM | 13,362 | 25.4 | | | |
| | | Midday | 18,568 | 25.7 | | | |
| | | PM | 12,495 | 25.6 | | | |
| | | Night | 15,589 | 25.7 | | | |
| | | DAILY | 60,014 | 25.6 | 0.03 | 0.00 | 0.01 |
| | Subtotal | AM | 323,118 | 30.7 | | | |
| | | Midday | 511,206 | 36.4 | | | |
| | | PM | 328,062 | 30.9 | | | |
| | | Night | 439,593 | 38.4 | | | |
| | | DAILY | 1,601,979 | 34.3 | 0.43 | 0.00 | 0.29 |
| 4) Ascension | 1) Interstates | AM | 343,546 | 46.3 | | | |
| | | Midday | 466,817 | 61.6 | | | |
| | | PM | 328,827 | 56.6 | | | |
| | | Night | 392,999 | 61.6 | | | |
| | | DAILY | 1,532,189 | 56.4 | 0.34 | 0.00 | 0.32 |

| | | | | | | |
|---|---|---|---|---|---|---|
| 2) Major Arterials | AM | 170,760 | 34.4 | | | |
| | Midday | 303,518 | 35.1 | | | |
| | PM | 177,925 | 34.6 | | | |
| | Night | 266,427 | 35.8 | | | |
| | DAILY | 918,630 | 35.1 | 0.23 | 0.00 | 0.15 |
| 3) Minor Arterial | AM | 109,183 | 30.1 | | | |
| | Midday | 194,038 | 30.6 | | | |

BRAQ Summer 2032 Air Quality

PERFORMANCE REPORT 102D: Summary Emissions by Area, Facility Group, and Time
Daily (Emission Rates obtained from )

| Area | Facility | Time Period | Daily VMT | Speed (mph) | Emissions (tons) HC | CO | NOX |
|---|---|---|---|---|---|---|---|
| | | PM | 113,738 | 30.2 | | | |
| | | Night | 170,391 | 31.2 | | | |
| | | DAILY | 587,350 | 30.6 | 0.15 | 0.00 | 0.10 |
| | 4) Collectors | AM | 109,589 | 21.2 | | | |
| | | Midday | 144,453 | 23.4 | | | |
| | | PM | 117,692 | 21.0 | | | |
| | | Night | 120,747 | 23.3 | | | |
| | | DAILY | 492,481 | 22.3 | 0.22 | 0.00 | 0.09 |
| | 5) Locals | AM | 78,279 | 23.6 | | | |
| | | Midday | 108,968 | 23.7 | | | |
| | | PM | 73,327 | 23.7 | | | |
| | | Night | 91,296 | 23.7 | | | |
| | | DAILY | 351,870 | 23.7 | 0.15 | 0.00 | 0.06 |
| | Subtotal | AM | 811,357 | 33.1 | | | |
| | | Midday | 1,217,794 | 36.6 | | | |
| | | PM | 811,509 | 34.7 | | | |
| | | Night | 1,041,860 | 36.8 | | | |
| | | DAILY | 3,882,520 | 35.4 | 1.09 | 0.00 | 0.73 |
| 5) Iberville | 3) Minor Arterial | AM | 17,376 | 25.8 | | | |
| | | Midday | 30,886 | 26.8 | | | |
| | | PM | 18,116 | 26.1 | | | |
| | | Night | 27,136 | 27.7 | | | |
| | | DAILY | 93,514 | 26.7 | 0.03 | 0.00 | 0.02 |
| | 4) Collectors | AM | 17,427 | 23.4 | | | |
| | | Midday | 22,959 | 23.7 | | | |
| | | PM | 18,711 | 23.4 | | | |
| | | Night | 19,227 | 23.7 | | | |

| | | | | | | |
|---|---|---|---|---|---|---|
| | DAILY | 78,324 | 23.6 | 0.04 | 0.00 | 0.02 |
| 5) Locals | AM | 4,558 | 29.2 | | | |
| | Midday | 6,359 | 29.2 | | | |
| | PM | 4,256 | 29.2 | | | |
| | Night | 5,293 | 29.2 | | | |
| | DAILY | 20,466 | 29.2 | 0.01 | 0.00 | 0.00 |

BRAQ Summer 2032 Air Quality

PERFORMANCE REPORT 102D: Summary Emissions by Area, Facility Group, and Time
Daily (Emission Rates obtained from )

| Area | Facility | Time Period | Daily VMT | Speed (mph) | Emissions (tons) HC | CO | NOX |
|---|---|---|---|---|---|---|---|
| | Subtotal | AM | 39,361 | 25.0 | | | |
| | | Midday | 60,204 | 25.7 | | | |
| | | PM | 41,083 | 25.1 | | | |
| | | Night | 51,656 | 26.2 | | | |
| | | DAILY | 192,304 | 25.6 | 0.07 | 0.00 | 0.03 |
| | Region Total | AM | 4,812,185 | 30.7 | | | |
| | | Midday | 7,468,820 | 35.4 | | | |
| | | PM | 4,860,477 | 32.4 | | | |
| | | Night | 6,419,548 | 36.1 | | | |
| | | DAILY | 23,561,030 | 33.9 | 6.59 | 0.00 | 4.23 |

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02/06/2009
VMT/Speed File: C:\BRAQ\Run\32SumAQ\VMTS_32.DBF

BRAQ Summer 2032 Air Quality

PERFORMANCE REPORT 103D: Summary Emissions by Area and Detailed Vehicle Type
Daily (Emission Rates obtained from )

| Area | Vehicle Type | Daily VMT | Speed (mph) | Emissions (tons) HC | CO | NOX |
|---|---|---|---|---|---|---|
| 1) East Baton Rouge | 1) LDGV | 8,751,649 | 33.5 | 2.20 | 0.00 | 1.11 |
| | 2) LDGT1 | 859,647 | | 0.25 | 0.00 | 0.13 |
| | 3) LDGT2 | 2,877,953 | | 0.96 | 0.00 | 0.62 |
| | 4) LDGT3 | 476,939 | | 0.11 | 0.00 | 0.09 |
| | 5) LDGT4 | 224,440 | | 0.06 | 0.00 | 0.06 |
| | 6) HDGV2B | 227,002 | | 0.04 | 0.00 | 0.04 |
| | 7) HDGV3 | 7,497 | | 0.00 | 0.00 | 0.00 |
| | 8) HDGV4 | 1,654 | | 0.00 | 0.00 | 0.00 |
| | 9) HDGV5 | 7,511 | | 0.00 | 0.00 | 0.00 |
| | 10) HDGV6 | 15,763 | | 0.00 | 0.00 | 0.00 |
| | 11) HDGV7 | 6,277 | | 0.00 | 0.00 | 0.00 |
| | 12) HDGV8A | 18 | | 0.00 | 0.00 | 0.00 |
| | 13) HDGV8B | 0 | | 0.00 | 0.00 | 0.00 |
| | 14) HDGB | 739 | | 0.00 | 0.00 | 0.00 |
| | 15) LDDV | 7,885 | | 0.00 | 0.00 | 0.00 |
| | 16) LDDT12 | 0 | | 0.00 | 0.00 | 0.00 |
| | 17) LDDT34 | 10,485 | | 0.00 | 0.00 | 0.00 |
| | 18) HDDV2B | 67,982 | | 0.01 | 0.00 | 0.02 |
| | 19) HDDV3 | 19,317 | | 0.00 | 0.00 | 0.01 |
| | 20) HDDV4 | 16,225 | | 0.00 | 0.00 | 0.01 |
| | 21) HDDV5 | 10,363 | | 0.00 | 0.00 | 0.00 |
| | 22) HDDV6 | 46,810 | | 0.01 | 0.00 | 0.02 |
| | 23) HDDV7 | 65,233 | | 0.01 | 0.00 | 0.04 |
| | 24) HDDV8A | 80,436 | | 0.02 | 0.00 | 0.05 |
| | 25) HDDV8B | 294,983 | | 0.08 | 0.00 | 0.22 |
| | 26) HDDBT | 8,938 | | 0.00 | 0.00 | 0.01 |
| | 27) HDDBS | 17,134 | | 0.00 | 0.00 | 0.02 |
| | 28) MC | 22,543 | | 0.07 | 0.00 | 0.02 |
| | Subtotal | 14,125,423 | 33.5 | 3.85 | 0.00 | 2.47 |
| 2) Livingston | 1) LDGV | 2,294,673 | 34.3 | 0.64 | 0.00 | 0.30 |

| | | | | |
|---|---|---|---|---|
| 2) LDGT1 | 233,426 | 0.08 | 0.00 | 0.04 |
| 3) LDGT2 | 781,465 | 0.29 | 0.00 | 0.17 |
| 4) LDGT3 | 126,060 | 0.03 | 0.00 | 0.02 |
| 5) LDGT4 | 59,320 | 0.02 | 0.00 | 0.02 |
| 6) HDGV2B | 64,049 | 0.01 | 0.00 | 0.01 |
| 7) HDGV3 | 2,114 | 0.00 | 0.00 | 0.00 |
| 8) HDGV4 | 466 | 0.00 | 0.00 | 0.00 |
| 9) HDGV5 | 2,122 | 0.00 | 0.00 | 0.00 |
| 10) HDGV6 | 4,447 | 0.00 | 0.00 | 0.00 |

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VMT/Speed File: C:\BRAQ\Run\32SumAQ\VMTS_32.DBF

BRAQ Summer 2032 Air Quality

PERFORMANCE REPORT 103D: Summary Emissions by Area and Detailed Vehicle Type
Daily (Emission Rates obtained from )

| Area | Vehicle Type | Daily VMT | Speed (mph) | Emissions (tons) HC | CO | NOX |
|---|---|---|---|---|---|---|
| | 11) HDGV7 | 1,769 | | 0.00 | 0.00 | 0.00 |
| | 12) HDGV8A | 4 | | 0.00 | 0.00 | 0.00 |
| | 13) HDGV8B | 0 | | 0.00 | 0.00 | 0.00 |
| | 14) HDGB | 210 | | 0.00 | 0.00 | 0.00 |
| | 15) LDDV | 2,066 | | 0.00 | 0.00 | 0.00 |
| | 16) LDDT12 | 0 | | 0.00 | 0.00 | 0.00 |
| | 17) LDDT34 | 2,771 | | 0.00 | 0.00 | 0.00 |
| | 18) HDDV2B | 19,181 | | 0.00 | 0.00 | 0.01 |
| | 19) HDDV3 | 5,448 | | 0.00 | 0.00 | 0.00 |
| | 20) HDDV4 | 4,575 | | 0.00 | 0.00 | 0.00 |
| | 21) HDDV5 | 2,923 | | 0.00 | 0.00 | 0.00 |
| | 22) HDDV6 | 13,207 | | 0.00 | 0.00 | 0.01 |
| | 23) HDDV7 | 18,407 | | 0.00 | 0.00 | 0.01 |
| | 24) HDDV8A | 22,691 | | 0.01 | 0.00 | 0.02 |
| | 25) HDDV8B | 83,227 | | 0.03 | 0.00 | 0.07 |
| | 26) HDDBT | 2,521 | | 0.00 | 0.00 | 0.00 |
| | 27) HDDBS | 4,836 | | 0.00 | 0.00 | 0.01 |
| | 28) MC | 6,815 | | 0.03 | 0.00 | 0.01 |
| | Subtotal | 3,758,793 | 34.3 | 1.15 | 0.00 | 0.71 |
| 3) West Baton Rouge | 1) LDGV | 967,636 | 34.3 | 0.24 | 0.00 | 0.12 |
| | 2) LDGT1 | 96,489 | | 0.03 | 0.00 | 0.01 |
| | 3) LDGT2 | 323,038 | | 0.11 | 0.00 | 0.07 |
| | 4) LDGT3 | 57,693 | | 0.01 | 0.00 | 0.01 |
| | 5) LDGT4 | 27,151 | | 0.01 | 0.00 | 0.01 |
| | 6) HDGV2B | 31,825 | | 0.01 | 0.00 | 0.01 |
| | 7) HDGV3 | 1,050 | | 0.00 | 0.00 | 0.00 |
| | 8) HDGV4 | 232 | | 0.00 | 0.00 | 0.00 |
| | 9) HDGV5 | 1,054 | | 0.00 | 0.00 | 0.00 |
| | 10) HDGV6 | 2,208 | | 0.00 | 0.00 | 0.00 |
| | 11) HDGV7 | 880 | | 0.00 | 0.00 | 0.00 |
| | 12) HDGV8A | 2 | | 0.00 | 0.00 | 0.00 |

| | | | | |
|---|---|---|---|---|
| 13) HDGV8B | 0 | 0.00 | 0.00 | 0.00 |
| 14) HDGB | 104 | 0.00 | 0.00 | 0.00 |
| 15) LDDV | 871 | 0.00 | 0.00 | 0.00 |
| 16) LDDT12 | 0 | 0.00 | 0.00 | 0.00 |
| 17) LDDT34 | 1,270 | 0.00 | 0.00 | 0.00 |
| 18) HDDV2B | 9,531 | 0.00 | 0.00 | 0.00 |
| 19) HDDV3 | 2,709 | 0.00 | 0.00 | 0.00 |
| 20) HDDV4 | 2,274 | 0.00 | 0.00 | 0.00 |
| 21) HDDV5 | 1,455 | 0.00 | 0.00 | 0.00 |

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BRAQ Summer 2032 Air Quality

PERFORMANCE REPORT 103D: Summary Emissions by Area and Detailed Vehicle Type
Daily (Emission Rates obtained from )

| Area | Vehicle Type | Daily VMT | Speed (mph) | Emissions (tons) HC | CO | NOX |
|---|---|---|---|---|---|---|
| | 22) HDDV6 | 6,563 | | 0.00 | 0.00 | 0.00 |
| | 23) HDDV7 | 9,146 | | 0.00 | 0.00 | 0.01 |
| | 24) HDDV8A | 11,279 | | 0.00 | 0.00 | 0.01 |
| | 25) HDDV8B | 41,358 | | 0.01 | 0.00 | 0.03 |
| | 26) HDDBT | 1,251 | | 0.00 | 0.00 | 0.00 |
| | 27) HDDBS | 2,403 | | 0.00 | 0.00 | 0.00 |
| | 28) MC | 2,505 | | 0.01 | 0.00 | 0.00 |
| | Subtotal | 1,601,977 | 34.3 | 0.43 | 0.00 | 0.29 |
| 4) Ascension | 1) LDGV | 2,387,296 | 35.4 | 0.62 | 0.00 | 0.31 |
| | 2) LDGT1 | 232,116 | | 0.07 | 0.00 | 0.04 |
| | 3) LDGT2 | 777,098 | | 0.27 | 0.00 | 0.17 |
| | 4) LDGT3 | 132,212 | | 0.03 | 0.00 | 0.03 |
| | 5) LDGT4 | 62,220 | | 0.02 | 0.00 | 0.02 |
| | 6) HDGV2B | 71,079 | | 0.01 | 0.00 | 0.01 |
| | 7) HDGV3 | 2,346 | | 0.00 | 0.00 | 0.00 |
| | 8) HDGV4 | 520 | | 0.00 | 0.00 | 0.00 |
| | 9) HDGV5 | 2,351 | | 0.00 | 0.00 | 0.00 |
| | 10) HDGV6 | 4,937 | | 0.00 | 0.00 | 0.00 |
| | 11) HDGV7 | 1,965 | | 0.00 | 0.00 | 0.00 |
| | 12) HDGV8A | 4 | | 0.00 | 0.00 | 0.00 |
| | 13) HDGV8B | 0 | | 0.00 | 0.00 | 0.00 |
| | 14) HDGB | 233 | | 0.00 | 0.00 | 0.00 |
| | 15) LDDV | 2,150 | | 0.00 | 0.00 | 0.00 |
| | 16) LDDT12 | 0 | | 0.00 | 0.00 | 0.00 |
| | 17) LDDT34 | 2,904 | | 0.00 | 0.00 | 0.00 |
| | 18) HDDV2B | 21,285 | | 0.00 | 0.00 | 0.01 |
| | 19) HDDV3 | 6,049 | | 0.00 | 0.00 | 0.00 |
| | 20) HDDV4 | 5,081 | | 0.00 | 0.00 | 0.00 |
| | 21) HDDV5 | 3,245 | | 0.00 | 0.00 | 0.00 |
| | 22) HDDV6 | 14,656 | | 0.00 | 0.00 | 0.01 |
| | 23) HDDV7 | 20,423 | | 0.00 | 0.00 | 0.01 |

| | | | | | | |
|---|---|---|---|---|---|---|
| 24) | HDDV8A | 25,184 | | 0.01 | 0.00 | 0.02 |
| 25) | HDDV8B | 92,365 | | 0.03 | 0.00 | 0.08 |
| 26) | HDDBT | 2,802 | | 0.00 | 0.00 | 0.00 |
| 27) | HDDBS | 5,365 | | 0.00 | 0.00 | 0.01 |
| 28) | MC | 6,621 | | 0.02 | 0.00 | 0.01 |
| | Subtotal | 3,882,507 | 35.4 | 1.09 | 0.00 | 0.73 |

BRAQ Summer 2032 Air Quality

PERFORMANCE REPORT 103D: Summary Emissions by Area and Detailed Vehicle Type
Daily (Emission Rates obtained from )

| Area | Vehicle Type | Daily VMT | Speed (mph) | Emissions (tons) HC | CO | NOX |
|---|---|---|---|---|---|---|
| 5) Iberville | 1) LDGV | 113,966 | 25.6 | 0.04 | 0.00 | 0.02 |
| | 2) LDGT1 | 13,224 | | 0.00 | 0.00 | 0.00 |
| | 3) LDGT2 | 44,269 | | 0.02 | 0.00 | 0.01 |
| | 4) LDGT3 | 6,504 | | 0.00 | 0.00 | 0.00 |
| | 5) LDGT4 | 3,062 | | 0.00 | 0.00 | 0.00 |
| | 6) HDGV2B | 2,606 | | 0.00 | 0.00 | 0.00 |
| | 7) HDGV3 | 88 | | 0.00 | 0.00 | 0.00 |
| | 8) HDGV4 | 17 | | 0.00 | 0.00 | 0.00 |
| | 9) HDGV5 | 87 | | 0.00 | 0.00 | 0.00 |
| | 10) HDGV6 | 182 | | 0.00 | 0.00 | 0.00 |
| | 11) HDGV7 | 73 | | 0.00 | 0.00 | 0.00 |
| | 12) HDGV8A | 0 | | 0.00 | 0.00 | 0.00 |
| | 13) HDGV8B | 0 | | 0.00 | 0.00 | 0.00 |
| | 14) HDGB | 8 | | 0.00 | 0.00 | 0.00 |
| | 15) LDDV | 103 | | 0.00 | 0.00 | 0.00 |
| | 16) LDDT12 | 0 | | 0.00 | 0.00 | 0.00 |
| | 17) LDDT34 | 143 | | 0.00 | 0.00 | 0.00 |
| | 18) HDDV2B | 782 | | 0.00 | 0.00 | 0.00 |
| | 19) HDDV3 | 223 | | 0.00 | 0.00 | 0.00 |
| | 20) HDDV4 | 186 | | 0.00 | 0.00 | 0.00 |
| | 21) HDDV5 | 118 | | 0.00 | 0.00 | 0.00 |
| | 22) HDDV6 | 539 | | 0.00 | 0.00 | 0.00 |
| | 23) HDDV7 | 749 | | 0.00 | 0.00 | 0.00 |
| | 24) HDDV8A | 923 | | 0.00 | 0.00 | 0.00 |
| | 25) HDDV8B | 3,385 | | 0.00 | 0.00 | 0.00 |
| | 26) HDDBT | 103 | | 0.00 | 0.00 | 0.00 |
| | 27) HDDBS | 196 | | 0.00 | 0.00 | 0.00 |
| | 28) MC | 769 | | 0.00 | 0.00 | 0.00 |
| | Subtotal | 192,305 | 25.6 | 0.07 | 0.00 | 0.03 |

| | | | | | | |
|---|---|---|---|---|---|---|
| Region Total | 1) LDGV | 14,515,220 | 33.9 | 3.73 | 0.00 | 1.85 |
| | 2) LDGT1 | 1,434,902 | | 0.43 | 0.00 | 0.22 |
| | 3) LDGT2 | 4,803,823 | | 1.64 | 0.00 | 1.04 |
| | 4) LDGT3 | 799,408 | | 0.20 | 0.00 | 0.15 |
| | 5) LDGT4 | 376,193 | | 0.10 | 0.00 | 0.11 |
| | 6) HDGV2B | 396,561 | | 0.07 | 0.00 | 0.07 |
| | 7) HDGV3 | 13,095 | | 0.00 | 0.00 | 0.00 |
| | 8) HDGV4 | 2,889 | | 0.00 | 0.00 | 0.00 |

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BRAQ Summer 2032 Air Quality

PERFORMANCE REPORT 103D: Summary Emissions by Area and Detailed Vehicle Type
Daily (Emission Rates obtained from )

| Area | Vehicle Type | Daily VMT | Speed (mph) | Emissions (tons) HC | CO | NOX |
|---|---|---|---|---|---|---|
| | 9) HDGV5 | 13,125 | | 0.00 | 0.00 | 0.00 |
| | 10) HDGV6 | 27,537 | | 0.01 | 0.00 | 0.01 |
| | 11) HDGV7 | 10,964 | | 0.00 | 0.00 | 0.00 |
| | 12) HDGV8A | 28 | | 0.00 | 0.00 | 0.00 |
| | 13) HDGV8B | 0 | | 0.00 | 0.00 | 0.00 |
| | 14) HDGB | 1,294 | | 0.00 | 0.00 | 0.00 |
| | 15) LDDV | 13,075 | | 0.00 | 0.00 | 0.00 |
| | 16) LDDT12 | 0 | | 0.00 | 0.00 | 0.00 |
| | 17) LDDT34 | 17,573 | | 0.00 | 0.00 | 0.00 |
| | 18) HDDV2B | 118,761 | | 0.01 | 0.00 | 0.03 |
| | 19) HDDV3 | 33,746 | | 0.00 | 0.00 | 0.01 |
| | 20) HDDV4 | 28,341 | | 0.00 | 0.00 | 0.01 |
| | 21) HDDV5 | 18,104 | | 0.00 | 0.00 | 0.01 |
| | 22) HDDV6 | 81,775 | | 0.01 | 0.00 | 0.04 |
| | 23) HDDV7 | 113,958 | | 0.03 | 0.00 | 0.07 |
| | 24) HDDV8A | 140,513 | | 0.04 | 0.00 | 0.10 |
| | 25) HDDV8B | 515,318 | | 0.15 | 0.00 | 0.41 |
| | 26) HDDBT | 15,615 | | 0.00 | 0.00 | 0.02 |
| | 27) HDDBS | 29,934 | | 0.01 | 0.00 | 0.03 |
| | 28) MC | 39,253 | | 0.13 | 0.00 | 0.04 |
| Grand Total | | 23,561,005 | 33.9 | 6.59 | 0.00 | 4.23 |

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BRAQ Summer 2032 Air Quality

PERFORMANCE REPORT 104D: Summary Emissions by Area and Summary Vehicle Type
Daily (Emission Rates obtained from )

| Area | Vehicle Type | Daily VMT | Speed (mph) | Emissions (tons) HC | CO | NOX |
|---|---|---|---|---|---|---|
| 1) East Baton Rouge | 1) Auto/MC | 8,782,077 | 33.5 | 2.27 | 0.00 | 1.13 |
| | 2) Lt. Trk | 4,449,464 | | 1.38 | 0.00 | 0.91 |
| | 3) Hvy.Trk | 867,071 | | 0.19 | 0.00 | 0.41 |
| | 4) Bus | 26,811 | | 0.01 | 0.00 | 0.03 |
| | Subtotal | 14,125,423 | 33.5 | 3.85 | 0.00 | 2.47 |
| 2) Livingston | 1) Auto/MC | 2,303,554 | 34.3 | 0.67 | 0.00 | 0.31 |
| | 2) Lt. Trk | 1,203,042 | | 0.42 | 0.00 | 0.25 |
| | 3) Hvy.Trk | 244,630 | | 0.07 | 0.00 | 0.14 |
| | 4) Bus | 7,567 | | 0.00 | 0.00 | 0.01 |
| | Subtotal | 3,758,793 | 34.3 | 1.15 | 0.00 | 0.71 |
| 3) West Baton Rouge | 1) Auto/MC | 971,012 | 34.3 | 0.25 | 0.00 | 0.13 |
| | 2) Lt. Trk | 505,641 | | 0.16 | 0.00 | 0.10 |
| | 3) Hvy.Trk | 121,566 | | 0.03 | 0.00 | 0.06 |
| | 4) Bus | 3,758 | | 0.00 | 0.00 | 0.00 |
| | Subtotal | 1,601,977 | 34.3 | 0.43 | 0.00 | 0.29 |
| 4) Ascension | 1) Auto/MC | 2,396,067 | 35.4 | 0.64 | 0.00 | 0.31 |
| | 2) Lt. Trk | 1,206,550 | | 0.39 | 0.00 | 0.25 |
| | 3) Hvy.Trk | 271,490 | | 0.06 | 0.00 | 0.15 |
| | 4) Bus | 8,400 | | 0.00 | 0.00 | 0.01 |
| | Subtotal | 3,882,507 | 35.4 | 1.09 | 0.00 | 0.73 |
| 5) Iberville | 1) Auto/MC | 114,838 | 25.6 | 0.04 | 0.00 | 0.02 |
| | 2) Lt. Trk | 67,202 | | 0.03 | 0.00 | 0.01 |

| | | | | | |
|---|---|---|---|---|---|
| 3) Hvy.Trk | 9,958 | | 0.00 | 0.00 | 0.00 |
| 4) Bus | 307 | | 0.00 | 0.00 | 0.00 |
| | --- | --- | --- | --- | --- |
| Subtotal | 192,305 | 25.6 | 0.07 | 0.00 | 0.03 |

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VMT/Speed File: C:\BRAQ\Run\32SumAQ\VMTS_32.DBF

BRAQ Summer 2032 Air Quality

PERFORMANCE REPORT 104D: Summary Emissions by Area and Summary Vehicle Type
Daily (Emission Rates obtained from )

| Area | Vehicle Type | Daily VMT | Speed (mph) | Emissions (tons) HC | CO | NOX |
|---|---|---|---|---|---|---|
| Region Total | 1) Auto/MC | 14,567,548 | 33.9 | 3.87 | 0.00 | 1.89 |
| | 2) Lt. Trk | 7,431,899 | | 2.37 | 0.00 | 1.53 |
| | 3) Hvy.Trk | 1,514,715 | | 0.34 | 0.00 | 0.76 |
| | 4) Bus | 46,843 | | 0.01 | 0.00 | 0.05 |
| Grand Total | | 23,561,005 | 33.9 | 6.59 | 0.00 | 4.23 |

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# Appendix D

## Horizon Year VMT for the Non-modeled Area

OUTSIDE OF BATON ROUGE MODEL AREA

AVERAGE DAILY VEHICLE MILES OF TRAVEL (SUMMER ADJUSTED VALUES)

| Ascension | 2009 | 2013 | 2022 | 2032 |
|---|---|---|---|---|
| Rural Interstate | 0 | 0 | 0 | 0 |
| Rural Principal Arterial | 0 | 0 | 0 | 0 |
| Rural Minor Arterial | 68,398 | 72,379 | 82,204 | 94,693 |
| Rural Major Collector | 0 | 0 | 0 | 0 |
| Rural Minor Collector | 18,612 | 19,695 | 22,369 | 25,767 |
| Rural Local Road | 16,835 | 17,225 | 18,159 | 19,297 |
| Urban Interstate | 0 | 0 | 0 | 0 |
| Urban Oth. Fwy. & Expwy. | 0 | 0 | 0 | 0 |
| Urban Principal Arterial | 0 | 0 | 0 | 0 |
| Urban Minor Arterial | 81,404 | 88,533 | 107,045 | 132,377 |
| Urban Collector | 34,332 | 36,721 | 42,893 | 51,282 |
| Urban Local City Street | 12,682 | 12,864 | 13,288 | 13,784 |
| TOTALS | 232,263 | 247,418 | 285,959 | 337,200 |

**OUTSIDE OF BATON ROUGE MODEL AREA**

**AVERAGE DAILY VEHICLE MILES OF TRAVEL (SUMMER ADJUSTED VALUES)**

| East Baton Rouge | 2009 | 2013 | 2022 | 2032 |
|---|---|---|---|---|
| Rural Interstate | 0 | 0 | 0 | 0 |
| Rural Principal Arterial | 0 | 0 | 0 | 0 |
| Rural Minor Arterial | 0 | 0 | 0 | 0 |
| Rural Major Collector | 0 | 0 | 0 | 0 |
| Rural Minor Collector | 0 | 0 | 0 | 0 |
| Rural Local Road | 0 | 0 | 0 | 0 |
| Urban Interstate | 0 | 0 | 0 | 0 |
| Urban Oth. Fwy. & Expwy. | 0 | 0 | 0 | 0 |
| Urban Principal Arterial | 0 | 0 | 0 | 0 |
| Urban Minor Arterial | 0 | 0 | 0 | 0 |
| Urban Collector | 0 | 0 | 0 | 0 |
| Urban Local City Street | 0 | 0 | 0 | 0 |
| TOTALS | 0 | 0 | 0 | 0 |

