

Northwest Louisiana Safe Streets for All Regional Safety Action Plan  
**APPENDIX: PROJECT SPOTLIGHTS**

February 2025



# Demonstration Projects

A demonstration project under the SS4A program involves temporary safety improvements to test and evaluate proposed strategies for future implementation. These activities use quick-build strategies and low-cost, temporary materials like planters, speed humps, and paint to experiment with roadway design changes. These projects do not involve permanent roadway reconstruction.

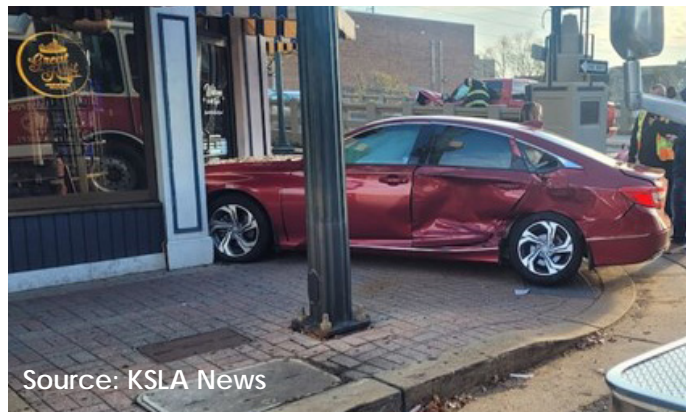
Data collection and evaluation of pre- and post-demonstration results are essential to measure potential benefits and inform comprehensive safety action plans. Additionally, these projects should include involving adjacent community partners including schools, medical facilities, and adjacent neighborhood groups, as appropriate.

# TEXAS ST & N SPRING ST

## QUICK-BUILD

### CONTEXT

Between 2018 and 2022, 122 crashes occurred at this intersection, including multiple instances of drivers crashing into local businesses, especially Blind Tiger, which sits at the intersection’s corner. This intersection and building are on the high injury network, and are part of Shreveport’s downtown riverfront district, frequently visited by drivers and pedestrians. Ensuring safety at this intersection is important for the safety and vitality of the neighborhood.



Source: KSLA News



Source: KSLA News

### RECOMMENDATIONS

- Install protective barriers/planters/bollards.
- Provide a left-turn only phase with a green arrow.
- Install speed tables prior to intersection.
- Provide/update all-red clearance phase.
- Adjust yellow change intervals.
- Install red light cameras/signage enforcement.



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# HEARNE AVE & HOLLYWOOD AVE

## QUICK-BUILD

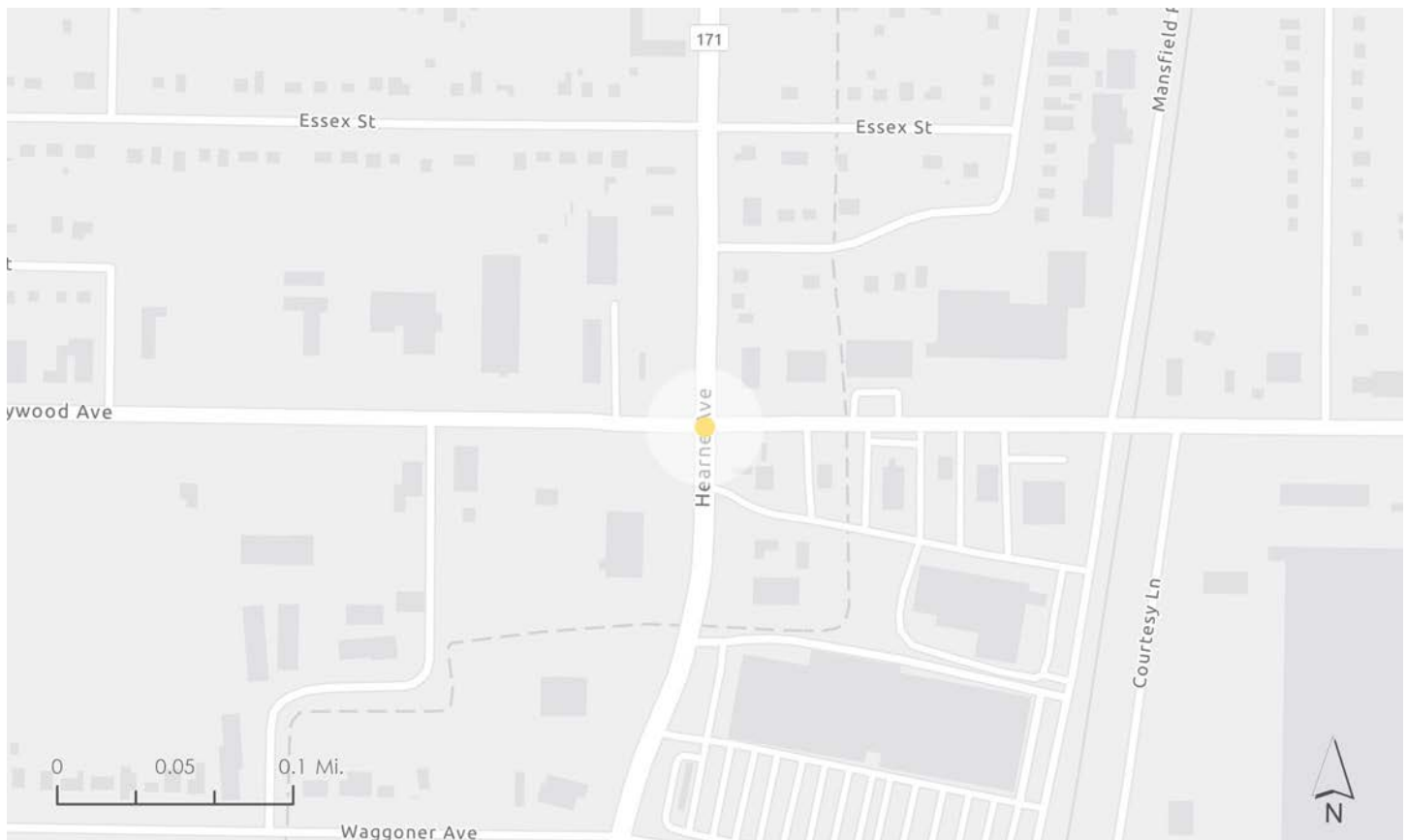
### CONTEXT

This intersection and its segment are on the High Injury Network, with one serious injury crash and over 150 total crashes having occurred here. The location has significant issues with rear end crashes, sideswipes, and left angled crashes. Pavement condition is poor, and markings are faded. Permissive left turns are allowed in all directions, increasing conflict points.



### RECOMMENDATIONS

- Improve pavement markings.
- Provide a protected-only left turn phase.
- Update traffic signals with yellow retroreflective borders.
- Update all-red clearance phase and adjust yellow change intervals.



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# HOLLYWOOD AVE AND JEWELLA AVE

## QUICK-BUILD

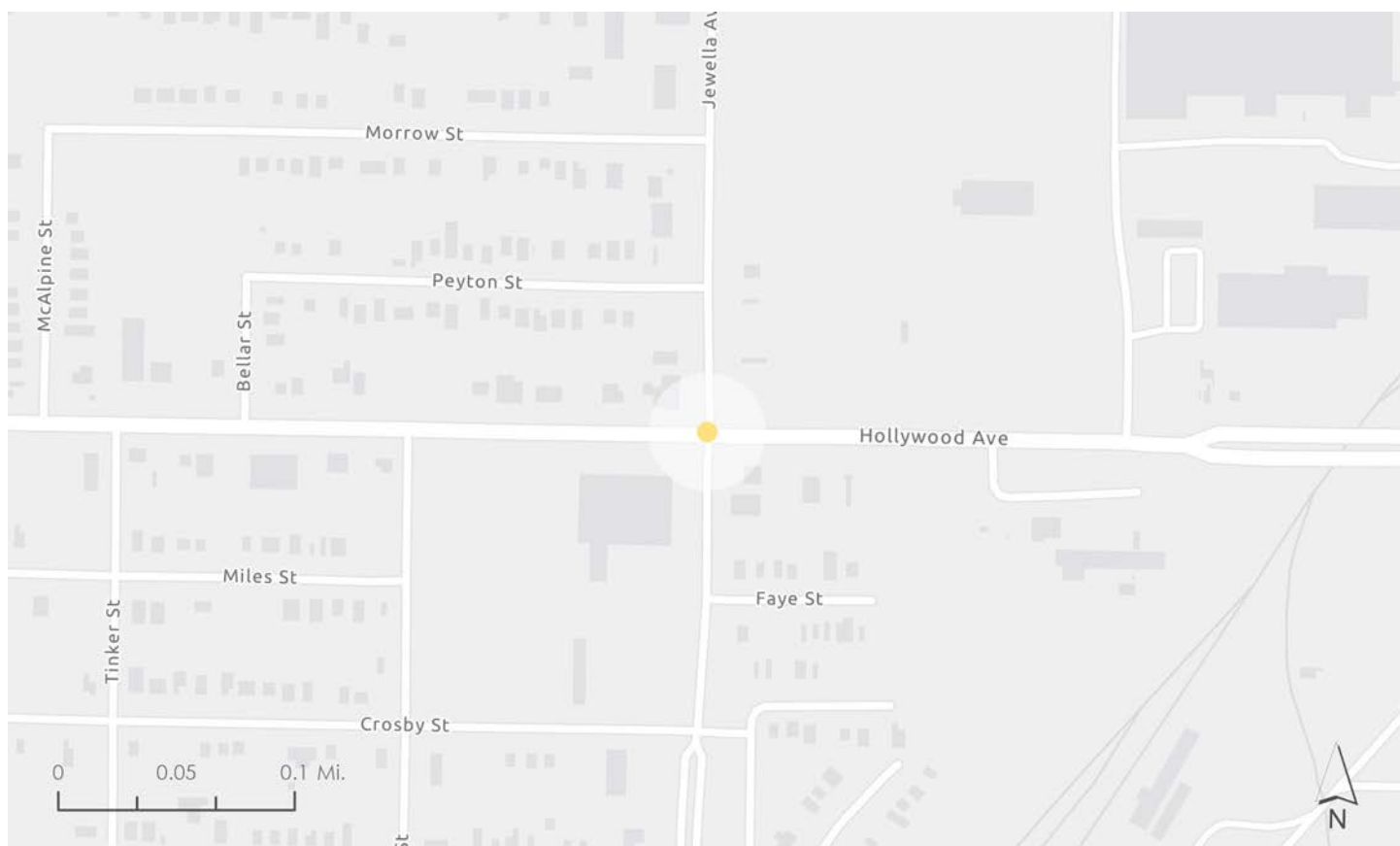
### CONTEXT

This intersection and its segment are on the High Injury Network. It has consistent issues with rear end crashes, left angled crashes, and perpendicular crashes. Pavement markings are faded. Permissive left turns are allowed in all directions, increasing conflict points. One fatality and seven serious injuries have occurred at this location.



### RECOMMENDATIONS

- Improve pavement markings.
- Provide a protected-only left turn phase.
- Update traffic signals with yellow retroreflective borders.
- Update all-red clearance phase and adjust yellow change intervals.



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# JEWELLA AVE & JACKSON ST

## QUICK-BUILD

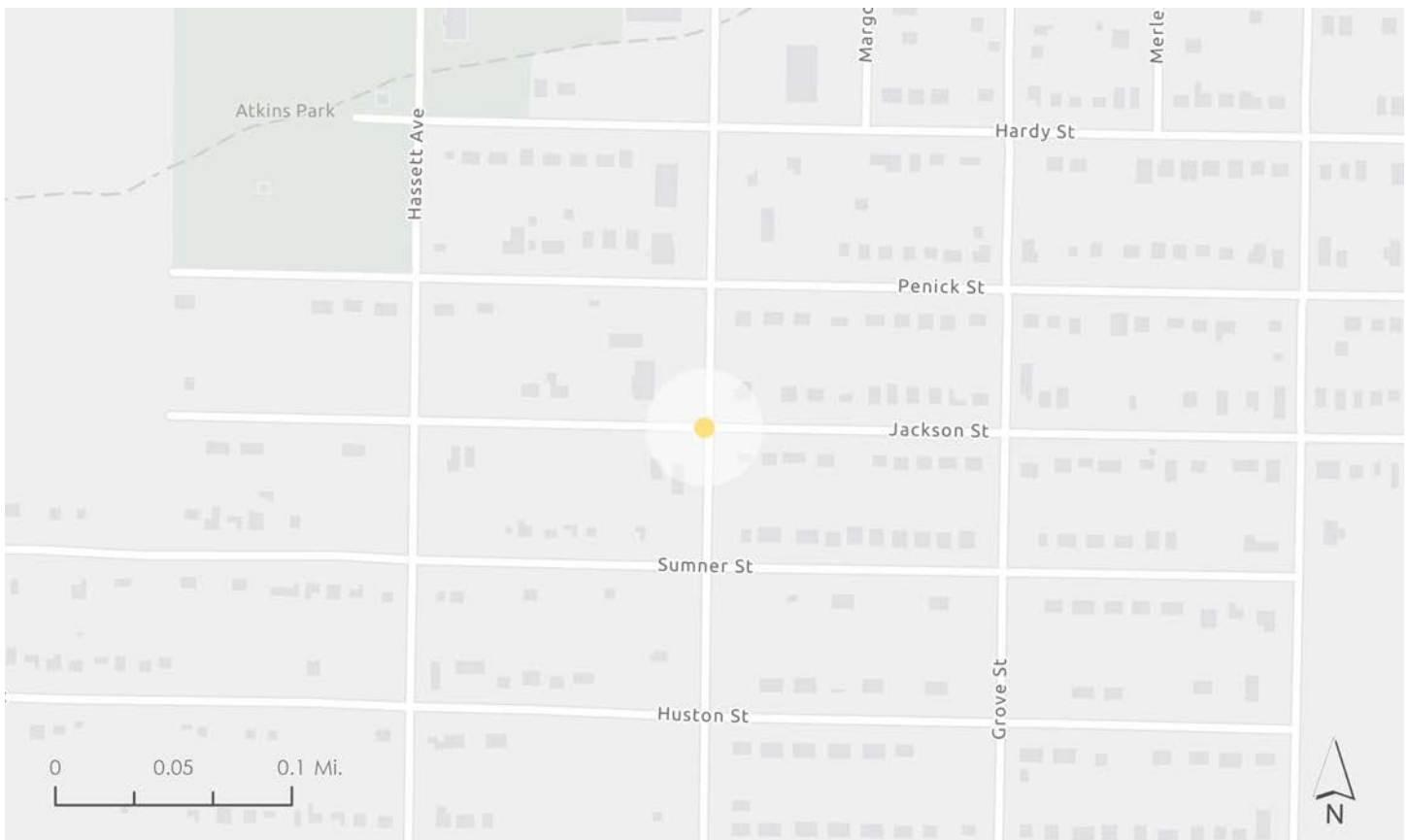
### CONTEXT

The intersection of Jewella Ave and Jackson St is on the High Injury Network. Two serious injury crashes have happened at this location. This segment has consistent issues with rear end collisions and perpendicular crashes. The intersection is small and has no dedicated left turn lanes. Bus stops are located on either side of this intersection, increasing the number of potential pedestrian-vehicle collisions. Lowering speed and adjusting signal timing may improve safety.



### RECOMMENDATIONS

- Install advance direction and warning signs.
- Install speed tables before the intersection.
- Update all-red clearance phase.
- Adjust yellow change intervals.



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# JEWELLA AVE & WESTWOOD ELEMENTARY

**QUICK-BUILD**

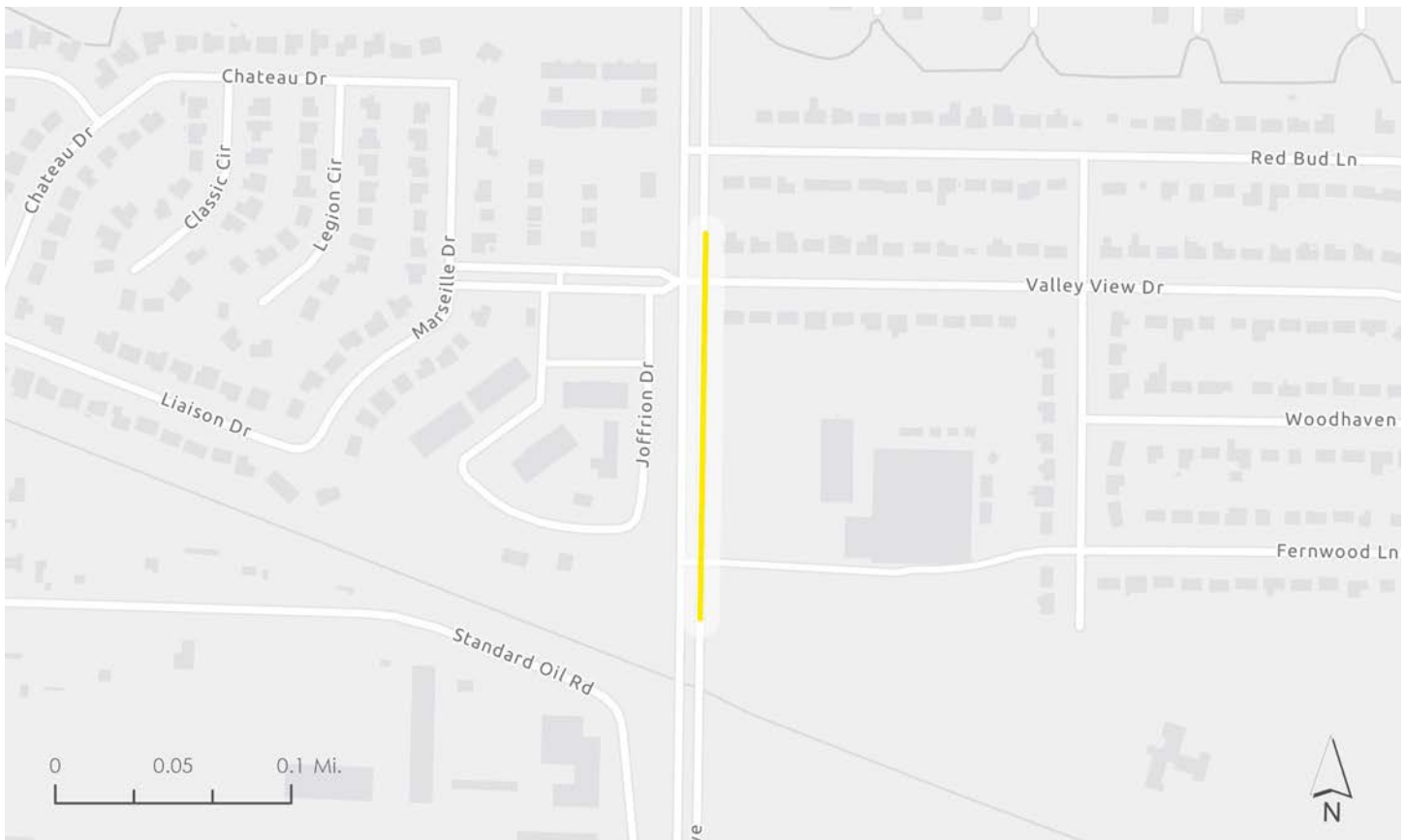
## CONTEXT

This segment of Jewella Ave serves Westwood Elementary School. The roadway is divided by a median, which reduces sideswipes and left-turn crashes. There are some minor issues with rear end and perpendicular crashes. Measures to reduce speed and provide warning signs will make this segment safer.



## RECOMMENDATIONS

- Install speed feedback signs.
- Install speed tables in select locations.
- Install advance direction and warning signs.



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# KINGS HWY & CE BYRD HIGH SCHOOL

QUICK-BUILD

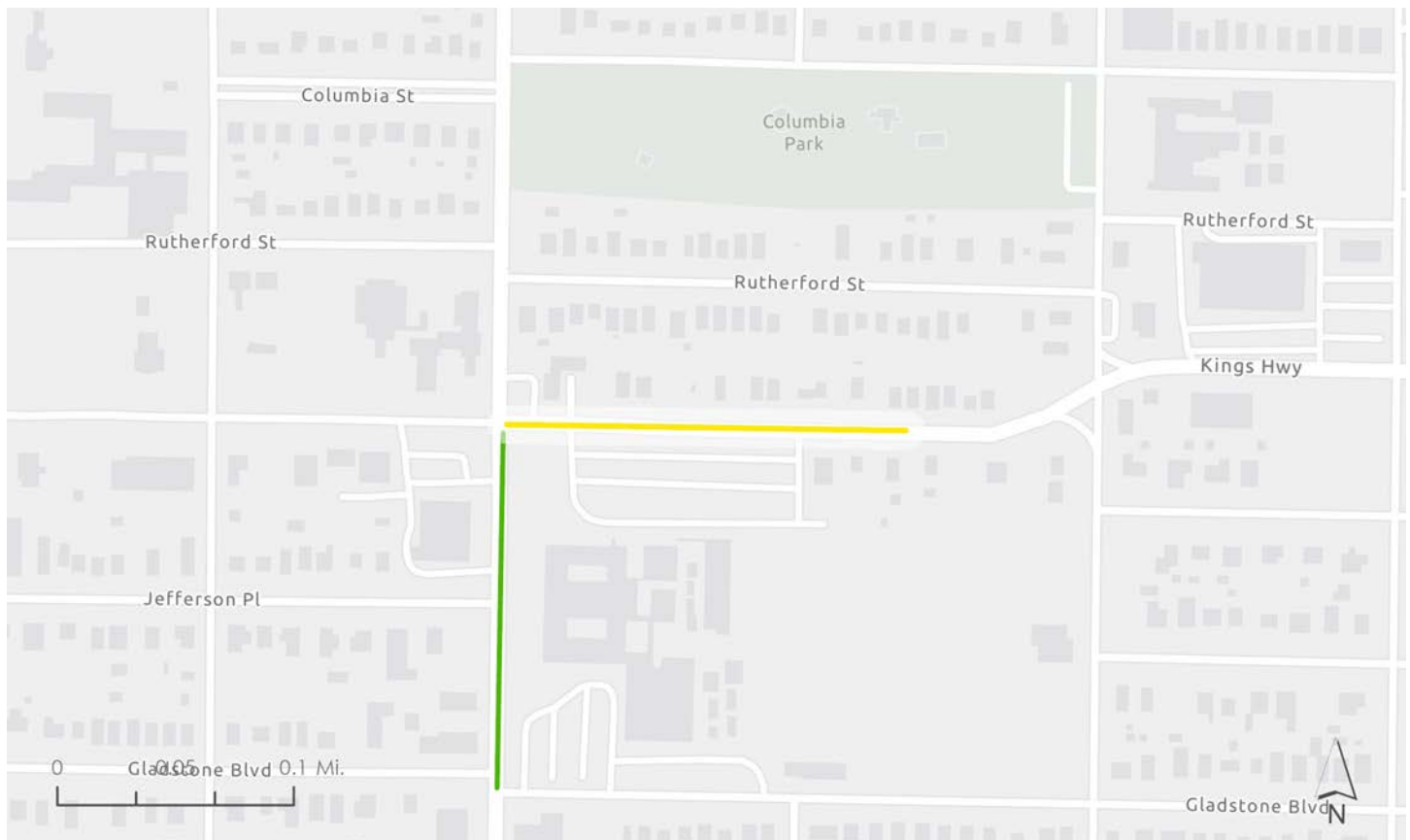
## CONTEXT

This segment abutting CE Byrd High School is a high traffic roadway with four lanes. There are significant issues with rear end crashes, sideswipes, and perpendicular crashes. Pavement markings/stripping on the facility is faded -- particularly the centerline. An existing (but inoperable) speed feedback sign installed. Changes to this corridor will reduce speed and improve visibility, making the corridor safer.