**OUTSIDE OF BATON ROUGE MODEL AREA**

**AVERAGE DAILY VEHICLE MILES OF TRAVEL (SUMMER ADJUSTED VALUES)**

| Iberville | 2009 | 2013 | 2022 | 2032 |
|---|---|---|---|---|
| Rural Interstate | 661,347 | 699,840 | 794,839 | 915,592 |
| Rural Principal Arterial | 141,531 | 149,769 | 170,099 | 195,941 |
| Rural Minor Arterial | 0 | 0 | 0 | 0 |
| Rural Major Collector | 127,312 | 134,722 | 153,010 | 176,255 |
| Rural Minor Collector | 45,414 | 48,058 | 54,581 | 62,873 |
| Rural Local Road | 94,917 | 97,327 | 103,120 | 110,220 |
| Urban Interstate | 0 | 0 | 0 | 0 |
| Urban Oth. Fwy. & Expwy. | 0 | 0 | 0 | 0 |
| Urban Principal Arterial | 101,773 | 111,141 | 135,492 | 168,854 |
| Urban Minor Arterial | 28,830 | 31,484 | 38,382 | 47,832 |
| Urban Collector | 116,635 | 126,124 | 150,728 | 184,330 |
| Urban Local City Street | 30,165 | 31,346 | 34,337 | 38,296 |
| TOTALS | 1,347,925 | 1,429,811 | 1,634,588 | 1,900,194 |

**OUTSIDE OF BATON ROUGE MODEL AREA**

**AVERAGE DAILY VEHICLE MILES OF TRAVEL (SUMMER ADJUSTED VALUES)**

| Livingston | 2009 | 2013 | 2022 | 2032 |
|---|---|---|---|---|
| Rural Interstate | 681,196 | 720,844 | 818,695 | 943,072 |
| Rural Principal Arterial | 0 | 0 | 0 | 0 |
| Rural Minor Arterial | 0 | 0 | 0 | 0 |
| Rural Major Collector | 333,527 | 352,940 | 400,849 | 461,747 |
| Rural Minor Collector | 30,572 | 32,352 | 36,743 | 42,325 |
| Rural Local Road | 182,895 | 187,402 | 198,221 | 211,454 |
| Urban Interstate | 0 | 0 | 0 | 0 |
| Urban Oth. Fwy. & Expwy. | 0 | 0 | 0 | 0 |
| Urban Principal Arterial | 0 | 0 | 0 | 0 |
| Urban Minor Arterial | 0 | 0 | 0 | 0 |
| Urban Collector | 50,647 | 55,308 | 67,426 | 84,029 |
| Urban Local City Street | 12,126 | 12,633 | 13,922 | 15,635 |
| TOTALS | 1,290,963 | 1,361,480 | 1,535,857 | 1,758,262 |

**OUTSIDE OF BATON ROUGE MODEL AREA**

**AVERAGE DAILY VEHICLE MILES OF TRAVEL (SUMMER ADJUSTED VALUES)**

| West Baton Rouge | 2009 | 2013 | 2022 | 2032 |
|---|---|---|---|---|
| Rural Interstate | 214,300 | 226,773 | 257,556 | 296,685 |
| Rural Principal Arterial | 170,676 | 180,610 | 205,127 | 236,290 |
| Rural Minor Arterial | 0 | 0 | 0 | 0 |
| Rural Major Collector | 58,018 | 61,395 | 69,729 | 80,322 |
| Rural Minor Collector | 35,952 | 38,044 | 43,208 | 49,773 |
| Rural Local Road | 59,682 | 62,207 | 68,393 | 76,175 |
| Urban Interstate | 0 | 0 | 0 | 0 |
| Urban Oth. Fwy. & Expwy. | 0 | 0 | 0 | 0 |
| Urban Principal Arterial | 0 | 0 | 0 | 0 |
| Urban Minor Arterial | 0 | 0 | 0 | 0 |
| Urban Collector | 0 | 0 | 0 | 0 |
| Urban Local City Street | 0 | 0 | 0 | 0 |
| TOTALS | 538,628 | 569,030 | 644,013 | 739,245 |

**OUTSIDE OF BATON ROUGE MODEL AREA**

**AVERAGE DAILY VEHICLE MILES OF TRAVEL (SUMMER ADJUSTED VALUES)**

| Total Non-Modeled Area | 2009 | 2013 | 2022 | 2032 |
|---|---|---|---|---|
| Rural Interstate | 1,556,843 | 1,647,457 | 1,871,090 | 2,155,349 |
| Rural Principal Arterial | 312,207 | 330,379 | 375,226 | 432,231 |
| Rural Minor Arterial | 68,398 | 72,379 | 82,204 | 94,693 |
| Rural Major Collector | 518,858 | 549,057 | 623,588 | 718,325 |
| Rural Minor Collector | 130,550 | 138,149 | 156,902 | 180,739 |
| Rural Local Road | 354,328 | 364,162 | 387,893 | 417,145 |
| Urban Interstate | 0 | 0 | 0 | 0 |
| Urban Oth. Fwy. & Expwy. | 0 | 0 | 0 | 0 |
| Urban Principal Arterial | 101,773 | 111,141 | 135,492 | 168,854 |
| Urban Minor Arterial | 110,234 | 120,016 | 145,427 | 180,209 |
| Urban Collector | 201,614 | 218,154 | 261,047 | 319,640 |
| Urban Local City Street | 54,972 | 56,844 | 61,547 | 67,716 |
| TOTALS | 3,409,778 | 3,607,738 | 4,100,416 | 4,734,901 |

# Appendix E

## Non-modeled Area MOBILE6.2 Input and Output Files

```
* I/M program On Board Diagnostics (exhaust)
*
I/M PROGRAM        : 1 2002 2050 1 TRC OBD I/M
I/M MODEL YEARS    : 1 1996 2050
I/M VEHICLES       : 1 22222 21111111 1
I/M STRINGENCY     : 1 20.0
I/M EFFECTIVENESS  : 0.75 0.75 0.75
I/M COMPLIANCE     : 1 96.0
I/M WAIVER RATES   : 1 0.0 0.0
*
* Baton Rouge I/M programs (evaporative)
*
I/M PROGRAM        : 2 2000 2001 1 TRC GC
I/M MODEL YEARS    : 2 1980 2001
I/M VEHICLES       : 2 22222 21111111 1
I/M COMPLIANCE     : 2 96.0
*
I/M PROGRAM        : 3 2002 2006 1 TRC GC
I/M MODEL YEARS    : 3 1980 2006
I/M VEHICLES       : 3 11111 21111111 1
I/M COMPLIANCE     : 3 96.0
*
I/M PROGRAM        : 4 2002 2050 1 TRC EVAP OBD & GC
I/M MODEL YEARS    : 4 1996 2050
I/M VEHICLES       : 4 22222 11111111 1
I/M STRINGENCY     : 4 20.0
I/M COMPLIANCE     : 4 96.0
*
I/M PROGRAM        : 5 2007 2050 1 TRC EVAP OBD & GC
I/M MODEL YEARS    : 5 2007 2050
I/M VEHICLES       : 5 11111 21111111 1
I/M STRINGENCY     : 5 20.0
I/M COMPLIANCE     : 5 96.0
```

```
* MOBILE6 Input -- Registration Data
* CY2006 -- BTR 5 Parishes for 2009 Conformity Analysis
*
*
REG DIST
* LDV
 1 0.0550 0.0733 0.0645 0.0678 0.0703 0.0666 0.0750 0.0675 0.0598 0.0597
   0.0542 0.0548 0.0437 0.0371 0.0316 0.0260 0.0213 0.0163 0.0121 0.0086
   0.0073 0.0067 0.0058 0.0039 0.0111
* LDT1
 2 0.0547 0.0630 0.0607 0.0631 0.0670 0.0608 0.0661 0.0556 0.0553 0.0575
   0.0460 0.0483 0.0408 0.0356 0.0293 0.0293 0.0241 0.0242 0.0202 0.0150
   0.0157 0.0123 0.0120 0.0068 0.0366
* LDT2
 3 0.0547 0.0630 0.0607 0.0631 0.0670 0.0608 0.0661 0.0556 0.0553 0.0575
   0.0460 0.0483 0.0408 0.0356 0.0293 0.0293 0.0241 0.0242 0.0202 0.0150
   0.0157 0.0123 0.0120 0.0068 0.0366
* LDT3
 4 0.0702 0.0891 0.1051 0.1049 0.0936 0.0925 0.0719 0.0770 0.0401 0.0421
   0.0416 0.0407 0.0337 0.0217 0.0160 0.0114 0.0110 0.0075 0.0052 0.0032
   0.0035 0.0032 0.0032 0.0020 0.0095
* LDT4
 5 0.0702 0.0891 0.1051 0.1049 0.0936 0.0925 0.0719 0.0770 0.0401 0.0421
   0.0416 0.0407 0.0337 0.0217 0.0160 0.0114 0.0110 0.0075 0.0052 0.0032
   0.0035 0.0032 0.0032 0.0020 0.0095
* HDV2B
 6 0.0585 0.0805 0.0841 0.0980 0.0794 0.0969 0.0766 0.0841 0.0323 0.0531
   0.0420 0.0376 0.0255 0.0245 0.0184 0.0177 0.0147 0.0158 0.0088 0.0059
   0.0098 0.0078 0.0074 0.0038 0.0169
* HDV3
 7 0.0582 0.0781 0.0680 0.0801 0.0599 0.0835 0.0626 0.1013 0.0364 0.0357
   0.0428 0.0303 0.0192 0.0145 0.0178 0.0141 0.0212 0.0195 0.0141 0.0135
   0.0141 0.0199 0.0155 0.0141 0.0655
* Motorcycles
16 0.0747 0.0907 0.0800 0.1294 0.1093 0.0925 0.0740 0.0664 0.0484 0.0359
   0.0308 0.0223 0.0235 0.0180 0.0123 0.0078 0.0083 0.0085 0.0063 0.0092
   0.0127 0.0126 0.0102 0.0083 0.0082
```

## Baton Rouge 2009 Conformity MOBILE6 VMT Fractions by Functional Class ( Local + Statewide)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| FC 01/ RURAL INTERSTATE | 0.600 | 0.036 | 0.119 | 0.014 | 0.006 | 0.070 | 0.007 | 0.006 |
| | 0.004 | 0.016 | 0.018 | 0.020 | 0.072 | 0.004 | 0.002 | 0.006 |
| FC 02/ RURAL PRINCIPAL ARTERIAL | 0.653 | 0.045 | 0.151 | 0.017 | 0.008 | 0.039 | 0.004 | 0.003 |
| | 0.002 | 0.009 | 0.010 | 0.011 | 0.040 | 0.002 | 0.001 | 0.005 |
| FC 06/ RURAL MINOR ARTERIAL | 0.672 | 0.044 | 0.147 | 0.017 | 0.008 | 0.035 | 0.003 | 0.003 |
| | 0.002 | 0.008 | 0.009 | 0.010 | 0.035 | 0.002 | 0.001 | 0.004 |
| FC 07/ RURAL MAJOR COLLECTOR | 0.667 | 0.050 | 0.166 | 0.019 | 0.009 | 0.027 | 0.003 | 0.002 |
| | 0.002 | 0.006 | 0.007 | 0.008 | 0.028 | 0.001 | 0.001 | 0.004 |
| FC 08/ RURAL MINOR COLLECTOR | 0.639 | 0.050 | 0.166 | 0.019 | 0.009 | 0.030 | 0.003 | 0.002 |
| | 0.002 | 0.007 | 0.008 | 0.009 | 0.031 | 0.002 | 0.001 | 0.022 |
| FC 09/ RURAL LOCAL | 0.654 | 0.057 | 0.189 | 0.003 | 0.002 | 0.024 | 0.002 | 0.002 |
| | 0.001 | 0.005 | 0.006 | 0.007 | 0.025 | 0.001 | 0.001 | 0.021 |
| FC 11/ URBAN INTERSTATE | 0.733 | 0.036 | 0.119 | 0.014 | 0.006 | 0.029 | 0.003 | 0.002 |
| | 0.002 | 0.006 | 0.008 | 0.008 | 0.030 | 0.001 | 0.001 | 0.002 |
| FC 12/ URBAN PRINCIPAL ARTERIAL, FRWY. | 0.707 | 0.042 | 0.139 | 0.016 | 0.008 | 0.028 | 0.003 | 0.002 |
| | 0.002 | 0.006 | 0.007 | 0.008 | 0.028 | 0.001 | 0.001 | 0.002 |
| FC 14/ URBAN PRINCIPAL ARTERIAL, OTHER | 0.767 | 0.034 | 0.113 | 0.013 | 0.006 | 0.020 | 0.002 | 0.002 |
| | 0.001 | 0.004 | 0.005 | 0.006 | 0.020 | 0.001 | 0.000 | 0.006 |
| FC 16/ URBAN MINOR ARTERIAL | 0.773 | 0.036 | 0.120 | 0.014 | 0.006 | 0.016 | 0.002 | 0.001 |
| | 0.001 | 0.003 | 0.004 | 0.005 | 0.016 | 0.001 | 0.000 | 0.002 |
| FC 17/ URBAN COLLECTOR | 0.773 | 0.034 | 0.114 | 0.013 | 0.006 | 0.014 | 0.001 | 0.001 |
| | 0.001 | 0.003 | 0.004 | 0.004 | 0.015 | 0.001 | 0.000 | 0.016 |
| FC 19/ URBAN LOCAL ROADS | 0.796 | 0.037 | 0.122 | 0.003 | 0.001 | 0.008 | 0.001 | 0.001 |
| | 0.000 | 0.002 | 0.002 | 0.003 | 0.009 | 0.000 | 0.000 | 0.015 |

```
MOBILE6 INPUT FILE : BTR9p09.in
* Louisiana 5-Parish Non-attainment Area (90% design speeds); 2009 Run
(01/09/2009)
POLLUTANTS         : HC NOX
RUN DATA
*
NO REFUELING       :
EXPRESS HC AS VOC
MIN/MAX TEMP       : 72.3 94.8
ABSOLUTE HUMIDITY  : 123.44
FUEL RVP           : 7.8
REG DIST           : RegBTR06.rg
I/M DESC FILE      : bt05im.d
ANTI-TAMP PROG     : 00 80 95 22222 21111111 1 11 072. 22222222
*******************************************************************

SCENARIO REC       : rural interstate, 63.0
CALENDAR YEAR      : 2009
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 63.0 Non-Ramp 100.0 0.0 0.0 0.0
VMT FRACTIONS      :
0.600  0.036  0.119  0.014  0.006  0.070  0.007  0.006
0.004  0.016  0.018  0.020  0.072  0.004  0.002  0.006

*******************************************************************

SCENARIO REC       : rural principal arterial, 58.5
CALENDAR YEAR      : 2009
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 58.5 Arterial 0.0 100.0 0.0 0.0
VMT FRACTIONS      :
0.653  0.045  0.151  0.017  0.008  0.039  0.004  0.003
0.002  0.009  0.010  0.011  0.040  0.002  0.001  0.005

*******************************************************************

SCENARIO REC       : rural minor arterial, 49.5
CALENDAR YEAR      : 2009
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 49.5 Arterial 0.0 100.0 0.0 0.0
VMT FRACTIONS      :
0.672  0.044  0.147  0.017  0.008  0.035  0.003  0.003
0.002  0.008  0.009  0.010  0.035  0.002  0.001  0.004


*******************************************************************

SCENARIO REC       : rural major collector, 45.0
CALENDAR YEAR      : 2009
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 45.0 Arterial 0.0 100.0 0.0 0.0
VMT FRACTIONS      :
0.667  0.050  0.166  0.019  0.009  0.027  0.003  0.002
```

```
0.002  0.006  0.007  0.008  0.028  0.001  0.001  0.004

*******************************************************************
SCENARIO REC        : rural minor collector, 36.0
CALENDAR YEAR       : 2009
EVALUATION MONTH    : 7
ALTITUDE            : 1
AVERAGE SPEED       : 36.0 Arterial 0.0 100.0 0.0 0.0
VMT FRACTIONS       :
0.639  0.050  0.166  0.019  0.009  0.030  0.003  0.002
0.002  0.007  0.008  0.009  0.031  0.002  0.001  0.022

*******************************************************************

SCENARIO REC        : rural local, 27.0
CALENDAR YEAR       : 2009
EVALUATION MONTH    : 7
ALTITUDE            : 1
VMT BY FACILITY     : localvmt.d
VMT FRACTIONS       :
0.654  0.057  0.189  0.003  0.002  0.024  0.002  0.002
0.001  0.005  0.006  0.007  0.025  0.001  0.001  0.021

*******************************************************************

SCENARIO REC        : urbanized interstate, 58.5
CALENDAR YEAR       : 2009
EVALUATION MONTH    : 7
ALTITUDE            : 1
AVERAGE SPEED       : 58.5 Non-Ramp 100.0 0.0 0.0 0.0
VMT FRACTIONS       :
0.733  0.036  0.119  0.014  0.006  0.029  0.003  0.002
0.002  0.006  0.008  0.008  0.030  0.001  0.001  0.002

*******************************************************************
SCENARIO REC        : urbanized other expressway, 58.5
CALENDAR YEAR       : 2009
EVALUATION MONTH    : 7
ALTITUDE            : 1
AVERAGE SPEED       : 58.5 Non-Ramp 100.0 0.0 0.0 0.0
VMT FRACTIONS       :
0.707  0.042  0.139  0.016  0.008  0.028  0.003  0.002
0.002  0.006  0.007  0.008  0.028  0.001  0.001  0.002

*******************************************************************
SCENARIO REC        : urbanized principal arterial, 49.5
CALENDAR YEAR       : 2009
EVALUATION MONTH    : 7
ALTITUDE            : 1
AVERAGE SPEED       : 49.5 Arterial 0.0 100.0 0.0 0.0
VMT FRACTIONS       :
0.767  0.034  0.113  0.013  0.006  0.020  0.002  0.002
```

```
0.001  0.004  0.005  0.006  0.020  0.001  0.000  0.006

*******************************************************************
SCENARIO REC        : urbanized minor arterial, 45.0
CALENDAR YEAR       : 2009
EVALUATION MONTH    : 7
ALTITUDE            : 1
AVERAGE SPEED       : 45.0 Arterial 0.0 100.0 0.0 0.0
VMT FRACTIONS       :
0.773  0.036  0.120  0.014  0.006  0.016  0.002  0.001
0.001  0.003  0.004  0.005  0.016  0.001  0.000  0.002

*******************************************************************

SCENARIO REC        : urbanized collector, 36.0
CALENDAR YEAR       : 2009
EVALUATION MONTH    : 7
ALTITUDE            : 1
AVERAGE SPEED       : 36.0 Arterial 0.0 100.0 0.0 0.0
VMT FRACTIONS       :
0.773  0.034  0.114  0.013  0.006  0.014  0.001  0.001
0.001  0.003  0.004  0.004  0.015  0.001  0.000  0.016

*******************************************************************

SCENARIO REC        : urbanized local, 27.0
CALENDAR YEAR       : 2009
EVALUATION MONTH    : 7
ALTITUDE            : 1
VMT BY FACILITY     : localvmt.d
VMT FRACTIONS       :
0.796  0.037  0.122  0.003  0.001  0.008  0.001  0.001
0.000  0.002  0.002  0.003  0.009  0.000  0.000  0.015

*******************************************************************

END OF RUN
```

```
MOBILE6 INPUT FILE : BTR9p13.in
* Louisiana 5-Parish Non-attainment Area (90% design speeds); 2009 Run
(01/13/2009)
POLLUTANTS         : HC NOX
RUN DATA
*
NO REFUELING       :
EXPRESS HC AS VOC
MIN/MAX TEMP       : 72.3 94.8
ABSOLUTE HUMIDITY  : 123.44
FUEL RVP           : 7.8
REG DIST           : RegBTR06.rg
I/M DESC FILE      : bt05im.d
ANTI-TAMP PROG     : 00 80 95 22222 21111111 1 11 072. 22222222
*******************************************************************

SCENARIO REC       : rural interstate, 63.0
CALENDAR YEAR      : 2013
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 63.0 Non-Ramp 100.0 0.0 0.0 0.0
VMT FRACTIONS      :
0.600  0.036  0.119  0.014  0.006  0.070  0.007  0.006
0.004  0.016  0.018  0.020  0.072  0.004  0.002  0.006

*******************************************************************

SCENARIO REC       : rural principal arterial, 58.5
CALENDAR YEAR      : 2013
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 58.5 Arterial 0.0 100.0 0.0 0.0
VMT FRACTIONS      :
0.653  0.045  0.151  0.017  0.008  0.039  0.004  0.003
0.002  0.009  0.010  0.011  0.040  0.002  0.001  0.005

*******************************************************************

SCENARIO REC       : rural minor arterial, 49.5
CALENDAR YEAR      : 2013
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 49.5 Arterial 0.0 100.0 0.0 0.0
VMT FRACTIONS      :
0.672  0.044  0.147  0.017  0.008  0.035  0.003  0.003
0.002  0.008  0.009  0.010  0.035  0.002  0.001  0.004


*******************************************************************

SCENARIO REC       : rural major collector, 45.0
CALENDAR YEAR      : 2013
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 45.0 Arterial 0.0 100.0 0.0 0.0
VMT FRACTIONS      :
0.667  0.050  0.166  0.019  0.009  0.027  0.003  0.002
```

```
0.002  0.006  0.007  0.008  0.028  0.001  0.001  0.004

*******************************************************************
SCENARIO REC        : rural minor collector, 36.0
CALENDAR YEAR       : 2013
EVALUATION MONTH    : 7
ALTITUDE            : 1
AVERAGE SPEED       : 36.0 Arterial 0.0 100.0 0.0 0.0
VMT FRACTIONS       :
0.639  0.050  0.166  0.019  0.009  0.030  0.003  0.002
0.002  0.007  0.008  0.009  0.031  0.002  0.001  0.022

*******************************************************************

SCENARIO REC        : rural local, 27.0
CALENDAR YEAR       : 2013
EVALUATION MONTH    : 7
ALTITUDE            : 1
VMT BY FACILITY     : localvmt.d
VMT FRACTIONS       :
0.654  0.057  0.189  0.003  0.002  0.024  0.002  0.002
0.001  0.005  0.006  0.007  0.025  0.001  0.001  0.021

*******************************************************************

SCENARIO REC        : urbanized interstate, 58.5
CALENDAR YEAR       : 2013
EVALUATION MONTH    : 7
ALTITUDE            : 1
AVERAGE SPEED       : 58.5 Non-Ramp 100.0 0.0 0.0 0.0
VMT FRACTIONS       :
0.733  0.036  0.119  0.014  0.006  0.029  0.003  0.002
0.002  0.006  0.008  0.008  0.030  0.001  0.001  0.002

*******************************************************************
SCENARIO REC        : urbanized other expressway, 58.5
CALENDAR YEAR       : 2013
EVALUATION MONTH    : 7
ALTITUDE            : 1
AVERAGE SPEED       : 58.5 Non-Ramp 100.0 0.0 0.0 0.0
VMT FRACTIONS       :
0.707  0.042  0.139  0.016  0.008  0.028  0.003  0.002
0.002  0.006  0.007  0.008  0.028  0.001  0.001  0.002

*******************************************************************
SCENARIO REC        : urbanized principal arterial, 49.5
CALENDAR YEAR       : 2013
EVALUATION MONTH    : 7
ALTITUDE            : 1
AVERAGE SPEED       : 49.5 Arterial 0.0 100.0 0.0 0.0
VMT FRACTIONS       :
0.767  0.034  0.113  0.013  0.006  0.020  0.002  0.002
```

```
0.001  0.004  0.005  0.006  0.020  0.001  0.000  0.006

*********************************************************************
SCENARIO REC        : urbanized minor arterial, 45.0
CALENDAR YEAR       : 2013
EVALUATION MONTH    : 7
ALTITUDE            : 1
AVERAGE SPEED       : 45.0 Arterial 0.0 100.0 0.0 0.0
VMT FRACTIONS       :
0.773  0.036  0.120  0.014  0.006  0.016  0.002  0.001
0.001  0.003  0.004  0.005  0.016  0.001  0.000  0.002

*********************************************************************

SCENARIO REC        : urbanized collector, 36.0
CALENDAR YEAR       : 2013
EVALUATION MONTH    : 7
ALTITUDE            : 1
AVERAGE SPEED       : 36.0 Arterial 0.0 100.0 0.0 0.0
VMT FRACTIONS       :
0.773  0.034  0.114  0.013  0.006  0.014  0.001  0.001
0.001  0.003  0.004  0.004  0.015  0.001  0.000  0.016

*********************************************************************

SCENARIO REC        : urbanized local, 27.0
CALENDAR YEAR       : 2013
EVALUATION MONTH    : 7
ALTITUDE            : 1
VMT BY FACILITY     : localvmt.d
VMT FRACTIONS       :
0.796  0.037  0.122  0.003  0.001  0.008  0.001  0.001
0.000  0.002  0.002  0.003  0.009  0.000  0.000  0.015

*********************************************************************

END OF RUN
```

```
MOBILE6 INPUT FILE : BTR9p22.in
* Louisiana 5-Parish Non-attainment Area (90% design speeds); 2009 Run
(01/13/2009)
POLLUTANTS         : HC NOX
RUN DATA
*
NO REFUELING       :
EXPRESS HC AS VOC
MIN/MAX TEMP       : 72.3 94.8
ABSOLUTE HUMIDITY  : 123.44
FUEL RVP           : 7.8
REG DIST           : RegBTR06.rg
I/M DESC FILE      : bt05im.d
ANTI-TAMP PROG     : 00 80 95 22222 21111111 1 11 072. 22222222
*******************************************************************

SCENARIO REC       : rural interstate, 63.0
CALENDAR YEAR      : 2022
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 63.0 Non-Ramp 100.0 0.0 0.0 0.0
VMT FRACTIONS      :
0.600  0.036  0.119  0.014  0.006  0.070  0.007  0.006
0.004  0.016  0.018  0.020  0.072  0.004  0.002  0.006

*******************************************************************

SCENARIO REC       : rural principal arterial, 58.5
CALENDAR YEAR      : 2022
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 58.5 Arterial 0.0 100.0 0.0 0.0
VMT FRACTIONS      :
0.653  0.045  0.151  0.017  0.008  0.039  0.004  0.003
0.002  0.009  0.010  0.011  0.040  0.002  0.001  0.005

*******************************************************************

SCENARIO REC       : rural minor arterial, 49.5
CALENDAR YEAR      : 2022
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 49.5 Arterial 0.0 100.0 0.0 0.0
VMT FRACTIONS      :
0.672  0.044  0.147  0.017  0.008  0.035  0.003  0.003
0.002  0.008  0.009  0.010  0.035  0.002  0.001  0.004

*******************************************************************

SCENARIO REC       : rural major collector, 45.0
CALENDAR YEAR      : 2022
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 45.0 Arterial 0.0 100.0 0.0 0.0
VMT FRACTIONS      :
0.667  0.050  0.166  0.019  0.009  0.027  0.003  0.002
```

```
0.002  0.006  0.007  0.008  0.028  0.001  0.001  0.004

*******************************************************************

SCENARIO REC        : rural minor collector, 36.0
CALENDAR YEAR       : 2022
EVALUATION MONTH    : 7
ALTITUDE            : 1
AVERAGE SPEED       : 36.0 Arterial 0.0 100.0 0.0 0.0
VMT FRACTIONS       :
0.639  0.050  0.166  0.019  0.009  0.030  0.003  0.002
0.002  0.007  0.008  0.009  0.031  0.002  0.001  0.022


*******************************************************************

SCENARIO REC        : rural local, 27.0
CALENDAR YEAR       : 2022
EVALUATION MONTH    : 7
ALTITUDE            : 1
VMT BY FACILITY     : localvmt.d
VMT FRACTIONS       :
0.654  0.057  0.189  0.003  0.002  0.024  0.002  0.002
0.001  0.005  0.006  0.007  0.025  0.001  0.001  0.021


*******************************************************************

SCENARIO REC        : urbanized interstate, 58.5
CALENDAR YEAR       : 2022
EVALUATION MONTH    : 7
ALTITUDE            : 1
AVERAGE SPEED       : 58.5 Non-Ramp 100.0 0.0 0.0 0.0
VMT FRACTIONS       :
0.733  0.036  0.119  0.014  0.006  0.029  0.003  0.002
0.002  0.006  0.008  0.008  0.030  0.001  0.001  0.002


*******************************************************************
SCENARIO REC        : urbanized other expressway, 58.5
CALENDAR YEAR       : 2022
EVALUATION MONTH    : 7
ALTITUDE            : 1
AVERAGE SPEED       : 58.5 Non-Ramp 100.0 0.0 0.0 0.0
VMT FRACTIONS       :
0.707  0.042  0.139  0.016  0.008  0.028  0.003  0.002
0.002  0.006  0.007  0.008  0.028  0.001  0.001  0.002


*******************************************************************
SCENARIO REC        : urbanized principal arterial, 49.5
CALENDAR YEAR       : 2022
EVALUATION MONTH    : 7
ALTITUDE            : 1
AVERAGE SPEED       : 49.5 Arterial 0.0 100.0 0.0 0.0
VMT FRACTIONS       :
0.767  0.034  0.113  0.013  0.006  0.020  0.002  0.002
```

```
0.001  0.004  0.005  0.006  0.020  0.001  0.000  0.006

*******************************************************************
SCENARIO REC        : urbanized minor arterial, 45.0
CALENDAR YEAR       : 2022
EVALUATION MONTH    : 7
ALTITUDE            : 1
AVERAGE SPEED       : 45.0 Arterial 0.0 100.0 0.0 0.0
VMT FRACTIONS       :
0.773  0.036  0.120  0.014  0.006  0.016  0.002  0.001
0.001  0.003  0.004  0.005  0.016  0.001  0.000  0.002

*******************************************************************

SCENARIO REC        : urbanized collector, 36.0
CALENDAR YEAR       : 2022
EVALUATION MONTH    : 7
ALTITUDE            : 1
AVERAGE SPEED       : 36.0 Arterial 0.0 100.0 0.0 0.0
VMT FRACTIONS       :
0.773  0.034  0.114  0.013  0.006  0.014  0.001  0.001
0.001  0.003  0.004  0.004  0.015  0.001  0.000  0.016

*******************************************************************

SCENARIO REC        : urbanized local, 27.0
CALENDAR YEAR       : 2022
EVALUATION MONTH    : 7
ALTITUDE            : 1
VMT BY FACILITY     : localvmt.d
VMT FRACTIONS       :
0.796  0.037  0.122  0.003  0.001  0.008  0.001  0.001
0.000  0.002  0.002  0.003  0.009  0.000  0.000  0.015

*******************************************************************

END OF RUN
```

```
MOBILE6 INPUT FILE : BTR9p32.in
* Louisiana 5-Parish Non-attainment Area (90% design speeds); 2009 Run
(01/13/2009)
POLLUTANTS         : HC NOX
RUN DATA
*
NO REFUELING       :
EXPRESS HC AS VOC
MIN/MAX TEMP       : 72.3 94.8
ABSOLUTE HUMIDITY  : 123.44
FUEL RVP           : 7.8
REG DIST           : RegBTR06.rg
I/M DESC FILE      : bt05im.d
ANTI-TAMP PROG     : 00 80 95 22222 21111111 1 11 072. 22222222
*******************************************************************

SCENARIO REC       : rural interstate, 63.0
CALENDAR YEAR      : 2032
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 63.0 Non-Ramp 100.0 0.0 0.0 0.0
VMT FRACTIONS      :
0.600  0.036  0.119  0.014  0.006  0.070  0.007  0.006
0.004  0.016  0.018  0.020  0.072  0.004  0.002  0.006

*******************************************************************

SCENARIO REC       : rural principal arterial, 58.5
CALENDAR YEAR      : 2032
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 58.5 Arterial 0.0 100.0 0.0 0.0
VMT FRACTIONS      :
0.653  0.045  0.151  0.017  0.008  0.039  0.004  0.003
0.002  0.009  0.010  0.011  0.040  0.002  0.001  0.005

*******************************************************************

SCENARIO REC       : rural minor arterial, 49.5
CALENDAR YEAR      : 2032
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 49.5 Arterial 0.0 100.0 0.0 0.0
VMT FRACTIONS      :
0.672  0.044  0.147  0.017  0.008  0.035  0.003  0.003
0.002  0.008  0.009  0.010  0.035  0.002  0.001  0.004


*******************************************************************

SCENARIO REC       : rural major collector, 45.0
CALENDAR YEAR      : 2032
EVALUATION MONTH   : 7
ALTITUDE           : 1
AVERAGE SPEED      : 45.0 Arterial 0.0 100.0 0.0 0.0
VMT FRACTIONS      :
0.667  0.050  0.166  0.019  0.009  0.027  0.003  0.002
```

```
0.002  0.006  0.007  0.008  0.028  0.001  0.001  0.004

*******************************************************************

SCENARIO REC        : rural minor collector, 36.0
CALENDAR YEAR       : 2032
EVALUATION MONTH    : 7
ALTITUDE            : 1
AVERAGE SPEED       : 36.0 Arterial 0.0 100.0 0.0 0.0
VMT FRACTIONS       :
0.639  0.050  0.166  0.019  0.009  0.030  0.003  0.002
0.002  0.007  0.008  0.009  0.031  0.002  0.001  0.022


******************************************************************

SCENARIO REC        : rural local, 27.0
CALENDAR YEAR       : 2032
EVALUATION MONTH    : 7
ALTITUDE            : 1
VMT BY FACILITY     : localvmt.d
VMT FRACTIONS       :
0.654  0.057  0.189  0.003  0.002  0.024  0.002  0.002
0.001  0.005  0.006  0.007  0.025  0.001  0.001  0.021


******************************************************************

SCENARIO REC        : urbanized interstate, 58.5
CALENDAR YEAR       : 2032
EVALUATION MONTH    : 7
ALTITUDE            : 1
AVERAGE SPEED       : 58.5 Non-Ramp 100.0 0.0 0.0 0.0
VMT FRACTIONS       :
0.733  0.036  0.119  0.014  0.006  0.029  0.003  0.002
0.002  0.006  0.008  0.008  0.030  0.001  0.001  0.002


******************************************************************
SCENARIO REC        : urbanized other expressway, 58.5
CALENDAR YEAR       : 2032
EVALUATION MONTH    : 7
ALTITUDE            : 1
AVERAGE SPEED       : 58.5 Non-Ramp 100.0 0.0 0.0 0.0
VMT FRACTIONS       :
0.707  0.042  0.139  0.016  0.008  0.028  0.003  0.002
0.002  0.006  0.007  0.008  0.028  0.001  0.001  0.002


******************************************************************
SCENARIO REC        : urbanized principal arterial, 49.5
CALENDAR YEAR       : 2032
EVALUATION MONTH    : 7
ALTITUDE            : 1
AVERAGE SPEED       : 49.5 Arterial 0.0 100.0 0.0 0.0
VMT FRACTIONS       :
0.767  0.034  0.113  0.013  0.006  0.020  0.002  0.002
```

```
0.001  0.004  0.005  0.006  0.020  0.001  0.000  0.006

*******************************************************************
SCENARIO REC        : urbanized minor arterial, 45.0
CALENDAR YEAR       : 2032
EVALUATION MONTH    : 7
ALTITUDE            : 1
AVERAGE SPEED       : 45.0 Arterial 0.0 100.0 0.0 0.0
VMT FRACTIONS       :
0.773  0.036  0.120  0.014  0.006  0.016  0.002  0.001
0.001  0.003  0.004  0.005  0.016  0.001  0.000  0.002

*******************************************************************

SCENARIO REC        : urbanized collector, 36.0
CALENDAR YEAR       : 2032
EVALUATION MONTH    : 7
ALTITUDE            : 1
AVERAGE SPEED       : 36.0 Arterial 0.0 100.0 0.0 0.0
VMT FRACTIONS       :
0.773  0.034  0.114  0.013  0.006  0.014  0.001  0.001
0.001  0.003  0.004  0.004  0.015  0.001  0.000  0.016

*******************************************************************

SCENARIO REC        : urbanized local, 27.0
CALENDAR YEAR       : 2032
EVALUATION MONTH    : 7
ALTITUDE            : 1
VMT BY FACILITY     : localvmt.d
VMT FRACTIONS       :
0.796  0.037  0.122  0.003  0.001  0.008  0.001  0.001
0.000  0.002  0.002  0.003  0.009  0.000  0.000  0.015

*******************************************************************

END OF RUN
```

```
*************************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                            *
* Input file: C:\TEST_AQ\BTR9P09.IN (file 1, run 1).                    *
*************************************************************************
  M603 Comment:
               User has disabled the calculation of REFUELING emissions.


* Reading Registration Distributions from the following external
* data file: REGBTR06.RG
  M 49 Warning:
                 1.00     MYR sum not = 1. (will normalize)
  M 49 Warning:
                 1.00     MYR sum not = 1. (will normalize)
  M 49 Warning:
                 1.00     MYR sum not = 1. (will normalize)
  M 49 Warning:
                 1.00     MYR sum not = 1. (will normalize)
  M 49 Warning:
                 1.00     MYR sum not = 1. (will normalize)

* Reading I/M program description records from the following external
* data file: BT05IM.D

* # # # # # # # # # # # # # # # # # # # # # # # # # #
* rural interstate, 63.0
* File 1, Run 1, Scenario 1.
* # # # # # # # # # # # # # # # # # # # # # # # # # #
  M581 Warning:
            The user supplied freeway average speed of 63.0
            will be used for all hours of the day. 100% of VMT
            has been assigned to the freeway roadway type for
            all hours of the day and all vehicle types.
  M615 Comment:
               User supplied VMT mix.
*** I/M credits for Tech1&2 vehicles were read from the following external
    data file: TECH12.D
  M 48 Warning:
              there are no sales for vehicle class HDGV8b

                   Calendar Year:  2009
                           Month:  July
                        Altitude:  Low
              Minimum Temperature:  72.3 (F)
              Maximum Temperature:  94.8 (F)
                Absolute Humidity:  123. grains/lb
                 Nominal Fuel RVP:   7.8 psi
                    Weathered RVP:   7.4 psi
              Fuel Sulfur Content:   30. ppm

              Exhaust I/M Program:  Yes
                 Evap I/M Program:  Yes
                      ATP Program:  Yes
                 Reformulated Gas:  No
```

| Vehicle Type: GVWR: | LDGV | LDGT12 <6000 | LDGT34 >6000 | LDGT (All) | HDGV | LDDV | LDDT | HDDV | MC | All Veh |
|---|---|---|---|---|---|---|---|---|---|---|
| VMT Distribution: | 0.5995 | 0.1550 | 0.0197 | | 0.0643 | 0.0005 | 0.0003 | 0.1547 | 0.0060 | 1.0000 |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Composite Emission Factors (g/mi): | | | | | | | | | | |
| Composite VOC : | 0.600 | 0.777 | 0.446 | 0.740 | 0.476 | 0.183 | 0.283 | 0.266 | 3.12 | 0.579 |
| Composite NOX : | 0.494 | 0.691 | 0.708 | 0.693 | 3.022 | 0.802 | 0.994 | 12.140 | 1.31 | 2.498 |

```
* # # # # # # # # # # # # # # # # # # # # # # # # # # #
* rural principal arterial, 58.5
* File 1, Run 1, Scenario 2.
* # # # # # # # # # # # # # # # # # # # # # # # # # # #
  M583 Warning:
            The user supplied arterial average speed of 58.5
            will be used for all hours of the day.  100% of VMT
            has been assigned to the arterial/collector roadway
            type for all hours of the day and all vehicle types.
  M615 Comment:
               User supplied VMT mix.
  M 48 Warning:
             there are no sales for vehicle class HDGV8b

                  Calendar Year:  2009
                          Month:  July
                       Altitude:  Low
             Minimum Temperature:  72.3 (F)
             Maximum Temperature:  94.8 (F)
               Absolute Humidity:  123. grains/lb
                Nominal Fuel RVP:   7.8 psi
                   Weathered RVP:   7.4 psi
             Fuel Sulfur Content:   30. ppm

             Exhaust I/M Program:  Yes
                Evap I/M Program:  Yes
                     ATP Program:  Yes
                Reformulated Gas:  No
```

| Vehicle Type: GVWR: | LDGV | LDGT12 <6000 | LDGT34 >6000 | LDGT (All) | HDGV | LDDV | LDDT | HDDV | MC | All Veh |
|---|---|---|---|---|---|---|---|---|---|---|
| VMT Distribution: | 0.6524 | 0.1960 | 0.0246 | | 0.0357 | 0.0006 | 0.0004 | 0.0853 | 0.0050 | 1.0000 |
| Composite Emission Factors (g/mi): | | | | | | | | | | |
| Composite VOC : | 0.609 | 0.789 | 0.453 | 0.751 | 0.476 | 0.183 | 0.284 | 0.268 | 2.80 | 0.617 |
| Composite NOX : | 0.487 | 0.680 | 0.702 | 0.682 | 2.927 | 0.676 | 0.838 | 9.575 | 1.21 | 1.396 |

```
* # # # # # # # # # # # # # # # # # # # # # # # # # # #
* rural minor arterial, 49.5
* File 1, Run 1, Scenario 3.
* # # # # # # # # # # # # # # # # # # # # # # # # # # #
  M583 Warning:
            The user supplied arterial average speed of 49.5
            will be used for all hours of the day.  100% of VMT
            has been assigned to the arterial/collector roadway
            type for all hours of the day and all vehicle types.
  M615 Comment:
               User supplied VMT mix.
  M 48 Warning:
             there are no sales for vehicle class HDGV8b

                  Calendar Year:  2009
                          Month:  July
                       Altitude:  Low
             Minimum Temperature:  72.3 (F)
```

```
              Maximum Temperature:  94.8 (F)
                Absolute Humidity:  123. grains/lb
                 Nominal Fuel RVP:   7.8 psi
                    Weathered RVP:   7.4 psi
              Fuel Sulfur Content:   30. ppm

              Exhaust I/M Program:  Yes
                 Evap I/M Program:  Yes
                      ATP Program:  Yes
                 Reformulated Gas:  No
```

| Vehicle Type: GVWR: | LDGV | LDGT12 <6000 | LDGT34 >6000 | LDGT (All) | HDGV | LDDV | LDDT | HDDV | MC | All Veh |
|---|---|---|---|---|---|---|---|---|---|---|
| VMT Distribution: | 0.6714 | 0.1910 | 0.0246 | | 0.0320 | 0.0006 | 0.0004 | 0.0760 | 0.0040 | 1.0000 |
| Composite Emission Factors (g/mi): | | | | | | | | | | |
| Composite VOC : | 0.635 | 0.818 | 0.468 | 0.778 | 0.510 | 0.190 | 0.294 | 0.286 | 2.55 | 0.642 |
| Composite NOX : | 0.475 | 0.658 | 0.679 | 0.660 | 2.760 | 0.524 | 0.648 | 7.429 | 1.02 | 1.118 |

```
* # # # # # # # # # # # # # # # # # # # # # # # # # # #
* rural major collector, 45.0
* File 1, Run 1, Scenario 4.
* # # # # # # # # # # # # # # # # # # # # # # # # # # #
  M583 Warning:
            The user supplied arterial average speed of 45.0
            will be used for all hours of the day.  100% of VMT
            has been assigned to the arterial/collector roadway
            type for all hours of the day and all vehicle types.
  M615 Comment:
             User supplied VMT mix.
  M 48 Warning:
            there are no sales for vehicle class HDGV8b

                  Calendar Year:  2009
                          Month:  July
                       Altitude:  Low
              Minimum Temperature:  72.3 (F)
              Maximum Temperature:  94.8 (F)
                Absolute Humidity:  123. grains/lb
                 Nominal Fuel RVP:   7.8 psi
                    Weathered RVP:   7.4 psi
              Fuel Sulfur Content:   30. ppm

              Exhaust I/M Program:  Yes
                 Evap I/M Program:  Yes
                      ATP Program:  Yes
                 Reformulated Gas:  No
```

| Vehicle Type: GVWR: | LDGV | LDGT12 <6000 | LDGT34 >6000 | LDGT (All) | HDGV | LDDV | LDDT | HDDV | MC | All Veh |
|---|---|---|---|---|---|---|---|---|---|---|
| VMT Distribution: | 0.6664 | 0.2160 | 0.0276 | | 0.0250 | 0.0006 | 0.0004 | 0.0600 | 0.0040 | 1.0000 |
| Composite Emission Factors (g/mi): | | | | | | | | | | |
| Composite VOC : | 0.651 | 0.834 | 0.478 | 0.794 | 0.533 | 0.196 | 0.305 | 0.303 | 2.56 | 0.669 |
| Composite NOX : | 0.469 | 0.647 | 0.669 | 0.649 | 2.666 | 0.482 | 0.595 | 6.833 | 0.97 | 0.952 |

```
* # # # # # # # # # # # # # # # # # # # # # # # # # # #
* rural minor collector, 36.0
* File 1, Run 1, Scenario 5.
* # # # # # # # # # # # # # # # # # # # # # # # # # # #
  M583 Warning:
```

The user supplied arterial average speed of 36.0
will be used for all hours of the day. 100% of VMT
has been assigned to the arterial/collector roadway
type for all hours of the day and all vehicle types.

M615 Comment:
User supplied VMT mix.

M 48 Warning:
there are no sales for vehicle class HDGV8b

```
      Calendar Year:  2009
              Month:  July
           Altitude:  Low
Minimum Temperature:  72.3 (F)
Maximum Temperature:  94.8 (F)
  Absolute Humidity:  123. grains/lb
   Nominal Fuel RVP:   7.8 psi
      Weathered RVP:   7.4 psi
Fuel Sulfur Content:   30. ppm

Exhaust I/M Program:  Yes
   Evap I/M Program:  Yes
        ATP Program:  Yes
   Reformulated Gas:  No
```

| Vehicle Type: GVWR: | LDGV | LDGT12 <6000 | LDGT34 >6000 | LDGT (All) | HDGV | LDDV | LDDT | HDDV | MC | All Veh |
|---|---|---|---|---|---|---|---|---|---|---|
| VMT Distribution: | 0.6384 | 0.2160 | 0.0276 | | 0.0277 | 0.0006 | 0.0004 | 0.0673 | 0.0220 | 1.0000 |
| Composite Emission Factors (g/mi): | | | | | | | | | | |
| Composite VOC : | 0.690 | 0.870 | 0.498 | 0.828 | 0.616 | 0.217 | 0.340 | 0.363 | 2.70 | 0.743 |
| Composite NOX : | 0.460 | 0.629 | 0.652 | 0.631 | 2.510 | 0.446 | 0.550 | 6.352 | 0.94 | 0.966 |

```
* # # # # # # # # # # # # # # # # # # # # # # # # # # #
* rural local, 27.0
* File 1, Run 1, Scenario 6.
* # # # # # # # # # # # # # # # # # # # # # # # # # # #

* Reading Hourly Roadway VMT distribution from the following external
* data file: LOCALVMT.D
```

Reading User Supplied ROADWAY VMT Factors

M615 Comment:
User supplied VMT mix.

M 48 Warning:
there are no sales for vehicle class HDGV8b

```
      Calendar Year:  2009
              Month:  July
           Altitude:  Low
Minimum Temperature:  72.3 (F)
Maximum Temperature:  94.8 (F)
  Absolute Humidity:  123. grains/lb
   Nominal Fuel RVP:   7.8 psi
      Weathered RVP:   7.4 psi
Fuel Sulfur Content:   30. ppm

Exhaust I/M Program:  Yes
   Evap I/M Program:  Yes
        ATP Program:  Yes
```

Reformulated Gas: No

| Vehicle Type: | LDGV | LDGT12 | LDGT34 | LDGT | HDGV | LDDV | LDDT | HDDV | MC | All Veh |
|---|---|---|---|---|---|---|---|---|---|---|
| GVWR: | | <6000 | >6000 | (All) | | | | | | |
| VMT Distribution: | 0.6534 | 0.2460 | 0.0049 | | 0.0216 | 0.0006 | 0.0001 | 0.0524 | 0.0210 | 1.0000 |
| Composite Emission Factors (g/mi): | | | | | | | | | | |
| Composite VOC : | 1.077 | 1.265 | 0.777 | 1.256 | 1.344 | 0.367 | 0.878 | 0.787 | 3.99 | 1.173 |
| Composite NOX : | 0.493 | 0.631 | 0.684 | 0.632 | 2.036 | 0.595 | 0.967 | 7.989 | 0.76 | 0.960 |

```
* # # # # # # # # # # # # # # # # # # # # # # # # # # # #
* urbanized interstate, 58.5
* File 1, Run 1, Scenario 7.
* # # # # # # # # # # # # # # # # # # # # # # # # # # # #
  M581 Warning:
            The user supplied freeway average speed of 58.5
            will be used for all hours of the day. 100% of VMT
            has been assigned to the freeway roadway type for
            all hours of the day and all vehicle types.
  M615 Comment:
              User supplied VMT mix.
  M 48 Warning:
            there are no sales for vehicle class HDGV8b

                 Calendar Year:  2009
                         Month:  July
                      Altitude:  Low
            Minimum Temperature:  72.3 (F)
            Maximum Temperature:  94.8 (F)
              Absolute Humidity:  123. grains/lb
               Nominal Fuel RVP:   7.8 psi
                  Weathered RVP:   7.4 psi
            Fuel Sulfur Content:   30. ppm

            Exhaust I/M Program:  Yes
               Evap I/M Program:  Yes
                    ATP Program:  Yes
               Reformulated Gas:  No
```

| Vehicle Type: | LDGV | LDGT12 | LDGT34 | LDGT | HDGV | LDDV | LDDT | HDDV | MC | All Veh |
|---|---|---|---|---|---|---|---|---|---|---|
| GVWR: | | <6000 | >6000 | (All) | | | | | | |
| VMT Distribution: | 0.7323 | 0.1550 | 0.0197 | | 0.0266 | 0.0007 | 0.0003 | 0.0634 | 0.0020 | 1.0000 |
| Composite Emission Factors (g/mi): | | | | | | | | | | |
| Composite VOC : | 0.609 | 0.788 | 0.452 | 0.751 | 0.474 | 0.183 | 0.284 | 0.268 | 2.80 | 0.613 |
| Composite NOX : | 0.487 | 0.680 | 0.696 | 0.681 | 2.920 | 0.676 | 0.838 | 10.394 | 1.21 | 1.216 |

```
* # # # # # # # # # # # # # # # # # # # # # # # # # # # #
* urbanized other expressway, 58.5
* File 1, Run 1, Scenario 8.
* # # # # # # # # # # # # # # # # # # # # # # # # # # # #
  M581 Warning:
            The user supplied freeway average speed of 58.5
            will be used for all hours of the day. 100% of VMT
            has been assigned to the freeway roadway type for
            all hours of the day and all vehicle types.
  M615 Comment:
              User supplied VMT mix.
  M 48 Warning:
            there are no sales for vehicle class HDGV8b
```

```
                Calendar Year:  2009
                        Month:  July
                     Altitude:  Low
      Minimum Temperature:  72.3 (F)
      Maximum Temperature:  94.8 (F)
        Absolute Humidity:  123. grains/lb
         Nominal Fuel RVP:   7.8 psi
            Weathered RVP:   7.4 psi
      Fuel Sulfur Content:   30. ppm

      Exhaust I/M Program:  Yes
         Evap I/M Program:  Yes
              ATP Program:  Yes
         Reformulated Gas:  No
```

| Vehicle Type: GVWR: | LDGV | LDGT12 <6000 | LDGT34 >6000 | LDGT (All) | HDGV | LDDV | LDDT | HDDV | MC | All Veh |
|---|---|---|---|---|---|---|---|---|---|---|
| VMT Distribution: | 0.7064 | 0.1810 | 0.0236 | | 0.0257 | 0.0006 | 0.0004 | 0.0603 | 0.0020 | 1.0000 |
| Composite Emission Factors (g/mi): | | | | | | | | | | |
| Composite VOC : | 0.609 | 0.788 | 0.454 | 0.750 | 0.475 | 0.183 | 0.283 | 0.266 | 2.80 | 0.618 |
| Composite NOX : | 0.487 | 0.680 | 0.705 | 0.682 | 2.921 | 0.676 | 0.836 | 10.347 | 1.21 | 1.186 |

```
* # # # # # # # # # # # # # # # # # # # # # # # # # # # # # #
* urbanized principal arterial, 49.5
* File 1, Run 1, Scenario 9.
* # # # # # # # # # # # # # # # # # # # # # # # # # # # # # #
  M583 Warning:
            The user supplied arterial average speed of 49.5
            will be used for all hours of the day.  100% of VMT
            has been assigned to the arterial/collector roadway
            type for all hours of the day and all vehicle types.
  M615 Comment:
              User supplied VMT mix.
  M 48 Warning:
            there are no sales for vehicle class HDGV8b

                Calendar Year:  2009
                        Month:  July
                     Altitude:  Low
      Minimum Temperature:  72.3 (F)
      Maximum Temperature:  94.8 (F)
        Absolute Humidity:  123. grains/lb
         Nominal Fuel RVP:   7.8 psi
            Weathered RVP:   7.4 psi
      Fuel Sulfur Content:   30. ppm

      Exhaust I/M Program:  Yes
         Evap I/M Program:  Yes
              ATP Program:  Yes
         Reformulated Gas:  No
```

| Vehicle Type: GVWR: | LDGV | LDGT12 <6000 | LDGT34 >6000 | LDGT (All) | HDGV | LDDV | LDDT | HDDV | MC | All Veh |
|---|---|---|---|---|---|---|---|---|---|---|
| VMT Distribution: | 0.7663 | 0.1470 | 0.0187 | | 0.0182 | 0.0007 | 0.0003 | 0.0428 | 0.0060 | 1.0000 |
| Composite Emission Factors (g/mi): | | | | | | | | | | |
| Composite VOC : | 0.635 | 0.818 | 0.468 | 0.778 | 0.503 | 0.190 | 0.295 | 0.286 | 2.55 | 0.652 |
| Composite NOX : | 0.475 | 0.657 | 0.678 | 0.660 | 2.747 | 0.524 | 0.648 | 7.332 | 1.02 | 0.844 |

```
* # # # # # # # # # # # # # # # # # # # # # # # # # # # # # #
```

```
* urbanized minor arterial, 45.0
* File 1, Run 1, Scenario 10.
* # # # # # # # # # # # # # # # # # # # # # # # # # # # #
  M583 Warning:
            The user supplied arterial average speed of 45.0
            will be used for all hours of the day.  100% of VMT
            has been assigned to the arterial/collector roadway
            type for all hours of the day and all vehicle types.
  M615 Comment:
              User supplied VMT mix.
  M 48 Warning:
            there are no sales for vehicle class HDGV8b

                  Calendar Year:  2009
                          Month:  July
                       Altitude:  Low
            Minimum Temperature:  72.3 (F)
            Maximum Temperature:  94.8 (F)
              Absolute Humidity:  123. grains/lb
               Nominal Fuel RVP:   7.8 psi
                   Weathered RVP:  7.4 psi
            Fuel Sulfur Content:   30. ppm

            Exhaust I/M Program:  Yes
               Evap I/M Program:  Yes
                    ATP Program:  Yes
               Reformulated Gas:  No
```

| Vehicle Type: GVWR: | LDGV | LDGT12 <6000 | LDGT34 >6000 | LDGT (All) | HDGV | LDDV | LDDT | HDDV | MC | All Veh |
|---|---|---|---|---|---|---|---|---|---|---|
| VMT Distribution: | 0.7723 | 0.1560 | 0.0197 | | 0.0146 | 0.0007 | 0.0003 | 0.0344 | 0.0020 | 1.0000 |
| Composite Emission Factors (g/mi): | | | | | | | | | | |
| Composite VOC : | 0.651 | 0.834 | 0.477 | 0.794 | 0.527 | 0.196 | 0.306 | 0.305 | 2.56 | 0.666 |
| Composite NOX : | 0.469 | 0.647 | 0.664 | 0.649 | 2.666 | 0.482 | 0.596 | 6.766 | 0.97 | 0.750 |

```
* # # # # # # # # # # # # # # # # # # # # # # # # # # # #
* urbanized collector, 36.0
* File 1, Run 1, Scenario 11.
* # # # # # # # # # # # # # # # # # # # # # # # # # # # #
  M583 Warning:
            The user supplied arterial average speed of 36.0
            will be used for all hours of the day.  100% of VMT
            has been assigned to the arterial/collector roadway
            type for all hours of the day and all vehicle types.
  M615 Comment:
              User supplied VMT mix.
  M 48 Warning:
            there are no sales for vehicle class HDGV8b

                  Calendar Year:  2009
                          Month:  July
                       Altitude:  Low
            Minimum Temperature:  72.3 (F)
            Maximum Temperature:  94.8 (F)
              Absolute Humidity:  123. grains/lb
               Nominal Fuel RVP:   7.8 psi
                   Weathered RVP:  7.4 psi
            Fuel Sulfur Content:   30. ppm
```

```
              Exhaust I/M Program:  Yes
                 Evap I/M Program:  Yes
                      ATP Program:  Yes
                 Reformulated Gas:  No
```

| Vehicle Type: GVWR: | LDGV | LDGT12 <6000 | LDGT34 >6000 | LDGT (All) | HDGV | LDDV | LDDT | HDDV | MC | All Veh |
|---|---|---|---|---|---|---|---|---|---|---|
| VMT Distribution: | 0.7723 | 0.1480 | 0.0187 | | 0.0128 | 0.0007 | 0.0003 | 0.0312 | 0.0160 | 1.0000 |
| Composite Emission Factors (g/mi): | | | | | | | | | | |
| Composite VOC : | 0.690 | 0.870 | 0.498 | 0.828 | 0.617 | 0.217 | 0.341 | 0.368 | 2.70 | 0.734 |
| Composite NOX : | 0.460 | 0.629 | 0.650 | 0.632 | 2.512 | 0.446 | 0.551 | 6.341 | 0.94 | 0.706 |

```
* # # # # # # # # # # # # # # # # # # # # # # # # # # #
* urbanized local, 27.0
* File 1, Run 1, Scenario 12.
* # # # # # # # # # # # # # # # # # # # # # # # # # # #

* Reading Hourly Roadway VMT distribution from the following external
* data file: LOCALVMT.D

  Reading User Supplied ROADWAY VMT Factors
  M615 Comment:
                User supplied VMT mix.
  M 48 Warning:
              there are no sales for vehicle class HDGV8b

                   Calendar Year:  2009
                           Month:  July
                        Altitude:  Low
              Minimum Temperature:  72.3 (F)
              Maximum Temperature:  94.8 (F)
                Absolute Humidity:  123. grains/lb
                 Nominal Fuel RVP:   7.8 psi
                    Weathered RVP:   7.4 psi
              Fuel Sulfur Content:   30. ppm

              Exhaust I/M Program:  Yes
                 Evap I/M Program:  Yes
                      ATP Program:  Yes
                 Reformulated Gas:  No
```