## RECOMMENDATIONS

- Improve pavement markings.
- Install centerline rumble strips and Retroreflective Raised Pavement Markers (RPMs).
- Install speed tables in select locations.
- Repair or install speed feedback sign.



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# LINE AVE & CE BYRD HIGH SCHOOL

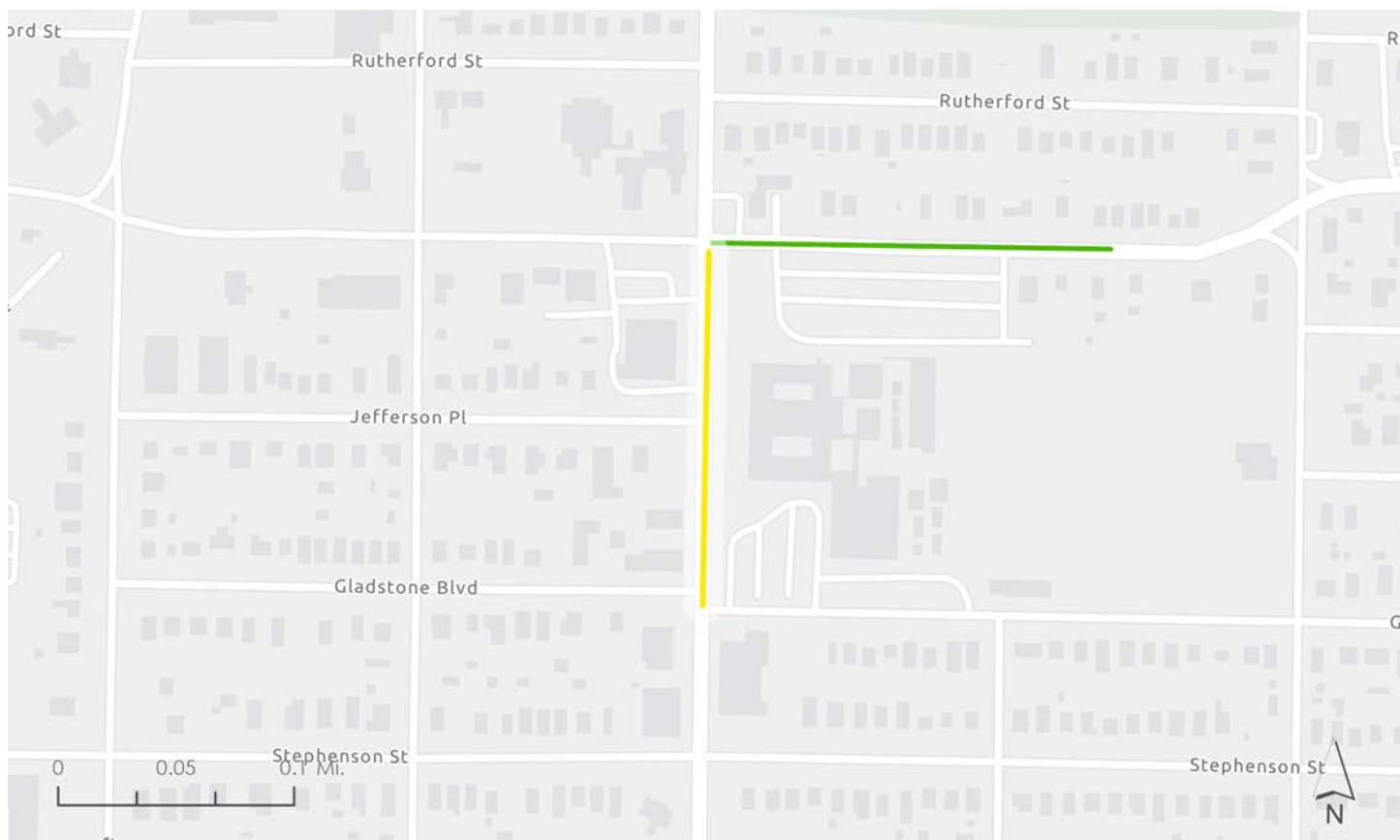
QUICK-BUILD

## CONTEXT

This segment abutting CE Byrd High School is a high traffic roadway with four lanes. There are significant issues with significant issues with rear end crashes, sideswipes, left angled crashes, and perpendicular crashes. Vehicles entering driveways and parking alongside the road create conflict points. Changes to this corridor will reduce speed and improve visibility, making the corridor safer.

## RECOMMENDATIONS

- Install speed feedback signs.
- Install advance direction and warning signs.
- Install speed tables in select locations.



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# LINE AVE & S HIGHLANDS ELEMENTARY

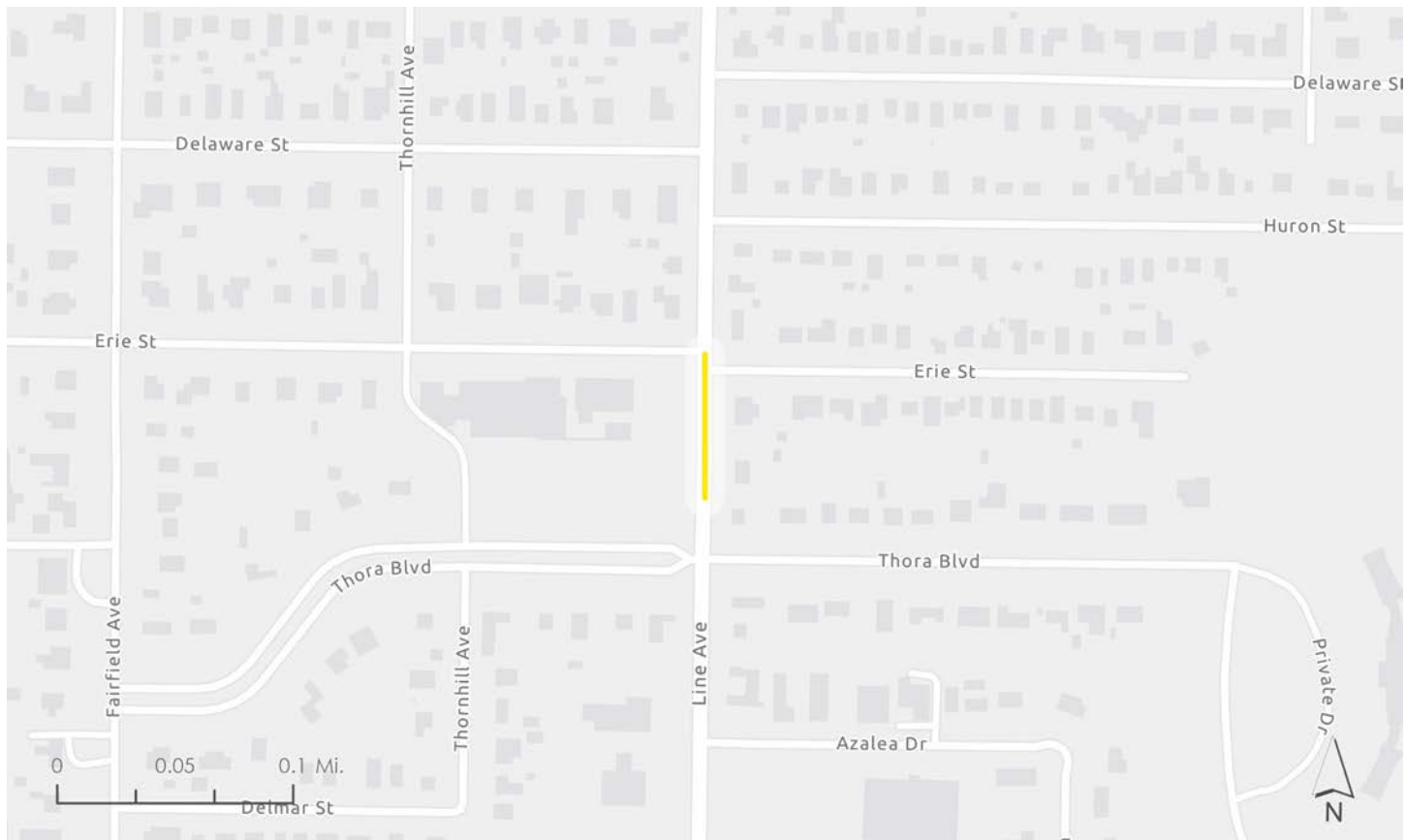
QUICK-BUILD

## CONTEXT

Line Ave at South Highlands Elementary School is a four-lane roadway that is a key north-south connector for the neighborhood. The segment has issues with rear end crashes and minor issues with sideswipes and perpendicular crashes. Improvements here will reduce speed and make the facility safer for students walking to school, along with other pedestrians and drivers.

## RECOMMENDATIONS

- Install speed feedback signs.
- Install speed tables in select locations.
- Update traffic signals with yellow retroreflective borders.



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# TRAFFIC ST AT BOARDWALK BLVD & BROADWAY ST

QUICK-BUILD

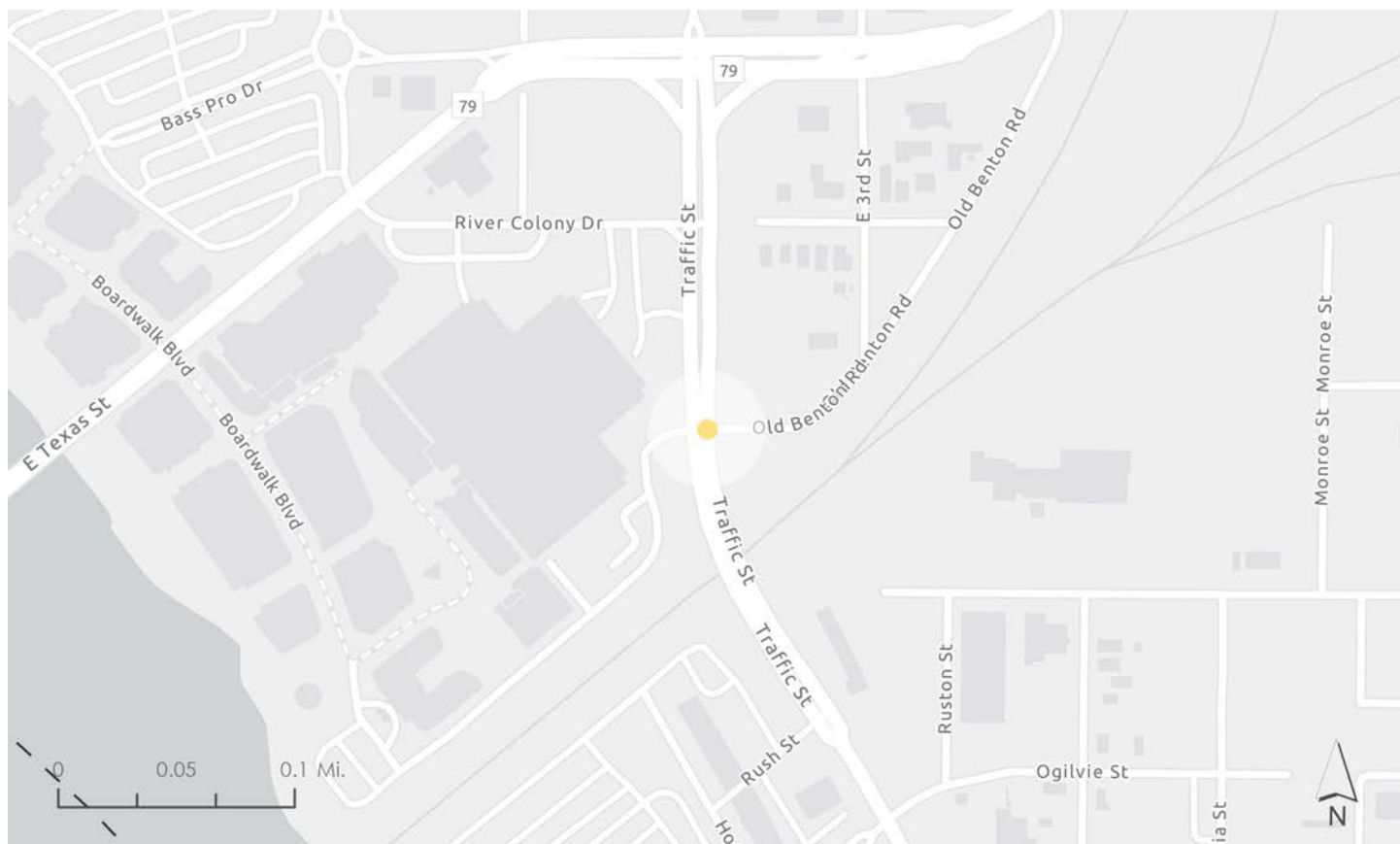


## CONTEXT

This intersection is the terminus of one of the top 25 HIN segments in Bossier Parish. Traffic St connects drivers coming north and south on Texas St to I-20 and downtown Bossier City. A public transit stop on the east side of the intersection serves riders who are going to the shopping centers on the west side, leading to pedestrians crossing through the roadway. Improvements here will increase safety of pedestrians and benefit nearby businesses.

## RECOMMENDATIONS

- Install a crosswalk with pedestrian signals on the south side of the intersection of Traffic St and Broadway St to improve pedestrian safety and access to the bus stop.
- Replace median striping with raised median to act as a pedestrian refuge.



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# AIRLINE DR & MURPHY ST

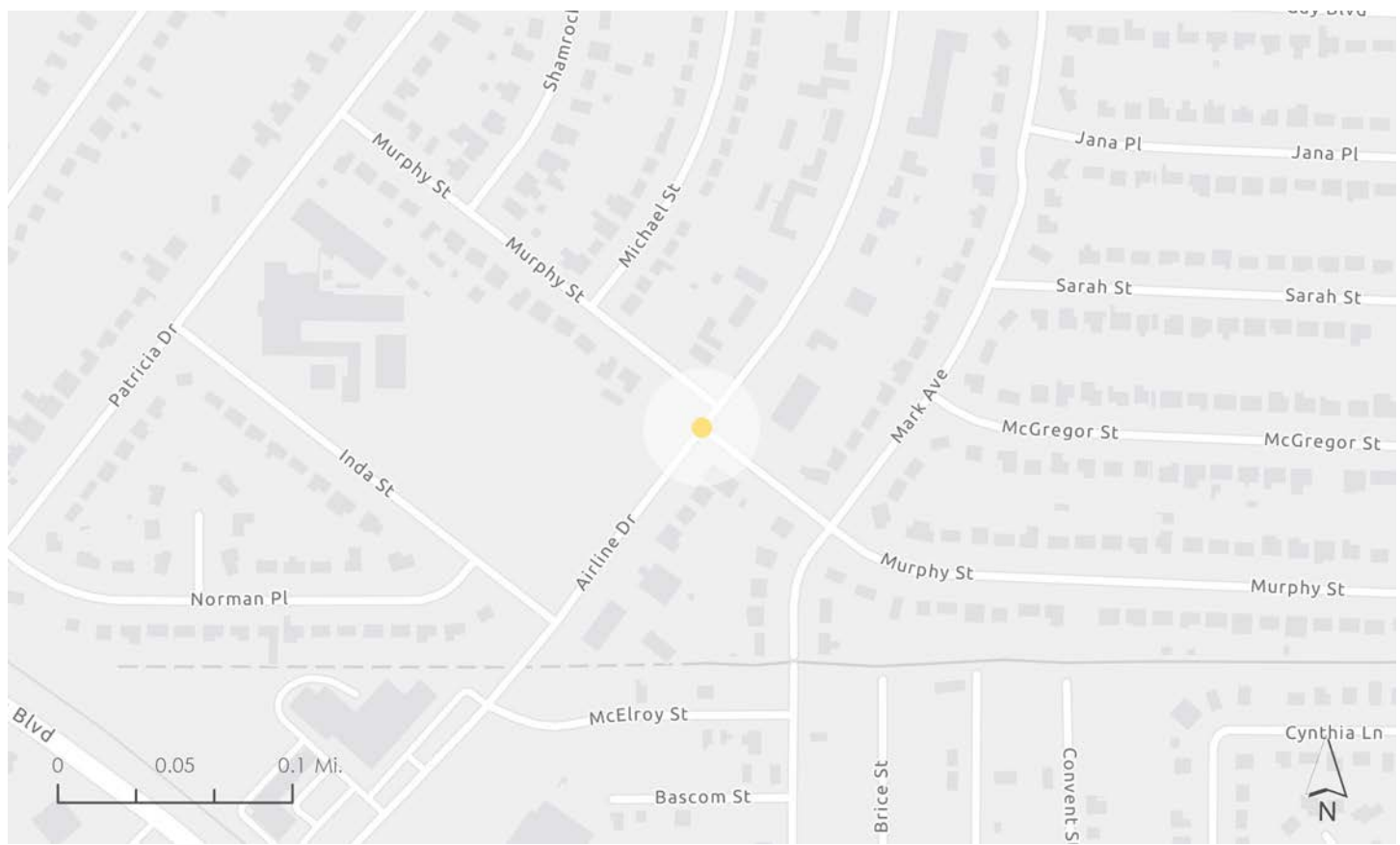
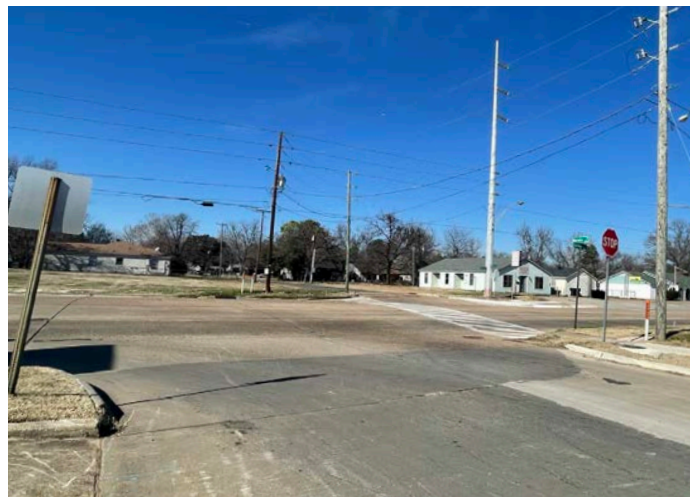
## QUICK-BUILD

### CONTEXT

This intersection is on a segment of Airline Dr that is one of the top 25 HIN segments in Bossier Parish. This segment has faded pavement markings, poor lighting, a lack of pedestrian facilities, and speed management issues. Murphy St serves as a collector road for local neighborhood streets, many of which have families with children crossing Airline Dr going to Waller Elementary School. Improving pedestrian crossing and limiting speed will increase safety for children and other pedestrians crossing at this location.

### RECOMMENDATIONS

- Install a pedestrian crosswalk at Airline Dr and Murphy St with warning signs and stop bars.
- Install a HAWK pedestrian beacon to enhance student and pedestrian safety.
- Install sidewalks along the school side of Ina St and Airline Dr to Murphy St.



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# AIRLINE DR & EUGENE ST

QUICK-BUILD

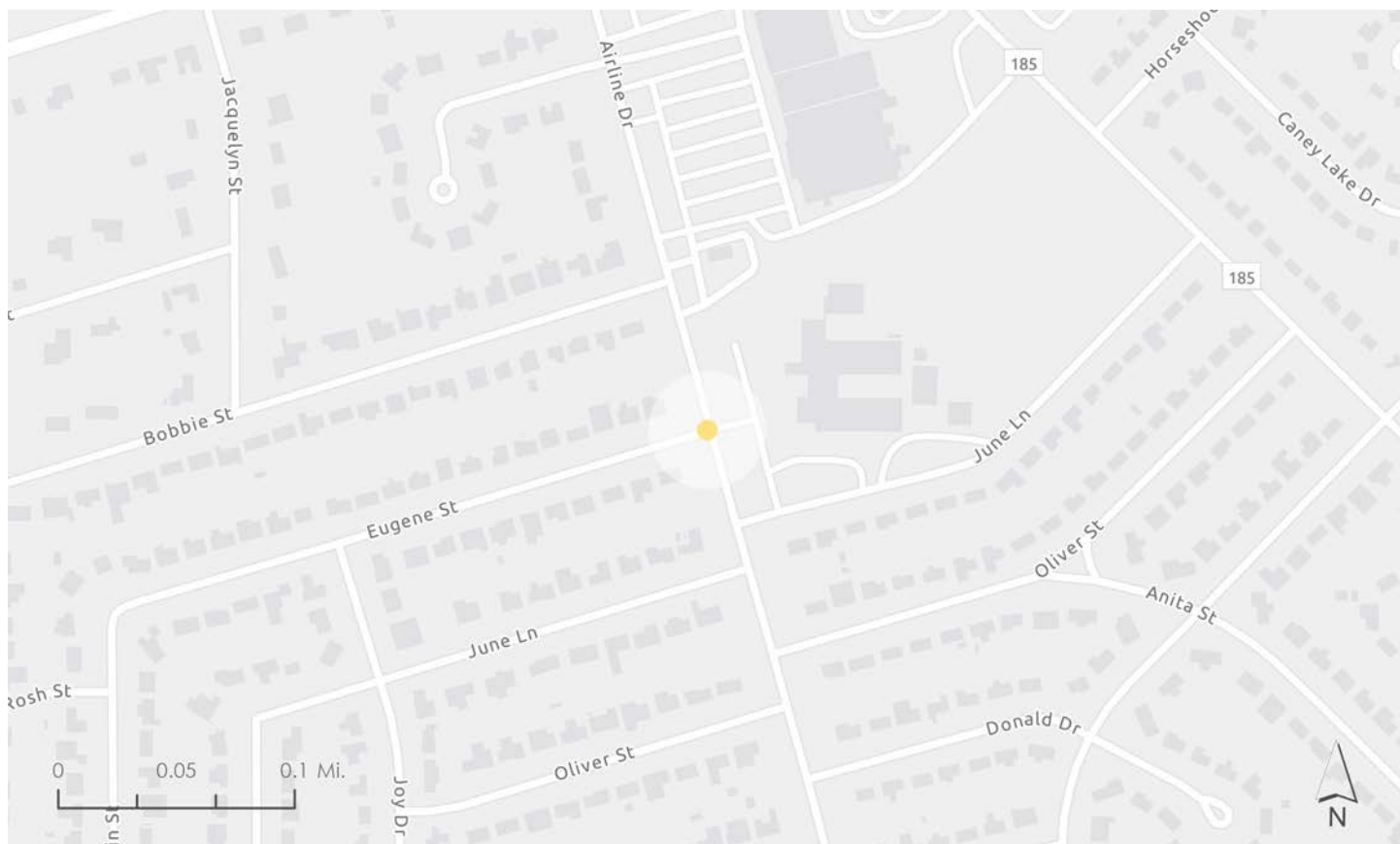


## CONTEXT

This intersection is on a segment of Airline Dr that is one of the top 25 HIN segments in Bossier Parish. This segment has faded pavement markings, poor lighting throughout corridor, lack of pedestrian facilities, and speed management issues. The two-way left turn lane in the middle allows traffic on both sides to flow with less interruption, but may increase potential conflict points for vehicles and may not be necessary given traffic volume along this road. There are pedestrian crossings at all four sides of the intersection, connecting local neighborhoods with RV Kerr Elementary. Improving pedestrian crossing and limiting speed will increase safety for children and other pedestrians crossing at this location.