| Vehicle Type: GVWR: | LDGV | LDGT12 <6000 | LDGT34 >6000 | LDGT (All) | HDGV | LDDV | LDDT | HDDV | MC | All Veh |
|---|---|---|---|---|---|---|---|---|---|---|
| VMT Distribution: | 0.7953 | 0.1590 | 0.0039 | | 0.0072 | 0.0007 | 0.0001 | 0.0188 | 0.0150 | 1.0000 |
| Composite Emission Factors (g/mi): | | | | | | | | | | |
| Composite VOC : | 1.077 | 1.265 | 0.767 | 1.253 | 1.320 | 0.367 | 0.819 | 0.782 | 3.99 | 1.145 |
| Composite NOX : | 0.493 | 0.631 | 0.645 | 0.631 | 2.016 | 0.595 | 0.919 | 7.764 | 0.76 | 0.667 |

```
************************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                           *
* Input file: C:\TEST_AQ\BTR9P13.IN (file 1, run 1).                   *
************************************************************************
  M603 Comment:
               User has disabled the calculation of REFUELING emissions.


* Reading Registration Distributions from the following external
* data file: REGBTR06.RG
  M 49 Warning:
                 1.00     MYR sum not = 1. (will normalize)
  M 49 Warning:
                 1.00     MYR sum not = 1. (will normalize)
  M 49 Warning:
                 1.00     MYR sum not = 1. (will normalize)
  M 49 Warning:
                 1.00     MYR sum not = 1. (will normalize)
  M 49 Warning:
                 1.00     MYR sum not = 1. (will normalize)

* Reading I/M program description records from the following external
* data file: BT05IM.D

* # # # # # # # # # # # # # # # # # # # # # # # # # # #
* rural interstate, 63.0
* File 1, Run 1, Scenario 1.
* # # # # # # # # # # # # # # # # # # # # # # # # # # #
  M581 Warning:
            The user supplied freeway average speed of 63.0
            will be used for all hours of the day. 100% of VMT
            has been assigned to the freeway roadway type for
            all hours of the day and all vehicle types.
  M615 Comment:
               User supplied VMT mix.
*** I/M credits for Tech1&2 vehicles were read from the following external
    data file: TECH12.D
  M 48 Warning:
              there are no sales for vehicle class HDGV8b
  M 48 Warning:
              there are no sales for vehicle class LDDT12

                   Calendar Year:  2013
                           Month:  July
                        Altitude:  Low
              Minimum Temperature:  72.3 (F)
              Maximum Temperature:  94.8 (F)
                Absolute Humidity:  123. grains/lb
                 Nominal Fuel RVP:   7.8 psi
                    Weathered RVP:   7.4 psi
              Fuel Sulfur Content:   30. ppm

              Exhaust I/M Program:  Yes
                 Evap I/M Program:  Yes
                      ATP Program:  Yes
                 Reformulated Gas:  No
```

| Vehicle Type: | LDGV | LDGT12 | LDGT34 | LDGT | HDGV | LDDV | LDDT | HDDV | MC | All Veh |
|---|---|---|---|---|---|---|---|---|---|---|
| GVWR: | | <6000 | >6000 | (All) | | | | | | |
| VMT Distribution: | 0.5995 | 0.1550 | 0.0197 | | 0.0640 | 0.0005 | 0.0003 | 0.1550 | 0.0060 | 1.0000 |
| Composite Emission Factors (g/mi): | | | | | | | | | | |
| Composite VOC : | 0.391 | 0.568 | 0.318 | 0.540 | 0.330 | 0.093 | 0.149 | 0.210 | 3.08 | 0.401 |
| Composite NOX : | 0.312 | 0.473 | 0.440 | 0.469 | 1.523 | 0.351 | 0.478 | 6.869 | 1.31 | 1.439 |

```
* # # # # # # # # # # # # # # # # # # # # # # # # # # # #
* rural principal arterial, 58.5
* File 1, Run 1, Scenario 2.
* # # # # # # # # # # # # # # # # # # # # # # # # # # # #
  M583 Warning:
            The user supplied arterial average speed of 58.5
            will be used for all hours of the day.  100% of VMT
            has been assigned to the arterial/collector roadway
            type for all hours of the day and all vehicle types.
  M615 Comment:
             User supplied VMT mix.
  M 48 Warning:
            there are no sales for vehicle class HDGV8b
  M 48 Warning:
            there are no sales for vehicle class LDDT12

                  Calendar Year:  2013
                          Month:  July
                       Altitude:  Low
            Minimum Temperature:  72.3 (F)
            Maximum Temperature:  94.8 (F)
              Absolute Humidity:  123. grains/lb
               Nominal Fuel RVP:   7.8 psi
                  Weathered RVP:   7.4 psi
            Fuel Sulfur Content:   30. ppm

            Exhaust I/M Program:  Yes
               Evap I/M Program:  Yes
                    ATP Program:  Yes
               Reformulated Gas:  No
```

| Vehicle Type: | LDGV | LDGT12 | LDGT34 | LDGT | HDGV | LDDV | LDDT | HDDV | MC | All Veh |
|---|---|---|---|---|---|---|---|---|---|---|
| GVWR: | | <6000 | >6000 | (All) | | | | | | |
| VMT Distribution: | 0.6524 | 0.1960 | 0.0246 | | 0.0356 | 0.0006 | 0.0004 | 0.0854 | 0.0050 | 1.0000 |
| Composite Emission Factors (g/mi): | | | | | | | | | | |
| Composite VOC : | 0.395 | 0.573 | 0.322 | 0.545 | 0.331 | 0.093 | 0.149 | 0.211 | 2.76 | 0.422 |
| Composite NOX : | 0.308 | 0.465 | 0.436 | 0.462 | 1.474 | 0.296 | 0.402 | 5.442 | 1.21 | 0.827 |

```
* # # # # # # # # # # # # # # # # # # # # # # # # # # # #
* rural minor arterial, 49.5
* File 1, Run 1, Scenario 3.
* # # # # # # # # # # # # # # # # # # # # # # # # # # # #
  M583 Warning:
            The user supplied arterial average speed of 49.5
            will be used for all hours of the day.  100% of VMT
            has been assigned to the arterial/collector roadway
            type for all hours of the day and all vehicle types.
  M615 Comment:
             User supplied VMT mix.
  M 48 Warning:
            there are no sales for vehicle class HDGV8b
```

```
M 48 Warning:
            there are no sales for vehicle class LDDT12

                  Calendar Year:  2013
                          Month:  July
                       Altitude:  Low
            Minimum Temperature:  72.3 (F)
            Maximum Temperature:  94.8 (F)
              Absolute Humidity:  123. grains/lb
               Nominal Fuel RVP:   7.8 psi
                  Weathered RVP:   7.4 psi
            Fuel Sulfur Content:   30. ppm

            Exhaust I/M Program:  Yes
               Evap I/M Program:  Yes
                    ATP Program:  Yes
               Reformulated Gas:  No

     Vehicle Type:     LDGV    LDGT12    LDGT34     LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
             GVWR:             <6000     >6000     (All)
                      ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
  VMT Distribution:   0.6714    0.1910    0.0246              0.0319    0.0006    0.0004    0.0761    0.0040    1.0000
 ---------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
    Composite VOC :    0.408     0.588     0.329     0.559     0.351     0.097     0.156     0.225      2.51     0.433
    Composite NOX :    0.300     0.450     0.421     0.446     1.391     0.230     0.311     4.229      1.02     0.668
 ---------------------------------------------------------------------------------------------------------------------

* # # # # # # # # # # # # # # # # # # # # # # # # # # # #
* rural major collector, 45.0
* File 1, Run 1, Scenario 4.
* # # # # # # # # # # # # # # # # # # # # # # # # # # # #
  M583 Warning:
            The user supplied arterial average speed of 45.0
            will be used for all hours of the day.  100% of VMT
            has been assigned to the arterial/collector roadway
            type for all hours of the day and all vehicle types.
  M615 Comment:
             User supplied VMT mix.
  M 48 Warning:
            there are no sales for vehicle class HDGV8b
  M 48 Warning:
            there are no sales for vehicle class LDDT12

                  Calendar Year:  2013
                          Month:  July
                       Altitude:  Low
            Minimum Temperature:  72.3 (F)
            Maximum Temperature:  94.8 (F)
              Absolute Humidity:  123. grains/lb
               Nominal Fuel RVP:   7.8 psi
                  Weathered RVP:   7.4 psi
            Fuel Sulfur Content:   30. ppm

            Exhaust I/M Program:  Yes
               Evap I/M Program:  Yes
                    ATP Program:  Yes
               Reformulated Gas:  No

     Vehicle Type:     LDGV    LDGT12    LDGT34     LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
             GVWR:             <6000     >6000     (All)
                      ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
```

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| VMT Distribution: | 0.6664 | 0.2160 | 0.0276 | | 0.0249 | 0.0006 | 0.0004 | 0.0601 | 0.0040 | 1.0000 |
| Composite Emission Factors (g/mi): | | | | | | | | | | |
| Composite VOC : | 0.418 | 0.598 | 0.335 | 0.568 | 0.368 | 0.100 | 0.162 | 0.238 | 2.53 | 0.450 |
| Composite NOX : | 0.296 | 0.442 | 0.414 | 0.439 | 1.344 | 0.211 | 0.285 | 3.875 | 0.97 | 0.575 |

```
* # # # # # # # # # # # # # # # # # # # # # # # # # #
* rural minor collector, 36.0
* File 1, Run 1, Scenario 5.
* # # # # # # # # # # # # # # # # # # # # # # # # # #
  M583 Warning:
            The user supplied arterial average speed of 36.0
            will be used for all hours of the day.  100% of VMT
            has been assigned to the arterial/collector roadway
            type for all hours of the day and all vehicle types.
  M615 Comment:
               User supplied VMT mix.
  M 48 Warning:
             there are no sales for vehicle class HDGV8b
  M 48 Warning:
             there are no sales for vehicle class LDDT12

                  Calendar Year:  2013
                          Month:  July
                       Altitude:  Low
             Minimum Temperature:  72.3 (F)
             Maximum Temperature:  94.8 (F)
               Absolute Humidity:  123. grains/lb
                Nominal Fuel RVP:   7.8 psi
                   Weathered RVP:   7.4 psi
             Fuel Sulfur Content:   30. ppm

             Exhaust I/M Program:  Yes
                Evap I/M Program:  Yes
                     ATP Program:  Yes
                Reformulated Gas:  No
```

| Vehicle Type: GVWR: | LDGV | LDGT12 <6000 | LDGT34 >6000 | LDGT (All) | HDGV | LDDV | LDDT | HDDV | MC | All Veh |
|---|---|---|---|---|---|---|---|---|---|---|
| VMT Distribution: | 0.6384 | 0.2160 | 0.0276 | | 0.0276 | 0.0006 | 0.0004 | 0.0674 | 0.0220 | 1.0000 |
| Composite Emission Factors (g/mi): | | | | | | | | | | |
| Composite VOC : | 0.441 | 0.618 | 0.347 | 0.587 | 0.421 | 0.111 | 0.182 | 0.286 | 2.67 | 0.515 |
| Composite NOX : | 0.290 | 0.430 | 0.402 | 0.427 | 1.267 | 0.195 | 0.264 | 3.620 | 0.94 | 0.589 |

```
* # # # # # # # # # # # # # # # # # # # # # # # # # #
* rural local, 27.0
* File 1, Run 1, Scenario 6.
* # # # # # # # # # # # # # # # # # # # # # # # # # #

* Reading Hourly Roadway VMT distribution from the following external
* data file: LOCALVMT.D

  Reading User Supplied ROADWAY VMT Factors
  M615 Comment:
               User supplied VMT mix.
  M 48 Warning:
             there are no sales for vehicle class HDGV8b
  M 48 Warning:
             there are no sales for vehicle class LDDT12
```

```
              Calendar Year:  2013
                      Month:  July
                   Altitude:  Low
     Minimum Temperature:  72.3 (F)
     Maximum Temperature:  94.8 (F)
       Absolute Humidity:  123. grains/lb
        Nominal Fuel RVP:   7.8 psi
           Weathered RVP:   7.4 psi
     Fuel Sulfur Content:   30. ppm

     Exhaust I/M Program:  Yes
        Evap I/M Program:  Yes
             ATP Program:  Yes
        Reformulated Gas:  No
```

| Vehicle Type: GVWR: | LDGV | LDGT12 <6000 | LDGT34 >6000 | LDGT (All) | HDGV | LDDV | LDDT | HDDV | MC | All Veh |
|---|---|---|---|---|---|---|---|---|---|---|
| VMT Distribution: | 0.6534 | 0.2460 | 0.0049 | | 0.0215 | 0.0006 | 0.0001 | 0.0525 | 0.0210 | 1.0000 |
| Composite Emission Factors (g/mi): | | | | | | | | | | |
| Composite VOC : | 0.689 | 0.878 | 0.541 | 0.871 | 0.888 | 0.192 | 0.326 | 0.619 | 3.96 | 0.804 |
| Composite NOX : | 0.318 | 0.438 | 0.423 | 0.438 | 1.023 | 0.261 | 0.354 | 4.555 | 0.76 | 0.595 |

```
* # # # # # # # # # # # # # # # # # # # # # # # # # # #
* urbanized interstate, 58.5
* File 1, Run 1, Scenario 7.
* # # # # # # # # # # # # # # # # # # # # # # # # # # #
  M581 Warning:
            The user supplied freeway average speed of 58.5
            will be used for all hours of the day. 100% of VMT
            has been assigned to the freeway roadway type for
            all hours of the day and all vehicle types.
  M615 Comment:
             User supplied VMT mix.
  M 48 Warning:
            there are no sales for vehicle class HDGV8b
  M 48 Warning:
            there are no sales for vehicle class LDDT12

              Calendar Year:  2013
                      Month:  July
                   Altitude:  Low
     Minimum Temperature:  72.3 (F)
     Maximum Temperature:  94.8 (F)
       Absolute Humidity:  123. grains/lb
        Nominal Fuel RVP:   7.8 psi
           Weathered RVP:   7.4 psi
     Fuel Sulfur Content:   30. ppm

     Exhaust I/M Program:  Yes
        Evap I/M Program:  Yes
             ATP Program:  Yes
        Reformulated Gas:  No
```

| Vehicle Type: GVWR: | LDGV | LDGT12 <6000 | LDGT34 >6000 | LDGT (All) | HDGV | LDDV | LDDT | HDDV | MC | All Veh |
|---|---|---|---|---|---|---|---|---|---|---|
| VMT Distribution: | 0.7323 | 0.1550 | 0.0197 | | 0.0265 | 0.0007 | 0.0003 | 0.0635 | 0.0020 | 1.0000 |

Composite Emission Factors (g/mi):

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Composite VOC : | 0.395 | 0.573 | 0.321 | 0.545 | 0.331 | 0.093 | 0.149 | 0.210 | 2.76 | 0.412 |
| Composite NOX : | 0.308 | 0.465 | 0.432 | 0.461 | 1.470 | 0.296 | 0.402 | 5.853 | 1.21 | 0.720 |

```
* # # # # # # # # # # # # # # # # # # # # # # # # # # #
* urbanized other expressway, 58.5
* File 1, Run 1, Scenario 8.
* # # # # # # # # # # # # # # # # # # # # # # # # # # #
  M581 Warning:
            The user supplied freeway average speed of 58.5
            will be used for all hours of the day. 100% of VMT
            has been assigned to the freeway roadway type for
            all hours of the day and all vehicle types.
  M615 Comment:
              User supplied VMT mix.
  M 48 Warning:
            there are no sales for vehicle class HDGV8b
  M 48 Warning:
            there are no sales for vehicle class LDDT12

                  Calendar Year:  2013
                          Month:  July
                       Altitude:  Low
            Minimum Temperature:  72.3 (F)
            Maximum Temperature:  94.8 (F)
              Absolute Humidity:  123. grains/lb
               Nominal Fuel RVP:   7.8 psi
                   Weathered RVP:  7.4 psi
            Fuel Sulfur Content:   30. ppm

            Exhaust I/M Program:  Yes
               Evap I/M Program:  Yes
                    ATP Program:  Yes
               Reformulated Gas:  No
```

| Vehicle Type: GVWR: | LDGV | LDGT12 <6000 | LDGT34 >6000 | LDGT (All) | HDGV | LDDV | LDDT | HDDV | MC | All Veh |
|---|---|---|---|---|---|---|---|---|---|---|
| VMT Distribution: | 0.7064 | 0.1810 | 0.0236 | | 0.0256 | 0.0006 | 0.0004 | 0.0604 | 0.0020 | 1.0000 |
| Composite Emission Factors (g/mi): | | | | | | | | | | |
| Composite VOC : | 0.395 | 0.573 | 0.322 | 0.544 | 0.331 | 0.093 | 0.149 | 0.209 | 2.76 | 0.417 |
| Composite NOX : | 0.308 | 0.465 | 0.438 | 0.462 | 1.471 | 0.296 | 0.402 | 5.828 | 1.21 | 0.704 |

```
* # # # # # # # # # # # # # # # # # # # # # # # # # # #
* urbanized principal arterial, 49.5
* File 1, Run 1, Scenario 9.
* # # # # # # # # # # # # # # # # # # # # # # # # # # #
  M583 Warning:
            The user supplied arterial average speed of 49.5
            will be used for all hours of the day.  100% of VMT
            has been assigned to the arterial/collector roadway
            type for all hours of the day and all vehicle types.
  M615 Comment:
              User supplied VMT mix.
  M 48 Warning:
            there are no sales for vehicle class HDGV8b
  M 48 Warning:
            there are no sales for vehicle class LDDT12

                  Calendar Year:  2013
```

```
                    Month:  July
                 Altitude:  Low
Minimum Temperature:  72.3 (F)
Maximum Temperature:  94.8 (F)
  Absolute Humidity:  123. grains/lb
   Nominal Fuel RVP:   7.8 psi
      Weathered RVP:   7.4 psi
Fuel Sulfur Content:   30. ppm

Exhaust I/M Program:  Yes
   Evap I/M Program:  Yes
        ATP Program:  Yes
   Reformulated Gas:  No
```

| Vehicle Type: GVWR: | LDGV | LDGT12 <6000 | LDGT34 >6000 | LDGT (All) | HDGV | LDDV | LDDT | HDDV | MC | All Veh |
|---|---|---|---|---|---|---|---|---|---|---|
| VMT Distribution: | 0.7663 | 0.1470 | 0.0187 | | 0.0181 | 0.0007 | 0.0003 | 0.0429 | 0.0060 | 1.0000 |
| Composite Emission Factors (g/mi): | | | | | | | | | | |
| Composite VOC : | 0.408 | 0.588 | 0.329 | 0.559 | 0.346 | 0.097 | 0.156 | 0.225 | 2.51 | 0.436 |
| Composite NOX : | 0.300 | 0.450 | 0.420 | 0.446 | 1.380 | 0.230 | 0.311 | 4.152 | 1.02 | 0.513 |

```
* # # # # # # # # # # # # # # # # # # # # # # # # # # #
* urbanized minor arterial, 45.0
* File 1, Run 1, Scenario 10.
* # # # # # # # # # # # # # # # # # # # # # # # # # # #
  M583 Warning:
            The user supplied arterial average speed of 45.0
            will be used for all hours of the day.  100% of VMT
            has been assigned to the arterial/collector roadway
            type for all hours of the day and all vehicle types.
  M615 Comment:
             User supplied VMT mix.
  M 48 Warning:
            there are no sales for vehicle class HDGV8b
  M 48 Warning:
            there are no sales for vehicle class LDDT12

                 Calendar Year:  2013
                        Month:  July
                     Altitude:  Low
            Minimum Temperature:  72.3 (F)
            Maximum Temperature:  94.8 (F)
              Absolute Humidity:  123. grains/lb
               Nominal Fuel RVP:   7.8 psi
                  Weathered RVP:   7.4 psi
            Fuel Sulfur Content:   30. ppm

            Exhaust I/M Program:  Yes
               Evap I/M Program:  Yes
                    ATP Program:  Yes
               Reformulated Gas:  No
```

| Vehicle Type: GVWR: | LDGV | LDGT12 <6000 | LDGT34 >6000 | LDGT (All) | HDGV | LDDV | LDDT | HDDV | MC | All Veh |
|---|---|---|---|---|---|---|---|---|---|---|
| VMT Distribution: | 0.7723 | 0.1560 | 0.0197 | | 0.0146 | 0.0007 | 0.0003 | 0.0344 | 0.0020 | 1.0000 |
| Composite Emission Factors (g/mi): | | | | | | | | | | |
| Composite VOC : | 0.418 | 0.598 | 0.334 | 0.568 | 0.363 | 0.100 | 0.162 | 0.240 | 2.53 | 0.441 |
| Composite NOX : | 0.296 | 0.442 | 0.411 | 0.439 | 1.341 | 0.211 | 0.285 | 3.837 | 0.97 | 0.459 |

```
* # # # # # # # # # # # # # # # # # # # # # # # # # # # #
* urbanized collector, 36.0
* File 1, Run 1, Scenario 11.
* # # # # # # # # # # # # # # # # # # # # # # # # # # # #
  M583 Warning:
            The user supplied arterial average speed of 36.0
            will be used for all hours of the day.  100% of VMT
            has been assigned to the arterial/collector roadway
            type for all hours of the day and all vehicle types.
  M615 Comment:
               User supplied VMT mix.
  M 48 Warning:
             there are no sales for vehicle class HDGV8b
  M 48 Warning:
             there are no sales for vehicle class LDDT12

                   Calendar Year:  2013
                           Month:  July
                        Altitude:  Low
             Minimum Temperature:  72.3 (F)
             Maximum Temperature:  94.8 (F)
               Absolute Humidity:  123. grains/lb
                Nominal Fuel RVP:   7.8 psi
                   Weathered RVP:   7.4 psi
             Fuel Sulfur Content:   30. ppm

             Exhaust I/M Program:  Yes
                Evap I/M Program:  Yes
                     ATP Program:  Yes
                Reformulated Gas:  No
```

| Vehicle Type: GVWR: | LDGV | LDGT12 <6000 | LDGT34 >6000 | LDGT (All) | HDGV | LDDV | LDDT | HDDV | MC | All Veh |
|---|---|---|---|---|---|---|---|---|---|---|
| VMT Distribution: | 0.7723 | 0.1480 | 0.0187 | | 0.0128 | 0.0007 | 0.0003 | 0.0312 | 0.0160 | 1.0000 |
| Composite Emission Factors (g/mi): | | | | | | | | | | |
| Composite VOC : | 0.441 | 0.618 | 0.347 | 0.588 | 0.422 | 0.111 | 0.182 | 0.290 | 2.67 | 0.496 |
| Composite NOX : | 0.290 | 0.430 | 0.402 | 0.427 | 1.269 | 0.195 | 0.264 | 3.608 | 0.94 | 0.439 |

```
* # # # # # # # # # # # # # # # # # # # # # # # # # # # #
* urbanized local, 27.0
* File 1, Run 1, Scenario 12.
* # # # # # # # # # # # # # # # # # # # # # # # # # # # #

* Reading Hourly Roadway VMT distribution from the following external
* data file: LOCALVMT.D

  Reading User Supplied ROADWAY VMT Factors
  M615 Comment:
               User supplied VMT mix.
  M 48 Warning:
             there are no sales for vehicle class HDGV8b
  M 48 Warning:
             there are no sales for vehicle class LDDT12

                   Calendar Year:  2013
                           Month:  July
```

| | |
|---|---|
| Altitude: | Low |
| Minimum Temperature: | 72.3 (F) |
| Maximum Temperature: | 94.8 (F) |
| Absolute Humidity: | 123. grains/lb |
| Nominal Fuel RVP: | 7.8 psi |
| Weathered RVP: | 7.4 psi |
| Fuel Sulfur Content: | 30. ppm |
| Exhaust I/M Program: | Yes |
| Evap I/M Program: | Yes |
| ATP Program: | Yes |
| Reformulated Gas: | No |

| Vehicle Type: | LDGV | LDGT12 | LDGT34 | LDGT | HDGV | LDDV | LDDT | HDDV | MC | All Veh |
|---|---|---|---|---|---|---|---|---|---|---|
| GVWR: | | <6000 | >6000 | (All) | | | | | | |
| VMT Distribution: | 0.7953 | 0.1590 | 0.0039 | | 0.0072 | 0.0007 | 0.0001 | 0.0188 | 0.0150 | 1.0000 |
| Composite Emission Factors (g/mi): | | | | | | | | | | |
| Composite VOC : | 0.689 | 0.878 | 0.534 | 0.870 | 0.877 | 0.192 | 0.326 | 0.613 | 3.96 | 0.767 |
| Composite NOX : | 0.318 | 0.438 | 0.398 | 0.437 | 1.009 | 0.261 | 0.354 | 4.356 | 0.76 | 0.425 |

```
*************************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                            *
* Input file: C:\TEST_AQ\BTR9P22.IN (file 1, run 1).                    *
*************************************************************************
  M603 Comment:
               User has disabled the calculation of REFUELING emissions.


* Reading Registration Distributions from the following external
* data file: REGBTR06.RG
  M 49 Warning:
                 1.00     MYR sum not = 1. (will normalize)
  M 49 Warning:
                 1.00     MYR sum not = 1. (will normalize)
  M 49 Warning:
                 1.00     MYR sum not = 1. (will normalize)
  M 49 Warning:
                 1.00     MYR sum not = 1. (will normalize)
  M 49 Warning:
                 1.00     MYR sum not = 1. (will normalize)

* Reading I/M program description records from the following external
* data file: BT05IM.D

* # # # # # # # # # # # # # # # # # # # # # # # # # # #
* rural interstate, 63.0
* File 1, Run 1, Scenario 1.
* # # # # # # # # # # # # # # # # # # # # # # # # # # #
  M581 Warning:
            The user supplied freeway average speed of 63.0
            will be used for all hours of the day. 100% of VMT
            has been assigned to the freeway roadway type for
            all hours of the day and all vehicle types.
  M615 Comment:
               User supplied VMT mix.
*** I/M credits for Tech1&2 vehicles were read from the following external
    data file: TECH12.D
  M 48 Warning:
             there are no sales for vehicle class HDGV8b
  M 48 Warning:
             there are no sales for vehicle class LDDT12

                  Calendar Year:  2022
                          Month:  July
                       Altitude:  Low
             Minimum Temperature:  72.3 (F)
             Maximum Temperature:  94.8 (F)
               Absolute Humidity:  123. grains/lb
                Nominal Fuel RVP:   7.8 psi
                   Weathered RVP:   7.4 psi
             Fuel Sulfur Content:   30. ppm

             Exhaust I/M Program:  Yes
                Evap I/M Program:  Yes
                     ATP Program:  Yes
                Reformulated Gas:  No
```

| Vehicle Type: | LDGV | LDGT12 | LDGT34 | LDGT | HDGV | LDDV | LDDT | HDDV | MC | All Veh |
|---|---|---|---|---|---|---|---|---|---|---|
| GVWR: | | <6000 | >6000 | (All) | | | | | | |
| VMT Distribution: | 0.5995 | 0.1550 | 0.0197 | | 0.0638 | 0.0005 | 0.0003 | 0.1552 | 0.0060 | 1.0000 |
| Composite Emission Factors (g/mi): | | | | | | | | | | |
| Composite VOC : | 0.191 | 0.274 | 0.205 | 0.266 | 0.141 | 0.044 | 0.075 | 0.164 | 2.96 | 0.213 |
| Composite NOX : | 0.136 | 0.238 | 0.235 | 0.238 | 0.397 | 0.075 | 0.198 | 2.004 | 1.31 | 0.467 |

```
* # # # # # # # # # # # # # # # # # # # # # # # # # # #
* rural principal arterial, 58.5
* File 1, Run 1, Scenario 2.
* # # # # # # # # # # # # # # # # # # # # # # # # # # #
  M583 Warning:
            The user supplied arterial average speed of 58.5
            will be used for all hours of the day.  100% of VMT
            has been assigned to the arterial/collector roadway
            type for all hours of the day and all vehicle types.
  M615 Comment:
              User supplied VMT mix.
  M 48 Warning:
            there are no sales for vehicle class HDGV8b
  M 48 Warning:
            there are no sales for vehicle class LDDT12

                 Calendar Year:  2022
                         Month:  July
                      Altitude:  Low
            Minimum Temperature:  72.3 (F)
            Maximum Temperature:  94.8 (F)
              Absolute Humidity:  123. grains/lb
               Nominal Fuel RVP:   7.8 psi
                  Weathered RVP:   7.4 psi
            Fuel Sulfur Content:   30. ppm

            Exhaust I/M Program:  Yes
               Evap I/M Program:  Yes
                    ATP Program:  Yes
               Reformulated Gas:  No
```

| Vehicle Type: | LDGV | LDGT12 | LDGT34 | LDGT | HDGV | LDDV | LDDT | HDDV | MC | All Veh |
|---|---|---|---|---|---|---|---|---|---|---|
| GVWR: | | <6000 | >6000 | (All) | | | | | | |
| VMT Distribution: | 0.6524 | 0.1960 | 0.0246 | | 0.0355 | 0.0006 | 0.0004 | 0.0855 | 0.0050 | 1.0000 |
| Composite Emission Factors (g/mi): | | | | | | | | | | |
| Composite VOC : | 0.193 | 0.275 | 0.206 | 0.268 | 0.143 | 0.044 | 0.076 | 0.165 | 2.64 | 0.217 |
| Composite NOX : | 0.135 | 0.234 | 0.232 | 0.234 | 0.385 | 0.063 | 0.167 | 1.601 | 1.21 | 0.296 |

```
* # # # # # # # # # # # # # # # # # # # # # # # # # # #
* rural minor arterial, 49.5
* File 1, Run 1, Scenario 3.
* # # # # # # # # # # # # # # # # # # # # # # # # # # #
  M583 Warning:
            The user supplied arterial average speed of 49.5
            will be used for all hours of the day.  100% of VMT
            has been assigned to the arterial/collector roadway
            type for all hours of the day and all vehicle types.
  M615 Comment:
              User supplied VMT mix.
  M 48 Warning:
            there are no sales for vehicle class HDGV8b
```

```
M 48 Warning:
            there are no sales for vehicle class LDDT12

                  Calendar Year:  2022
                          Month:  July
                       Altitude:  Low
            Minimum Temperature:  72.3 (F)
            Maximum Temperature:  94.8 (F)
              Absolute Humidity:  123. grains/lb
               Nominal Fuel RVP:   7.8 psi
                  Weathered RVP:   7.4 psi
            Fuel Sulfur Content:   30. ppm

            Exhaust I/M Program:  Yes
               Evap I/M Program:  Yes
                    ATP Program:  Yes
               Reformulated Gas:  No

    Vehicle Type:     LDGV    LDGT12   LDGT34     LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
            GVWR:             <6000    >6000     (All)
                    ------   ------   ------   ------    ------    ------    ------    ------    ------    ------
 VMT Distribution:   0.6714   0.1910   0.0246             0.0318    0.0006    0.0004    0.0762    0.0040    1.0000
 ---------------------------------------------------------------------------------------------------------------------
Composite Emission Factors (g/mi):
   Composite VOC :    0.199    0.281    0.210    0.273    0.153    0.046    0.079    0.176     2.39     0.221
   Composite NOX :    0.132    0.225    0.222    0.225    0.362    0.049    0.129    1.242     1.02     0.247
 ---------------------------------------------------------------------------------------------------------------------

* # # # # # # # # # # # # # # # # # # # # # # # # # # # #
* rural major collector, 45.0
* File 1, Run 1, Scenario 4.
* # # # # # # # # # # # # # # # # # # # # # # # # # # # #
M583 Warning:
          The user supplied arterial average speed of 45.0
          will be used for all hours of the day.  100% of VMT
          has been assigned to the arterial/collector roadway
          type for all hours of the day and all vehicle types.
M615 Comment:
             User supplied VMT mix.
M 48 Warning:
            there are no sales for vehicle class HDGV8b
M 48 Warning:
            there are no sales for vehicle class LDDT12

                  Calendar Year:  2022
                          Month:  July
                       Altitude:  Low
            Minimum Temperature:  72.3 (F)
            Maximum Temperature:  94.8 (F)
              Absolute Humidity:  123. grains/lb
               Nominal Fuel RVP:   7.8 psi
                  Weathered RVP:   7.4 psi
            Fuel Sulfur Content:   30. ppm

            Exhaust I/M Program:  Yes
               Evap I/M Program:  Yes
                    ATP Program:  Yes
               Reformulated Gas:  No

    Vehicle Type:     LDGV    LDGT12   LDGT34     LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
            GVWR:             <6000    >6000     (All)
                    ------   ------   ------   ------    ------    ------    ------    ------    ------    ------
```