## RECOMMENDATIONS

- Install a HAWK pedestrian beacon with four controls in front of the school.
- Conduct a traffic study to assess the need for a two-way left-turn lane.



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# OLD MINDEN RD & PATRICIA DR

## QUICK-BUILD

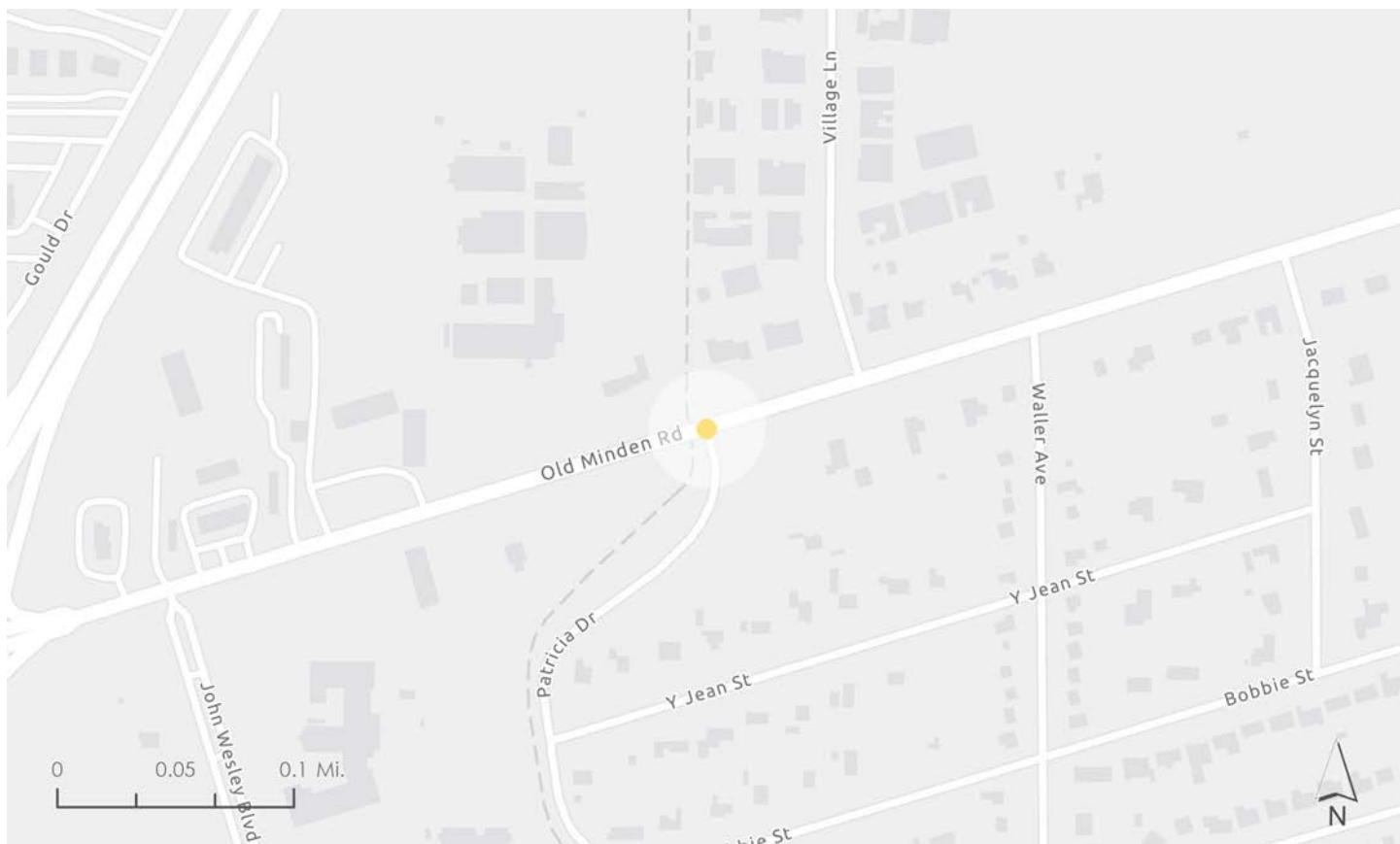
### CONTEXT

The intersection of Old Minden Rd and Patricia Dr is an important pedestrian crossing for access to Rusheon Middle School, and currently is marked only by faded pavement markings and signage. The two-way left turn lane in the middle allows traffic on both sides to flow with less interruption, but may increase speed and may not be necessary given traffic volume along this road.



### RECOMMENDATIONS

- Install a HAWK pedestrian beacon.
- Conduct a traffic study to determine if a two-way left-turn lane is necessary.



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# Implementation Projects

Implementation projects under the SS4A program are those that address a roadway safety problem by implementing projects and strategies in a comprehensive safety action plan. Eligible activities include, but are not limited to, network risk reduction, pedestrian safety enhancements, bike network development, and intersection improvements. These projects involve permanent roadway reconstruction.

# PROJECT READINESS



Included in the project list are project spotlight fact sheets, featuring projects that are either high priority, quick-build opportunities, or regionally significant. These fact sheets provide an overview of existing conditions and recommendations. They also include a project readiness indicator. This indicator shows how close the project is to constructibility, and is accompanied by a brief readiness description.

Type of Project	Complexity	ROW	Environmental	Design	\$	Years to shovel ready
 Non-infrastructure: Programs, Equipment Purchase, Corridor Studies, Traffic Calming Programs. Quick Builds and Demonstration Projects	Requires no coordination between agencies or public / private considerations	Requires no ROW acquisition	Listed Categorical Exclusion (CE)	In House	\$	0 to 1
 Minor Intersection Upgrades, Corridor Improvements, Sidewalk / Trail Construction; Lighting	Requires some standard interagency coordination	ROW acquisition is minimal	Documented Categorical Exclusion (CE)	In House	\$\$	1 to 3
 Standard Safety Improvement Projects: Corridor Improvements, Interchanges	Requires some standard interagency coordination	May require some ROW acquisition or relocation	Environmental Assessment needed to determine whether impacts are significant	Design Consultant Needed	\$\$\$	3-10
 Transformative Projects, Civic Infrastructure, Removal of a Major Access Barrier	Requires extensive interagency coordination	Requires ROW acquisition	Environmental Assessment needed to determine whether impacts are significant	Design Consultant with specific expertise needed	\$\$\$\$	11 +



# BARKSDALE BLVD

ID #: B1      SEGMENT      HIGH PRIORITY

366 TOTAL CRASHES      PRINCIPAL ARTERIAL  
 21,000 AADT      35-45 MPH      4 LANES  
 COST: \$8,929,600

## CONTEXT

This section of Barksdale Blvd (US 71) from Old Minden Rd to Westgate Dr is 2.1 miles long and is located in Bossier City. It has a posted speed limit of 35 - 45 miles per hour. The annual average daily traffic (AADT) is 21,000 vehicles. This segment is a long, straight road that enables speeding. Part of the segment has recently undergone construction, but much is left to improve. Barksdale has no shoulders and open channel drainage on one side. The facility has a higher than average rate of pedestrian involved crashes.



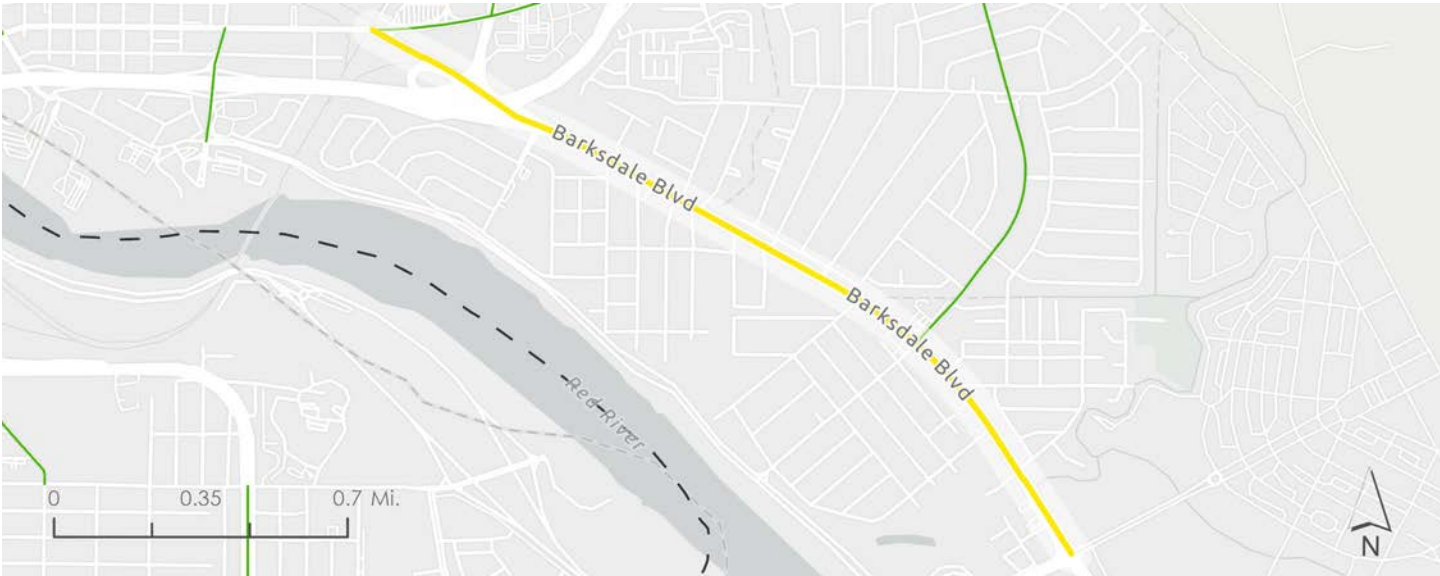
## RECOMMENDATIONS

- Perform a corridor study to determine the feasibility of a road diet.
- Perform signal warrant analysis at Fullilove Dr.
- Implement high friction surface treatments
- Construct sidewalks.
- Add speed feedback signs.

## PROJECT READINESS



Corridor study and quick build treatments can occur immediately.



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# BENTON RD

1,328 TOTAL CRASHES

PRINCIPAL ARTERIAL

22,000 AADT

35 - 55 MPH

4 LANES

COST: \$29,663,300

ID #: B2

SEGMENT

HIGH PRIORITY

## CONTEXT

This segment from Brownlee Rd to Old Minden Rd is 4.3 miles long and is located in Bossier Parish. It has a posted speed limit of 35 - 55 miles per hour, and the annual average daily traffic (AADT) is 22,000 vehicles. There were over 1,300 crashes on this segment between the years of 2018 and 2022. Rear end crashes are common on this segment due to the high traffic volume and number of ways to enter the roadway.



10

crashes resulting in fatal or serious injury

628

crashes were rear-end collisions

8

crashes involving people biking or walking

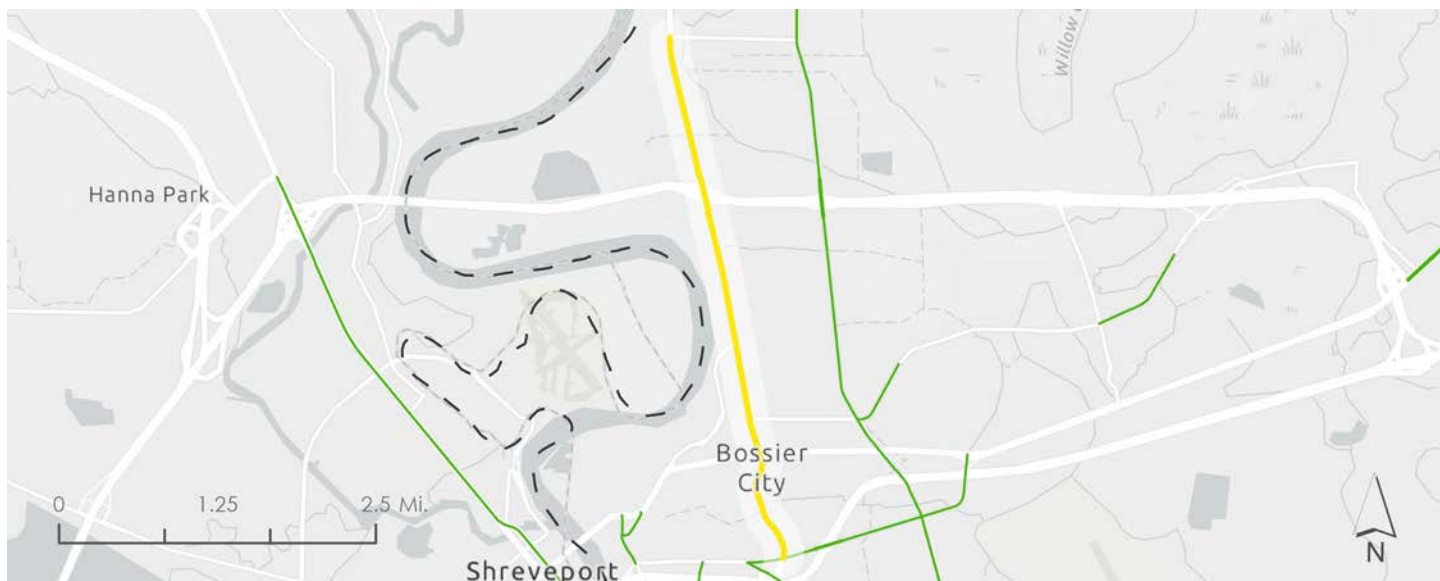
## RECOMMENDATIONS

- Construct a roundabout at Hospital Drive.
- Perform an access management corridor study.
- Develop pedestrian facilities and improve lighting for safety.
- Apply high-friction surface treatments and enhance pavement markings.

## PROJECT READINESS



Quick build treatments can be implemented immediately.



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# E TEXAS ST

ID #: B3      SEGMENT      HIGH PRIORITY

1,328 TOTAL CRASHES      MINOR ARTERIAL  
 25,000 AADT      45 MPH      4 LANES  
 COST: \$10,754,700

## CONTEXT

This segment from the I-220 interchange to Bellevue Rd is 1.38 miles long and is located in Bossier Parish. It has a posted speed limit of 45 miles per hour, and the annual average daily traffic (AADT) is 25,000 vehicles. There were over 290 crashes on this segment between the years of 2018 and 2022. Poor pavement condition, a lack of pedestrian infrastructure, and distracted drivers have led to a high number of crashes.



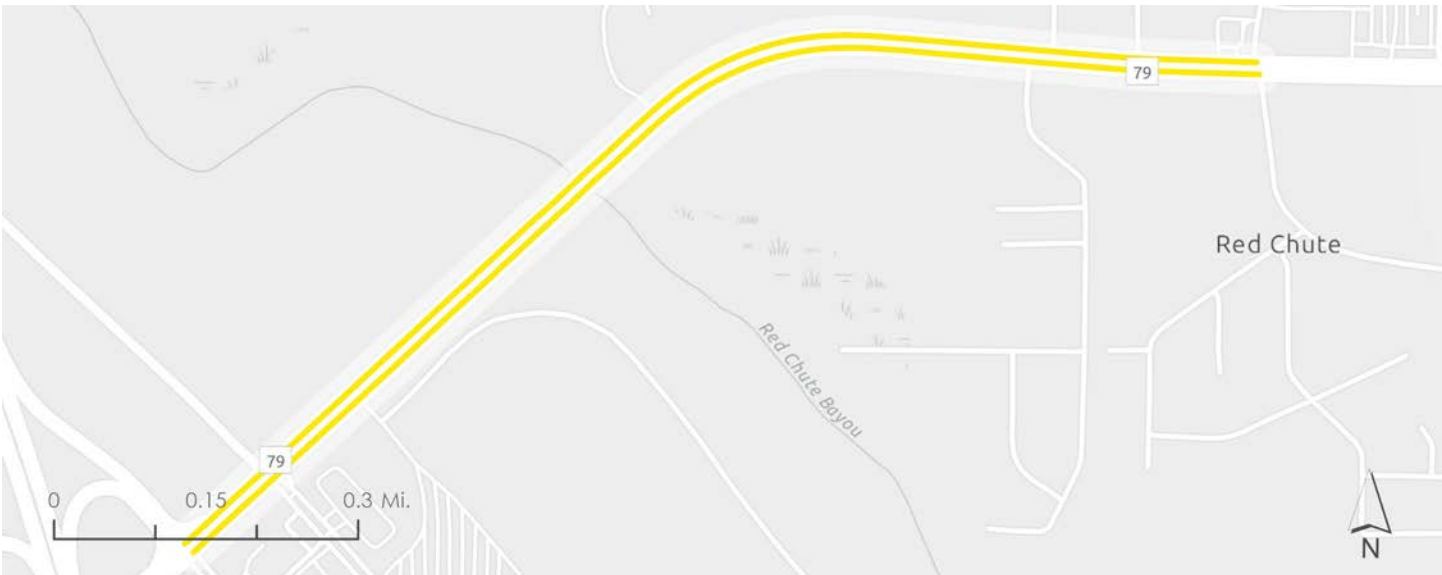
## RECOMMENDATIONS

- Remove and replace pavement.
- Add speed feedback signage.
- Implement high-friction surface treatments, striping, and drainage maintenance.

## PROJECT READINESS



Quick build treatments can be implemented immediately.



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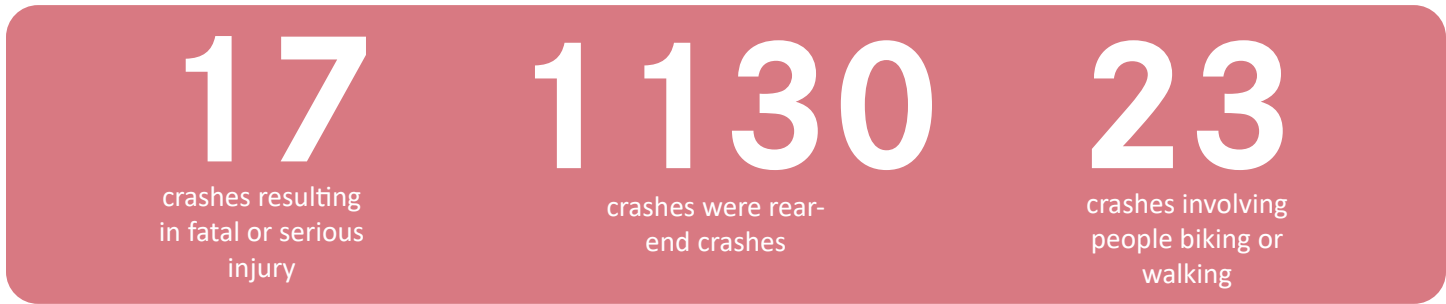
# AIRLINE DR

2,162 TOTAL CRASHES	PRINCIPAL ARTERIAL
26,000 AADT	35-45 MPH
	4-5 LANES
COST: \$39,928,600	

ID #: B4      SEGMENT      HIGH PRIORITY

## CONTEXT

This section of Airline Dr (LA 3105) is 7.52 miles long and is located in Bossier City. It has a posted speed limit of 35 - 45 miles per hour. The annual average daily traffic (AADT) is 26,000 vehicles. Observed issues on this segment include the two way center turn lane, faded pavement markings, poor lighting throughout corridor, lack of pedestrian facilities, and speed management.



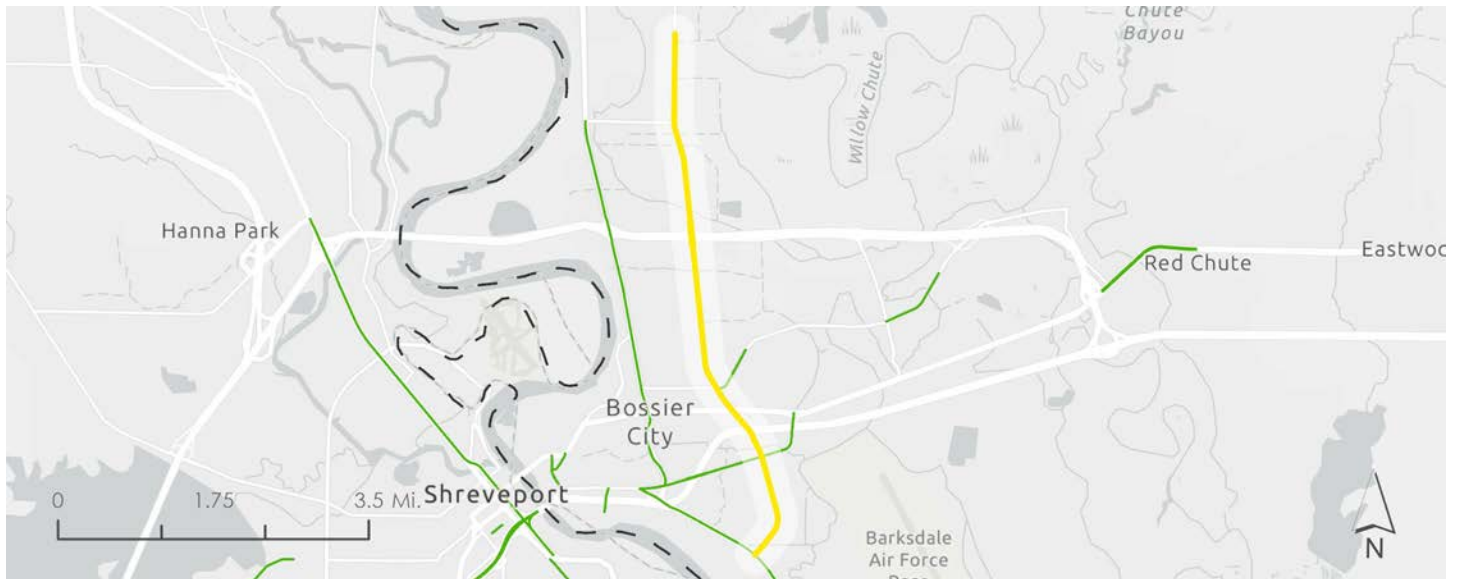
## RECOMMENDATIONS

- Implement access management
- Improve pavement markings
- Construct pedestrian facilities (mid block crossings, RRFBs)
- Install speed feedback signs
- Improve lighting

## PROJECT READINESS



Quick build countermeasures can be installed immediately.



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# DIAMOND JACKS BLVD

75 TOTAL CRASHES

MINOR ARTERIAL

8,800 AADT

35 MPH

2 LANES

COST: \$2,056,700

ID #: B5

SEGMENT

HIGH PRIORITY

## CONTEXT

This segment from Barksdale Blvd to Arthur Ray Teague Pkwy is about 0.25 miles long, and is located in Bossier Parish. This segment connects to Hamilton Rd, and has a posted speed limit of 35 miles per hour, and an annual average daily traffic (AADT) of 8,800 vehicles. There were 75 crashes on this segment between the years of 2018 and 2022. Rear end crashes are a common collision type on this segment.



1

crash resulting in  
serious injury

19

crashes were rear-  
end collisions

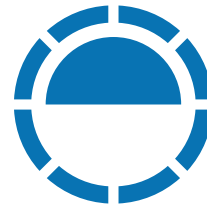
14

crashes were  
sideswipes

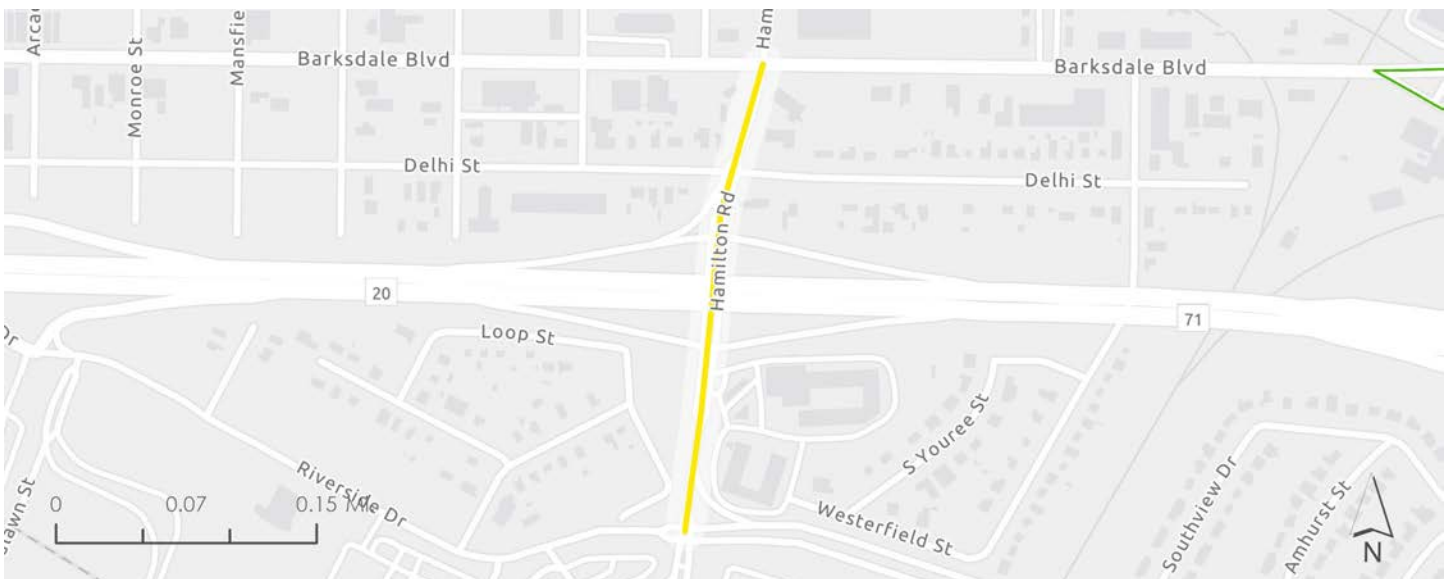
## RECOMMENDATIONS

- Restripe and replace paving.
- Add pedestrian facilities (crosswalk and pedestrian signals, plus a sidewalk from 1-20 service road to Arthur Teague Pkwy).

## PROJECT READINESS



Quick build treatments can  
be implemented quickly.



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# OLD MINDEN RD

ID #: B6      SEGMENT      HIGH PRIORITY

604 TOTAL CRASHES      MINOR ARTERIAL  
 11,482 AADT      35 MPH      2 -4 LANES  
 COST: \$1,184,200

## CONTEXT

This segment from Barksdale Blvd to E Texas St is about 2.1 miles long, and is located in Bossier Parish. It has a posted speed limit of 35 miles per hour, and the annual average daily traffic (AADT) is 11,482 vehicles. There were over 600 crashes on this segment between the years of 2018 and 2022. Rear end crashes are a common collision type on this segment.



# 7

crashes resulting in fatal or serious injury

# 219

crashes were rear-end collisions

# 3

crashes involving people biking or walking

## RECOMMENDATIONS

- Perform a corridor study to determine the feasibility of a road diet/access management, including a two-way left turn lane.
- Implement striping, pedestrian facilities, and retroreflective raised pavement markers (RPMs).

## PROJECT READINESS



Corridor study can begin immediately, while the addition of pedestrian facilities / sidewalks may take a moderate amount of time.



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# SHED RD

ID #: B7      SEGMENT      HIGH PRIORITY

74 TOTAL CRASHES      MINOR ARTERIAL  
8,700 AADT      35 MPH      4 LANES  
COST: \$627,600

## CONTEXT

This segment from Airline Dr to Parkland Dr is around 0.6 miles long and is located in Bossier Parish. It has a posted speed limit of 35 miles per hour, and the annual average daily traffic (AADT) is 8,700 vehicles. There were over 70 crashes on this segment between the years of 2018 and 2022. Rear end crashes are the most common collision type on this segment.



2

crashes resulting in fatal or serious injury

35

crashes were rear-end collisions

3

crashes involving pedestrians

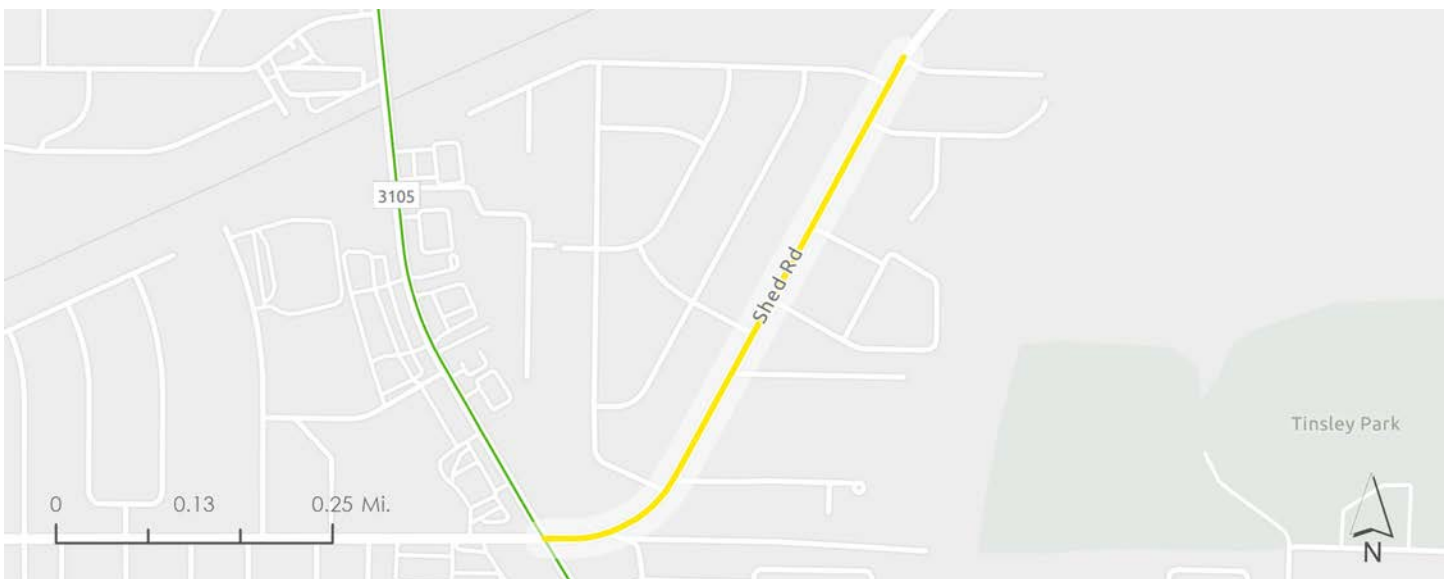
## RECOMMENDATIONS

- Install sidewalks and signage.
- Implement and improve lighting.
- Install a mid-block crossing.

## PROJECT READINESS



Quick build treatments can be implemented immediately.



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# SHED RD

ID #: B8      SEGMENT      HIGH PRIORITY

86 TOTAL CRASHES      MINOR ARTERIAL  
10,940 AADT      35 - 45 MPH      4 LANES  
COST: \$483,300

## CONTEXT

This segment from Swan Lake Rd to Hazel Jones Rd is around 0.8 miles long and is located in Bossier Parish. It has a posted speed limit of 35 - 45 miles per hour, and the annual average daily traffic (AADT) is 10,940 vehicles. There were over 85 crashes on this segment between the years of 2018 and 2022. Rear end crashes are a common collision type on this segment.



1

crash resulting in a fatality

28

crashes were rear-end collisions

2

crashes involving people biking or walking

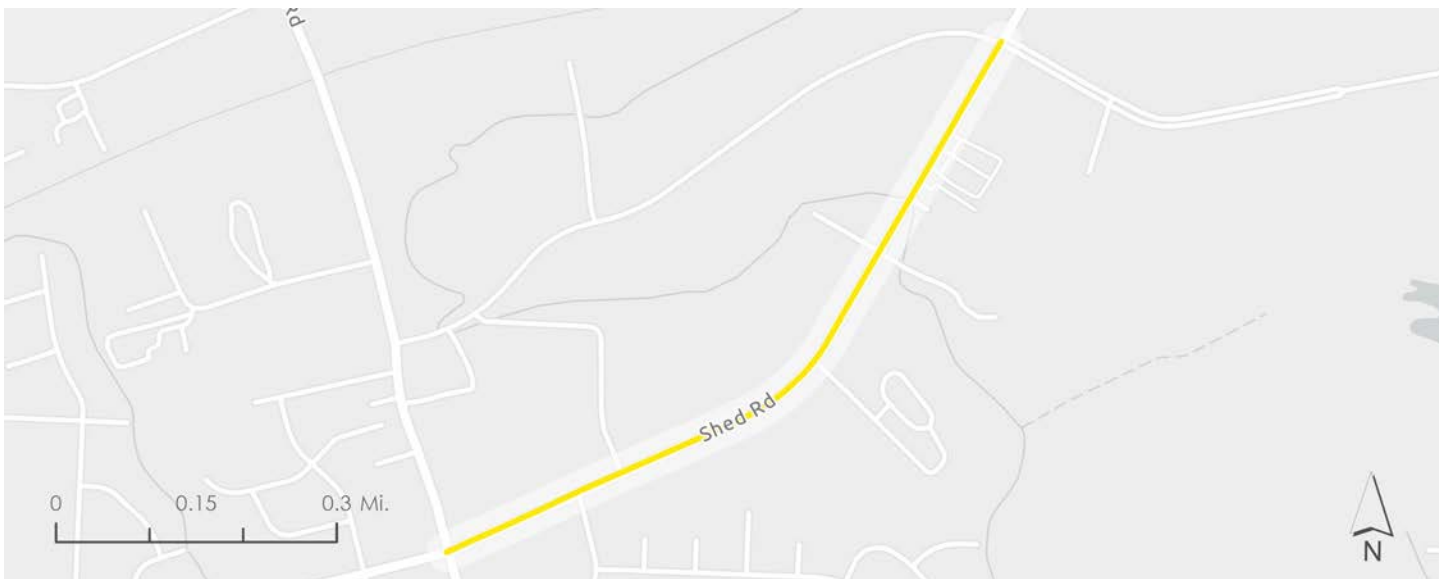
## RECOMMENDATIONS

- Perform a corridor study.
- Implement a road diet from four to three lanes.
- Add a mid-block crossing.

## PROJECT READINESS



Corridor study will take time.



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# TRAFFIC ST

ID #: B9      SEGMENT      HIGH PRIORITY

38 TOTAL CRASHES      MINOR ARTERIAL  
9,900 AADT      35 MPH      4 LANES  
COST: \$220,100

## CONTEXT

This segment from E Texas St to I-20 is around 0.4 miles long and is located in Bossier Parish. It has a posted limit of 35 miles per hour, and the annual average daily traffic (AADT) is 9,900 vehicles. There were over 35 crashes on this segment between the years of 2018 and 2022. Rear end crashes are the most common collision type on this segment.



2

crashes resulting in fatal or serious injury

17

crashes were rear-end collisions

4

crashes involving people biking or walking

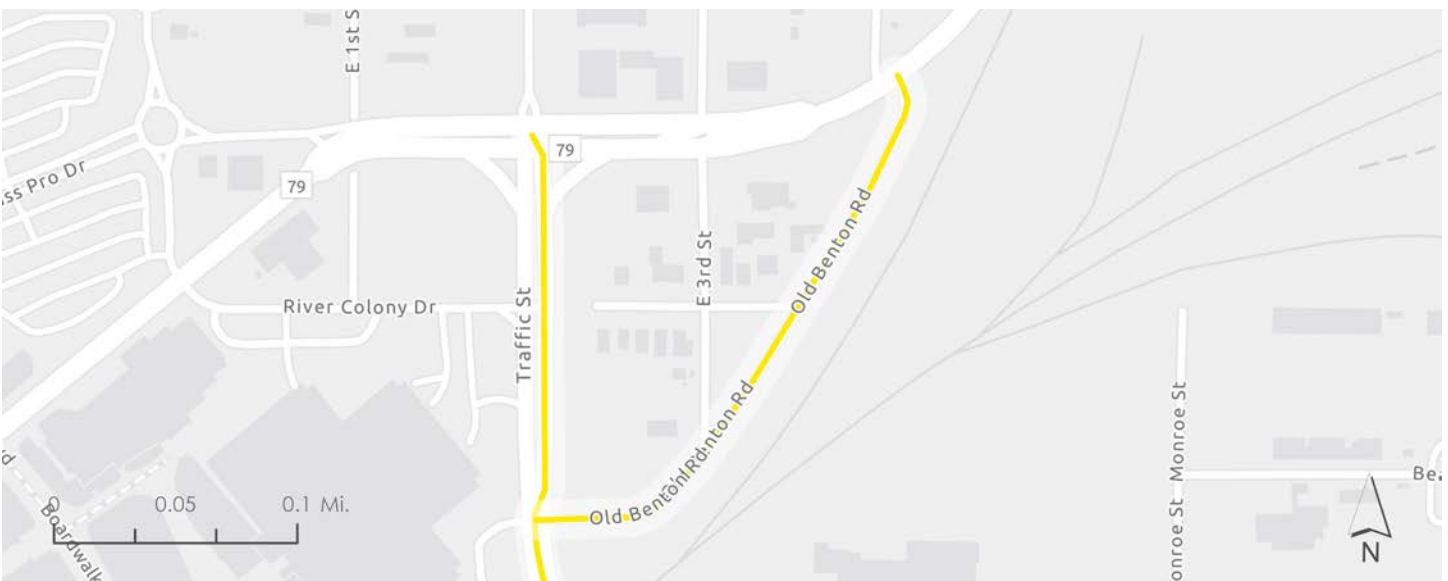
## RECOMMENDATIONS

- Install pedestrian crosswalks at the signalized intersection near the outlet mall.
- Add speed feedback signs.
- Add a sidewalk.

## PROJECT READINESS



Quick build treatments can be implemented quickly, while the sidewalk may take a moderate amount of time to install.



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# AIRLINE & DEEN POINT RD

ID #: B10 INTERSECTION HIGH PRIORITY

## CONTEXT

The intersection of Airline Dr and Deen Point Rd, located in Bossier Parish, is signalized and handles intersecting speed limits of 50 mph and 35 mph. There is an annual average daily traffic (AADT) of approximately 7,800 vehicles on Airline Dr and 4,800 vehicles on Deen Point Rd. Rear-end and angle crashes are common here due to improper lane changes and turning movements.

22 TOTAL CRASHES		
COST: \$112,100		
AIRLINE DR	MINOR ARTERIAL	
7,800 AADT	50 MPH	4 LANES
DEEN POINT RD	MINOR COLLECTOR	
4,800 AADT	35 MPH	2 LANES



# 1

crash resulting in a fatality

# 7

crashes were rear-end collisions

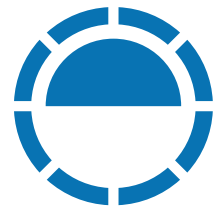
# 5

crashes involving roadway departures

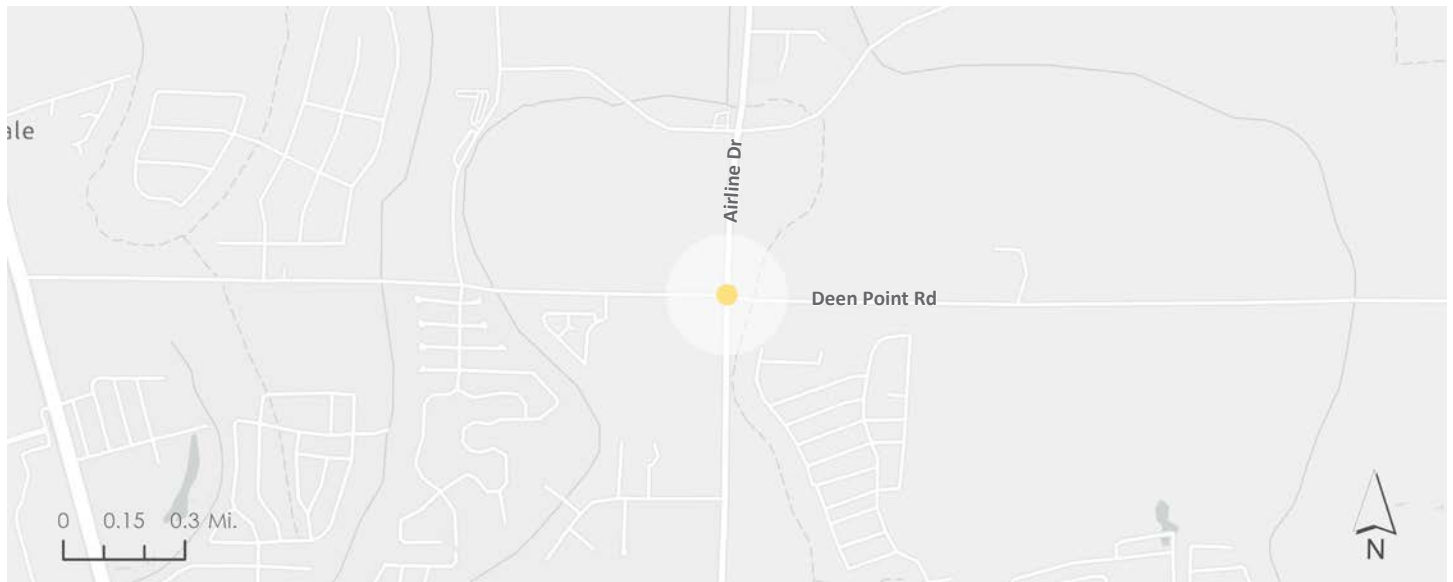
## RECOMMENDATIONS

- Add signal warning signs further from the intersection.
- Install edge rumble strips and lighting.
- Conduct a traffic study to evaluate the intersection layout and signal.
- Perform a study to address potential geometry alterations.

## PROJECT READINESS



Traffic study/ies can be started quickly.



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# E TEXAS ST & HAMILTON RD

ID #: B11

INTERSECTION

HIGH PRIORITY

## CONTEXT

The intersection of E Texas St and Hamilton Rd, located in Bossier City, is signalized and handles intersecting speed limits of 45 mph and 35 mph. There is an annual average daily traffic (AADT) of approximately 13,500 vehicles on E Texas St and 9,000 vehicles on Hamilton Rd. The most frequent type of crash at this intersection is angle collisions.

17 TOTAL CRASHES

COST: \$205,800

E TEXAS ST

PRINCIPAL ARTERIAL

13,500 AADT

45 MPH

4 LANES

HAMILTON RD

MINOR ARTERIAL

9,000 AADT

35 MPH

2 LANES



1

crash resulting in  
serious injury

6

crashes were rear-  
end collisions

9

crashes were angle  
collisions

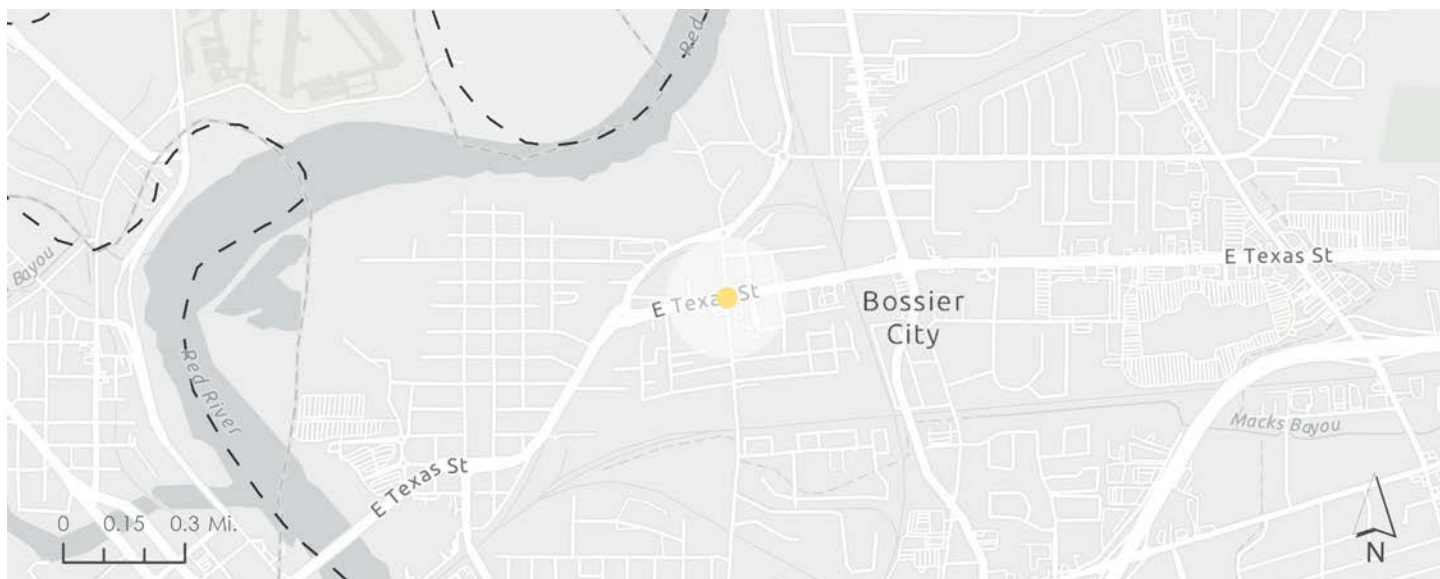
## RECOMMENDATIONS

- Perform a corridor study to evaluate the feasibility of a road diet.
- Add protected pedestrian crosswalks.
- Install additional lighting mounted on signal posts.