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| VMT Distribution: | 0.6664 | 0.2160 | 0.0276 | | 0.0248 | 0.0006 | 0.0004 | 0.0602 | 0.0040 | 1.0000 |
| Composite Emission Factors (g/mi): | | | | | | | | | | |
| Composite VOC : | 0.205 | 0.286 | 0.213 | 0.277 | 0.164 | 0.048 | 0.082 | 0.186 | 2.41 | 0.229 |
| Composite NOX : | 0.131 | 0.221 | 0.218 | 0.221 | 0.352 | 0.045 | 0.118 | 1.126 | 0.97 | 0.221 |

```
* # # # # # # # # # # # # # # # # # # # # # # # # # # # #
* rural minor collector, 36.0
* File 1, Run 1, Scenario 5.
* # # # # # # # # # # # # # # # # # # # # # # # # # # # #
  M583 Warning:
            The user supplied arterial average speed of 36.0
            will be used for all hours of the day.  100% of VMT
            has been assigned to the arterial/collector roadway
            type for all hours of the day and all vehicle types.
  M615 Comment:
             User supplied VMT mix.
  M 48 Warning:
            there are no sales for vehicle class HDGV8b
  M 48 Warning:
            there are no sales for vehicle class LDDT12

                  Calendar Year:  2022
                          Month:  July
                       Altitude:  Low
            Minimum Temperature:  72.3 (F)
            Maximum Temperature:  94.8 (F)
              Absolute Humidity:  123. grains/lb
               Nominal Fuel RVP:   7.8 psi
                  Weathered RVP:   7.4 psi
            Fuel Sulfur Content:   30. ppm

            Exhaust I/M Program:  Yes
               Evap I/M Program:  Yes
                    ATP Program:  Yes
               Reformulated Gas:  No
```

| Vehicle Type: GVWR: | LDGV | LDGT12 <6000 | LDGT34 >6000 | LDGT (All) | HDGV | LDDV | LDDT | HDDV | MC | All Veh |
|---|---|---|---|---|---|---|---|---|---|---|
| VMT Distribution: | 0.6384 | 0.2160 | 0.0276 | | 0.0275 | 0.0006 | 0.0004 | 0.0675 | 0.0220 | 1.0000 |
| Composite Emission Factors (g/mi): | | | | | | | | | | |
| Composite VOC : | 0.222 | 0.296 | 0.222 | 0.288 | 0.196 | 0.053 | 0.093 | 0.224 | 2.55 | 0.288 |
| Composite NOX : | 0.129 | 0.214 | 0.210 | 0.214 | 0.331 | 0.041 | 0.109 | 1.062 | 0.94 | 0.236 |

```
* # # # # # # # # # # # # # # # # # # # # # # # # # # # #
* rural local, 27.0
* File 1, Run 1, Scenario 6.
* # # # # # # # # # # # # # # # # # # # # # # # # # # # #

* Reading Hourly Roadway VMT distribution from the following external
* data file: LOCALVMT.D

  Reading User Supplied ROADWAY VMT Factors
  M615 Comment:
             User supplied VMT mix.
  M 48 Warning:
            there are no sales for vehicle class HDGV8b
  M 48 Warning:
            there are no sales for vehicle class LDDT12
```

```
              Calendar Year:  2022
                      Month:  July
                   Altitude:  Low
Minimum Temperature:  72.3 (F)
Maximum Temperature:  94.8 (F)
  Absolute Humidity:  123. grains/lb
   Nominal Fuel RVP:   7.8 psi
      Weathered RVP:   7.4 psi
Fuel Sulfur Content:   30. ppm

Exhaust I/M Program:  Yes
   Evap I/M Program:  Yes
        ATP Program:  Yes
   Reformulated Gas:  No
```

| Vehicle Type: GVWR: | LDGV | LDGT12 <6000 | LDGT34 >6000 | LDGT (All) | HDGV | LDDV | LDDT | HDDV | MC | All Veh |
|---|---|---|---|---|---|---|---|---|---|---|
| VMT Distribution: | 0.6534 | 0.2460 | 0.0049 | | 0.0215 | 0.0006 | 0.0001 | 0.0525 | 0.0210 | 1.0000 |
| Composite Emission Factors (g/mi): | | | | | | | | | | |
| Composite VOC : | 0.388 | 0.457 | 0.362 | 0.456 | 0.482 | 0.093 | 0.170 | 0.485 | 3.84 | 0.485 |
| Composite NOX : | 0.151 | 0.222 | 0.217 | 0.222 | 0.266 | 0.055 | 0.146 | 1.355 | 0.76 | 0.247 |

```
* # # # # # # # # # # # # # # # # # # # # # # # # # #
* urbanized interstate, 58.5
* File 1, Run 1, Scenario 7.
* # # # # # # # # # # # # # # # # # # # # # # # # # #
  M581 Warning:
            The user supplied freeway average speed of 58.5
            will be used for all hours of the day. 100% of VMT
            has been assigned to the freeway roadway type for
            all hours of the day and all vehicle types.
  M615 Comment:
               User supplied VMT mix.
  M 48 Warning:
            there are no sales for vehicle class HDGV8b
  M 48 Warning:
            there are no sales for vehicle class LDDT12

              Calendar Year:  2022
                      Month:  July
                   Altitude:  Low
Minimum Temperature:  72.3 (F)
Maximum Temperature:  94.8 (F)
  Absolute Humidity:  123. grains/lb
   Nominal Fuel RVP:   7.8 psi
      Weathered RVP:   7.4 psi
Fuel Sulfur Content:   30. ppm

Exhaust I/M Program:  Yes
   Evap I/M Program:  Yes
        ATP Program:  Yes
   Reformulated Gas:  No
```

| Vehicle Type: GVWR: | LDGV | LDGT12 <6000 | LDGT34 >6000 | LDGT (All) | HDGV | LDDV | LDDT | HDDV | MC | All Veh |
|---|---|---|---|---|---|---|---|---|---|---|
| VMT Distribution: | 0.7323 | 0.1550 | 0.0197 | | 0.0264 | 0.0007 | 0.0003 | 0.0636 | 0.0020 | 1.0000 |

Composite Emission Factors (g/mi):

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Composite VOC : | 0.193 | 0.275 | 0.206 | 0.268 | 0.143 | 0.044 | 0.076 | 0.165 | 2.64 | 0.208 |
| Composite NOX : | 0.135 | 0.234 | 0.230 | 0.233 | 0.385 | 0.063 | 0.167 | 1.686 | 1.21 | 0.259 |

```
* # # # # # # # # # # # # # # # # # # # # # # # # # # # #
* urbanized other expressway, 58.5
* File 1, Run 1, Scenario 8.
* # # # # # # # # # # # # # # # # # # # # # # # # # # # #
  M581 Warning:
            The user supplied freeway average speed of 58.5
            will be used for all hours of the day. 100% of VMT
            has been assigned to the freeway roadway type for
            all hours of the day and all vehicle types.
  M615 Comment:
             User supplied VMT mix.
  M 48 Warning:
            there are no sales for vehicle class HDGV8b
  M 48 Warning:
            there are no sales for vehicle class LDDT12

                  Calendar Year:  2022
                          Month:  July
                       Altitude:  Low
            Minimum Temperature:  72.3 (F)
            Maximum Temperature:  94.8 (F)
              Absolute Humidity:  123. grains/lb
               Nominal Fuel RVP:   7.8 psi
                  Weathered RVP:   7.4 psi
            Fuel Sulfur Content:   30. ppm

            Exhaust I/M Program:  Yes
               Evap I/M Program:  Yes
                    ATP Program:  Yes
               Reformulated Gas:  No
```

| Vehicle Type: GVWR: | LDGV | LDGT12 <6000 | LDGT34 >6000 | LDGT (All) | HDGV | LDDV | LDDT | HDDV | MC | All Veh |
|---|---|---|---|---|---|---|---|---|---|---|
| VMT Distribution: | 0.7064 | 0.1810 | 0.0236 | | 0.0256 | 0.0006 | 0.0004 | 0.0604 | 0.0020 | 1.0000 |
| Composite Emission Factors (g/mi): | | | | | | | | | | |
| Composite VOC : | 0.193 | 0.275 | 0.207 | 0.267 | 0.143 | 0.044 | 0.076 | 0.164 | 2.64 | 0.210 |
| Composite NOX : | 0.135 | 0.234 | 0.233 | 0.234 | 0.385 | 0.063 | 0.167 | 1.679 | 1.21 | 0.257 |

```
* # # # # # # # # # # # # # # # # # # # # # # # # # # # #
* urbanized principal arterial, 49.5
* File 1, Run 1, Scenario 9.
* # # # # # # # # # # # # # # # # # # # # # # # # # # # #
  M583 Warning:
            The user supplied arterial average speed of 49.5
            will be used for all hours of the day.  100% of VMT
            has been assigned to the arterial/collector roadway
            type for all hours of the day and all vehicle types.
  M615 Comment:
             User supplied VMT mix.
  M 48 Warning:
            there are no sales for vehicle class HDGV8b
  M 48 Warning:
            there are no sales for vehicle class LDDT12

                  Calendar Year:  2022
```

```
                    Month:  July
                 Altitude:  Low
Minimum Temperature:  72.3 (F)
Maximum Temperature:  94.8 (F)
  Absolute Humidity:  123. grains/lb
   Nominal Fuel RVP:   7.8 psi
      Weathered RVP:   7.4 psi
Fuel Sulfur Content:   30. ppm

Exhaust I/M Program:  Yes
   Evap I/M Program:  Yes
        ATP Program:  Yes
   Reformulated Gas:  No
```

| Vehicle Type: GVWR: | LDGV | LDGT12 <6000 | LDGT34 >6000 | LDGT (All) | HDGV | LDDV | LDDT | HDDV | MC | All Veh |
|---|---|---|---|---|---|---|---|---|---|---|
| VMT Distribution: | 0.7663 | 0.1470 | 0.0187 | | 0.0180 | 0.0007 | 0.0003 | 0.0430 | 0.0060 | 1.0000 |
| Composite Emission Factors (g/mi): | | | | | | | | | | |
| Composite VOC : | 0.199 | 0.281 | 0.210 | 0.273 | 0.152 | 0.046 | 0.079 | 0.176 | 2.39 | 0.223 |
| Composite NOX : | 0.132 | 0.225 | 0.222 | 0.225 | 0.359 | 0.049 | 0.129 | 1.223 | 1.02 | 0.204 |

```
* # # # # # # # # # # # # # # # # # # # # # # # # # # # # #
* urbanized minor arterial, 45.0
* File 1, Run 1, Scenario 10.
* # # # # # # # # # # # # # # # # # # # # # # # # # # # # #
  M583 Warning:
            The user supplied arterial average speed of 45.0
            will be used for all hours of the day.  100% of VMT
            has been assigned to the arterial/collector roadway
            type for all hours of the day and all vehicle types.
  M615 Comment:
             User supplied VMT mix.
  M 48 Warning:
            there are no sales for vehicle class HDGV8b
  M 48 Warning:
            there are no sales for vehicle class LDDT12

                 Calendar Year:  2022
                         Month:  July
                      Altitude:  Low
Minimum Temperature:  72.3 (F)
Maximum Temperature:  94.8 (F)
  Absolute Humidity:  123. grains/lb
   Nominal Fuel RVP:   7.8 psi
      Weathered RVP:   7.4 psi
Fuel Sulfur Content:   30. ppm

Exhaust I/M Program:  Yes
   Evap I/M Program:  Yes
        ATP Program:  Yes
   Reformulated Gas:  No
```

| Vehicle Type: GVWR: | LDGV | LDGT12 <6000 | LDGT34 >6000 | LDGT (All) | HDGV | LDDV | LDDT | HDDV | MC | All Veh |
|---|---|---|---|---|---|---|---|---|---|---|
| VMT Distribution: | 0.7723 | 0.1560 | 0.0197 | | 0.0145 | 0.0007 | 0.0003 | 0.0345 | 0.0020 | 1.0000 |
| Composite Emission Factors (g/mi): | | | | | | | | | | |
| Composite VOC : | 0.205 | 0.286 | 0.213 | 0.278 | 0.163 | 0.048 | 0.082 | 0.188 | 2.41 | 0.221 |
| Composite NOX : | 0.131 | 0.221 | 0.216 | 0.221 | 0.350 | 0.045 | 0.118 | 1.131 | 0.97 | 0.186 |

```
* # # # # # # # # # # # # # # # # # # # # # # # # # # # #
* urbanized collector, 36.0
* File 1, Run 1, Scenario 11.
* # # # # # # # # # # # # # # # # # # # # # # # # # # # #
  M583 Warning:
            The user supplied arterial average speed of 36.0
            will be used for all hours of the day.  100% of VMT
            has been assigned to the arterial/collector roadway
            type for all hours of the day and all vehicle types.
  M615 Comment:
              User supplied VMT mix.
  M 48 Warning:
            there are no sales for vehicle class HDGV8b
  M 48 Warning:
            there are no sales for vehicle class LDDT12

                  Calendar Year:  2022
                          Month:  July
                       Altitude:  Low
            Minimum Temperature:  72.3 (F)
            Maximum Temperature:  94.8 (F)
              Absolute Humidity:  123. grains/lb
               Nominal Fuel RVP:   7.8 psi
                  Weathered RVP:   7.4 psi
            Fuel Sulfur Content:   30. ppm

            Exhaust I/M Program:  Yes
               Evap I/M Program:  Yes
                    ATP Program:  Yes
               Reformulated Gas:  No
```

| Vehicle Type: GVWR: | LDGV | LDGT12 <6000 | LDGT34 >6000 | LDGT (All) | HDGV | LDDV | LDDT | HDDV | MC | All Veh |
|---|---|---|---|---|---|---|---|---|---|---|
| VMT Distribution: | 0.7723 | 0.1480 | 0.0187 | | 0.0127 | 0.0007 | 0.0003 | 0.0313 | 0.0160 | 1.0000 |
| Composite Emission Factors (g/mi): | | | | | | | | | | |
| Composite VOC : | 0.222 | 0.296 | 0.221 | 0.288 | 0.195 | 0.053 | 0.093 | 0.226 | 2.55 | 0.270 |
| Composite NOX : | 0.129 | 0.214 | 0.209 | 0.214 | 0.329 | 0.041 | 0.109 | 1.067 | 0.94 | 0.188 |

```
* # # # # # # # # # # # # # # # # # # # # # # # # # # # #
* urbanized local, 27.0
* File 1, Run 1, Scenario 12.
* # # # # # # # # # # # # # # # # # # # # # # # # # # # #

* Reading Hourly Roadway VMT distribution from the following external
* data file: LOCALVMT.D

  Reading User Supplied ROADWAY VMT Factors
  M615 Comment:
              User supplied VMT mix.
  M 48 Warning:
            there are no sales for vehicle class HDGV8b
  M 48 Warning:
            there are no sales for vehicle class LDDT12

                  Calendar Year:  2022
                          Month:  July
```

| | |
|---|---|
| Altitude: | Low |
| Minimum Temperature: | 72.3 (F) |
| Maximum Temperature: | 94.8 (F) |
| Absolute Humidity: | 123. grains/lb |
| Nominal Fuel RVP: | 7.8 psi |
| Weathered RVP: | 7.4 psi |
| Fuel Sulfur Content: | 30. ppm |
| Exhaust I/M Program: | Yes |
| Evap I/M Program: | Yes |
| ATP Program: | Yes |
| Reformulated Gas: | No |

| Vehicle Type: | LDGV | LDGT12 | LDGT34 | LDGT | HDGV | LDDV | LDDT | HDDV | MC | All Veh |
|---|---|---|---|---|---|---|---|---|---|---|
| GVWR: | | <6000 | >6000 | (All) | | | | | | |
| VMT Distribution: | 0.7953 | 0.1590 | 0.0039 | | 0.0072 | 0.0007 | 0.0001 | 0.0188 | 0.0150 | 1.0000 |
| Composite Emission Factors (g/mi): | | | | | | | | | | |
| Composite VOC : | 0.388 | 0.457 | 0.358 | 0.455 | 0.481 | 0.093 | 0.170 | 0.481 | 3.84 | 0.453 |
| Composite NOX : | 0.151 | 0.222 | 0.203 | 0.222 | 0.264 | 0.055 | 0.146 | 1.288 | 0.76 | 0.194 |

```
************************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                           *
* Input file: C:\TEST_AQ\BTR9P32.IN (file 1, run 1).                   *
************************************************************************
  M603 Comment:
               User has disabled the calculation of REFUELING emissions.


* Reading Registration Distributions from the following external
* data file: REGBTR06.RG
  M 49 Warning:
                 1.00     MYR sum not = 1. (will normalize)
  M 49 Warning:
                 1.00     MYR sum not = 1. (will normalize)
  M 49 Warning:
                 1.00     MYR sum not = 1. (will normalize)
  M 49 Warning:
                 1.00     MYR sum not = 1. (will normalize)
  M 49 Warning:
                 1.00     MYR sum not = 1. (will normalize)

* Reading I/M program description records from the following external
* data file: BT05IM.D

* # # # # # # # # # # # # # # # # # # # # # # # # # # # #
* rural interstate, 63.0
* File 1, Run 1, Scenario 1.
* # # # # # # # # # # # # # # # # # # # # # # # # # # # #
  M581 Warning:
            The user supplied freeway average speed of 63.0
            will be used for all hours of the day. 100% of VMT
            has been assigned to the freeway roadway type for
            all hours of the day and all vehicle types.
  M615 Comment:
               User supplied VMT mix.
*** I/M credits for Tech1&2 vehicles were read from the following external
    data file: TECH12.D
  M 48 Warning:
              there are no sales for vehicle class HDGV8b
  M 48 Warning:
              there are no sales for vehicle class LDDT12

                    Calendar Year:  2032
                            Month:  July
                         Altitude:  Low
              Minimum Temperature:  72.3 (F)
              Maximum Temperature:  94.8 (F)
                Absolute Humidity:  123. grains/lb
                 Nominal Fuel RVP:   7.8 psi
                    Weathered RVP:   7.4 psi
              Fuel Sulfur Content:   30. ppm

              Exhaust I/M Program:  Yes
                 Evap I/M Program:  Yes
                      ATP Program:  Yes
                 Reformulated Gas:  No
```

| Vehicle Type: | LDGV | LDGT12 | LDGT34 | LDGT | HDGV | LDDV | LDDT | HDDV | MC | All Veh |
|---|---|---|---|---|---|---|---|---|---|---|
| GVWR: | | <6000 | >6000 | (All) | | | | | | |
| VMT Distribution: | 0.5995 | 0.1550 | 0.0197 | | 0.0638 | 0.0005 | 0.0003 | 0.1552 | 0.0060 | 1.0000 |
| Composite Emission Factors (g/mi): | | | | | | | | | | |
| Composite VOC : | 0.177 | 0.250 | 0.196 | 0.243 | 0.122 | 0.036 | 0.067 | 0.151 | 2.96 | 0.198 |
| Composite NOX : | 0.115 | 0.197 | 0.218 | 0.200 | 0.207 | 0.042 | 0.178 | 0.826 | 1.31 | 0.253 |

```
* # # # # # # # # # # # # # # # # # # # # # # # # # # #
* rural principal arterial, 58.5
* File 1, Run 1, Scenario 2.
* # # # # # # # # # # # # # # # # # # # # # # # # # # #
  M583 Warning:
            The user supplied arterial average speed of 58.5
            will be used for all hours of the day.  100% of VMT
            has been assigned to the arterial/collector roadway
            type for all hours of the day and all vehicle types.
  M615 Comment:
              User supplied VMT mix.
  M 48 Warning:
            there are no sales for vehicle class HDGV8b
  M 48 Warning:
            there are no sales for vehicle class LDDT12

                 Calendar Year:  2032
                         Month:  July
                      Altitude:  Low
            Minimum Temperature:  72.3 (F)
            Maximum Temperature:  94.8 (F)
              Absolute Humidity:  123. grains/lb
               Nominal Fuel RVP:   7.8 psi
                  Weathered RVP:   7.4 psi
            Fuel Sulfur Content:   30. ppm

           Exhaust I/M Program:  Yes
              Evap I/M Program:  Yes
                   ATP Program:  Yes
              Reformulated Gas:  No
```

| Vehicle Type: | LDGV | LDGT12 | LDGT34 | LDGT | HDGV | LDDV | LDDT | HDDV | MC | All Veh |
|---|---|---|---|---|---|---|---|---|---|---|
| GVWR: | | <6000 | >6000 | (All) | | | | | | |
| VMT Distribution: | 0.6524 | 0.1960 | 0.0246 | | 0.0355 | 0.0006 | 0.0004 | 0.0855 | 0.0050 | 1.0000 |
| Composite Emission Factors (g/mi): | | | | | | | | | | |
| Composite VOC : | 0.179 | 0.251 | 0.197 | 0.245 | 0.123 | 0.036 | 0.067 | 0.152 | 2.64 | 0.201 |
| Composite NOX : | 0.114 | 0.194 | 0.215 | 0.196 | 0.201 | 0.035 | 0.149 | 0.692 | 1.21 | 0.190 |

```
* # # # # # # # # # # # # # # # # # # # # # # # # # # #
* rural minor arterial, 49.5
* File 1, Run 1, Scenario 3.
* # # # # # # # # # # # # # # # # # # # # # # # # # # #
  M583 Warning:
            The user supplied arterial average speed of 49.5
            will be used for all hours of the day.  100% of VMT
            has been assigned to the arterial/collector roadway
            type for all hours of the day and all vehicle types.
  M615 Comment:
              User supplied VMT mix.
  M 48 Warning:
            there are no sales for vehicle class HDGV8b
```

```
M 48 Warning:
            there are no sales for vehicle class LDDT12

                  Calendar Year:  2032
                          Month:  July
                       Altitude:  Low
            Minimum Temperature:  72.3 (F)
            Maximum Temperature:  94.8 (F)
              Absolute Humidity:  123. grains/lb
               Nominal Fuel RVP:   7.8 psi
                  Weathered RVP:   7.4 psi
            Fuel Sulfur Content:   30. ppm

            Exhaust I/M Program:  Yes
               Evap I/M Program:  Yes
                    ATP Program:  Yes
               Reformulated Gas:  No

    Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
            GVWR:              <6000     >6000     (All)
                     ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
 VMT Distribution:   0.6714    0.1910    0.0246              0.0318    0.0006    0.0004    0.0762    0.0040    1.0000
 ---------------------------------------------------------------------------------------------------------------------
Composite Emission Factors (g/mi):
   Composite VOC :    0.185     0.257     0.200     0.250     0.133     0.037     0.070     0.162      2.39     0.205
   Composite NOX :    0.112     0.186     0.206     0.188     0.189     0.027     0.115     0.532      1.02     0.166
 ---------------------------------------------------------------------------------------------------------------------

* # # # # # # # # # # # # # # # # # # # # # # # # # # # #
* rural major collector, 45.0
* File 1, Run 1, Scenario 4.
* # # # # # # # # # # # # # # # # # # # # # # # # # # # #
M583 Warning:
          The user supplied arterial average speed of 45.0
          will be used for all hours of the day.  100% of VMT
          has been assigned to the arterial/collector roadway
          type for all hours of the day and all vehicle types.
M615 Comment:
           User supplied VMT mix.
M 48 Warning:
            there are no sales for vehicle class HDGV8b
M 48 Warning:
            there are no sales for vehicle class LDDT12

                  Calendar Year:  2032
                          Month:  July
                       Altitude:  Low
            Minimum Temperature:  72.3 (F)
            Maximum Temperature:  94.8 (F)
              Absolute Humidity:  123. grains/lb
               Nominal Fuel RVP:   7.8 psi
                  Weathered RVP:   7.4 psi
            Fuel Sulfur Content:   30. ppm

            Exhaust I/M Program:  Yes
               Evap I/M Program:  Yes
                    ATP Program:  Yes
               Reformulated Gas:  No

    Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
            GVWR:              <6000     >6000     (All)
                     ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
```

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| VMT Distribution: | 0.6664 | 0.2160 | 0.0276 | | 0.0248 | 0.0006 | 0.0004 | 0.0602 | 0.0040 | 1.0000 |
| Composite Emission Factors (g/mi): | | | | | | | | | | |
| Composite VOC : | 0.192 | 0.261 | 0.203 | 0.255 | 0.143 | 0.038 | 0.073 | 0.172 | 2.41 | 0.213 |
| Composite NOX : | 0.111 | 0.182 | 0.201 | 0.184 | 0.183 | 0.025 | 0.106 | 0.485 | 0.97 | 0.156 |

```
* # # # # # # # # # # # # # # # # # # # # # # # # # # #
* rural minor collector, 36.0
* File 1, Run 1, Scenario 5.
* # # # # # # # # # # # # # # # # # # # # # # # # # # #
  M583 Warning:
            The user supplied arterial average speed of 36.0
            will be used for all hours of the day.  100% of VMT
            has been assigned to the arterial/collector roadway
            type for all hours of the day and all vehicle types.
  M615 Comment:
             User supplied VMT mix.
  M 48 Warning:
            there are no sales for vehicle class HDGV8b
  M 48 Warning:
            there are no sales for vehicle class LDDT12

                  Calendar Year:  2032
                          Month:  July
                       Altitude:  Low
            Minimum Temperature:  72.3 (F)
            Maximum Temperature:  94.8 (F)
              Absolute Humidity:  123. grains/lb
               Nominal Fuel RVP:   7.8 psi
                  Weathered RVP:   7.4 psi
            Fuel Sulfur Content:   30. ppm

            Exhaust I/M Program:  Yes
               Evap I/M Program:  Yes
                    ATP Program:  Yes
               Reformulated Gas:  No
```

| Vehicle Type: GVWR: | LDGV | LDGT12 <6000 | LDGT34 >6000 | LDGT (All) | HDGV | LDDV | LDDT | HDDV | MC | All Veh |
|---|---|---|---|---|---|---|---|---|---|---|
| VMT Distribution: | 0.6384 | 0.2160 | 0.0276 | | 0.0275 | 0.0006 | 0.0004 | 0.0675 | 0.0220 | 1.0000 |
| Composite Emission Factors (g/mi): | | | | | | | | | | |
| Composite VOC : | 0.208 | 0.272 | 0.212 | 0.265 | 0.172 | 0.043 | 0.083 | 0.206 | 2.54 | 0.272 |
| Composite NOX : | 0.110 | 0.176 | 0.193 | 0.178 | 0.172 | 0.023 | 0.098 | 0.451 | 0.94 | 0.169 |

```
* # # # # # # # # # # # # # # # # # # # # # # # # # # #
* rural local, 27.0
* File 1, Run 1, Scenario 6.
* # # # # # # # # # # # # # # # # # # # # # # # # # # #

* Reading Hourly Roadway VMT distribution from the following external
* data file: LOCALVMT.D

  Reading User Supplied ROADWAY VMT Factors
  M615 Comment:
             User supplied VMT mix.
  M 48 Warning:
            there are no sales for vehicle class HDGV8b
  M 48 Warning:
            there are no sales for vehicle class LDDT12
```

```
                Calendar Year:  2032
                        Month:  July
                     Altitude:  Low
      Minimum Temperature:  72.3 (F)
      Maximum Temperature:  94.8 (F)
        Absolute Humidity:  123. grains/lb
         Nominal Fuel RVP:   7.8 psi
            Weathered RVP:   7.4 psi
      Fuel Sulfur Content:   30. ppm

      Exhaust I/M Program:  Yes
         Evap I/M Program:  Yes
              ATP Program:  Yes
         Reformulated Gas:  No
```

| Vehicle Type: GVWR: | LDGV | LDGT12 <6000 | LDGT34 >6000 | LDGT (All) | HDGV | LDDV | LDDT | HDDV | MC | All Veh |
|---|---|---|---|---|---|---|---|---|---|---|
| VMT Distribution: | 0.6534 | 0.2460 | 0.0049 | | 0.0215 | 0.0006 | 0.0001 | 0.0525 | 0.0210 | 1.0000 |
| Composite Emission Factors (g/mi): | | | | | | | | | | |
| Composite VOC : | 0.371 | 0.428 | 0.349 | 0.426 | 0.430 | 0.076 | 0.155 | 0.448 | 3.83 | 0.463 |
| Composite NOX : | 0.131 | 0.183 | 0.199 | 0.184 | 0.140 | 0.031 | 0.131 | 0.611 | 0.76 | 0.183 |

```
* # # # # # # # # # # # # # # # # # # # # # # # # # # #
* urbanized interstate, 58.5
* File 1, Run 1, Scenario 7.
* # # # # # # # # # # # # # # # # # # # # # # # # # # #
  M581 Warning:
            The user supplied freeway average speed of 58.5
            will be used for all hours of the day. 100% of VMT
            has been assigned to the freeway roadway type for
            all hours of the day and all vehicle types.
  M615 Comment:
             User supplied VMT mix.
  M 48 Warning:
            there are no sales for vehicle class HDGV8b
  M 48 Warning:
            there are no sales for vehicle class LDDT12

                Calendar Year:  2032
                        Month:  July
                     Altitude:  Low
      Minimum Temperature:  72.3 (F)
      Maximum Temperature:  94.8 (F)
        Absolute Humidity:  123. grains/lb
         Nominal Fuel RVP:   7.8 psi
            Weathered RVP:   7.4 psi
      Fuel Sulfur Content:   30. ppm

      Exhaust I/M Program:  Yes
         Evap I/M Program:  Yes
              ATP Program:  Yes
         Reformulated Gas:  No
```

| Vehicle Type: GVWR: | LDGV | LDGT12 <6000 | LDGT34 >6000 | LDGT (All) | HDGV | LDDV | LDDT | HDDV | MC | All Veh |
|---|---|---|---|---|---|---|---|---|---|---|
| VMT Distribution: | 0.7323 | 0.1550 | 0.0197 | | 0.0264 | 0.0007 | 0.0003 | 0.0636 | 0.0020 | 1.0000 |