## PROJECT READINESS



Corridor study and pedestrian crosswalks can begin immediately, while signal post mounted lighting may take additional time to design and install.



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# ARTHUR RAY TEAGUE & SHADY GROVE DR

ID #: B12 INTERSECTION MED PRIORITY

## CONTEXT

The intersection of Arthur Ray Teague Pkwy and Shady Grove Dr, located in Bossier City, is unsignalized and handles intersecting speed limits of 55 mph and 35 mph. There is an annual average daily traffic (AADT) of approximately 8,700 vehicles on Arthur Ray Teague Pkwy and just 200 vehicles on Shady Grove Dr. The most frequent type of crash at this intersection is angle collisions. This intersection has a high number of angle crashes due to the high speed of Arthur Ray Teague and the lack of protected left turns.

37 TOTAL CRASHES		
COST: \$3,637,600		
ARTHUR RAY TEAGUE	MINOR ARTERIAL	
8,700 AADT	55 MPH	4 LANES
SHADY GROVE DR	MINOR COLLECTOR	
200 AADT	35 MPH	2 LANES



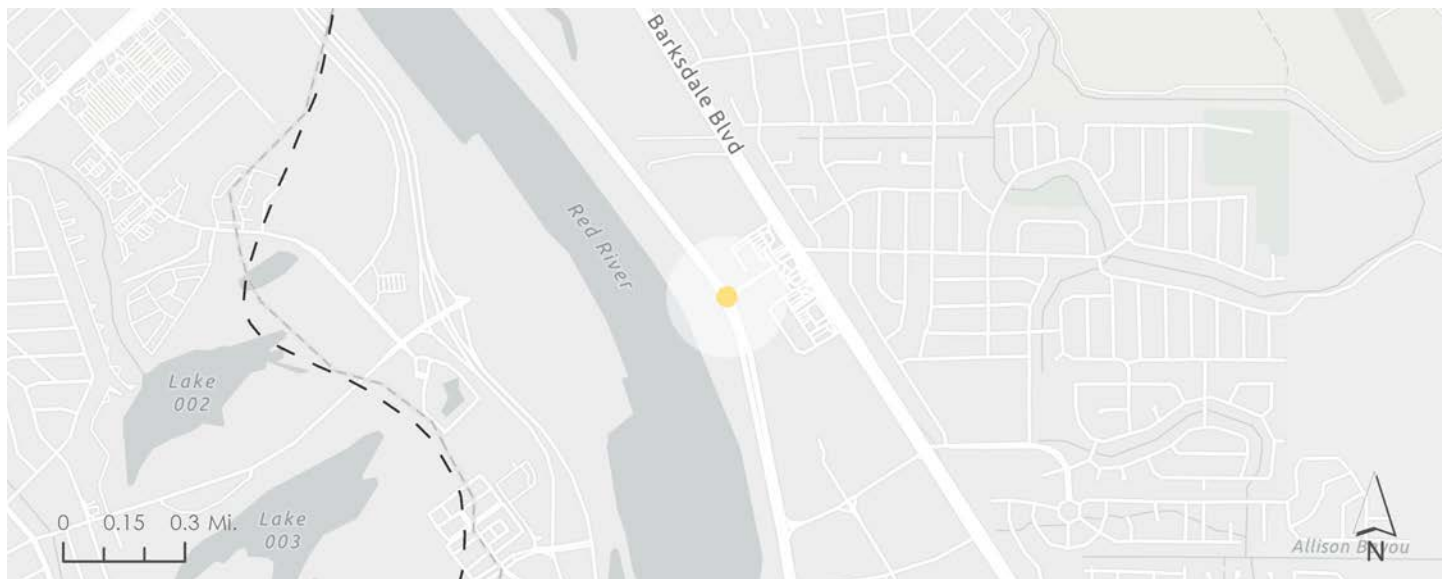
## RECOMMENDATIONS

- Improve lighting.
- Add a roundabout.

## PROJECT READINESS



Design and construction of roundabout will take a considerable amount of time.



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# US 71 & SLIGO RD

ID #: B13

INTERSECTION

MED PRIORITY

## CONTEXT

The intersection of US 71 and Sligo Rd, located in Bossier City, is signalized and handles intersecting speed limits of 55 mph and 35 mph. There is an annual average daily traffic (AADT) of approximately 12,000 vehicles on US 71 and 3,200 vehicles on Sligo Rd. The most frequent type of crash at this intersection is angle collisions.

17 TOTAL CRASHES

COST: \$566,400

US 71

PRINCIPAL ARTERIAL

12,000 AADT

35 - 55 MPH

4 LANES

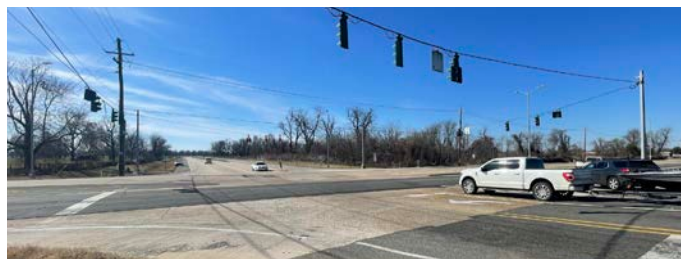
SLIGO RD

MAJOR COLLECTOR

3,200 AADT

45 MPH

2 LANES



1

crash resulting in  
serious injury

6

crashes were rear-  
end collisions

7

crashes were angle  
collisions

## RECOMMENDATIONS

- Perform an intersection traffic study.
- Install crosswalks with a refuge island, countdown pedestrian heads, and signal backplates.
- Extend shared-use path from Colleen St to intersection.

## PROJECT READINESS



Traffic study and intersection improvements would take a moderate amount of time to progress, while the addition of a shared use path will take somewhat longer to design and construct.



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# AIRLINE & SWAN LAKE RD

29 TOTAL CRASHES

COST: \$74,400

AIRLINE DR

MINOR ARTERIAL

16,860 AADT

50 MPH

4 LANES

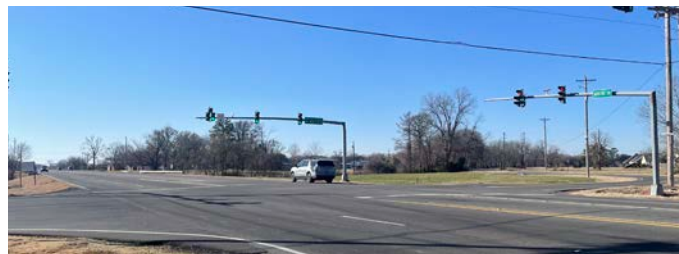
SWAN LAKE RD

LOCAL

700 AADT

25 - 35 MPH

2 LANES



## CONTEXT

The intersection of Airline Dr and Swan Lake Rd, located in Bossier Parish, is signalized and handles intersecting speed limits of 50 mph and 25 - 35 mph. There is an annual average daily traffic (AADT) of approximately 16,860 vehicles on Airline Dr and 700 vehicles on Swan Lake Rd. The most frequent type of crash at this intersection is rear-end collisions.

4

crashes resulting in  
minor injuries

14

crashes were rear-  
end collisions

8

crashes involving  
angle collisions

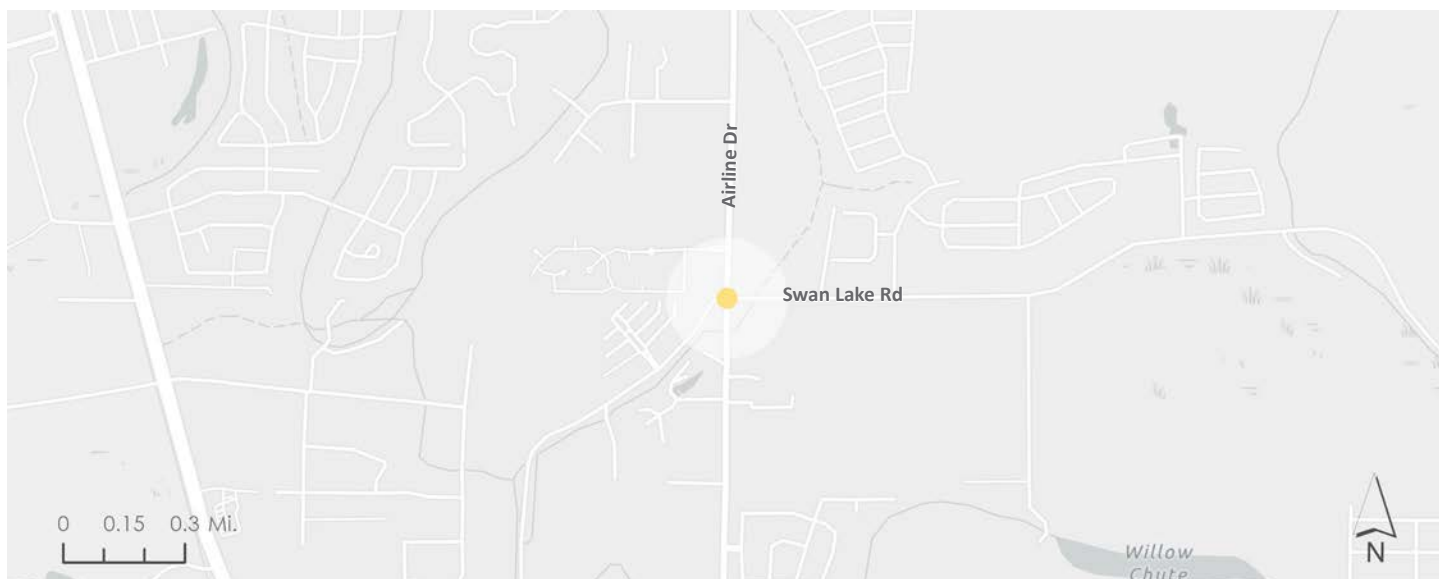
## RECOMMENDATIONS

- Perform an intersection study once traffic patterns have stabilized after the opening of Veteran's Pkwy.
- Add signal backplates.

## PROJECT READINESS



Traffic study and signal upgrades will take a moderate amount of time to implement.



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# LA 162 & ANGIE CIRCLE

ID #: B15

INTERSECTION

LOW PRIORITY

## CONTEXT

The intersection of LA 162 and Angie Circle, located in Benton, is unsignalized and handles intersecting speed limits of 45 mph and 25 mph. Visibility is limited near the intersection due to lack of lighting, obstructive foliage, small signage to mark Angie Cr, and the curve in LA 162. Lack of visibility and high speed along the curve of LA 162 increases danger of drivers losing control.

3 TOTAL CRASHES

COST: \$1,500

LA 162

MAJOR COLLECTOR

2,200 AADT

45 MPH

2 LANES

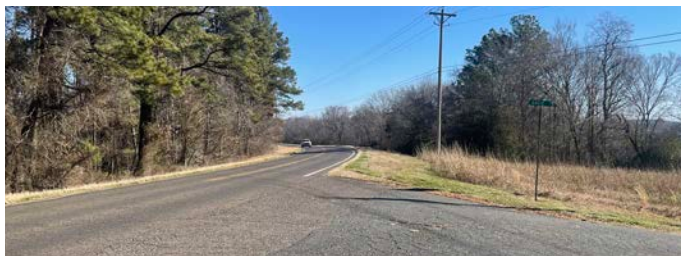
ANGIE CIRCLE

LOCAL

400 AADT

25 MPH

2 LANES



1

crash resulting in a  
fatality

1

crash involving a  
roadway departure

2

crashes in dark  
conditions with no  
lighting

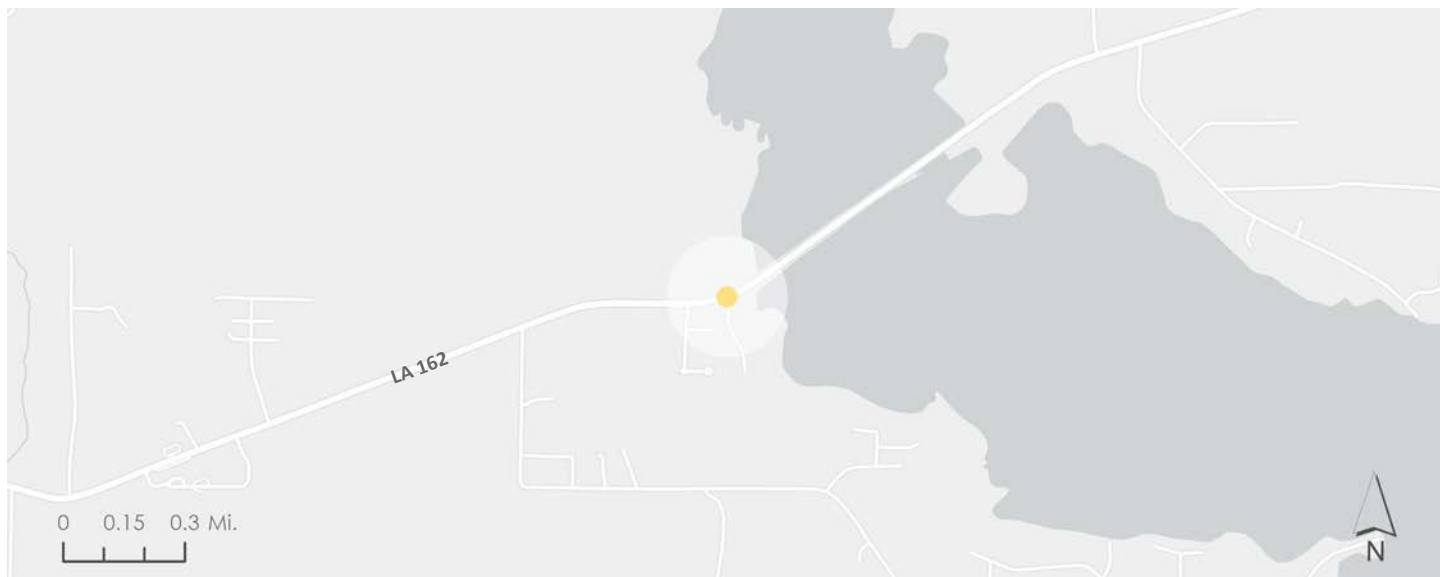
## RECOMMENDATIONS

- Install advanced warning signage.
- Reduce speed through the curve.

## PROJECT READINESS



Quick build treatments  
can be implemented  
immediately.



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# LA 3 & NEW BETHEL BOOKER RD

1 CRASH

COST: \$3,800

ID #: B16

INTERSECTION

LOW PRIORITY

LA 3

MINOR ARTERIAL

3,400 AADT

35 MPH

2 LANES

NEW BETHEL BOOKER RD

LOCAL

80 AADT

20 MPH

2 LANES



## CONTEXT

The intersection of LA 3 and New Bethel Booker Rd, located south of Swindleville, is unsignalized and handles intersecting speed limits of 35 mph and 20 mph. On LA 3, the upcoming intersection is not marked and a no-pass zone ends nearby, which leads to riskier driving. There was one fatal crash that occurred at this intersection which involved a roadway departure.

## PROJECT READINESS



Quick build treatments can be implemented immediately.

## RECOMMENDATIONS

- Add centerline striping.
- Add rumble strips.



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# LA 527 & JOHNSON KORAN RD

14 TOTAL CRASHES

COST: \$6,300

ID #: B17

INTERSECTION

LOW PRIORITY

LA 527

MAJOR COLLECTOR

1,400 AADT

55 MPH

2 LANES

JOHNSON KORAN RD

LOCAL

1,200 AADT

45 MPH

2 LANES



## CONTEXT

The intersection of LA 527 and Johnson Koran Rd is unsignalized and handles intersecting speed limits of 55 mph and 45 mph. There is an annual daily traffic (AADT) of approximately 1,400 vehicles on LA 527 and 1,200 vehicles on Johnson Koran Rd. There were 14 crashes at this intersection between 2018 and 2022. Angle crashes were the most common due to the lack of four-way stop.

1

crash resulting in a fatality

10

crashes were perpendicular/other angle collisions

2

crashes were left/right angle collisions

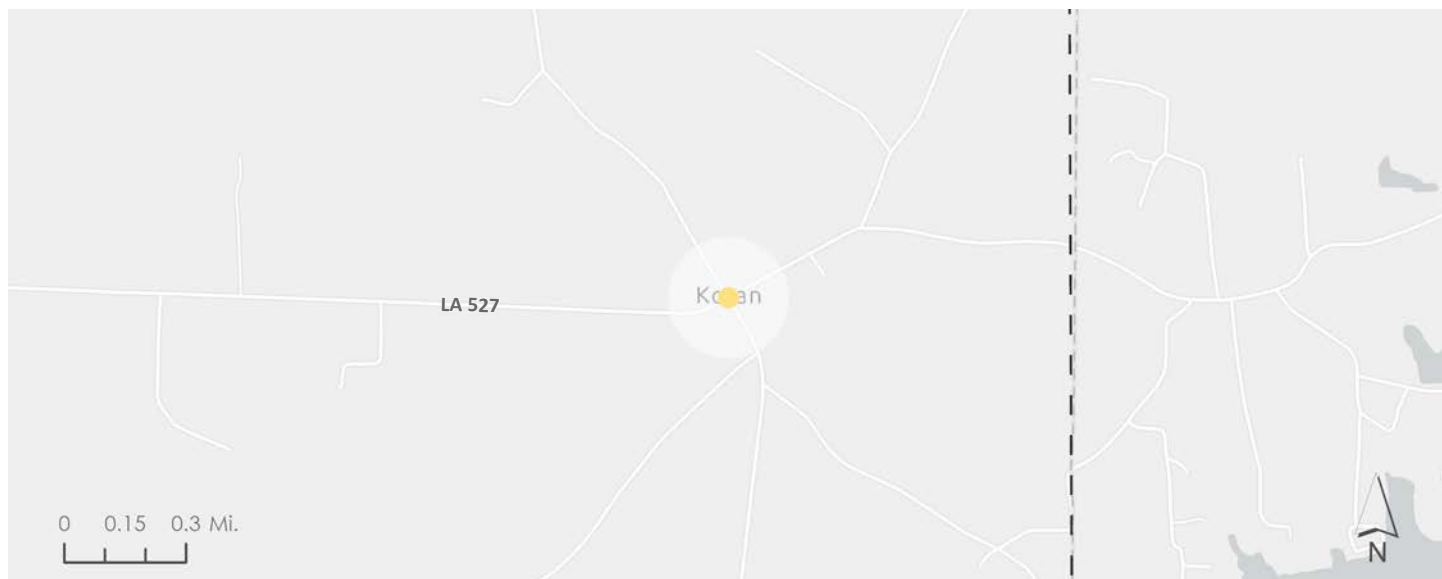
## RECOMMENDATIONS

- Convert intersection to an all-way stop.
- Install intersection warning sign.
- Restripe the intersection.

## PROJECT READINESS



Quick builds can occur immediately.



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# US 80 & FOREST HILLS BLVD

ID #: B18 INTERSECTION LOW PRIORITY

## CONTEXT

The intersection of US 80 and Forest Hills Blvd, located in Eastwood, is unsignalized and handles intersecting speed limits of 55 mph and 15 - 25 mph. There is an annual average daily traffic (AADT) of approximately 14,400 vehicles on US 80 and less than 400 vehicles on Forest Hills Blvd. Angle collisions are a common crash type at this intersection.

19 TOTAL CRASHES		
COST: \$746,500		
US 80	MINOR ARTERIAL	
14,400 AADT	55 MPH	4 LANES
FOREST HILLS BLVD	LOCAL	
400 AADT	15 - 25 MPH	2 LANES



<h1>2</h1> <p>crashes resulting in suspected minor injuries</p>	<h1>10</h1> <p>crashes were perpendicular/other angle collisions</p>	<h1>3</h1> <p>crashes were left-angle into flow collisions</p>
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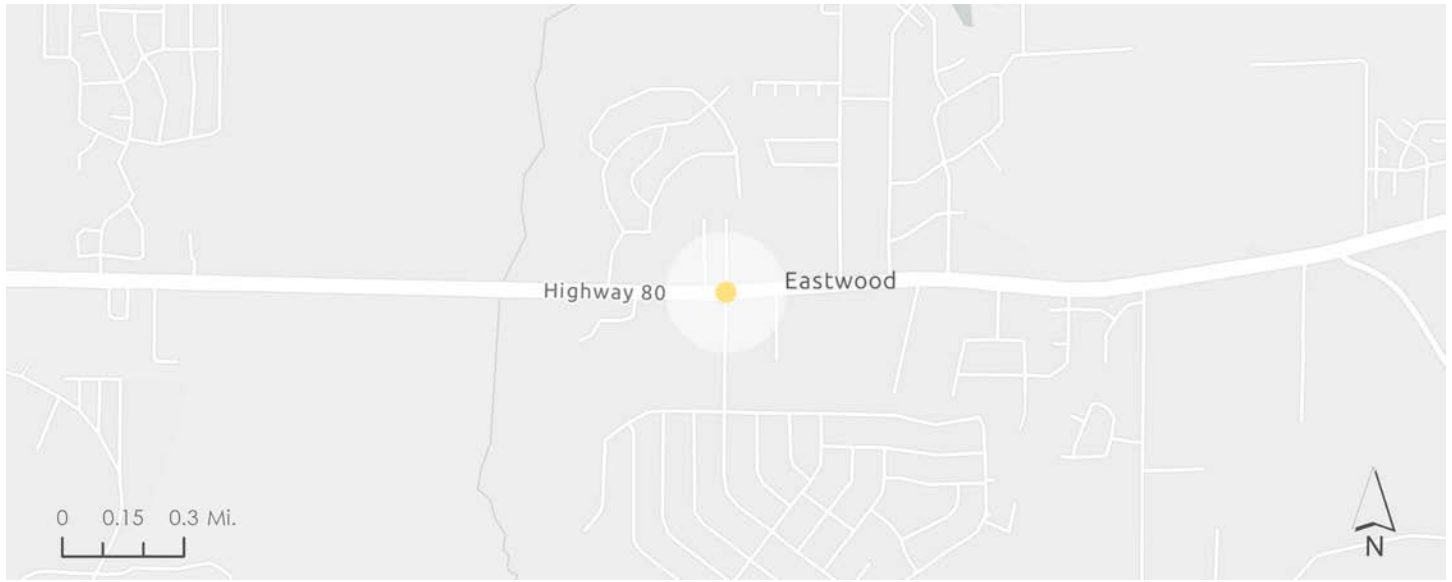
## RECOMMENDATIONS

- Perform an intersection study to determine if a Restricted Crossing U-Turn (RCUT) is practical to prevent left turns from Forest Hills Blvd.

## PROJECT READINESS



Traffic study can occur immediately.



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# BERT KOUNS INDUSTRIAL LOOP

2,255 TOTAL CRASHES	PRINCIPAL ARTERIAL
21,200 AADT	50 - 55 MPH
	4 LANES
COST: \$11,764,400	

ID #: C1	SEGMENT	HIGH PRIORITY
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## CONTEXT

This segment from Mansfield Rd to E 70th St is 7.9 miles long and is located in Shreveport. It has a posted speed limit of 50 - 55 mph, and the annual average daily traffic (AADT) is 21,200 vehicles. There were over 2,200 crashes on this segment between 2018 and 2022. Identified issues include poor pavement quality, lack of pedestrian infrastructure, sight obstructions at intersections, and permissive left turns at intersections.



<h1>17</h1> <p>crashes resulting in fatal or serious injury</p>	<h1>1192</h1> <p>crashes were rear-end collisions</p>	<h1>13</h1> <p>crashes involving people biking or walking</p>
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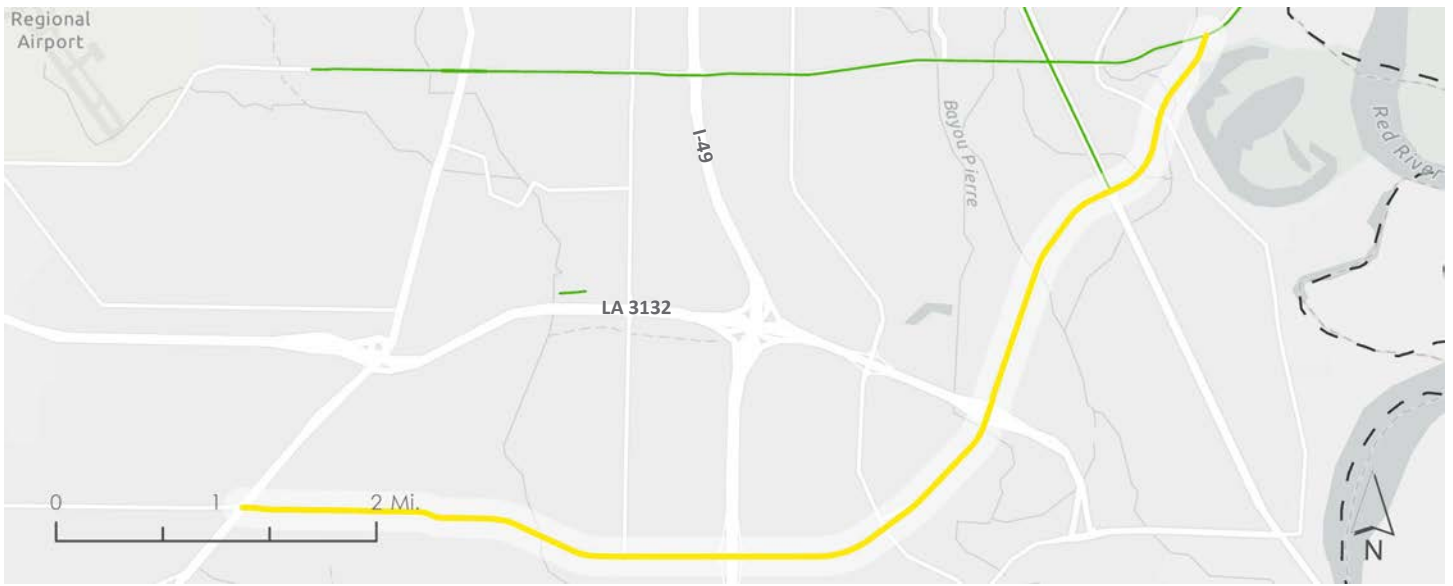
## RECOMMENDATIONS

- Improve pavement condition and markings.
- Install RCUTs, access management, and left turn lanes.
- Update signal systems and install advance warning signs.
- Improve pedestrian facilities, sidewalks, bicycle paths, and centerline/edge lines.

## PROJECT READINESS



A lot of treatments are quick build, but the length of the segment will require time to implement.



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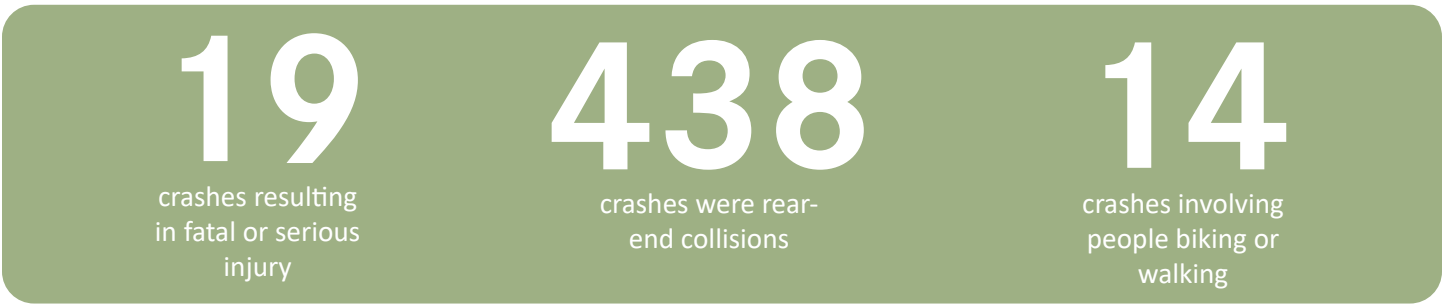
# MARKET ST

ID #: C2      SEGMENT      HIGH PRIORITY

988 TOTAL CRASHES      PRINCIPAL ARTERIAL  
 25,300 AADT      40 - 50 MPH      4 LANES  
 COST: \$9,997,100

## CONTEXT

This segment from Airport Dr to Dr. Martin Luther King Dr is about 2.6 miles long and is located in Shreveport. It has a posted speed limit of 40 - 50 mph, and the annual average daily traffic (AADT) is 25,300 vehicles. A large number of driveways and a continuous center left turn lane have led to a significant number of crashes, including 14 involving pedestrians and 19 that resulted in fatalities or serious injuries.



## RECOMMENDATIONS

- Install a multilane roundabout at Ravensdale Dr.
- Update pavement markings, yellow change intervals, and clearance intervals.
- Improve drainage, install high-friction surface treatments, and luminaires at intersections.
- Add pedestrian facilities, improve shoulders, and install rumble strips.

## PROJECT READINESS



Design and construction of roundabout will take a considerable amount of time.



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# SPRING ST

ID #: C3      SEGMENT      HIGH PRIORITY

814 TOTAL CRASHES      PRINCIPAL ARTERIAL  
 24,000 AADT      25 - 45 MPH      4 LANES  
 COST: \$1,056,200

## CONTEXT

This segment from Airport Dr to Highland St is about 0.8 miles long. It has a posted speed limit of 25 - 45 mph, and an annual average daily traffic (AADT) of 24,000 vehicles. Design elements including parking that obscures sight, a lack of pavement markings for lanes and to indicate direction, and permissive left turns have contributed to crashes. Sideswipe crashes are the most common due to last-minute lane changes to avoid turn-only lanes and driveway traffic.



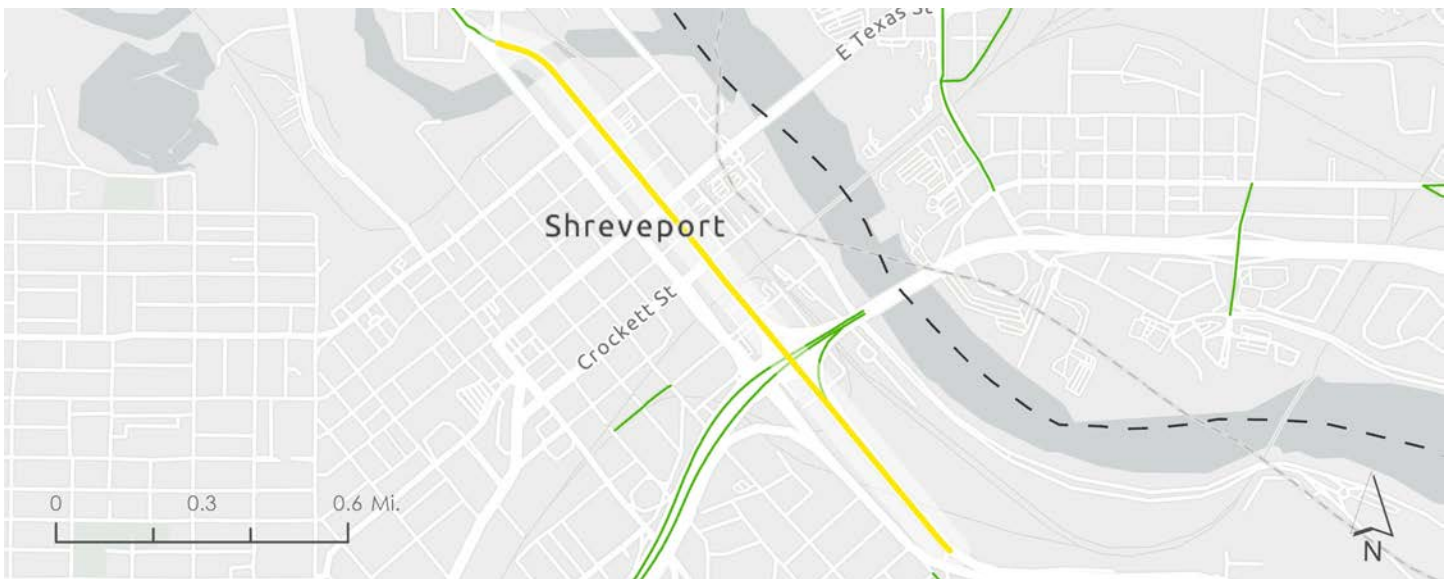
## RECOMMENDATIONS

- Install protected left turns, improve pavement, and provide direction signs.
- Reduce lanes, remove sight obstructions, and update clearance intervals.
- Apply high-friction surface treatment, improve drainage, and enhance lighting.

## PROJECT READINESS



Design elements will take time.



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# SPRING ST I-20 ON RAMP

ID #: C4	SEGMENT	HIGH PRIORITY
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199 TOTAL CRASHES
INTERSTATE 1 LANE
COST: \$39,200

## CONTEXT

The Spring St on-ramp is about 0.2 miles long and is located in Shreveport. There were almost 200 crashes on this segment between 2018 and 2022, resulting in 65 possible injuries. Inattentive drivers and sudden braking to merge with the Market St on-ramp have led to a large number of rear-end collisions.



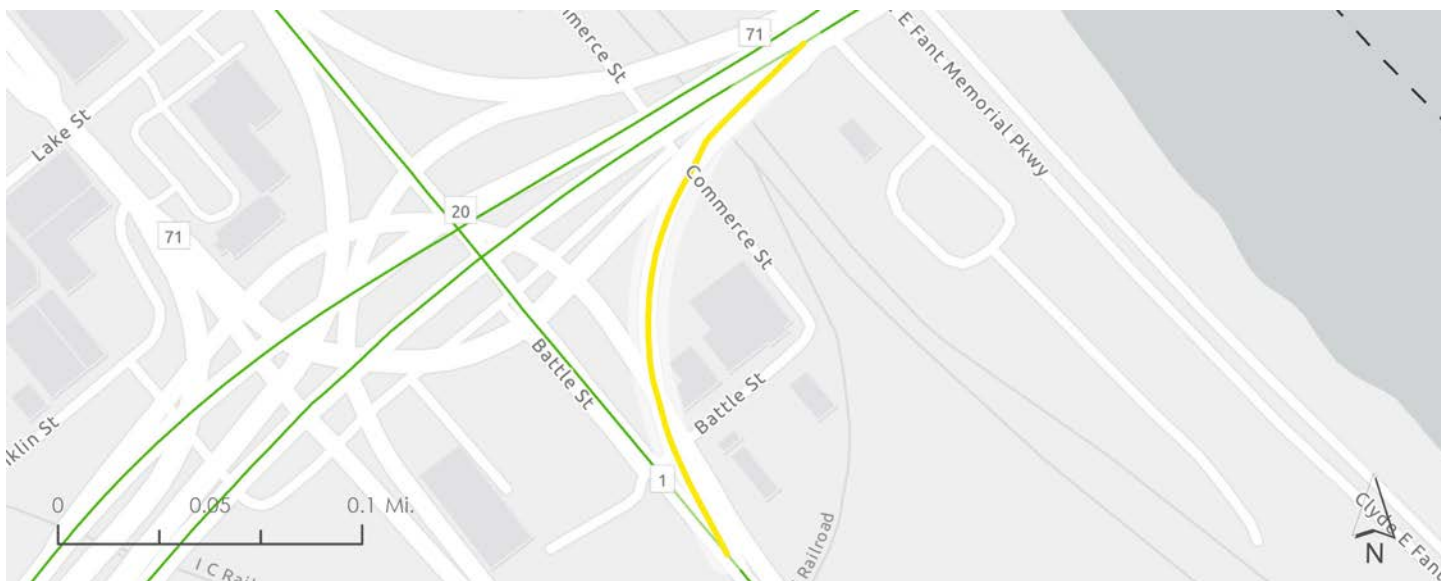
## RECOMMENDATIONS

- Improve pavement markings, reevaluate no passing zones, and install or improve signage.
- Reevaluate speed differentials on merging ramps and install transverse rumble strips.

## PROJECT READINESS



Due to the ownership of the facility, the implementation of alternative treatments may take some time to work through agency coordination processes.



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# YOUREE DR

885 TOTAL CRASHES

PRINCIPAL ARTERIAL

21,000 AADT

40-45 MPH

4 LANES

COST: \$1,151,000

ID #: C5

SEGMENT

HIGH PRIORITY

## CONTEXT

This section of Youree Dr is 4.86 miles long and is located in Shreveport. It has a posted speed limit of 40 - 45 miles per hour. The average annual daily traffic (AADT) is 21,000 vehicles. There are several high-crash intersections along this corridor that require further analysis through a corridor study. Several intersections along Youree lack adequate facilities for safe pedestrian crossing, particularly at wide intersections with other major roads such as E Kings Hwy.



13

crashes resulting in fatal or serious injury

486

crashes were rear-end crashes

5

crashes involving people biking or walking

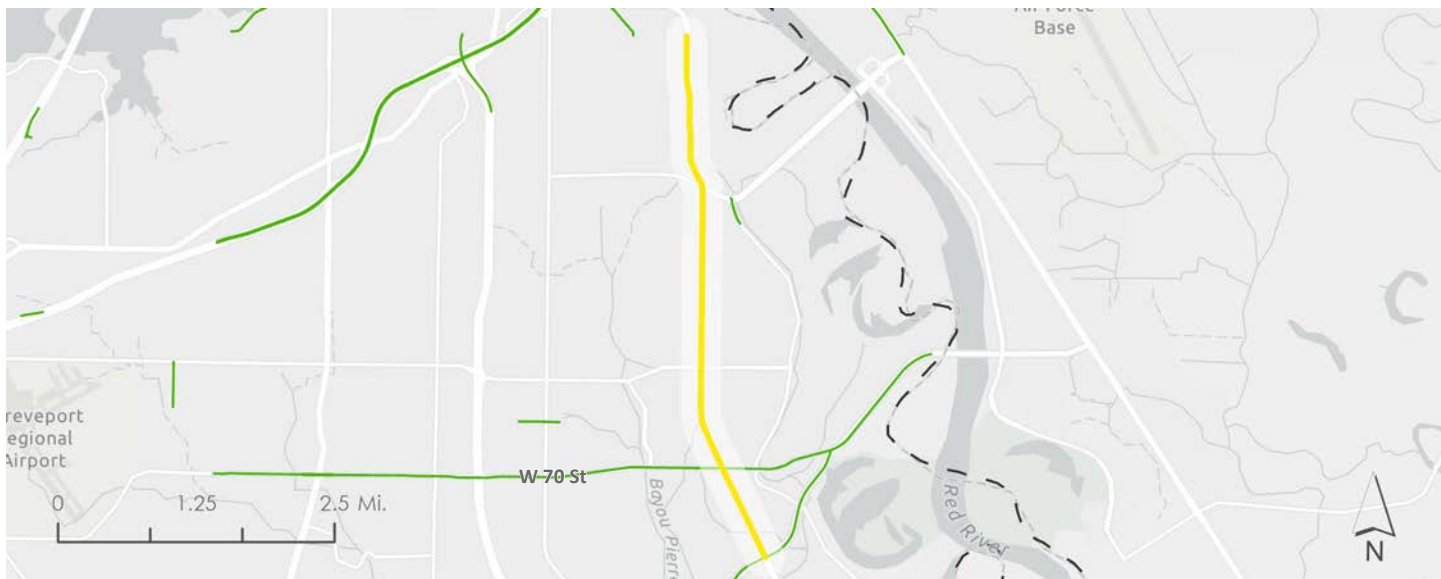
## RECOMMENDATIONS

- Perform a corridor study.
- Add a crosswalk, pedestrian signal with a countdown, and a refuge island at the following intersections: E Olive St, E Washington St, Gator Dr (Pacific Ave), E Kings Hwy, 70th St, E Bert Kouns Industrial Loop, and Stoner Ave.

## PROJECT READINESS



A corridor study can begin immediately, but do to the length of the segment, implementation of pedestrian improvements may take some time.



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# E 70TH ST

ID #: C6      SEGMENT      HIGH PRIORITY

2,212 TOTAL CRASHES      PRINCIPAL ARTERIAL  
 21,200 AADT      45 MPH      2 - 4 LANES  
 COST: \$9,557,900

## CONTEXT

This segment from Jewella Ave to the parish line is about 6.2 miles long and is located in Shreveport. It has a posted speed limit of 45 mph, and an annual average daily traffic (AADT) of 21,200 vehicles. There were over 2,200 crashes on this segment between 2018 and 2022. Rear end crashes are the most common collision type on this segment.



28

crashes resulting in fatal or serious injury

998

crashes were rear-end collisions

25

crashes involving people biking or walking

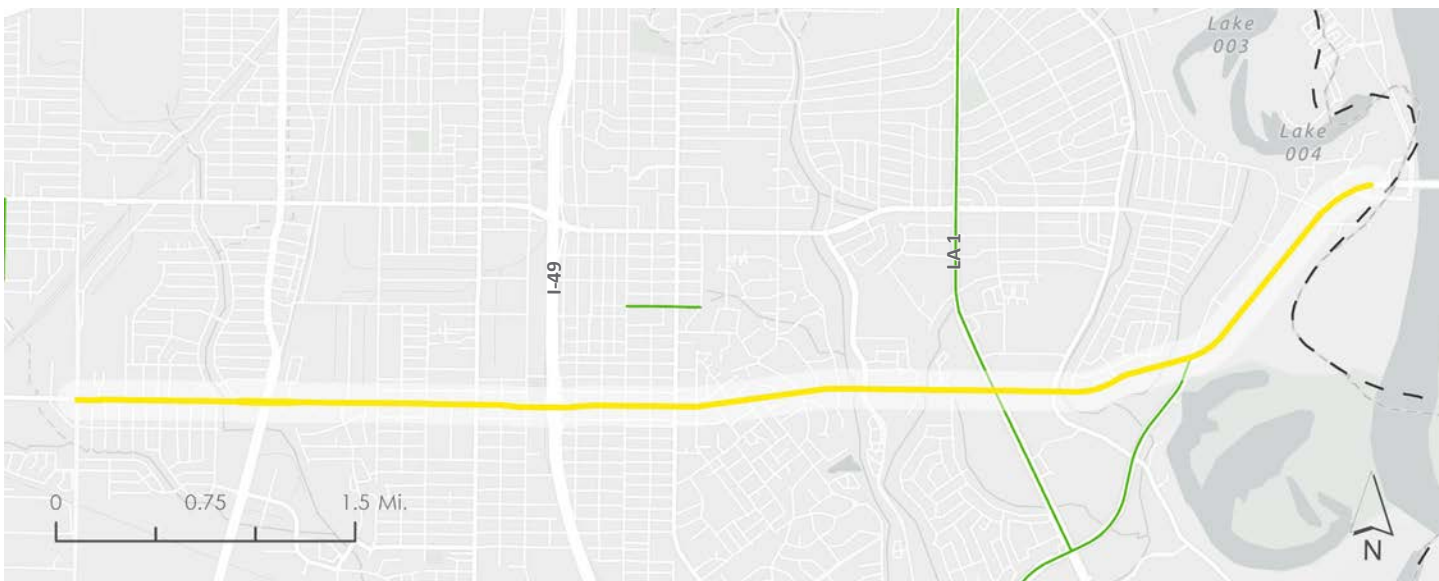
## RECOMMENDATIONS

- Improve pavement condition and markings.
- Install pedestrian crossing signs, sidewalks, and bicycle paths.
- Enhance intersection and street lighting, and install speed feedback and advance warning signs.
- Improve drainage and apply high-friction surface treatments where needed.

## PROJECT READINESS



Many of the treatments noted are quick build, but drainage improvements and the overall length of the segment may make the project take longer to be ready for implementation.



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# E KINGS HWY

ID #: C7      SEGMENT      HIGH PRIORITY

68 TOTAL CRASHES      MINOR ARTERIAL  
 10,000 AADT      40 MPH      4 LANES  
 COST: \$101,600

## CONTEXT

This segment from Shreveport Barksdale Hwy to Albert Ave is about 0.4 miles long and is located in Shreveport. It has a posted speed limit of 40 mph, and an annual average daily traffic (AADT) of 10,000 vehicles. There were over 65 crashes on this segment between 2018 and 2022. Rear end crashes are the most common collision type on this segment.