Composite Emission Factors (g/mi):

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Composite VOC : | 0.179 | 0.251 | 0.197 | 0.245 | 0.124 | 0.036 | 0.067 | 0.152 | 2.64 | 0.192 |
| Composite NOX : | 0.114 | 0.193 | 0.213 | 0.196 | 0.201 | 0.035 | 0.149 | 0.692 | 1.21 | 0.169 |

```
* # # # # # # # # # # # # # # # # # # # # # # # # # # #
* urbanized other expressway, 58.5
* File 1, Run 1, Scenario 8.
* # # # # # # # # # # # # # # # # # # # # # # # # # # #
  M581 Warning:
            The user supplied freeway average speed of 58.5
            will be used for all hours of the day. 100% of VMT
            has been assigned to the freeway roadway type for
            all hours of the day and all vehicle types.
  M615 Comment:
             User supplied VMT mix.
  M 48 Warning:
            there are no sales for vehicle class HDGV8b
  M 48 Warning:
            there are no sales for vehicle class LDDT12

                  Calendar Year:  2032
                          Month:  July
                       Altitude:  Low
            Minimum Temperature:  72.3 (F)
            Maximum Temperature:  94.8 (F)
              Absolute Humidity:  123. grains/lb
               Nominal Fuel RVP:   7.8 psi
                   Weathered RVP:  7.4 psi
            Fuel Sulfur Content:   30. ppm

            Exhaust I/M Program:  Yes
               Evap I/M Program:  Yes
                    ATP Program:  Yes
               Reformulated Gas:  No
```

| Vehicle Type: GVWR: | LDGV | LDGT12 <6000 | LDGT34 >6000 | LDGT (All) | HDGV | LDDV | LDDT | HDDV | MC | All Veh |
|---|---|---|---|---|---|---|---|---|---|---|
| VMT Distribution: | 0.7064 | 0.1810 | 0.0236 | | 0.0256 | 0.0006 | 0.0004 | 0.0604 | 0.0020 | 1.0000 |
| Composite Emission Factors (g/mi): | | | | | | | | | | |
| Composite VOC : | 0.179 | 0.251 | 0.197 | 0.245 | 0.124 | 0.036 | 0.067 | 0.151 | 2.64 | 0.194 |
| Composite NOX : | 0.114 | 0.193 | 0.216 | 0.196 | 0.201 | 0.035 | 0.149 | 0.689 | 1.21 | 0.170 |

```
* # # # # # # # # # # # # # # # # # # # # # # # # # # #
* urbanized principal arterial, 49.5
* File 1, Run 1, Scenario 9.
* # # # # # # # # # # # # # # # # # # # # # # # # # # #
  M583 Warning:
            The user supplied arterial average speed of 49.5
            will be used for all hours of the day.  100% of VMT
            has been assigned to the arterial/collector roadway
            type for all hours of the day and all vehicle types.
  M615 Comment:
             User supplied VMT mix.
  M 48 Warning:
            there are no sales for vehicle class HDGV8b
  M 48 Warning:
            there are no sales for vehicle class LDDT12

                  Calendar Year:  2032
```

```
                    Month:  July
                 Altitude:  Low
Minimum Temperature:  72.3 (F)
Maximum Temperature:  94.8 (F)
  Absolute Humidity:  123. grains/lb
   Nominal Fuel RVP:   7.8 psi
      Weathered RVP:   7.4 psi
Fuel Sulfur Content:   30. ppm

Exhaust I/M Program:  Yes
   Evap I/M Program:  Yes
        ATP Program:  Yes
   Reformulated Gas:  No
```

| Vehicle Type: GVWR: | LDGV | LDGT12 <6000 | LDGT34 >6000 | LDGT (All) | HDGV | LDDV | LDDT | HDDV | MC | All Veh |
|---|---|---|---|---|---|---|---|---|---|---|
| VMT Distribution: | 0.7663 | 0.1470 | 0.0187 | | 0.0180 | 0.0007 | 0.0003 | 0.0430 | 0.0060 | 1.0000 |
| Composite Emission Factors (g/mi): | | | | | | | | | | |
| Composite VOC : | 0.185 | 0.257 | 0.200 | 0.250 | 0.132 | 0.037 | 0.070 | 0.162 | 2.39 | 0.207 |
| Composite NOX : | 0.112 | 0.186 | 0.205 | 0.188 | 0.188 | 0.027 | 0.115 | 0.526 | 1.02 | 0.149 |

```
* # # # # # # # # # # # # # # # # # # # # # # # # # # #
* urbanized minor arterial, 45.0
* File 1, Run 1, Scenario 10.
* # # # # # # # # # # # # # # # # # # # # # # # # # # #
  M583 Warning:
            The user supplied arterial average speed of 45.0
            will be used for all hours of the day.  100% of VMT
            has been assigned to the arterial/collector roadway
            type for all hours of the day and all vehicle types.
  M615 Comment:
              User supplied VMT mix.
  M 48 Warning:
            there are no sales for vehicle class HDGV8b
  M 48 Warning:
            there are no sales for vehicle class LDDT12

          Calendar Year:  2032
                  Month:  July
                 Altitude:  Low
Minimum Temperature:  72.3 (F)
Maximum Temperature:  94.8 (F)
  Absolute Humidity:  123. grains/lb
   Nominal Fuel RVP:   7.8 psi
      Weathered RVP:   7.4 psi
Fuel Sulfur Content:   30. ppm

Exhaust I/M Program:  Yes
   Evap I/M Program:  Yes
        ATP Program:  Yes
   Reformulated Gas:  No
```

| Vehicle Type: GVWR: | LDGV | LDGT12 <6000 | LDGT34 >6000 | LDGT (All) | HDGV | LDDV | LDDT | HDDV | MC | All Veh |
|---|---|---|---|---|---|---|---|---|---|---|
| VMT Distribution: | 0.7723 | 0.1560 | 0.0197 | | 0.0145 | 0.0007 | 0.0003 | 0.0345 | 0.0020 | 1.0000 |
| Composite Emission Factors (g/mi): | | | | | | | | | | |
| Composite VOC : | 0.192 | 0.261 | 0.203 | 0.255 | 0.142 | 0.038 | 0.073 | 0.173 | 2.41 | 0.206 |
| Composite NOX : | 0.111 | 0.182 | 0.199 | 0.184 | 0.183 | 0.025 | 0.106 | 0.484 | 0.97 | 0.139 |

```
* # # # # # # # # # # # # # # # # # # # # # # # # # # # # #
* urbanized collector, 36.0
* File 1, Run 1, Scenario 11.
* # # # # # # # # # # # # # # # # # # # # # # # # # # # # #
  M583 Warning:
            The user supplied arterial average speed of 36.0
            will be used for all hours of the day.  100% of VMT
            has been assigned to the arterial/collector roadway
            type for all hours of the day and all vehicle types.
  M615 Comment:
               User supplied VMT mix.
  M 48 Warning:
             there are no sales for vehicle class HDGV8b
  M 48 Warning:
             there are no sales for vehicle class LDDT12

                   Calendar Year:  2032
                           Month:  July
                        Altitude:  Low
             Minimum Temperature:  72.3 (F)
             Maximum Temperature:  94.8 (F)
               Absolute Humidity:  123. grains/lb
                Nominal Fuel RVP:   7.8 psi
                   Weathered RVP:   7.4 psi
             Fuel Sulfur Content:   30. ppm

             Exhaust I/M Program:  Yes
                Evap I/M Program:  Yes
                     ATP Program:  Yes
                Reformulated Gas:  No
```

| Vehicle Type: GVWR: | LDGV | LDGT12 <6000 | LDGT34 >6000 | LDGT (All) | HDGV | LDDV | LDDT | HDDV | MC | All Veh |
|---|---|---|---|---|---|---|---|---|---|---|
| VMT Distribution: | 0.7723 | 0.1480 | 0.0187 | | 0.0127 | 0.0007 | 0.0003 | 0.0313 | 0.0160 | 1.0000 |
| Composite Emission Factors (g/mi): | | | | | | | | | | |
| Composite VOC : | 0.208 | 0.272 | 0.212 | 0.265 | 0.171 | 0.043 | 0.083 | 0.208 | 2.54 | 0.254 |
| Composite NOX : | 0.110 | 0.176 | 0.193 | 0.178 | 0.171 | 0.023 | 0.098 | 0.452 | 0.94 | 0.146 |

```
* # # # # # # # # # # # # # # # # # # # # # # # # # # # # #
* urbanized local, 27.0
* File 1, Run 1, Scenario 12.
* # # # # # # # # # # # # # # # # # # # # # # # # # # # # #

* Reading Hourly Roadway VMT distribution from the following external
* data file: LOCALVMT.D

  Reading User Supplied ROADWAY VMT Factors
  M615 Comment:
               User supplied VMT mix.
  M 48 Warning:
             there are no sales for vehicle class HDGV8b
  M 48 Warning:
             there are no sales for vehicle class LDDT12

                   Calendar Year:  2032
                           Month:  July
```

| | |
|---|---|
| Altitude: | Low |
| Minimum Temperature: | 72.3 (F) |
| Maximum Temperature: | 94.8 (F) |
| Absolute Humidity: | 123. grains/lb |
| Nominal Fuel RVP: | 7.8 psi |
| Weathered RVP: | 7.4 psi |
| Fuel Sulfur Content: | 30. ppm |
| Exhaust I/M Program: | Yes |
| Evap I/M Program: | Yes |
| ATP Program: | Yes |
| Reformulated Gas: | No |

| Vehicle Type: | LDGV | LDGT12 | LDGT34 | LDGT | HDGV | LDDV | LDDT | HDDV | MC | All Veh |
|---|---|---|---|---|---|---|---|---|---|---|
| GVWR: | | <6000 | >6000 | (All) | | | | | | |
| VMT Distribution: | 0.7953 | 0.1590 | 0.0039 | | 0.0072 | 0.0007 | 0.0001 | 0.0188 | 0.0150 | 1.0000 |
| Composite Emission Factors (g/mi): | | | | | | | | | | |
| Composite VOC : | 0.371 | 0.428 | 0.345 | 0.426 | 0.429 | 0.076 | 0.155 | 0.446 | 3.83 | 0.434 |
| Composite NOX : | 0.131 | 0.183 | 0.187 | 0.183 | 0.140 | 0.031 | 0.131 | 0.597 | 0.76 | 0.158 |

# Appendix F

## Emissions Summary for the Non-Modeled Area

# 2009 Daily Emissions

**Ascension Parish**

**Emissions Outside of Modeled Area**

| FUNCTIONAL CLASS | Daily VMT | VOC (gr.) VMT | NOX (gr.) VMT | VOC gms | NOX gms |
|---|---|---|---|---|---|
| | | | | | |
| 01/ Rural interstate | 0 | 0.579 | 2.498 | 0.00 | 0.00 |
| 02/ Rural Princ. Arterial | 0 | 0.617 | 1.396 | 0.00 | 0.00 |
| 06/ Rural Minor Arterial | 68,398 | 0.642 | 1.118 | 43,911.69 | 76,469.26 |
| 07/ Rural Major Collectors | 0 | 0.669 | 0.952 | 0.00 | 0.00 |
| 08 / Rural Minor Collectors | 18,612 | 0.743 | 0.966 | 13,828.81 | 17,979.32 |
| 09 / Rural Local | 16,835 | 1.173 | 0.960 | 19,746.88 | 16,161.13 |
| 11 / Urban Interstate | 0 | 0.613 | 1.216 | 0.00 | 0.00 |
| 12 / Urban Other Expressways | 0 | 0.618 | 1.186 | 0.00 | 0.00 |
| 14/ Urban Other Principal Arterials | 0 | 0.652 | 0.844 | 0.00 | 0.00 |
| 16/ Urban Minor Arterials | 81,404 | 0.666 | 0.750 | 54,215.24 | 61,053.20 |
| 17/ Urban Collectors | 34,332 | 0.734 | 0.706 | 25,199.55 | 24,238.26 |
| 19/ Urban Local | 12,682 | 1.145 | 0.667 | 14,520.77 | 8,458.82 |
| Tot. | 232,263 | | | | |
| | | | TOTAL ( gr. ) | **171,422.93** | **204,359.99** |
| | | | TOTAL (tons) | **0.189** | **0.225** |

1/13/2009

# 2009 Daily Emissions

**East Baton Rouge Parish**

**Emissions Outside of Modeled Area**

| FUNCTIONAL CLASS | DVMT | VOC | NOX | VOC gms | NOX gms |
|---|---|---|---|---|---|
| | | | | | |
| 01/ Rural interstate | 0 | 0.579 | 2.498 | 0.00 | 0.00 |
| 02/ Rural Princ. Arterial | 0 | 0.617 | 1.396 | 0.00 | 0.00 |
| 06/ Rural Minor Arterial | 0 | 0.642 | 1.118 | 0.00 | 0.00 |
| 07/ Rural Major Collectors | 0 | 0.669 | 0.952 | 0.00 | 0.00 |
| 08 / Rural Minor Collectors | 0 | 0.743 | 0.966 | 0.00 | 0.00 |
| 09 / Rural Local | 0 | 1.173 | 0.960 | 0.00 | 0.00 |
| 11 / Urban Interstate | 0 | 0.613 | 1.216 | 0.00 | 0.00 |
| 12 / Urban Other Expressways | 0 | 0.618 | 1.186 | 0.00 | 0.00 |
| 14/ Urban Other Principal Arterials | 0 | 0.652 | 0.844 | 0.00 | 0.00 |
| 16/ Urban Minor Arterials | 0 | 0.666 | 0.750 | 0.00 | 0.00 |
| 17/ Urban Collectors | 0 | 0.734 | 0.706 | 0.00 | 0.00 |
| 19/ Urban Local | 0 | 1.145 | 0.667 | 0.00 | 0.00 |
| Tot. | 0 | | | | |
| | | | TOTAL ( gr. ) | **0.00** | **0.00** |
| | | | TOTAL (tons) | **0.000** | **0.000** |

1/13/2009

# 2009 Daily Emissions

**Iberville Parish**

**Emissions Outside of Modeled Area**

| FUNCTIONAL CLASS | DVMT | VOC (gr.) VMT | NOX (gr.) VMT | VOC gms | NOX gms |
|---|---|---|---|---|---|
| | | | | | |
| 01/ Rural interstate | 661,347 | 0.579 | 2.498 | 382,919.92 | 1,652,044.83 |
| 02/ Rural Princ. Arterial | 141,531 | 0.617 | 1.396 | 87,324.65 | 197,577.32 |
| 06/ Rural Minor Arterial | 0 | 0.642 | 1.118 | 0.00 | 0.00 |
| 07/ Rural Major Collectors | 127,312 | 0.669 | 0.952 | 85,171.81 | 121,201.15 |
| 08 / Rural Minor Collectors | 45,414 | 0.743 | 0.966 | 33,742.87 | 43,870.27 |
| 09 / Rural Local | 94,917 | 1.173 | 0.960 | 111,338.10 | 91,120.69 |
| 11 / Urban Interstate | 0 | 0.613 | 1.216 | 0.00 | 0.00 |
| 12 / Urban Other Expressways | 0 | 0.618 | 1.186 | 0.00 | 0.00 |
| 14/ Urban Other Principal Arterials | 101,773 | 0.652 | 0.844 | 66,356.18 | 85,896.65 |
| 16/ Urban Minor Arterials | 28,830 | 0.666 | 0.750 | 19,200.76 | 21,622.48 |
| 17/ Urban Collectors | 116,635 | 0.734 | 0.706 | 85,610.23 | 82,344.45 |
| 19/ Urban Local | 30,165 | 1.145 | 0.667 | 34,538.71 | 20,119.93 |

Tot. 1,347,925

| | | |
|---|---|---|
| TOTAL ( gr. ) | **906,203.23** | **2,315,797.77** |
| TOTAL (tons) | **0.999** | **2.552** |

1/13/2009

# 2009 Daily Emissions

**Livingston Parish**

**Emissions Outside of Modeled Area**

| FUNCTIONAL CLASS | DVMT | VOC (gr.) VMT | NOX (gr.) VMT | VOC gms | NOX gms |
|---|---|---|---|---|---|
| | | | | | |
| 01/ Rural interstate | 681,196 | 0.579 | 2.498 | 394,412.62 | 1,701,628.19 |
| 02/ Rural Princ. Arterial | 0 | 0.617 | 1.396 | 0.00 | 0.00 |
| 06/ Rural Minor Arterial | 0 | 0.642 | 1.118 | 0.00 | 0.00 |
| 07/ Rural Major Collectors | 333,527 | 0.669 | 0.952 | 223,129.75 | 317,517.97 |
| 08 / Rural Minor Collectors | 30,572 | 0.743 | 0.966 | 22,715.22 | 29,532.84 |
| 09 / Rural Local | 182,895 | 1.173 | 0.960 | 214,535.58 | 175,578.99 |
| 11 / Urban Interstate | 0 | 0.613 | 1.216 | 0.00 | 0.00 |
| 12 / Urban Other Expressways | 0 | 0.618 | 1.186 | 0.00 | 0.00 |
| 14/ Urban Other Principal Arterials | 0 | 0.652 | 0.844 | 0.00 | 0.00 |
| 16/ Urban Minor Arterials | 0 | 0.666 | 0.750 | 0.00 | 0.00 |
| 17/ Urban Collectors | 50,647 | 0.734 | 0.706 | 37,174.57 | 35,756.46 |
| 19/ Urban Local | 12,126 | 1.145 | 0.667 | 13,883.88 | 8,087.81 |

Tot. 1,290,963

| | | |
|---|---|---|
| TOTAL ( gr. ) | **905,851.61** | **2,268,102.27** |
| TOTAL (tons) | **0.998** | **2.499** |

1/13/2009

# 2009 Daily Emissions

**West Baton Rouge Parish**

**Emissions Outside of Modeled Area**

| FUNCTIONAL CLASS | DVMT | VOC (gr.) VMT | NOX (gr.) VMT | VOC gms | NOX gms |
|---|---|---|---|---|---|
| | | | | | |
| 01/ Rural interstate | 214,300 | 0.579 | 2.498 | 124,079.69 | 535,321.34 |
| 02/ Rural Princ. Arterial | 170,676 | 0.617 | 1.396 | 105,307.25 | 238,264.05 |
| 06/ Rural Minor Arterial | 0 | 0.642 | 1.118 | 0.00 | 0.00 |
| 07/ Rural Major Collectors | 58,018 | 0.669 | 0.952 | 38,814.17 | 55,233.32 |
| 08 / Rural Minor Collectors | 35,952 | 0.743 | 0.966 | 26,712.00 | 34,729.20 |
| 09 / Rural Local | 59,682 | 1.173 | 0.960 | 70,006.60 | 57,294.40 |
| 11 / Urban Interstate | 0 | 0.613 | 1.216 | 0.00 | 0.00 |
| 12 / Urban Other Expressways | 0 | 0.618 | 1.186 | 0.00 | 0.00 |
| 14/ Urban Other Principal Arterials | 0 | 0.652 | 0.844 | 0.00 | 0.00 |
| 16/ Urban Minor Arterials | 0 | 0.666 | 0.750 | 0.00 | 0.00 |
| 17/ Urban Collectors | 0 | 0.734 | 0.706 | 0.00 | 0.00 |
| 19/ Urban Local | 0 | 1.145 | 0.667 | 0.00 | 0.00 |

Tot. 538,628

| | | |
|---|---|---|
| TOTAL ( gr. ) | **364,919.71** | **920,842.31** |
| TOTAL (tons) | **0.402** | **1.015** |

1/13/2009

# 2009 Daily Emissions

**Baton Rouge Non-Attainment Area**

**Total Emissions Outside of Modeled Area**

| FUNCTIONAL CLASS | DVMT | VOC (gr.) VMT | NOX (gr.) VMT | VOC gms | NOX gms |
|---|---|---|---|---|---|
| | | | | | |
| 01/ Rural interstate | 1,556,843 | 0.579 | 2.498 | 901,412 | 3,888,994 |
| 02/ Rural Princ. Arterial | 312,207 | 0.617 | 1.396 | 192,632 | 435,841 |
| 06/ Rural Minor Arterial | 68,398 | 0.642 | 1.118 | 43,912 | 76,469 |
| 07/ Rural Major Collectors | 518,858 | 0.669 | 0.952 | 347,116 | 493,952 |
| 08 / Rural Minor Collectors | 130,550 | 0.743 | 0.966 | 96,999 | 126,112 |
| 09 / Rural Local | 354,328 | 1.173 | 0.960 | 415,627 | 340,155 |
| 11 / Urban Interstate | 0 | 0.613 | 1.216 | 0 | 0 |
| 12 / Urban Other Expressways | 0 | 0.618 | 1.186 | 0 | 0 |
| 14/ Urban Other Principal Arterials | 101,773 | 0.652 | 0.844 | 66,356 | 85,897 |
| 16/ Urban Minor Arterials | 110,234 | 0.666 | 0.750 | 73,416 | 82,676 |
| 17/ Urban Collectors | 201,614 | 0.734 | 0.706 | 147,984 | 142,339 |
| 19/ Urban Local | 54,972 | 1.145 | 0.667 | 62,943 | 36,667 |

Tot. 3,409,778

| | | |
|---|---|---|
| TOTAL ( gr. ) | **2,348,397.48** | **5,709,102.34** |
| TOTAL (tons) | **2.588** | **6.291** |

1/13/2009

# 2013 Daily Emissions

**Ascension Parish**

**Emissions Outside of Modeled Area**

| FUNCTIONAL CLASS | Daily VMT | VOC (gr.) VMT | NOX (gr.) VMT | VOC gms | NOX gms |
|---|---|---|---|---|---|
| | | | | | |
| 01/ Rural interstate | 0 | 0.401 | 1.439 | 0.00 | 0.00 |
| 02/ Rural Princ. Arterial | 0 | 0.422 | 0.827 | 0.00 | 0.00 |
| 06/ Rural Minor Arterial | 72,379 | 0.433 | 0.668 | 31,340.24 | 48,349.37 |
| 07/ Rural Major Collectors | 0 | 0.450 | 0.575 | 0.00 | 0.00 |
| 08 / Rural Minor Collectors | 19,695 | 0.515 | 0.589 | 10,143.15 | 11,600.61 |
| 09 / Rural Local | 17,225 | 0.804 | 0.595 | 13,848.87 | 10,248.86 |
| 11 / Urban Interstate | 0 | 0.412 | 0.720 | 0.00 | 0.00 |
| 12 / Urban Other Expressways | 0 | 0.417 | 0.704 | 0.00 | 0.00 |
| 14/ Urban Other Principal Arterials | 0 | 0.436 | 0.513 | 0.00 | 0.00 |
| 16/ Urban Minor Arterials | 88,533 | 0.441 | 0.459 | 39,042.97 | 40,636.56 |
| 17/ Urban Collectors | 36,721 | 0.496 | 0.439 | 18,213.61 | 16,120.52 |
| 19/ Urban Local | 12,864 | 0.767 | 0.425 | 9,866.89 | 5,467.31 |

Tot. 247,418

| | | |
|---|---|---|
| TOTAL ( gr. ) | **122,455.72** | **132,423.22** |
| TOTAL (tons) | **0.135** | **0.146** |

1/13/2008

# 2013 Daily Emissions

**East Baton Rouge Parish**

**Emissions Outside of Modeled Area**

| FUNCTIONAL CLASS | DVMT | VOC | NOX | VOC gms | NOX gms |
|---|---|---|---|---|---|
| | | | | | |
| 01/ Rural interstate | 0 | 0.401 | 1.439 | 0.00 | 0.00 |
| 02/ Rural Princ. Arterial | 0 | 0.422 | 0.827 | 0.00 | 0.00 |
| 06/ Rural Minor Arterial | 0 | 0.433 | 0.668 | 0.00 | 0.00 |
| 07/ Rural Major Collectors | 0 | 0.450 | 0.575 | 0.00 | 0.00 |
| 08 / Rural Minor Collectors | 0 | 0.515 | 0.589 | 0.00 | 0.00 |
| 09 / Rural Local | 0 | 0.804 | 0.595 | 0.00 | 0.00 |
| 11 / Urban Interstate | 0 | 0.412 | 0.720 | 0.00 | 0.00 |
| 12 / Urban Other Expressways | 0 | 0.417 | 0.704 | 0.00 | 0.00 |
| 14/ Urban Other Principal Arterials | 0 | 0.436 | 0.513 | 0.00 | 0.00 |
| 16/ Urban Minor Arterials | 0 | 0.441 | 0.459 | 0.00 | 0.00 |
| 17/ Urban Collectors | 0 | 0.496 | 0.439 | 0.00 | 0.00 |
| 19/ Urban Local | 0 | 0.767 | 0.425 | 0.00 | 0.00 |

Tot. 0

TOTAL ( gr. ) **0.00** **0.00**

TOTAL (tons) **0.000** **0.000**

1/13/2008

# 2013 Daily Emissions

**Iberville Parish**

**Emissions Outside of Modeled Area**

| FUNCTIONAL CLASS | DVMT | VOC (gr.) VMT | NOX (gr.) VMT | VOC gms | NOX gms |
|---|---|---|---|---|---|
| | | | | | |
| 01/ Rural interstate | 699,840 | 0.401 | 1.439 | 280,635.78 | 1,007,069.55 |
| 02/ Rural Princ. Arterial | 149,769 | 0.422 | 0.827 | 63,202.37 | 123,858.68 |
| 06/ Rural Minor Arterial | 0 | 0.433 | 0.668 | 0.00 | 0.00 |
| 07/ Rural Major Collectors | 134,722 | 0.450 | 0.575 | 60,624.97 | 77,465.24 |
| 08 / Rural Minor Collectors | 48,058 | 0.515 | 0.589 | 24,749.68 | 28,305.95 |
| 09 / Rural Local | 97,327 | 0.804 | 0.595 | 78,251.29 | 57,909.85 |
| 11 / Urban Interstate | 0 | 0.412 | 0.720 | 0.00 | 0.00 |
| 12 / Urban Other Expressways | 0 | 0.417 | 0.704 | 0.00 | 0.00 |
| 14/ Urban Other Principal Arterials | 111,141 | 0.436 | 0.513 | 48,457.38 | 57,015.22 |
| 16/ Urban Minor Arterials | 31,484 | 0.441 | 0.459 | 13,884.25 | 14,450.95 |
| 17/ Urban Collectors | 126,124 | 0.496 | 0.439 | 62,557.71 | 55,368.62 |
| 19/ Urban Local | 31,346 | 0.767 | 0.425 | 24,042.62 | 13,322.18 |

Tot. 1,429,811

| | | |
|---|---|---|
| TOTAL ( gr. ) | **656,406.07** | **1,434,766.25** |
| TOTAL (tons) | **0.723** | **1.581** |

1/13/2008

# 2013 Daily Emissions

**Livingston Parish**

**Emissions Outside of Modeled Area**

| FUNCTIONAL CLASS | DVMT | VOC (gr.) VMT | NOX (gr.) VMT | VOC gms | NOX gms |
|---|---|---|---|---|---|
| | | | | | |
| 01/ Rural interstate | 720,844 | 0.401 | 1.439 | 289,058.59 | 1,037,295.05 |
| 02/ Rural Princ. Arterial | 0 | 0.422 | 0.827 | 0.00 | 0.00 |
| 06/ Rural Minor Arterial | 0 | 0.433 | 0.668 | 0.00 | 0.00 |
| 07/ Rural Major Collectors | 352,940 | 0.450 | 0.575 | 158,822.91 | 202,940.39 |
| 08 / Rural Minor Collectors | 32,352 | 0.515 | 0.589 | 16,661.14 | 19,055.16 |
| 09 / Rural Local | 187,402 | 0.804 | 0.595 | 150,671.51 | 111,504.41 |
| 11 / Urban Interstate | 0 | 0.412 | 0.720 | 0.00 | 0.00 |
| 12 / Urban Other Expressways | 0 | 0.417 | 0.704 | 0.00 | 0.00 |
| 14/ Urban Other Principal Arterials | 0 | 0.436 | 0.513 | 0.00 | 0.00 |
| 16/ Urban Minor Arterials | 0 | 0.441 | 0.459 | 0.00 | 0.00 |
| 17/ Urban Collectors | 55,308 | 0.496 | 0.439 | 27,432.87 | 24,280.30 |
| 19/ Urban Local | 12,633 | 0.767 | 0.425 | 9,689.74 | 5,369.15 |

Tot. 1,361,480

| | | |
|---|---|---|
| TOTAL ( gr. ) | **652,336.76** | **1,400,444.47** |
| TOTAL (tons) | **0.719** | **1.543** |

# 2013 Daily Emissions

**West Baton Rouge Parish**

**Emissions Outside of Modeled Area**

| FUNCTIONAL CLASS | DVMT | VOC (gr.) VMT | NOX (gr.) VMT | VOC gms | NOX gms |
|---|---|---|---|---|---|
| | | | | | |
| 01/ Rural interstate | 226,773 | 0.401 | 1.439 | 90,935.98 | 326,326.39 |
| 02/ Rural Princ. Arterial | 180,610 | 0.422 | 0.827 | 76,217.52 | 149,364.67 |
| 06/ Rural Minor Arterial | 0 | 0.433 | 0.668 | 0.00 | 0.00 |
| 07/ Rural Major Collectors | 61,395 | 0.450 | 0.575 | 27,627.78 | 35,302.16 |
| 08 / Rural Minor Collectors | 38,044 | 0.515 | 0.589 | 19,592.69 | 22,407.95 |
| 09 / Rural Local | 62,207 | 0.804 | 0.595 | 50,014.51 | 37,013.23 |
| 11 / Urban Interstate | 0 | 0.412 | 0.720 | 0.00 | 0.00 |
| 12 / Urban Other Expressways | 0 | 0.417 | 0.704 | 0.00 | 0.00 |
| 14/ Urban Other Principal Arterials | 0 | 0.436 | 0.513 | 0.00 | 0.00 |
| 16/ Urban Minor Arterials | 0 | 0.441 | 0.459 | 0.00 | 0.00 |
| 17/ Urban Collectors | 0 | 0.496 | 0.439 | 0.00 | 0.00 |
| 19/ Urban Local | 0 | 0.767 | 0.425 | 0.00 | 0.00 |

Tot. 569,030

| | | |
|---|---|---|
| TOTAL ( gr. ) | **264,388.49** | **570,414.40** |
| TOTAL (tons) | **0.291** | **0.629** |

# 2013 Daily Emissions

**Baton Rouge Non-Attainment Area**

**Total Emissions Outside of Modeled Area**

| FUNCTIONAL CLASS | DVMT | VOC (gr.) VMT | NOX (gr.) VMT | VOC gms | NOX gms |
|---|---|---|---|---|---|
| | | | | | |
| 01/ Rural interstate | 1,647,457 | 0.401 | 1.439 | 660,630 | 2,370,691 |
| 02/ Rural Princ. Arterial | 330,379 | 0.422 | 0.827 | 139,420 | 273,223 |
| 06/ Rural Minor Arterial | 72,379 | 0.433 | 0.668 | 31,340 | 48,349 |
| 07/ Rural Major Collectors | 549,057 | 0.450 | 0.575 | 247,076 | 315,708 |
| 08 / Rural Minor Collectors | 138,149 | 0.515 | 0.589 | 71,147 | 81,370 |
| 09 / Rural Local | 364,162 | 0.804 | 0.595 | 292,786 | 216,676 |
| 11 / Urban Interstate | 0 | 0.412 | 0.720 | 0 | 0 |
| 12 / Urban Other Expressways | 0 | 0.417 | 0.704 | 0 | 0 |
| 14/ Urban Other Principal Arterials | 111,141 | 0.436 | 0.513 | 48,457 | 57,015 |
| 16/ Urban Minor Arterials | 120,016 | 0.441 | 0.459 | 52,927 | 55,088 |
| 17/ Urban Collectors | 218,154 | 0.496 | 0.439 | 108,204 | 95,769 |
| 19/ Urban Local | 56,844 | 0.767 | 0.425 | 43,599 | 24,159 |

Tot. 3,607,738

| | | |
|---|---|---|
| TOTAL ( gr. ) | **1,695,587.05** | **3,538,048.34** |
| TOTAL (tons) | **1.869** | **3.899** |

# 2022 Daily Emissions

**Ascension Parish**

**Emissions Outside of Modeled Area**

| FUNCTIONAL CLASS | Daily VMT | VOC (gr.) VMT | NOX (gr.) VMT | VOC gms | NOX gms |
|---|---|---|---|---|---|
| | | | | | |
| 01/ Rural interstate | 0 | 0.213 | 0.467 | 0.00 | 0.00 |
| 02/ Rural Princ. Arterial | 0 | 0.217 | 0.296 | 0.00 | 0.00 |
| 06/ Rural Minor Arterial | 82,204 | 0.221 | 0.247 | 18,167.17 | 20,304.48 |
| 07/ Rural Major Collectors | 0 | 0.229 | 0.221 | 0.00 | 0.00 |
| 08 / Rural Minor Collectors | 22,369 | 0.288 | 0.236 | 6,442.26 | 5,279.08 |
| 09 / Rural Local | 18,159 | 0.485 | 0.247 | 8,807.22 | 4,485.32 |
| 11 / Urban Interstate | 0 | 0.208 | 0.259 | 0.00 | 0.00 |
| 12 / Urban Other Expressways | 0 | 0.210 | 0.257 | 0.00 | 0.00 |
| 14/ Urban Other Principal Arterials | 0 | 0.223 | 0.204 | 0.00 | 0.00 |
| 16/ Urban Minor Arterials | 107,045 | 0.221 | 0.186 | 23,656.94 | 19,910.37 |
| 17/ Urban Collectors | 42,893 | 0.270 | 0.188 | 11,581.01 | 8,063.81 |
| 19/ Urban Local | 13,288 | 0.453 | 0.194 | 6,019.64 | 2,577.95 |
| Tot. | 285,959 | | | | |
| | | | TOTAL ( gr. ) | **74,674.24** | **60,621.01** |
| | | | TOTAL (tons) | **0.082** | **0.067** |

1/13/2009

# 2022 Daily Emissions

**East Baton Rouge Parish**

**Emissions Outside of Modeled Area**

| FUNCTIONAL CLASS | DVMT | VOC | NOX | VOC gms | NOX gms |
|---|---|---|---|---|---|
| | | | | | |
| 01/ Rural interstate | 0 | 0.213 | 0.467 | 0.00 | 0.00 |
| 02/ Rural Princ. Arterial | 0 | 0.217 | 0.296 | 0.00 | 0.00 |
| 06/ Rural Minor Arterial | 0 | 0.221 | 0.247 | 0.00 | 0.00 |
| 07/ Rural Major Collectors | 0 | 0.229 | 0.221 | 0.00 | 0.00 |
| 08 / Rural Minor Collectors | 0 | 0.288 | 0.236 | 0.00 | 0.00 |
| 09 / Rural Local | 0 | 0.485 | 0.247 | 0.00 | 0.00 |
| 11 / Urban Interstate | 0 | 0.208 | 0.259 | 0.00 | 0.00 |
| 12 / Urban Other Expressways | 0 | 0.210 | 0.257 | 0.00 | 0.00 |
| 14/ Urban Other Principal Arterials | 0 | 0.223 | 0.204 | 0.00 | 0.00 |
| 16/ Urban Minor Arterials | 0 | 0.221 | 0.186 | 0.00 | 0.00 |
| 17/ Urban Collectors | 0 | 0.270 | 0.188 | 0.00 | 0.00 |
| 19/ Urban Local | 0 | 0.453 | 0.194 | 0.00 | 0.00 |

Tot. 0

TOTAL ( gr. ) **0.00** **0.00**

TOTAL (tons) **0.000** **0.000**

1/13/2009

# 2022 Daily Emissions

**Iberville Parish**

**Emissions Outside of Modeled Area**

| FUNCTIONAL CLASS | DVMT | VOC (gr.) VMT | NOX (gr.) VMT | VOC gms | NOX gms |
|---|---|---|---|---|---|
| | | | | | |
| 01/ Rural interstate | 794,839 | 0.213 | 0.467 | 169,300.75 | 371,189.91 |
| 02/ Rural Princ. Arterial | 170,099 | 0.217 | 0.296 | 36,911.47 | 50,349.28 |
| 06/ Rural Minor Arterial | 0 | 0.221 | 0.247 | 0.00 | 0.00 |
| 07/ Rural Major Collectors | 153,010 | 0.229 | 0.221 | 35,039.28 | 33,815.20 |
| 08 / Rural Minor Collectors | 54,581 | 0.288 | 0.236 | 15,719.38 | 12,881.16 |
| 09 / Rural Local | 103,120 | 0.485 | 0.247 | 50,013.26 | 25,470.67 |
| 11 / Urban Interstate | 0 | 0.208 | 0.259 | 0.00 | 0.00 |
| 12 / Urban Other Expressways | 0 | 0.210 | 0.257 | 0.00 | 0.00 |
| 14/ Urban Other Principal Arterials | 135,492 | 0.223 | 0.204 | 30,214.62 | 27,640.28 |
| 16/ Urban Minor Arterials | 38,382 | 0.221 | 0.186 | 8,482.33 | 7,138.97 |
| 17/ Urban Collectors | 150,728 | 0.270 | 0.188 | 40,696.69 | 28,336.96 |
| 19/ Urban Local | 34,337 | 0.453 | 0.194 | 15,554.56 | 6,661.33 |

Tot. 1,634,588

| | | |
|---|---|---|
| TOTAL ( gr. ) | **401,932.35** | **563,483.77** |
| TOTAL (tons) | **0.443** | **0.621** |

1/13/2009

# 2022 Daily Emissions

**Livingston Parish**

**Emissions Outside of Modeled Area**

| FUNCTIONAL CLASS | DVMT | VOC (gr.) VMT | NOX (gr.) VMT | VOC gms | NOX gms |
|---|---|---|---|---|---|
| | | | | | |
| 01/ Rural interstate | 818,695 | 0.213 | 0.467 | 174,382.03 | 382,330.55 |
| 02/ Rural Princ. Arterial | 0 | 0.217 | 0.296 | 0.00 | 0.00 |
| 06/ Rural Minor Arterial | 0 | 0.221 | 0.247 | 0.00 | 0.00 |
| 07/ Rural Major Collectors | 400,849 | 0.229 | 0.221 | 91,794.52 | 88,587.72 |
| 08 / Rural Minor Collectors | 36,743 | 0.288 | 0.236 | 10,582.07 | 8,671.42 |
| 09 / Rural Local | 198,221 | 0.485 | 0.247 | 96,137.08 | 48,960.53 |
| 11 / Urban Interstate | 0 | 0.208 | 0.259 | 0.00 | 0.00 |
| 12 / Urban Other Expressways | 0 | 0.210 | 0.257 | 0.00 | 0.00 |
| 14/ Urban Other Principal Arterials | 0 | 0.223 | 0.204 | 0.00 | 0.00 |
| 16/ Urban Minor Arterials | 0 | 0.221 | 0.186 | 0.00 | 0.00 |
| 17/ Urban Collectors | 67,426 | 0.270 | 0.188 | 18,205.06 | 12,676.12 |
| 19/ Urban Local | 13,922 | 0.453 | 0.194 | 6,306.69 | 2,700.88 |

Tot. 1,535,857

| | | |
|---|---|---|
| TOTAL ( gr. ) | **397,407.45** | **543,927.22** |
| TOTAL (tons) | **0.438** | **0.599** |

1/13/2009

# 2022 Daily Emissions

**West Baton Rouge Parish**

**Emissions Outside of Modeled Area**

| FUNCTIONAL CLASS | DVMT | VOC (gr.) VMT | NOX (gr.) VMT | VOC gms | NOX gms |
|---|---|---|---|---|---|
| | | | | | |
| 01/ Rural interstate | 257,556 | 0.213 | 0.467 | 54,859.47 | 120,278.75 |
| 02/ Rural Princ. Arterial | 205,127 | 0.217 | 0.296 | 44,512.58 | 60,717.61 |
| 06/ Rural Minor Arterial | 0 | 0.221 | 0.247 | 0.00 | 0.00 |
| 07/ Rural Major Collectors | 69,729 | 0.229 | 0.221 | 15,967.96 | 15,410.13 |
| 08 / Rural Minor Collectors | 43,208 | 0.288 | 0.236 | 12,444.00 | 10,197.17 |
| 09 / Rural Local | 68,393 | 0.485 | 0.247 | 33,170.36 | 16,892.95 |
| 11 / Urban Interstate | 0 | 0.208 | 0.259 | 0.00 | 0.00 |
| 12 / Urban Other Expressways | 0 | 0.210 | 0.257 | 0.00 | 0.00 |
| 14/ Urban Other Principal Arterials | 0 | 0.223 | 0.204 | 0.00 | 0.00 |
| 16/ Urban Minor Arterials | 0 | 0.221 | 0.186 | 0.00 | 0.00 |
| 17/ Urban Collectors | 0 | 0.270 | 0.188 | 0.00 | 0.00 |
| 19/ Urban Local | 0 | 0.453 | 0.194 | 0.00 | 0.00 |

Tot. 644,013

| | | |
|---|---|---|
| TOTAL ( gr. ) | **160,954.38** | **223,496.61** |
| TOTAL (tons) | **0.177** | **0.246** |

1/13/2009

# 2022 Daily Emissions

**Baton Rouge Non-Attainment Area**

**Total Emissions Outside of Modeled Area**

| FUNCTIONAL CLASS | DVMT | VOC (gr.) VMT | NOX (gr.) VMT | VOC gms | NOX gms |
|---|---|---|---|---|---|
| | | | | | |
| 01/ Rural interstate | 1,871,090 | 0.213 | 0.467 | 398,542 | 873,799 |
| 02/ Rural Princ. Arterial | 375,226 | 0.217 | 0.296 | 81,424 | 111,067 |
| 06/ Rural Minor Arterial | 82,204 | 0.221 | 0.247 | 18,167 | 20,304 |
| 07/ Rural Major Collectors | 623,588 | 0.229 | 0.221 | 142,802 | 137,813 |
| 08 / Rural Minor Collectors | 156,902 | 0.288 | 0.236 | 45,188 | 37,029 |
| 09 / Rural Local | 387,893 | 0.485 | 0.247 | 188,128 | 95,809 |
| 11 / Urban Interstate | 0 | 0.208 | 0.259 | 0 | 0 |
| 12 / Urban Other Expressways | 0 | 0.210 | 0.257 | 0 | 0 |
| 14/ Urban Other Principal Arterials | 135,492 | 0.223 | 0.204 | 30,215 | 27,640 |
| 16/ Urban Minor Arterials | 145,427 | 0.221 | 0.186 | 32,139 | 27,049 |
| 17/ Urban Collectors | 261,047 | 0.270 | 0.188 | 70,483 | 49,077 |
| 19/ Urban Local | 61,547 | 0.453 | 0.194 | 27,881 | 11,940 |

Tot. 4,100,416

| | | |
|---|---|---|
| TOTAL ( gr. ) | **1,034,968.41** | **1,391,528.61** |
| TOTAL (tons) | **1.141** | **1.533** |

1/13/2009

# 2032 Daily Emissions

**Ascension Parish**

**Emissions Outside of Modeled Area**

| FUNCTIONAL CLASS | Daily VMT | VOC (gr.) VMT | NOX (gr.) VMT | VOC gms | NOX gms |
|---|---|---|---|---|---|
| | | | | | |
| 01/ Rural interstate | 0 | 0.198 | 0.253 | 0.00 | 0.00 |
| 02/ Rural Princ. Arterial | 0 | 0.201 | 0.190 | 0.00 | 0.00 |
| 06/ Rural Minor Arterial | 94,693 | 0.205 | 0.166 | 19,412.07 | 15,719.04 |
| 07/ Rural Major Collectors | 0 | 0.213 | 0.156 | 0.00 | 0.00 |
| 08 / Rural Minor Collectors | 25,767 | 0.272 | 0.169 | 7,008.71 | 4,354.67 |
| 09 / Rural Local | 19,297 | 0.463 | 0.183 | 8,934.48 | 3,531.34 |
| 11 / Urban Interstate | 0 | 0.192 | 0.169 | 0.00 | 0.00 |
| 12 / Urban Other Expressways | 0 | 0.194 | 0.170 | 0.00 | 0.00 |
| 14/ Urban Other Principal Arterials | 0 | 0.207 | 0.149 | 0.00 | 0.00 |
| 16/ Urban Minor Arterials | 132,377 | 0.206 | 0.139 | 27,269.57 | 18,400.34 |
| 17/ Urban Collectors | 51,282 | 0.254 | 0.146 | 13,025.52 | 7,487.11 |
| 19/ Urban Local | 13,784 | 0.434 | 0.158 | 5,982.42 | 2,177.93 |
| Tot. | 337,200 | | | | |
| | | | TOTAL ( gr. ) | **81,632.76** | **51,670.43** |
| | | | TOTAL (tons) | **0.090** | **0.057** |

1/13/2009

# 2032 Daily Emissions

**East Baton Rouge Parish**

**Emissions Outside of Modeled Area**

| FUNCTIONAL CLASS | DVMT | VOC | NOX | VOC gms | NOX gms |
|---|---|---|---|---|---|
| | | | | | |
| 01/ Rural interstate | 0 | 0.198 | 0.253 | 0.00 | 0.00 |
| 02/ Rural Princ. Arterial | 0 | 0.201 | 0.190 | 0.00 | 0.00 |
| 06/ Rural Minor Arterial | 0 | 0.205 | 0.166 | 0.00 | 0.00 |
| 07/ Rural Major Collectors | 0 | 0.213 | 0.156 | 0.00 | 0.00 |
| 08 / Rural Minor Collectors | 0 | 0.272 | 0.169 | 0.00 | 0.00 |
| 09 / Rural Local | 0 | 0.463 | 0.183 | 0.00 | 0.00 |
| 11 / Urban Interstate | 0 | 0.192 | 0.169 | 0.00 | 0.00 |
| 12 / Urban Other Expressways | 0 | 0.194 | 0.170 | 0.00 | 0.00 |
| 14/ Urban Other Principal Arterials | 0 | 0.207 | 0.149 | 0.00 | 0.00 |
| 16/ Urban Minor Arterials | 0 | 0.206 | 0.139 | 0.00 | 0.00 |
| 17/ Urban Collectors | 0 | 0.254 | 0.146 | 0.00 | 0.00 |
| 19/ Urban Local | 0 | 0.434 | 0.158 | 0.00 | 0.00 |
| Tot. | 0 | | | | |
| | | | TOTAL ( gr. ) | **0.00** | **0.00** |
| | | | TOTAL (tons) | **0.000** | **0.000** |

1/13/2009

# 2032 Daily Emissions

**Iberville Parish**

**Emissions Outside of Modeled Area**

| FUNCTIONAL CLASS | DVMT | VOC (gr.) VMT | NOX (gr.) VMT | VOC gms | NOX gms |
|---|---|---|---|---|---|
| | | | | | |
| 01/ Rural interstate | 915,592 | 0.198 | 0.253 | 181,287.31 | 231,644.89 |
| 02/ Rural Princ. Arterial | 195,941 | 0.201 | 0.190 | 39,384.06 | 37,228.72 |
| 06/ Rural Minor Arterial | 0 | 0.205 | 0.166 | 0.00 | 0.00 |
| 07/ Rural Major Collectors | 176,255 | 0.213 | 0.156 | 37,542.41 | 27,495.85 |
| 08 / Rural Minor Collectors | 62,873 | 0.272 | 0.169 | 17,101.53 | 10,625.58 |
| 09 / Rural Local | 110,220 | 0.463 | 0.183 | 51,031.90 | 20,170.27 |
| 11 / Urban Interstate | 0 | 0.192 | 0.169 | 0.00 | 0.00 |
| 12 / Urban Other Expressways | 0 | 0.194 | 0.170 | 0.00 | 0.00 |
| 14/ Urban Other Principal Arterials | 168,854 | 0.207 | 0.149 | 34,952.77 | 25,159.24 |
| 16/ Urban Minor Arterials | 47,832 | 0.206 | 0.139 | 9,853.46 | 6,648.70 |
| 17/ Urban Collectors | 184,330 | 0.254 | 0.146 | 46,819.86 | 26,912.21 |
| 19/ Urban Local | 38,296 | 0.434 | 0.158 | 16,620.50 | 6,050.78 |

Tot. 1,900,194

| | | |
|---|---|---|
| TOTAL ( gr. ) | **434,593.80** | **391,936.23** |
| TOTAL (tons) | **0.479** | **0.432** |

1/13/2009

# 2032 Daily Emissions
**Livingston Parish**
**Emissions Outside of Modeled Area**

| FUNCTIONAL CLASS | DVMT | VOC (gr.) VMT | NOX (gr.) VMT | VOC gms | NOX gms |
|---|---|---|---|---|---|
| | | | | | |
| 01/ Rural interstate | 943,072 | 0.198 | 0.253 | 186,728.34 | 238,597.32 |
| 02/ Rural Princ. Arterial | 0 | 0.201 | 0.190 | 0.00 | 0.00 |
| 06/ Rural Minor Arterial | 0 | 0.205 | 0.166 | 0.00 | 0.00 |
| 07/ Rural Major Collectors | 461,747 | 0.213 | 0.156 | 98,352.13 | 72,032.55 |
| 08 / Rural Minor Collectors | 42,325 | 0.272 | 0.169 | 11,512.50 | 7,152.99 |
| 09 / Rural Local | 211,454 | 0.463 | 0.183 | 97,903.01 | 38,696.01 |
| 11 / Urban Interstate | 0 | 0.192 | 0.169 | 0.00 | 0.00 |
| 12 / Urban Other Expressways | 0 | 0.194 | 0.170 | 0.00 | 0.00 |
| 14/ Urban Other Principal Arterials | 0 | 0.207 | 0.149 | 0.00 | 0.00 |
| 16/ Urban Minor Arterials | 0 | 0.206 | 0.139 | 0.00 | 0.00 |
| 17/ Urban Collectors | 84,029 | 0.254 | 0.146 | 21,343.27 | 12,268.18 |
| 19/ Urban Local | 15,635 | 0.434 | 0.158 | 6,785.67 | 2,470.36 |

Tot. 1,758,262

| | | |
|---|---|---|
| TOTAL ( gr. ) | **422,624.93** | **371,217.41** |
| TOTAL (tons) | **0.466** | **0.409** |

# 2032 Daily Emissions

**West Baton Rouge Parish**

**Emissions Outside of Modeled Area**

| FUNCTIONAL CLASS | DVMT | VOC (gr.) VMT | NOX (gr.) VMT | VOC gms | NOX gms |
|---|---|---|---|---|---|
| | | | | | |
| 01/ Rural interstate | 296,685 | 0.198 | 0.253 | 58,743.54 | 75,061.19 |
| 02/ Rural Princ. Arterial | 236,290 | 0.201 | 0.190 | 47,494.35 | 44,895.16 |
| 06/ Rural Minor Arterial | 0 | 0.205 | 0.166 | 0.00 | 0.00 |
| 07/ Rural Major Collectors | 80,322 | 0.213 | 0.156 | 17,108.68 | 12,530.30 |
| 08 / Rural Minor Collectors | 49,773 | 0.272 | 0.169 | 13,538.15 | 8,411.57 |
| 09 / Rural Local | 76,175 | 0.463 | 0.183 | 35,268.86 | 13,939.96 |
| 11 / Urban Interstate | 0 | 0.192 | 0.169 | 0.00 | 0.00 |
| 12 / Urban Other Expressways | 0 | 0.194 | 0.170 | 0.00 | 0.00 |
| 14/ Urban Other Principal Arterials | 0 | 0.207 | 0.149 | 0.00 | 0.00 |
| 16/ Urban Minor Arterials | 0 | 0.206 | 0.139 | 0.00 | 0.00 |
| 17/ Urban Collectors | 0 | 0.254 | 0.146 | 0.00 | 0.00 |
| 19/ Urban Local | 0 | 0.434 | 0.158 | 0.00 | 0.00 |
| Tot. | 739,245 | | | | |
| | | | TOTAL ( gr. ) | **172,153.59** | **154,838.18** |
| | | | TOTAL (tons) | **0.190** | **0.171** |

1/13/2009

# 2032 Daily Emissions

**Baton Rouge Non-Attainment Area**

**Total Emissions Outside of Modeled Area**

| FUNCTIONAL CLASS | DVMT | VOC (gr.) VMT | NOX (gr.) VMT | VOC gms | NOX gms |
|---|---|---|---|---|---|
| | | | | | |
| 01/ Rural interstate | 2,155,349 | 0.198 | 0.253 | 426,759 | 545,303 |
| 02/ Rural Princ. Arterial | 432,231 | 0.201 | 0.190 | 86,878 | 82,124 |
| 06/ Rural Minor Arterial | 94,693 | 0.205 | 0.166 | 19,412 | 15,719 |
| 07/ Rural Major Collectors | 718,325 | 0.213 | 0.156 | 153,003 | 112,059 |
| 08 / Rural Minor Collectors | 180,739 | 0.272 | 0.169 | 49,161 | 30,545 |
| 09 / Rural Local | 417,145 | 0.463 | 0.183 | 193,138 | 76,338 |
| 11 / Urban Interstate | 0 | 0.192 | 0.169 | 0 | 0 |
| 12 / Urban Other Expressways | 0 | 0.194 | 0.170 | 0 | 0 |
| 14/ Urban Other Principal Arterials | 168,854 | 0.207 | 0.149 | 34,953 | 25,159 |
| 16/ Urban Minor Arterials | 180,209 | 0.206 | 0.139 | 37,123 | 25,049 |
| 17/ Urban Collectors | 319,640 | 0.254 | 0.146 | 81,189 | 46,667 |
| 19/ Urban Local | 67,716 | 0.434 | 0.158 | 29,389 | 10,699 |

Tot. 4,734,901

| | | |
|---|---|---|
| TOTAL ( gr. ) | **1,111,005.07** | **969,662.26** |
| TOTAL (tons) | **1.224** | **1.069** |

1/13/2009

# Appendix G

## Interagency Meetings Summary

# Interagency Consultation Meeting

Friday 13 February 2009 9:00 AM
Capital Region Planning Commission
333 North 19th Street
Baton Rouge, LA

## AGENDA

- Review Modeling Emissions Results and Emissions Budget
- Review 2009 Conformity Document Format and Material
- Determine Schedule for Document Completion and Adoption and Submission
- Review History of Past I. A. Dates, Agendas and Notes
- Announce MPO Meeting Schedule for 2009 Conformity Document Advertisement and Adoption
- Other

MEETING RECORD

DATE 2 13 2009

AGENCY INTEREST NUMBER AND NAME: Capital Region Planning Commission

PURPOSE OF MEETING: Air Quality - Interagency Consultation

| NAME | ORGANIZATION | TITLE | PHONE # | EMAIL ADDRESS |
|---|---|---|---|---|
| Huey P. Dugas | CRPC | | 383-5203 | hdugas@brgov.com |
| Yashasvi Maheswarapu | CRPC | | 732-543-5072 | ymaheswarapu@brgov.com |
| Tung Ngo Ma | CRPC | | 480-452-7637 | tma@brgov.com |
| DAN BROUSSARD | LA DOTD | | 225-379-1924 | DanBroussard@dotd.la.gov |
| Dawn R. Sholmire | La DOTD | | 225-242-4570 | dawnsholmire@dotd.la.gov |
| John Fu | La DOTD | | 225-379-1957 | JohnFu@dotd.la.gov |
| Jamie Setze | FHWA | | 225-757-7623 | jamie.setze@fhwa.dot.gov |
| Jim Orgeron | LDEQ | | 225-219-3505 | james.orgeron@la.gov |
| Yasoob Zia | LDEQ | | 225-219-3513 | yasoob.zia@la.gov. |
| Tien Nguyen | LDEQ | | 225-219-3583 | Tien.Nguyen@LA.GOV |
| | | | | |
| | | | | |
| | | | | |

Time In: 9:00 am/pm

Time Out: am/pm

# AGENDA

## Interagency Consultation Meeting

Monday 2 February 2009 2:30 AM
CRPC Conference Room
333 N. 19th Street, Baton Rouge, LA

1. Review Long Range Transportation Plan Projects
2. Review 2006 Conformity Document Contents and Major Divisions
3. Assign Responsibilities for Document Sections to Individuals
4. Review 2009 Conformity Document Section Changes and Revisions and Updates
5. Establish Deadline for Completion of Section Updates, Changes, Consolidations and Deletions
6. Other

CRPC

Interagency Consultation Mtg

Monday, February 2, 2009

2:30 PM

| Name | Organization | Phone |
| --- | --- | --- |
| Huey P. Dugas | CRPC | 383-5203 |
| Tingting Ma | CRPC | 480-452-7637 |
| Jamie Setze | FHWA | (225) 757-7623 |
| Dawn R. Sholmire | LaDOTD | 225-242-4570 |
| John Fu | LaDOTD | 225-379-1957 |
| DAN BROUSSARD | LA DOTD | 225. 379. 1924 |

# AIR QUALITY INTER-AGENCY CONSULTATION

1/16/09 CRPC 10:00

| | | |
|---|---|---|
| RJ Crosser | CRPC | |
| Yasoob Zia | DEQ | yasoob.zia@la.gov |
| Tien Nguyen | DEQ | |
| Jamie Setze | FHWA | |
| Jim Orgeron | LDEQ | |
| John Fu | DOTD | |
| DAN BROUSSARD | DOTD | |
| Huey Dugas | CRPC | hdugas@brgov.com |
| Chris Emery | Environ (CA) | |

# AGENDA

## Interagency Consultation Meeting

Friday 9 January 2009 9:30 AM
CRPC Conference Room
333 N. 19th Street, Baton Rouge, LA

1. Discussion of Economic Stimulus Package Projects on Current Conformity Efforts

2. Review Time Schedule for Consultants to Complete 2009 Emissions Report

3. Discussion of Proposed Projects Affected by Current Conformity Analysis

4. Determine Time Schedule to Call MPO Committee Meeting to Adopt Conformity Report

5. Determine Milestones and Deadlines to Finalize SIP and Emissions Budget

6. Other

Interagency Consultation
CRPC
Friday 09 January 2009

| Name | Organization | Phone |
| --- | --- | --- |
| Huey Dugas | CRPC | 383-5203 |
| Dawn R. Sholmire | LaDOTD | 242-4570 |
| John Fu | LaDOTD | 379-1957 |
| Jamie Setze | FHWA | 757-7623 |
| Tien Nguyen | LDEQ | 219-3583 |
| Yasoob Zia | LDEQ | 219-3569 |
| RJ GEEBEL | CRPC | 383-5203 |
| DAN BROUSSARD | LA DOTD | 379-1924 |

**Interagency Consultation Meeting**

Thursday 18 December 2008 2:00 PM
CRPC Conference Room
333 N. 19th Street, Baton Rouge, LA

# AGENDA

1. Discussion of HMPS VMT data for 2013, 2022, and 2032 –Confirm group concurrence with using that data for our conformity analysis.