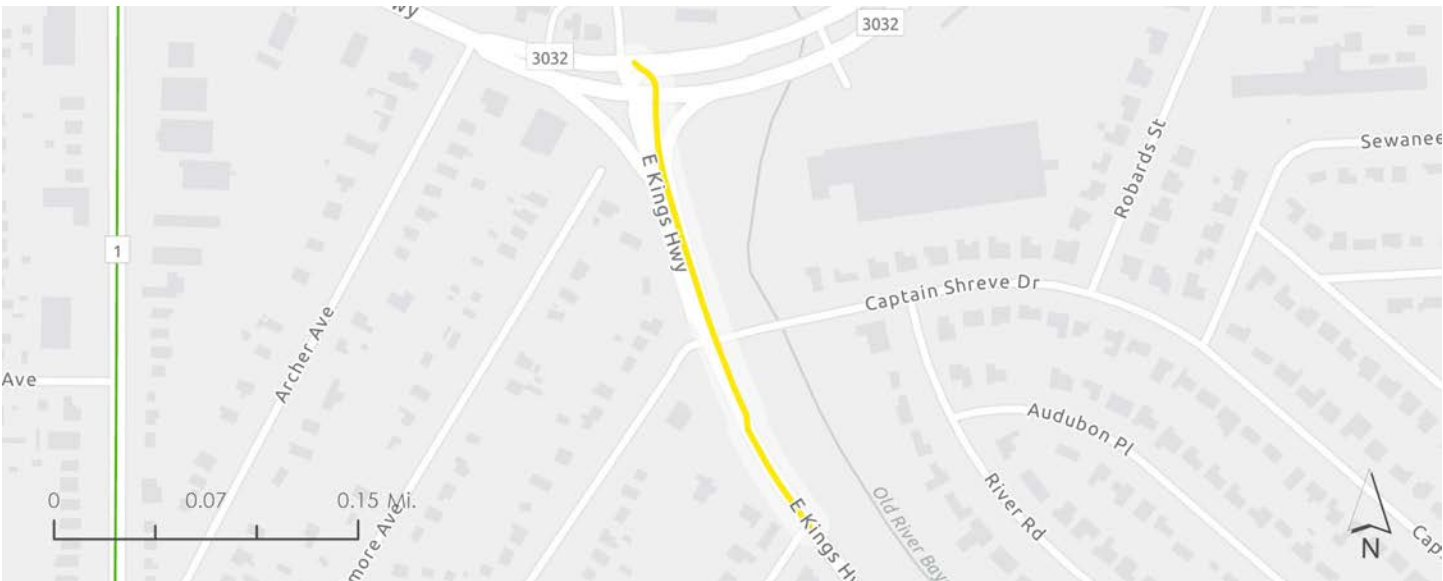
## RECOMMENDATIONS

- Improve/install pavement markings and advance warning signs.
- Install yield line markings, transverse rumble strips, and raised reflectorized markers.
- Enhance lighting illuminance and uniformity.
- Reevaluate no passing zones.

## PROJECT READINESS



Quick build elements can be implemented quickly, while lighting improvements may take more time for design and implementation.



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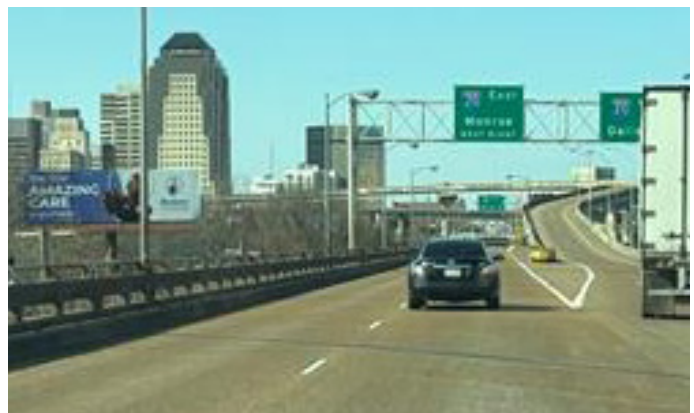
# I-20

ID #: C8      SEGMENT      HIGH PRIORITY

1,440 TOTAL CRASHES      INTERSTATE  
 70,000 AADT      50 MPH      6 - 8 LANES  
 COST: \$10,590,800

## CONTEXT

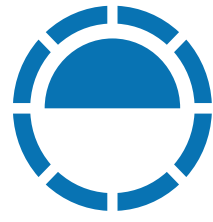
This segment from the Jewella Ave interchange to the parish line is about 5.8 miles long and is located in Shreveport. It has a posted speed limit of 50 mph, and the annual average daily traffic (AADT) is 70,000 vehicles. There were over 1,400 crashes on this segment between 2018 and 2022, and these crashes were statistically more severe than average. Poor pavement and marking conditions, nighttime visibility, and wet conditions have all been cited as concerns.



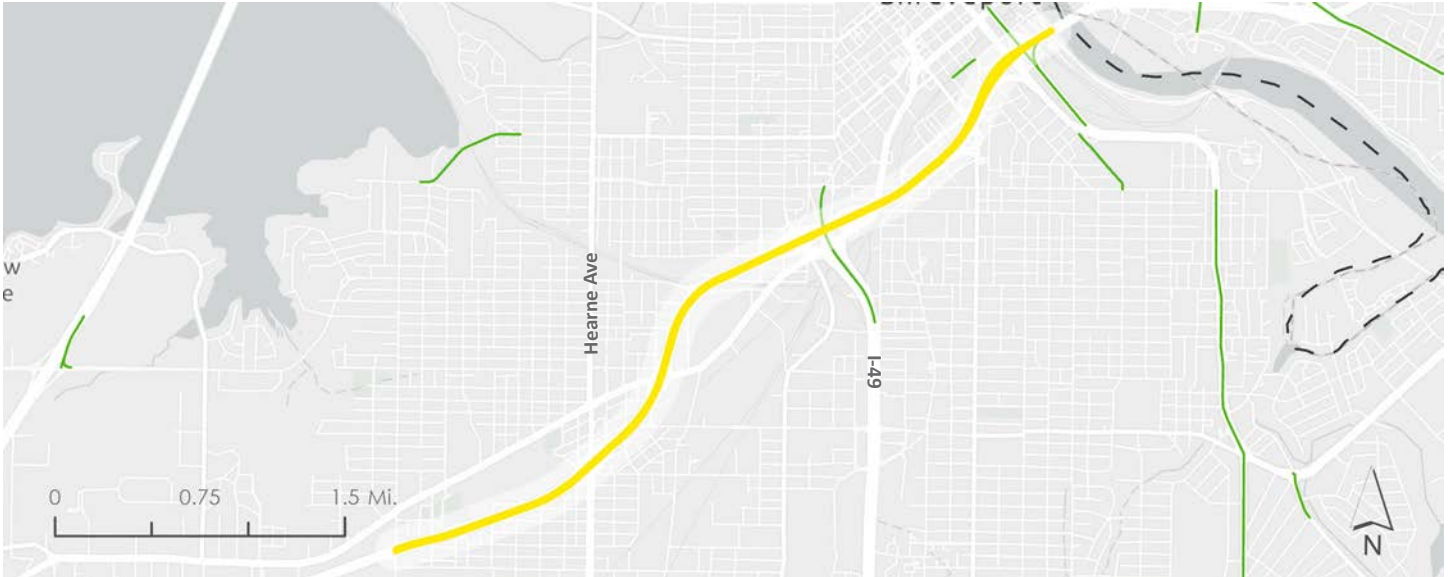
## RECOMMENDATIONS

- Improve pavement, markings, and lane lines.
- Reevaluate no passing zones, widen shoulders where applicable, and install rumble strips and barriers.
- Install advance direction signs, improve drainage, and apply high-friction treatments.
- Install snowplowable markers, improve lighting, and add ticket/warning signs.

## PROJECT READINESS



Due to the nature of the facility, even these small improvements may take some time to implement.



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# I-49 OFF RAMP

ID #: C9      SEGMENT      HIGH PRIORITY

43 TOTAL CRASHES      INTERSTATE  
25 MPH      1 LANE  
COST: \$347,000

## CONTEXT

The I-49 off ramp to Murphy St is about 0.8 miles long and is located in Shreveport. The posted speed limit on the off ramp is 25 mph. There were over 40 crashes on this segment for 2018 and 2022, including a significant number of lane departure crashes. Crash data suggests that poor pavement markings, road surface conditions, and lighting are concerns.



3

crashes resulting in fatal or serious injury

11

crashes were same-direction sideswipe collisions

11

crashes were rear-end collisions

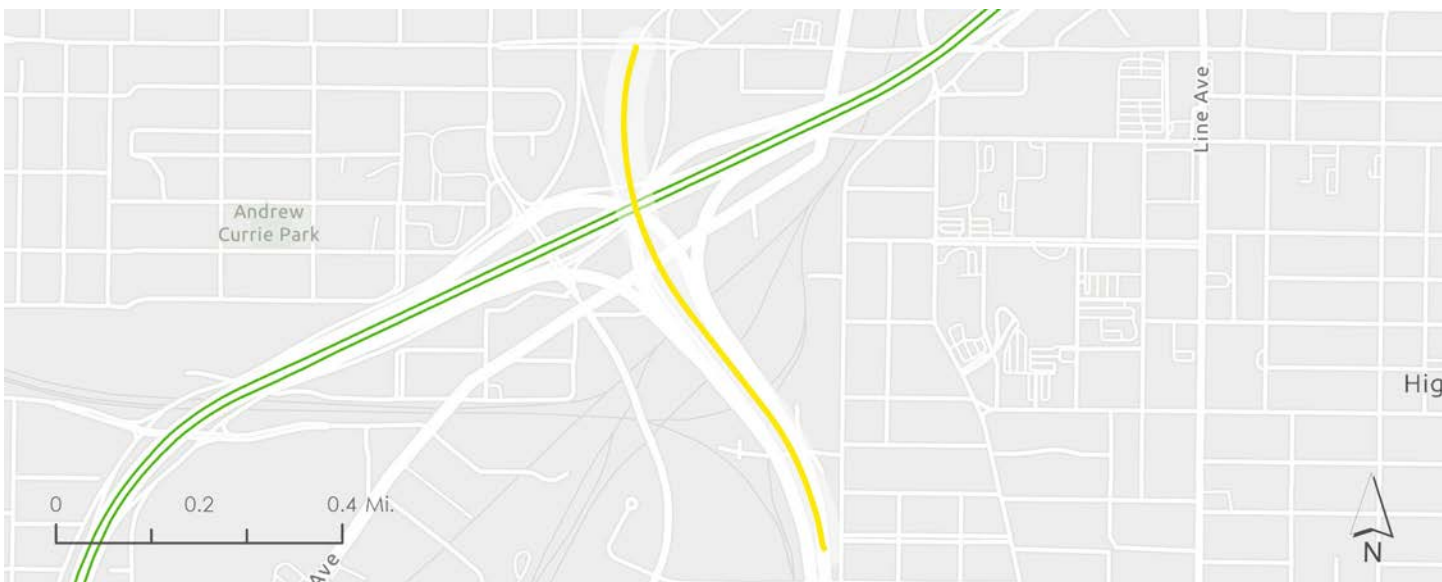
## RECOMMENDATIONS

- Improve pavement condition and markings.
- Install centerlines, lane lines, edge lines, and raised reflectorized markers.
- Install rumble strips on the ramp, improve shoulders, and add roadside delineators.
- Install seatbelt/ticket signs and improve street lighting illuminance and uniformity.

## PROJECT READINESS



Due to the nature of the facility, even these small improvements may take some time to implement.



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# KELLY KEY ST

ID #: C10      SEGMENT      HIGH PRIORITY

13 TOTAL CRASHES      LOCAL  
 400 AADT      25 MPH      2 LANES  
 COST: \$140,200

## CONTEXT

This segment from Hollywood Ave to Adrian St is about 0.4 miles long and is located in Shreveport. It has a posted speed limit of 25 mph, and an annual average daily traffic (AADT) of less than 400 vehicles. There were 13 crashes on this segment between 2018 and 2022. Over half of these crashes were young drivers. Improving pavement conditions, introducing stop signs, and improving lighting can help to reduce danger.



# 1

crash resulting in a fatality

# 7

crashes involving young drivers

# 1

crash involving people walking

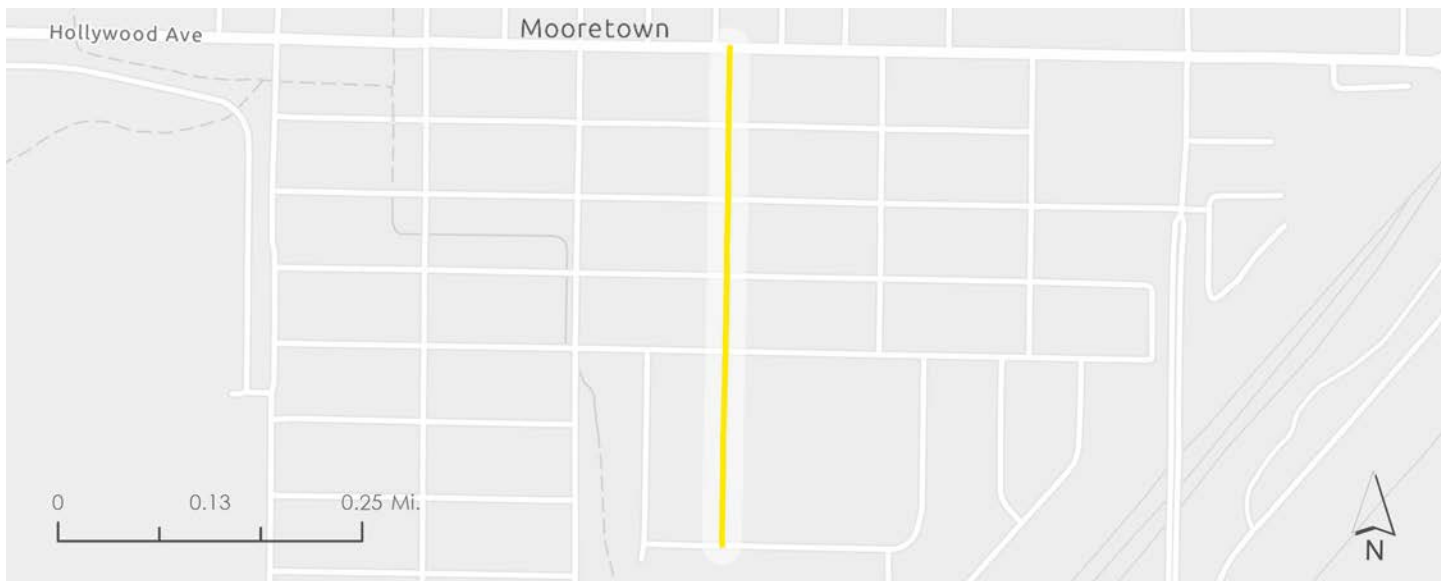
## RECOMMENDATIONS

- Create 4-way stops at the intersections with Miles St, Crosby St, and Mayfield St.
- Improve pavement condition and street lighting.

## PROJECT READINESS



Quick build treatments can be implemented quickly, while lighting will likely take longer to implement.



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# MARKET ST

ID #: C11      SEGMENT      MED PRIORITY

42 TOTAL CRASHES      MAJOR COLLECTOR  
 4,000 AADT      35 MPH      2 LANES  
 COST: \$78,300

## CONTEXT

This segment from Highland St to Stoner Ave is about 0.1 miles long and is located in Shreveport. It has a posted speed limit of 35 mph, and an annual average daily traffic (AADT) of 4,000 vehicles. There were over 40 crashes on this segment between 2018 and 2022. It is assumed that the majority of crashes are due to a combination of excessive speeds and vehicles pulling out into the road from the parking area. Pedestrian safety is also a concern due to the lack of lighting.



3

crashes resulting in minor injuries

14

crashes were rear-end collisions

1

crash involving people walking

## RECOMMENDATIONS

- Reduce the speed limit and install speed feedback signs.
- Install advance and pedestrian warning signs with RRFB.
- Apply high-friction surface treatment along adjacent parking and improve street lighting.

## PROJECT READINESS



Quick build treatments can be implemented quickly.



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# MILAM ST

ID #: C12      SEGMENT      MED PRIORITY

25 TOTAL CRASHES      MAJOR ARTERIAL  
6,000 AADT      35 MPH      2 LANES  
COST: \$211,500

## CONTEXT

This segment from Sunset Dr to Alabama Ave is 0.6 miles long and is located in Shreveport. It has a posted speed limit of 35 mph, and an annual average daily traffic (AADT) of 6,000 vehicles. This segment features poor pavement quality, faded lane markers, and a lack of lighting. There is a blind curve with nearby driveways and merging traffic near Villa del Lag apartments that is especially concerning.



3

crashes resulting in fatal or serious injury

6

crashes were rear-end collisions

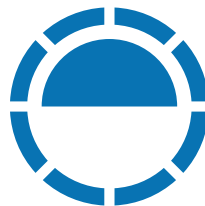
4

crashes involving sideswipe collisions

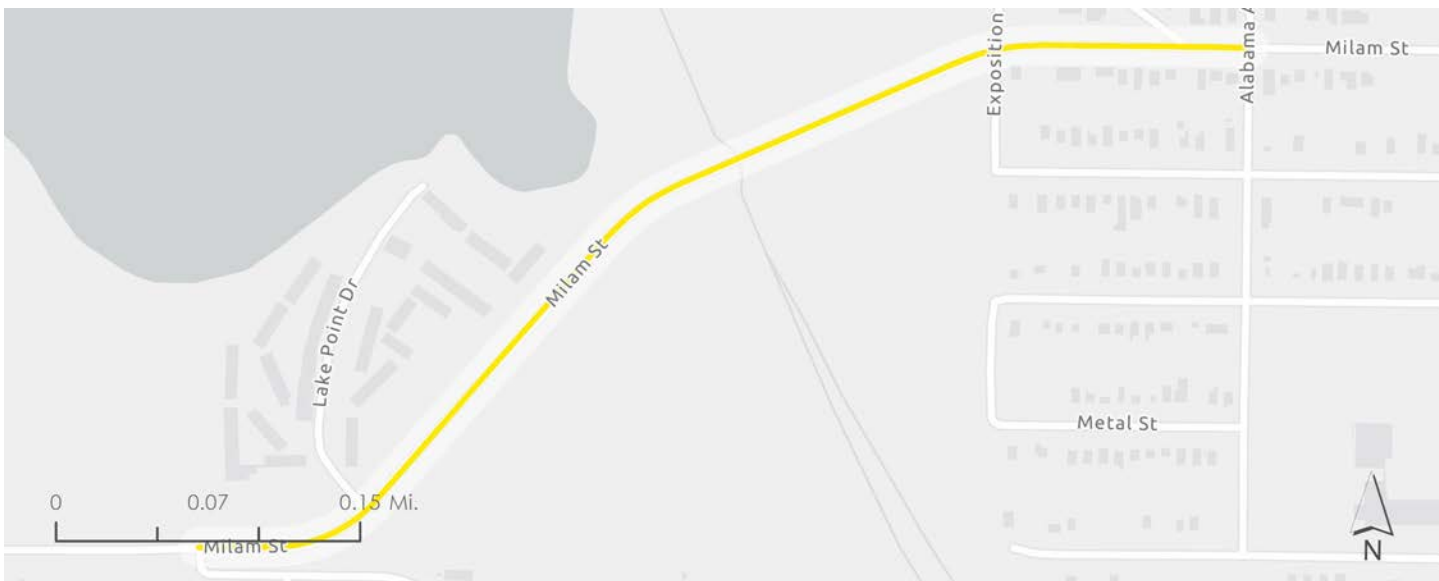
## RECOMMENDATIONS

- Improve pavement condition, centerlines, lane lines, and edge lines.
- Enhance street lighting and pavement markings.

## PROJECT READINESS



Pavement improvements and lighting improvements would take a moderate amount of time to be ready to implement.



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# MONTROSE DR

ID #: C13      SEGMENT      MED PRIORITY

19 TOTAL CRASHES      LOCAL  
 400 AADT      15 MPH      2 LANES  
 COST: \$140,600

## CONTEXT

This segment from Fairfield Ave to Dillingham Dr is about 0.4 miles long and is located in Shreveport. It has a posted speed limit of 15 mph, and an annual average daily traffic (AADT) of less than 400 vehicles. This segment passes a school whose carpool line often backs up into the street, which may lead drivers to risk entering the opposite direction's lane to bypass. Additionally, there is an unmarked dead end, multiple parking areas with poor delineation, and low nighttime visibility.



# 1

crash resulting in a fatality

# 6

crashes were rear-end collisions

# 1

crash involving people walking

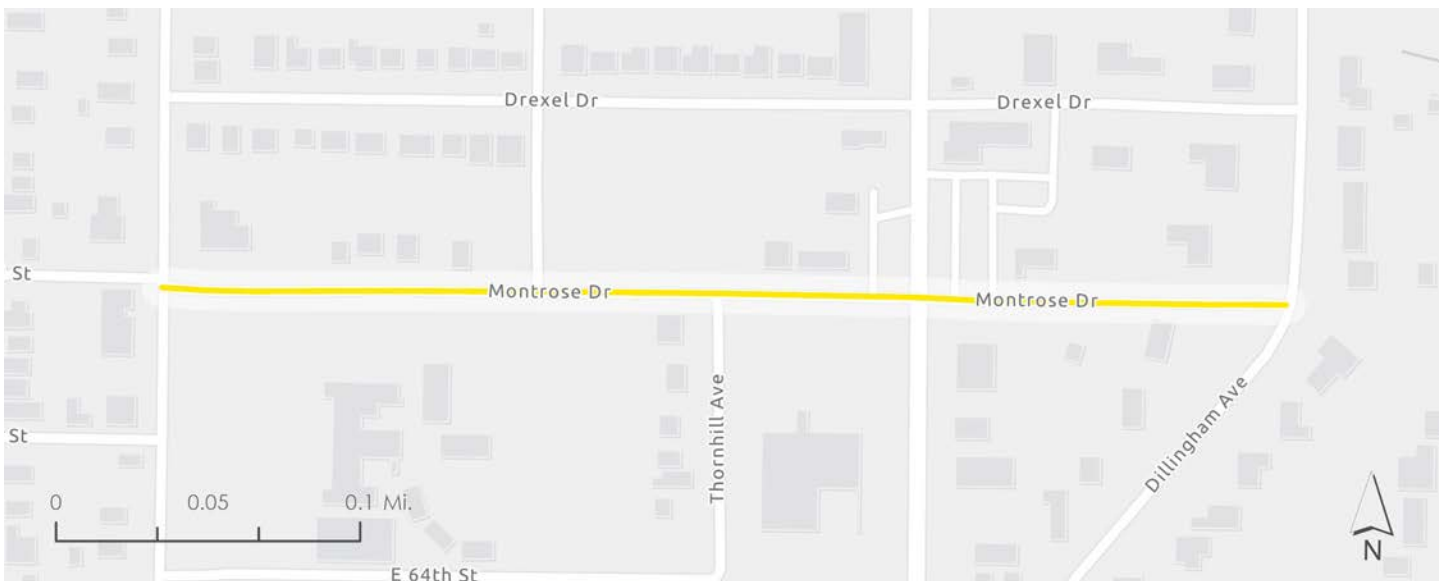
## RECOMMENDATIONS

- Improve pavement, markings, and drainage between Thornhill Ave & Line Ave.
- Install luminaires and street lighting near Saint Laurent Pizza and before the dead end.
- Add advance warning signs and improve parking area delineation.

## PROJECT READINESS



Quick build treatments can be implemented quickly, while pavement and lighting may take some time to be ready to implement.



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# SUGAR LEAF TRL

ID #: C14      SEGMENT      MED PRIORITY

1 TOTAL CRASH      LOCAL  
400 AADT      25 MPH      2 LANES  
COST: \$70,800

## CONTEXT

This segment from Coytn Ln to Paulette Ln is about 0.2 miles long and is located in Shreveport. It has a posted speed limit of 25 mph, and an annual average daily traffic (AADT) of about 400 vehicles. There was a fatal crash on this residential street which happened at night during wet conditions.