2. Discuss and agree on use of the "summer months" average adjustment - or use of the "July" month adjustment - of the HPMS VMT data for the conformity analysis - both inside the travel demand model area (Gary Davies uses July) and outside the travel demand model area (DOTD).

3. Discuss the "age of fleet" input to Mobile model - average for all 5 parishes, or do a separate input for each parish (DOTD is using the age of fleet for each parish, as received from DEQ). Gary Davies uses one file as received from DEQ dated 2005.

4. Review 2009 analysis results to date. It appears that we are over the budget - even taking into account the "off model credits" that we used last time.

5. Review 2013, 2022, and 2032 projects open to traffic - for the remainder of the conformity analysis.

Interagency Consultation Meeting

Capital Region Planning Commission
Thursday 18 December 2008
2:00 PM

| Name | Organization | Phone |
|---|---|---|
| Huey P. Dugas | CRPC | 383-5203 |
| Jim Orgeron | ~~CRPC~~ LDEQ | 219-3556 |
| Yasoob Zia | LDEQ | 219-3569 |
| L.P. Ladot | NSI | 337 232-6111 |
| Dawn R. Sholmire | LaDOTD | 242-4570 |
| John Fu | LADOTD | 379-1957 |
| DAN BROUSSARD | LA DOTD | 379-1926 |

# AGENDA

**Interagency Consultation Meeting**

Monday 24 November 2008 9:00 AM
Capital Region Planning Commission
Conference Room
333 N 19th Street, Baton Rouge, LA

1. Final Review of Networks for the Years: 2009, 2013, 2022 and 2032

2. Determine These Networks are Appropriate for the Travel Demand Forecasting Model Assignments

3. Discussion of Interagency Consultation Team Responsibilities and Assignments for the Future Work Effort on the 2009 Conformity Determination Document

4. Other

# Interagency Consultation Meeting

Tuesday 18 November 2008 10:00 AM
DEQ Offices Room 519
Baton Rouge, LA

## AGENDA ITEMS

**Baton Rouge MPO Long Range Plan Update**

**2009 Modeling Results and Emissions Results**

**DOTD Non-Model Emissions Results**

**Regionally Significant Projects**

**Other**

# AGENDA

## Interagency Consultation Meeting

Wednesday 29 October 2008 2:30 PM
CRPC Conference Room
333 N. 19th Street, Baton Rouge, LA

1. Establish Meeting as Declaratory to Start 2009 Conformity Analysis
2. Review Time Schedule to Complete 2009 Emissions Report
3. Discussion of One-Hour Standard Budget for 2009 Conformity Analysis
4. Update on Status of 8-Hour Budget Submission
5. Discussion of Mobile6B Input File Update
6. Review Years for 2009 Conformity Model Runs
6. Other

# OFFICE OF ENVIRONMENTAL COMPLIANCE

MEETING RECORD

DATE 10 2008 28th

AGENCY INTEREST NUMBER AND NAME: _____

PURPOSE OF MEETING: _____

| NAME | ORGANIZATION | TITLE | PHONE # | EMAIL ADDRESS |
|---|---|---|---|---|
| Jamie Setze | FHWA | Engineer/Planner | (225) 757-7623 | jamie.setze@fhwa.dot.g |
| Tien Nguyen | LDEQ | Environmental Support | 225-219-3583 | Tien.Nguyen@LA.Gov |
| Huey P. Dugas | CRPC | COP | 225-383-5203 | hdugas@brgov.com |
| L P Ledet | Neel-Schaffer | Sr Planner | 337-232-6111 | louis.ledet@neel-schaffer. |
| John Fu | DOTD | Engineer | (225)-379-1957 | johnfu@dotd.gov la. |
| Dawn R. Sholmire | DOTD | Planning Engineer | 225-242-4570 | dawnsholmire@dotd.la.g |
| Yasoob Zia | ~~DOTD~~ DEQ | DCLB | 225-219-3569 | yasoob.zia@deq.la.g |
| DAN BROUSSARD | DOTD | STATEWIDE PLANNING | 225.379.1924 | DanBroussard@dotd.la.gov |
| via telephone: | | | | |
| Jeff Riley | EPA-Ft. Worth | | 214-665-8542 | |
| | | | | |
| | | | | |
| | | | | |

Time In: _____ am/pm

Time Out: _____ am/pm

Interagency Consultation Meeting
Wednesday 29 October 2008
2:30 – 4:00 PM
DEQ Offices

**Attendance:**

| | |
|---|---|
| Dawn R. Sholmire | DOTD |
| Yasoob Zia | DEQ |
| Huey P. Dugas | CRPC |
| Dan Broussard | DOTD |
| L. P. Ledet | Neel-Schaffer Consultants |
| Jamie Setze | FHWA Louisiana Division |
| Tien Nguyen | DEQ |
| John Fu | DOTD |
| Jeff Riley | US EPA Dallas, Texas Via Conference Call |

**General**
A meeting was conducted on Wednesday 29 October 2008 at DEQ Offices, at 2:30 PM, in room 619. Those in attendance were as shown above. Jeff Riley with the US EPA Regional Office participated in the meeting via a telephone conference call.

**Purpose**
The purpose of the meeting was established as a "Declaratory" meeting, in order to initiate the conformity determination for air quality with reference to the Baton Rouge MPO Long Range Transportation Plan Update.

**2009 Network Emissions**
Members of the Interagency Consultation Committee expressed concern for the emissions produced by the Baton Rouge MPO network for the year 2009. H. Dugas confirmed that the 2009 network files for the year 2009 had been transmitted to Gary Davies. He further agreed to request the emissions results from the 2009 network as soon as possible, and to report the results to the Team members.

**Emissions Budget Based on 1 Hour Standard**
A discussion ensued regarding the continued use of the emissions budget based on the 1 hour standard for the conformity process being initiated. J. Riley agreed that budget based on the 1 hour standard was approved for use by the Baton Rouge MPO conformity process being initiated. It was further confirmed that the existing budget consisted of 18.82 tpd for VOC, and 30.00 tpd for NOx.

**Emissions Budget Based on 8 Hour Standard**
It was agreed that DEQ along with other parties to the Interagency Consultation Team would continue to work on the emissions budget for the Baton Rouge MPO, based on the 8 hour

standard. In addition it was observed that this budget setting process would take another 6 months to complete.

**Files for VMT and Age of Fleet**

It was reported that the file updates for VMT and Age of Fleet, were updated to reflect the latest planning assumptions.

**Attainment Year**

It was reported that the attainment year for the purposes of this conformity analysis is set as year 2009.

**Years to Model**

The issue of which years to model for the current Conformity Analysis was discussed. It was agreed that the years representing the Long Range Plan Update Stages would basically remain intack. One exception was the Stage I year of 2012. It will change to 2013. The other years of the Stages will remain as 2022, and 2032. The year 2013 emerges as a model year due to the TIP condition that it represent a five-year TIP. Year 2009 was already modeled and produced as an attainment year.

**Regionally Significant Projects**

A list of regionally significant projects will be developed. The impact on Stage I and perhaps Stage II will be determined.

**Action Items**

H. Dugas agreed that he would request an emissions report from G. Davies, to show the resulting emissions relative to VOC and NOx. At a future meeting, the issue of identification of regionally significant projects will be determined.

# BATON ROUGE Interagency Consultation Meeting

## Thursday, Oct. 16, 2008, 8:00 A.M.

## *Capital Region Planning Commission*

**333 N 19th Street**
**Conference Room**

## AGENDA

1. Years for modeling for Air Quality Conformity Analysis
2. Metropolitan Transportation Plan Update Amendments
3. Based on above, Neel-Schaffer Rerun Stages I, II and III
4. Schedule for completing No. 3 and submission to Gary Davies
5. Emissions Budget to Apply to Work Above
6. Work Schedule for This Effort

| Attendance Roster Oct. | | |
|---|---|---|
| Interagency Cosultation Meeting Thursday 16, 2008 CRPC | | |
| Name | Organization | Email Address |
| Huey Dugas | CRPC | hdugas@brgov.com |
| Ma | CRPC | tma@brgov.com |
| DAN BROUSSARD | LA DOTD | DanBroussard@dotd.la.gov |
| Dawn R. Sholmire | LA DOTD | dawnsholmire@dotd.la.gov |
| John Fu | LA DOTD | JohnFu@dotd.la.gov |
| L P Ledet | N S I | louis.ledet@noel-schaffer.com |
| Jamie Setze | [redacted] FHWA | jamie.setze@fhwa.dot.gov |
| TOM RICHARDSON | CONSULTANT (DOTD) | TOMR2@COX.NET |
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Interagency Consultation Meeting
Capital Region Planning Commission
Thursday 07 August 2008
10:00 AM

1. Review 2006-2009 VMT File Developed by Tom Richardson
2. Conformity Analysis as Related to 2009 Network
3. Air Quality Analysis for I-12 Widening Project
4. DEQ and SIP Requirements, Schedule and Timeline
5. MPO Metropolitan Transportation Plan and Stage Years for A.Q. Analysis
6. MPO Committee Meeting Schedule and MTP Amendments
7. Other Business
8. Next Meeting

INTERAGENCY CONSULTATION MEETING

CAPITAL REGION PLANNING COMMISSION
THURSDAY, AUGUST 7, 2008
10:00 A.M.

| Name | Agency / Phone |
|---|---|
| Huey P. Dugas | CRPC 383-5203 |
| TOM RICHARDSON | CONSULTANT 756-2911 |
| Jamie Setze | FHWA 757-7623 |
| L'P Ledet | Neel-Schaffer 337 232-6111 |
| GARY LEBLANC | DOTD - 379-1421 |
| Dawn R. Sholmire | DOTD - 242-4570 |
| DAN BROUSSARD | DOTD - 379.1924 |
| Yasoob Zia | DEQ - 219-3569 |

## DEVELOP EXISTING PLUS COMMITTED (E+C) TRANSIT AND HIGHWAY NETWORK

### Highways

The Consultant Team defined the base year highway network as the system in place in 2004. The Team defined the committed projects as those which would improve traffic capacity and which were completed, were under construction or were let for bidding in the years 2005 – 2006. The Team also included in this group projects for which lettings were imminent (proposed for letting in the first six months of 2007). LA DOTD and the East Baton Rouge City-Parish Department of Public Works provided input in this regard. The Team presents the committed projects in **Table 31** and **Figure 34** following.

## TABLE 31
## COMMITTED STREET AND HIGHWAY PROJECTS

| PARISH | ROUTE | LOCATION | IMPROVEMENT |
|---|---|---|---|
| ASC | US 61 | S JCT LA42 – LA 427 | RT TURN LANE |
| ASC | LA 73 | LA 74 – I-10 | WIDEN TO 3 LANES |
| ASC | LA 74 | AT LA 73 | INTERSECTION |
| ASC | LA 22 | AT I-10 | WIDEN TO 3 LANES |
| ASC | LA 22 | AT I-10 | INTERSECTION |
| ASC | LA 73 | LA 73 @ LA 621@ I-10 | INTERCHANGE |
| EBR | LA 427 | LA 3064 – LA 3246 | WIDEN TO 5 LANES |
| EBR | LA 3064 | I-10 -- I-12 | WIDEN TO 5 LANES |
| EBR | I-12 | ESSEN LN -- I-12 EB | NEW ON-RAMP |
| EBR | US 61 | AT SIEGEN LANE | INTERSECTION(CFI) |
| EBR | US 61 | AT JEFFERSON HWY | INTERSECTION |
| EBR | US61 | JEFF HWY -- FLORIDA BLVD | WIDEN TO 6 LANES |
| EBR | LA 19 | AT GROOM ROAD | INTERSECTION |
| EBR | GROOM ROAD | AT LA 964 | INTERSECTION |
| EBR | LA 19 | LAVEY LN -- TWIN OAKS | WIDEN TO 5 LANES |
| EBR | I-10 | AT PICARDY AVE | NEW INTERCHANGE |
| EBR | I-10 | BLUEBONNET-SIEGEN | FRONTAGE RDS |
| EBR | I-10 | BLUEBONNET-SIEGEN | NEW OFF-ON RAMPS |
| EBR | MILLERVILLE ROAD | I-12 -- LA 426 | WIDEN TO 5 LANES |
| EBR | LA 426 | AT MILLERVILLE RD | INTERSECTION |
| EBR | BARRINGER-FOREMAN | AT US 61 | INTERSECTION |
| EBR | LA 426 | US 61-BLVD PROVINCE | WIDEN TO 5 LANES |
| EBR | LA 426 | AT SHARP RD | INTERSECTION |

# AGENDA

## Interagency Consultation Meeting

Wednesday 30 April 2008 10:00 AM
Capital Region Planning Commission
Conference Room
333 N 19th Street, Baton Rouge, LA

1. Review Statewide HPMS and VMT data.

2. Establish Group Concurrence on Procedures, Methodology, Time Schedule, and Expected Results for Development of HPMS and VMT Data Files

3. Discussion EPA and LDEQ Rules and Regulations as Related to the Louisiana DEQ SIP Development

4. Other

# AGENDA

## Interagency Consultation Meeting

Tuesday 10 April 2008 2:30 PM
CRPC Conference Room
333 N. 19th Street, Baton Rouge, LA

1. Review I-12 Widening and Extension of Project Limits

2. Concurrence to Extend Project Limits from Pete's Hwy to Juban Rd Interchange

3. Discussion of Effort to Remodel I-12 Project with New Project Limits

4. Discussion and Concurrence to Amend TIP to Include I-12 Extension

Interagency Consultation Meeting
Tuesday 10 April 2008
2:30 – 4:00 PM
DOTD Offices

**Attendance:**

| | |
|---|---|
| Dawn R. Sholmire | DOTD |
| Yasoob Zia | DEQ |
| Huey P. Dugas | CRPC |
| Dan Broussard | DOTD |
| L. P. Ledet | Neel-Schaffer Consultants |
| Jamie Setze | FHWA Louisiana Division |
| Jeff Riley | US EPA Dallas, Texas Via Conference Call |

**General**
A meeting was conducted on Tuesday 10 April at DOTD Headquarters at 2:30 PM. Those in attendance were as shown above. Jeff Riley with the US EPA Regional Office participated in the meeting via a telephone conference call.

**Purpose**
The purpose of the meeting was to review the conditions dealing with the I-12 widening project, with special reference to 40CFR 43.122(g). That project is located in parts of East Baton Rouge and Livingston Parishes. The project limits are still undetermined, since the environmental and design phases had not yet started. The project has a budget of $100 million from state revenues, but still the project limits remain those as specified in the Conforming Metropolitan Transportation Plan (MTP), which describes the project as extending from O'Neal Lane in East Baton Rouge Parish to Pete's Highway in Livingston Parish.

**Project Limit Review**
The meeting discussion addressed the issue of extending the limits of the project widening to Juban Road Interchange. It was agreed that the movement of the project limits by that small a distance would have an insignificant effect on the current Conformity Analysis because there is currently no existing interchange at Pete's Highway.

**Action Items**

It was agreed that the Baton Rouge MPO will amend the current Conforming TIP to include the I-12 widening project from O'Neal Lane to the Juban Road Interchange. This information is based on the assumptions of a) no requirement of right-of-way, b) construction start in Fiscal Year 2008-2009, c) a source of funds specified as State Cash, d) no use of "advance construct" funding arrangement, but based on a "design-build" agreement, and e) all conditions in 40CFR93.122 (g) are met, so that no new Conformity Determination is required, as a result of the noted TIP Revision. Furthermore, the TIP Revision will be based on an analysis presented in a letter report documenting the basis for no new Conformity Determination.

It was further agreed that the Baton Rouge MPO would prepare minutes of the Interagency Consultation meeting, and transmit to FHWA with copies to all other participants. FHWA and DOTD are to review and comment on the minutes as necessary. And FHWA will forward the minutes to US EPA, Region 6 and to Louisiana DEQ.

# TABLE 31, CONT'D.
# COMMITTED STREET AND HIGHWAY PROJECTS

| PARISH | ROUTE | LOCATION | IMPROVEMENT |
|---|---|---|---|
| EBR | LA 426 | N HARRELL'S FERRY | NEW INTERSECTION |
| EBR | CENTRAL THRUWAY | FR. TOWN-SULLIVAN | NEW 4 LANE |
| EBR | SHERWOOD FOREST | SHERWOOD @ I-12 | INTERCHANGE |
| EBR | LA 946 | JONES BAY.-HOOPER | WIDEN TO 5 LANES |
| EBR | LA 946 | LOVETT RD | INTERSECTION |
| EBR | GEORGE O'NEAL | JONES CREEK-ONEAL | WIDEN TO 5 LANES |
| EBR | NORTH BOULEVARD | N 22ND ST TO N 9TH ST | NEW RR OVERPASS |
| EBR | LOBDELL AVE | JEFF TO GOODWOOD | WIDEN TO 3 LANES |
| EBR | FLORIDA BLVD | AT OAK VILLA BLVD | INTERSECTION |
| EBR | JEFFERSON HWY | AT BARRINGER-FORE. | INTERSECTION |
| EBR | E PARKER ST | AT S STADIUM RD | INTERSECTION |
| EBR | COURSEY BLVD | AT S PARK AVE | INTERSECTION |
| EBR | HIGHLAND ROAD | AT KENILWORTH BLVD | INTERSECTION |
| EBR | MILLERVILLE RD | I-12 - HARRELLS FERRY | WIDEN TO 5 LANES |
| LIV | I-12 | I-12 AT LA 1026 | NEW INTERCHANGE |
| LIV | LA 1019 | LA 1019 AT LA 16 | INTERSECTION |
| LIV | I-12 | I-12 AT LA 3002 | INTERCHANGE |
| LIV | I-12 | I-12 @ LA 447 | INTERCHANGE |
| LIV | US 190 | US 190 AT LA 1026 E | INTERSECTION |
| LIV | LA 16 | LA 1025 TO WATSON | WIDEN TO FOUR LANES W / LT LANES |

# Inter Agency Meeting
4/10/08

| Name | Agency | Phone |
|---|---|---|
| Dawn R. Sholmire | LaDOTD | 242-4570 |
| Yasoob Zia | LDEQ | 219-3569 |
| Huey P. Dugas | CRPC | 383-5203 |
| DAN BROUSARD | LADOTD | 379-1924 |
| L. P. Ledet | Neel-Schaffer | 337-232-6111 |
| Jamie Setze | FHWA | (225) 757-7623 |

via conf. call - Jeff Riley (214) 665-8542

# AGENDA

**Interagency Consultation Meeting**

Wednesday 12 March 2008 9:00 AM
Advanced Transportation Management Center
Conference Room
Harding Boulevard, Baton Rouge, LA

1. Review History of Air Quality Activities as Related to Transportation Planning in the Baton Rouge MPO Area

2. Presentation of Mechanics of Conformity Analysis for Air Quality in Relation to Transportation Modeling and Planning

3. Discussion EPA and LDEQ Rules and Regulations as Related to the Louisiana and Baton Rouge Air Quality efforts

4. Other

# AGENDA

## Interagency Consultation Meeting

Wednesday 30 January 2008 1:00 PM
CRPC Conference Room
333 N. 19th Street, Baton Rouge, LA

1. Review Long Range Transportation Plan Project Schedule
2. Review Projects "To Be Let" in Stage I period
3. Discussion of Project Under Construction and Completion Dates
4. Projects Reviewed for Completion Timing
    a. Perkins Road
    b. Central Thruway
    c. LA 16 (Range Avenue)
    d. Burbank Drive Phases I and II, and
    e. Veterans Boulevard
5. Other

# AGENDA

## Interagency Consultation Meeting

Thursday 10 January 2008 1:30 PM
CRPC Conference Room
333 N. 19th Street, Baton Rouge, LA

1. Discussion of Long Range Transportation Plan 2009 Network.

2. Review network for projects 'Let to Construction', status of on-going construction, and estimated completion dates.

3. Discussion of future meeting dates and times.

4. Other

# AGENDA

**Interagency Consultation Meeting**

Monday 7 January 2008 3:00 PM
CRPC Conference Room
333 N. 19th Street, Baton Rouge, LA

1. Discussion of HMPS VMT data by Functional Classification for 2013, 2022, and 2032 –Confirm group concurrence with using that data for our conformity analysis.

2. Review 2009 analysis results to date. It appears that we are over the budget - even taking into account the "off model credits" that we used last time.

3. Review 2013, 2022, and 2032 projects open to traffic - for the remainder of the conformity analysis.

4. Other

# Appendix H

## Publishing Affidavit

# PUBLIC NOTICE FOR BATON ROUGE, LA. METROPOLITAN PLANNING ORGANIZATION TRANSPORTATION TECHNICAL ADVISORY COMMITTEE AND TRANSPORTATION POLICY COMMITTEE MEETINGS AND TRANSPORTATION IMPROVEMENT PROGRAM AND PROGRAM OF PROJECTS

The public is invited to comment on the Transportation Improvement Program (TIP), the Long Range Plan, Air Quality Conformity Analysis, Unified Planning Work Program for the Baton Rouge Area, and the Program of Projects for the Baton Rouge Area which are discussed at Technical Advisory Committee and the Transportation Policy Committee meetings. The TIP notice of public involvement activities and the time established for public review and comment satisfies the Federal Transit Administration program of projects requirements. Copies of these proposed documents are available for public review and comment. Documents can be viewed at the office of the Capital Region Planning Commission (CRPC) located at 333 North 19th, Baton Rouge, La. between 9:00 A.M. and 12:00 P.M. and 1:00 P.M. and 4:00 P.M. on Monday through Friday. Written comments may also be made to the CRPC, P.O. Box 3355, Baton Rouge, La. 70821. Documents will become effective after the required public review and comment period has been met. Dates that official public hearings/meetings will be held are as follows:

**Technical Advisory Committee Meeting Date**
A TAC meeting will be held at 1:30 P.M. at the Bluebonnet Regional Library, 9200 Bluebonnet, B. R., La. On March 24, 2009.
**Transportation Policy Committee Meeting Date**
A TPC meeting will be held at 1:30 P.M. at the Bluebonnet Regional Library, 9200 Bluebonnet, B. R., La. on March 31, 2009.

The agenda is as follows:

1. INTRODUCTIONS
2. ELECTION OF OFFICERS
3. APPROVAL OF FEDERAL ECONOMIC STIMULUS AND GRANT PROGRAM OF PROJECTS

A. Street and Bridge Projects
1. Central Thruway Bridges
(Sullivan & ICCN RR)
S. P. No. 742-17-0147
F.A.P. No. STP-1705(519)
$10,000,000
2. Central Thruway Bridges
(Beaver Bayou 2 & 3)
S. P. No. 742-17-0148
F.A.P. No. STP-1705(520)
$4,800,000
3. Central Thruway Clearing and Embankment
(Frenchtown-Sullivan Rd)
S. P. No. 742-17-0149
F.A.P. No. STP-1705(521)
$3,100,000
4. EBR Computerized Signal Synchronization Program
(Phase 5A)
S. P. No. 742-17-0157
F.A.P. No. CM-0382(011)
C.P. No. 01-TS-US-0005
$6,000,000
5. Coursey Boulevard Pavement Rehabilitation
$5,000,000

B. Transit Projects
A preliminary 2007 Program of Projects for the Capital Area Transit System (CATS) is as follows:

**FTA Section 5309 Discretionary Funds**

| | | Total | Federal | Local |
|---|---|---|---|---|
| 1 | Retire Rolling Stock Lease and Purchase Clean Fuel Buses | 13,000,000 | 10,790,000 | 2,210,000 |
| 2 | Spare Parts & Assoc Capital Maint. items for Rolling Stock | 5,000,000 | 4,000,000 | 1,000,000 |
| 3 | Vans, Power Plants, & Parts Inventory for Para-transit Oper. | 1,500,000 | 1,200,000 | 300,000 |
| 4 | EBR & DDD Inter-modal Terminals, Shelters, Stops, Enhancements, Signage | 5,625,000 | 4,500,000 | 1,125,000 |
| 5 | GPS /AVL-Surveillance-Security | 1,200,000 | 960,000 | 240,000 |
| 6 | Additional Inter-modal Terminal, Shelters, Stops, Enhancements, Signage | 1,250,000 | 1,000,000 | 250,000 |
| 7 | Fare Collection & Assoc Equip | 1,250,000 | 1,000,000 | 250,000 |
| 8 | Real Estate Acquisitions | 3,500,000 | 2,800,000 | 700,000 |

**PROGRAM OF PROJECTS - 5307 FORMULA GRANT**

| TYPE OF PROJECT | No. | FTA Amount | Local Amount | Total Cost |
|---|---|---|---|---|
| Operating Assistance 100% Section 7025 | | 200,000 | - | 200,000 |
| Capital Assistance | | | | |
| Project Administration | | 80,000 | 20,000 | 100,000 |
| Preventative Maintenance | | 3,300,000 | 825,000 | 4,125,000 |
| Non FR-ADA | | 513,692 | 128,424 | 642,116 |
| Education/Training | | 10,000 | 2,500 | 12,500 |
| Bus Shelters/Benches | | 34,095 | 8,524 | 42,619 |
| Signage | | 5,000 | 1,250 | 6,250 |
| Landscaping | | 2,000 | 500 | 2,500 |
| AVL | | 274,659 | 68,665 | 343,324 |
| Surveillance/Security | | 51,369 | 12,843 | 64,212 |
| Misc. Equipment- pressure washer | 1 | 4,000 | 1,000 | 5,000 |
| Lease 35' Bus | 28 | 345,987 | 70,865 | 416,852 |
| Lease Vans | 7 | 173,164 | 35,468 | 208,632 |
| Vans, supervisor | 1 | 25,600 | 6,400 | 32,000 |
| Sedan/Wagon, supervisor | 1 | 17,361 | 4,341 | 21,702 |
| | | 4,836,927 | 1,185,780 | 6,022,707 |
| Metropolitan Planning | | | | |
| Program Support Admin. | | 50,000 | 12,500 | 62,500 |
| Gen. Dev/Comp. Pl. | | 50,000 | 12,500 | 62,500 |
| | | 100,000 | 25,000 | 125,000 |
| GRAND TOTALS | | 5,136,927 | 1,210,780 | 6,347,707 |

**Capital Area Transit System**
**Program of Projects for Federal Stimulus Plan**

1. **24 Buses & 5 Trolleys (Hybrid Vehicles)**
This project will purchase 24 heavy duty transit coaches and 5 transit trolleys that will utilize hybrid fuel technology. The transit vehicles are estimated to cost **$500,000** each for a total cost of **$14,500,000**.
2. **Automatic Vehicle Location System & Security System**
AVL is a real time tracking of the location of buses system whereby the CATS staff and public can know the exact location of a bus on a particular route. This will increase the efficiency of dispatching and the reliability of the service. This is estimated to cost approximately **$550,000**.
The security system project will purchase additional cameras and equipment for buses and for facilities including the transit terminal and headquarters. This is estimated to cost approximately **$1,000,000**.
3. **6 Supervisor Vehicles & 2 Maintenance Vehicles**
This project will replace 6 supervisor vehicles and 2 maintenance vehicles at an estimated cost of **$300,000**.
4. **Maintenance Equipment**
This project will provide funding for work on our maintenance equipment including our lifts, bus vacuum equipment and other maintenance equipment such as tire machine, lifts, lighting, air compressors, etc., and it is estimated to cost **$500,000**.
5. **Enterprise Resources Planning Software Acquisition & Implementation**
This is a system-wide software that covers finance, operations, human resources, parts inventory, and maintenance for public transportation. This includes purchase of software, training, and implementation at a cost of **$500,000**.
6. **Terminal and Administration Facilities Rehabilitation**
This project will provide for rehabilitation of the terminal and administrative facilities and it is estimated to cost **$1,000,000**.
7. **Transit Shelters, Benches, and ADA Ramps**
This project will purchase and implement approximately 100 passenger shelters and 500 benches throughout the system at an estimated cost to **$2,000,000**.
8. **New Downtown Intermodal Terminal**
This project will build a new downtown intermodal terminal at a cost of **$1,000,000**.
9. **Security Fencing**
This project will build security fencing and related security items around CATS facilities at a cost of **$1,000,000**.
10. **Dynamic Message Signs**
Estimated cost is **$3,000,000**
Total estimated cost is **$25,350,000**

**2009 Program of Projects LADOTD Enhancement Project**
(Stimulus Funding)

| Enhancement Funds | Quantity | 100% |
|---|---|---|
| Bus Stops, Shelters, Pads, Benches, ADA Accessible | 70 | $2,000,000 |

4. APPROVAL OF TIP PROJECTS AND AIR QUALITY CONFORMITY ANALYSIS.
5. OLD BUSINESS
6. NEW BUSINESS

# Appendix I

## Public Participation Process & Adopting Resolution

# Appendix J

## Conformity Determination Concurrence Letters