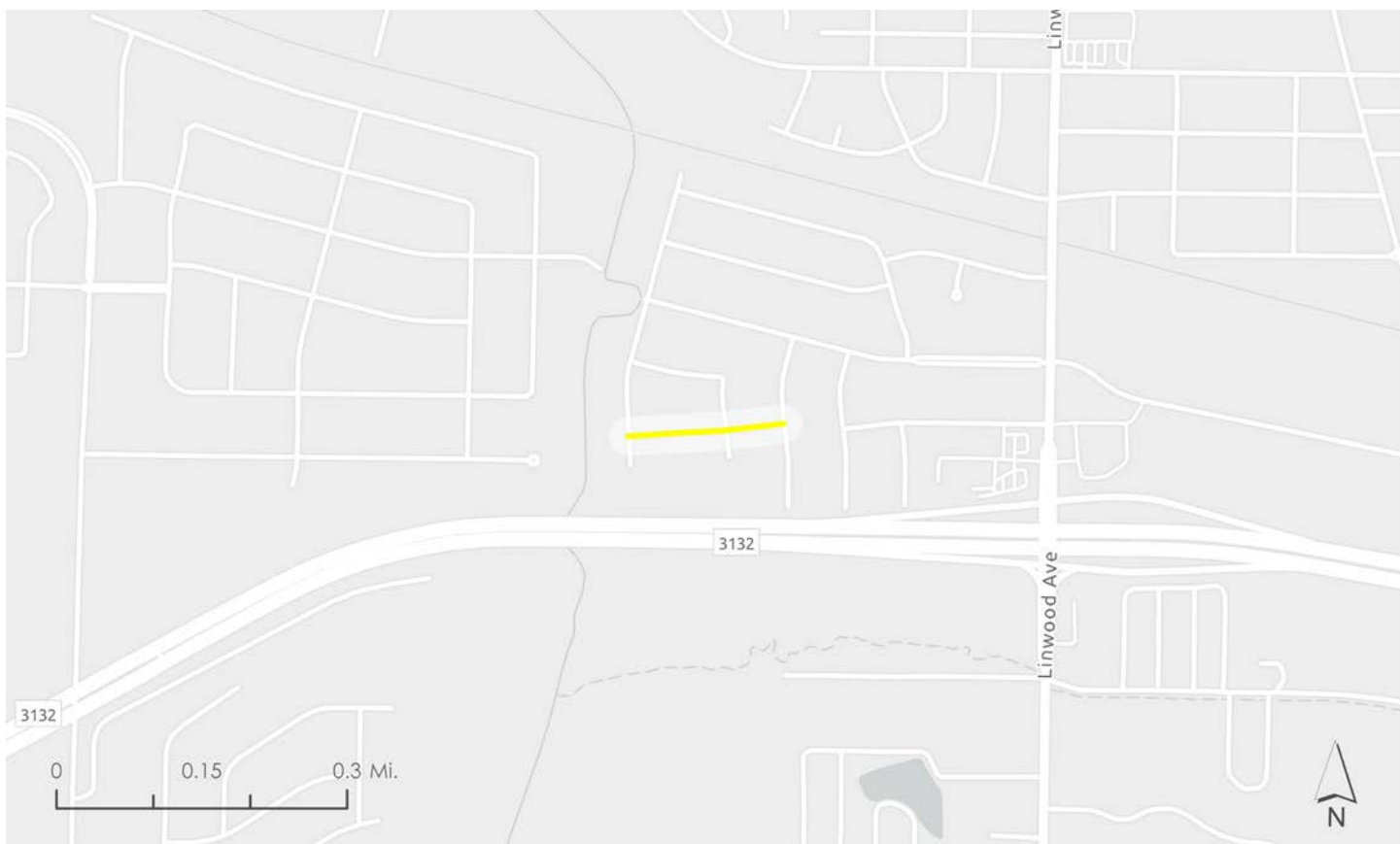
## RECOMMENDATIONS

- Improve pavement condition.
- Improve lighting illuminance/uniformity.
- Improve drainage.

## PROJECT READINESS



Quick build treatments can be implemented quickly, while pavement, drainage and lighting may take some time to be ready to implement.



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# NORTHWOOD LN

ID #: C15      SEGMENT      LOW PRIORITY

2 TOTAL CRASHES	LOCAL	
400 AADT	25 MPH	2 LANES
COST: \$52,800		

## CONTEXT

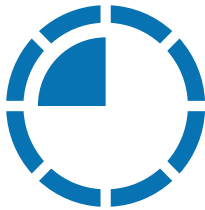
This segment from Wasson Rd to the end of Northwood Ln is about 0.3 miles long and is located in Blanchard. It has a posted speed limit of 25 mph, and an annual average daily traffic (AADT) of about 400 vehicles. Of the two crashes on this segment between 2018 and 2022, one was a perpendicular angle crash, and the other a roadway departure.



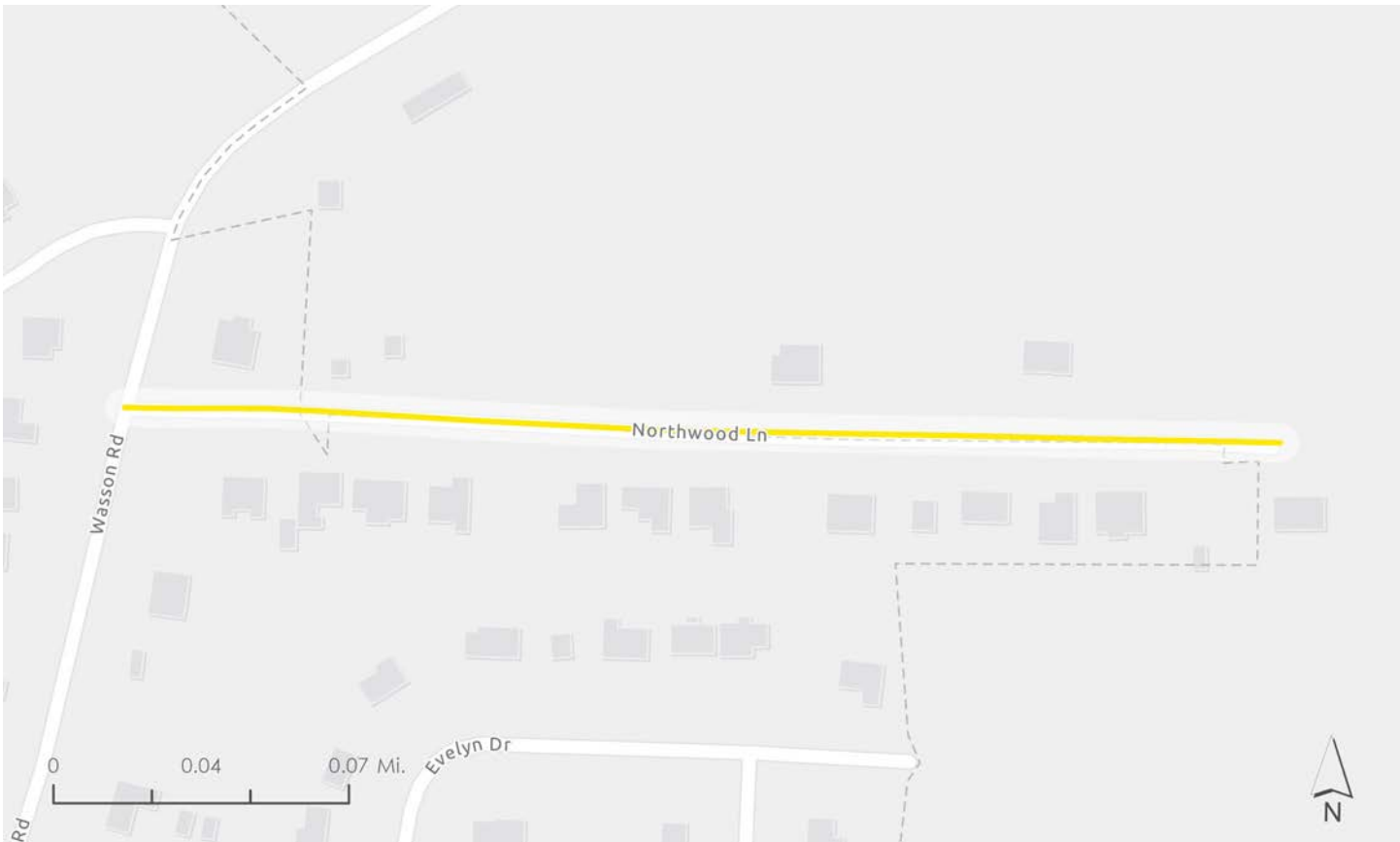
## RECOMMENDATION

- Perform a road safety audit.

## PROJECT READINESS



A road safety audit can occur immediately.



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# FAIRFIELD AVE / LAKE ST

ID #: C16      SEGMENT      LOW PRIORITY

1 CRASH      LOCAL  
400 AADT      25 MPH      2 LANES  
COST: \$86,300

## CONTEXT

This segment from Marshall St to Louisiana Ave is about 0.2 miles long and is located in Shreveport. It has a posted speed limit of 20 mph, and an annual average daily traffic (AADT) of about 400 vehicles. There was a roadway departure crash on this segment.



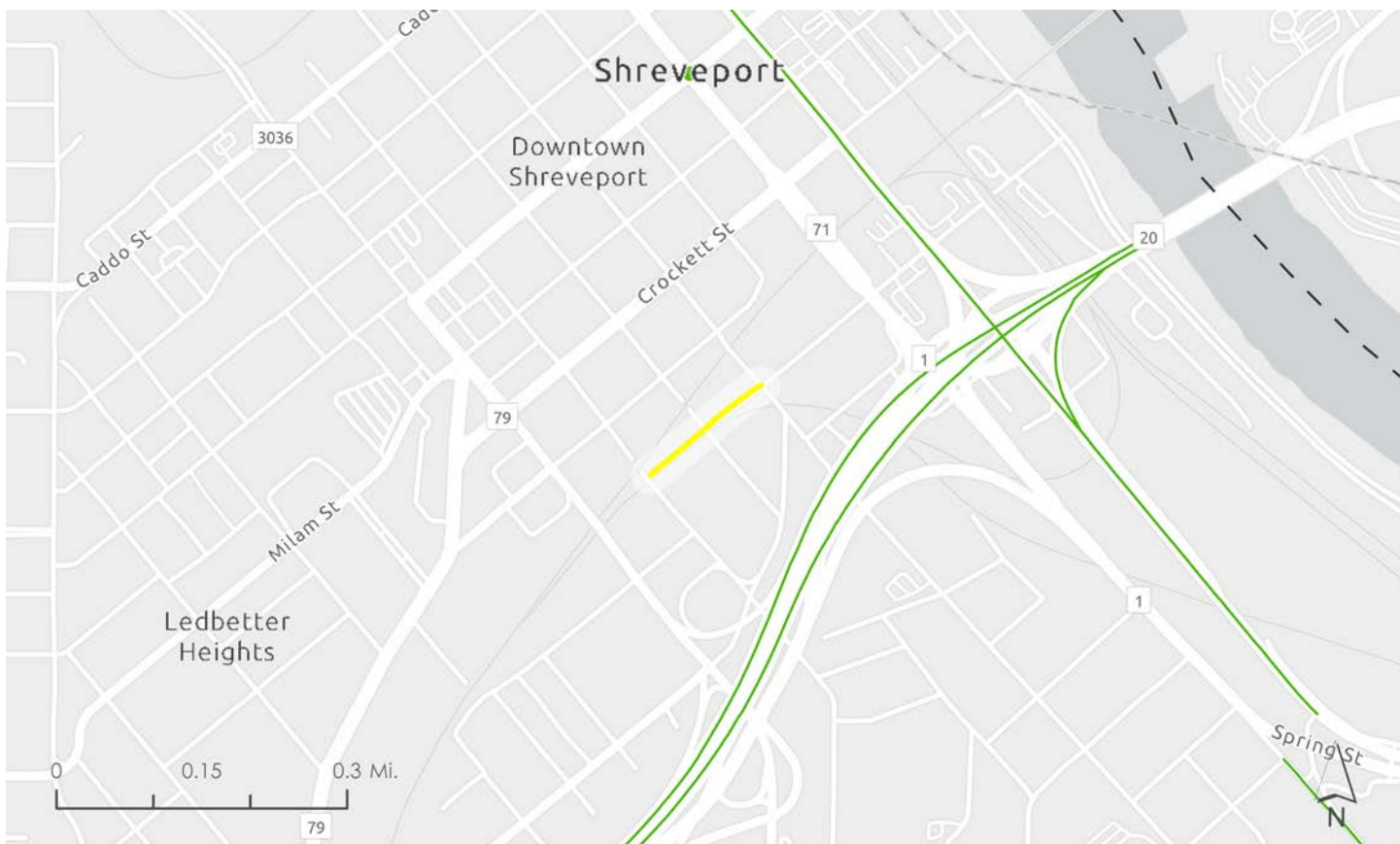
## RECOMMENDATIONS

- Improve pavement markings at McNeil St intersection.
- Install or improve centerlines, lane lines, and edge lines.
- Enhance street lighting and remove sight obstructions.
- Install and improve signing at Marshall St. intersection.

## PROJECT READINESS



Quick build treatments can be implemented quickly.



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# I-20 WB OFF RAMP

17 TOTAL CRASHES

INTERSTATE

50 MPH

1 LANE

COST: \$149,400

ID #: C17

SEGMENT

LOW PRIORITY

## CONTEXT

The I-20 off ramp to Monkhouse Dr is about 0.2 miles long and is located in Shreveport. There were 17 crashes on this segment between 2018 and 2022. The right lane has a "No Turn on Red" sign with low visibility, which likely causes premature accelerating and sudden breaking. Pedestrian safety is also a concern due to the lack of markings and warnings near the intersection as well as the lack of lighting.



2

crashes resulting in minor injuries

7

crashes were rear-end collisions

3

crashes involved a roadway departure

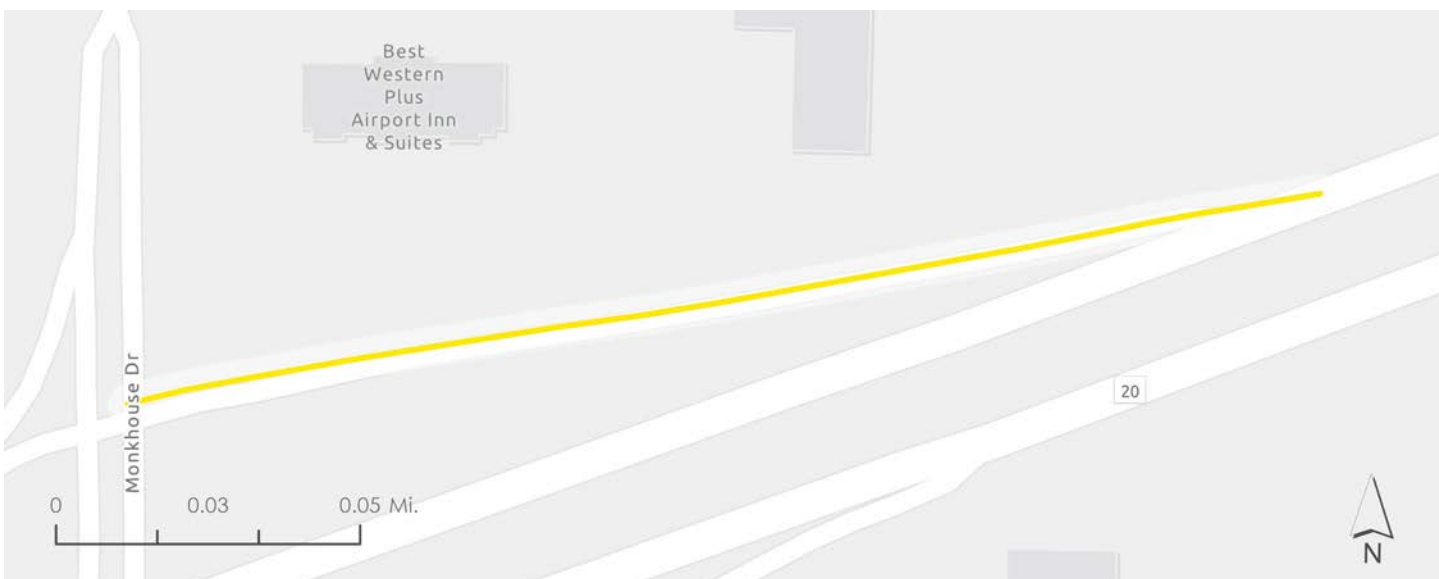
## RECOMMENDATIONS

- Improve pavement markings, centerlines, lane lines, and edge lines.
- Install rumble strips and add a "no turn on red" sign to the right turn lane.
- Install pedestrian crossing signs and pavement markings.
- Improve street and intersection lighting.

## PROJECT READINESS



Quick build treatments can be implemented quickly, while lighting will take longer.



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# LAKESHORE DR I-220 ON RAMP

ID #: C18      SEGMENT      LOW PRIORITY

16 TOTAL CRASHES      INTERSTATE  
70 MPH      1 LANE  
COST: \$134,900

## CONTEXT

The I-220 on-ramp to Lakeshore Dr is about 0.3 miles long and is located in Shreveport. There were 16 crashes on this segment between 2018 and 2022. The common crash types on this segment include same-direction sideswipes and roadway departures.



Source: Google Street View

# 2

crashes resulting in a fatality

# 5

crashes were same-direction sideswipe collisions

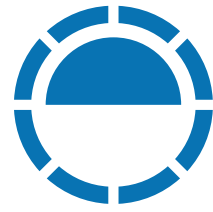
# 5

crashes involving roadway departures

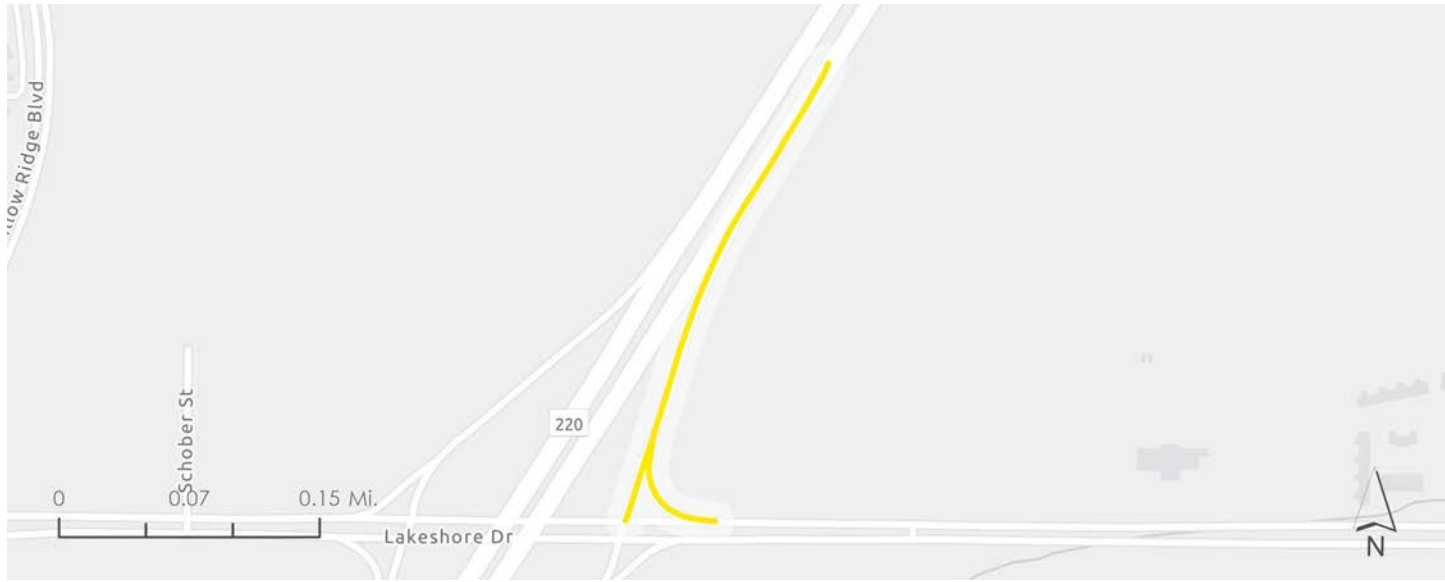
## RECOMMENDATIONS

- Improve pavement markings, centerlines, lane lines, and edge lines.
- Reevaluate no passing zones and install raised reflectorized pavement markers.
- Enhance street lighting.

## PROJECT READINESS



Quick build treatments can be implemented quickly, while lighting will take longer.



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# MARKET ST & TEXAS ST

ID #: C19 INTERSECTION HIGH PRIORITY

## CONTEXT

The intersection of Market St and Texas St, located in Shreveport, is signalized and both intersecting roads have a posted speed limit of 25 mph. It has an annual average daily traffic (AADT) of 12,000 vehicles on Market St and 13,500 vehicles on Texas St. The intersection has poor delineation, a lack of pedestrian markings or signage, insufficient lighting, and limited visibility for right-on red turns from Texas St. Wet conditions have also been cited as a frequent issue.

88 TOTAL CRASHES		
COST: \$292,700		
MARKET ST	PRINCIPAL ARTERIAL	
12,000 AADT	25 MPH	4 LANES
TEXAS ST	MAJOR COLLECTOR	
13,500 AADT	35 MPH	4 LANES



# 5

crashes resulting in a minor injury

# 20

crashes were rear-end collisions

# 2

crashes involving people walking

## RECOMMENDATIONS

- Install pavement markings, pedestrian warning signs, and pedestrian pavement markings.
- Improve intersection lighting, and update yellow change and all-red clearance intervals.
- Replace brick pavers with Portland Cement Concrete Pavement (PCCP) and install High Friction Surface Treatments (HFST).

## PROJECT READINESS



Quick build treatments can be implemented quickly, while lighting and PCCP installation may take some time to implement.



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# SHREVEPORT BLANCHARD HWY & N HEARNE AVE

ID #: C20 INTERSECTION MED PRIORITY

## CONTEXT

The intersection of Shreveport Blanchard Hwy and N Hearne Ave, located in Shreveport, is signalized and handles intersecting speed limits of 55 mph and 40 - 55 mph. It has an annual average daily traffic (AADT) of 6,400 vehicles on Shreveport Blanchard Hwy and 12,900 vehicles on N Hearne Ave. The most common types of crashes are rear-end and angle collisions. This intersection permits left turns in all directions.

93 TOTAL CRASHES		
COST: \$4,022,000		
SHREVEPORT BLANCHARD	MINOR ARTERIAL	
6,400 AADT	55 MPH	2 LANES
N HEARNE AVE	PRINCIPAL ARTERIAL	
12,900 AADT	40 - 55 MPH	4 LANES



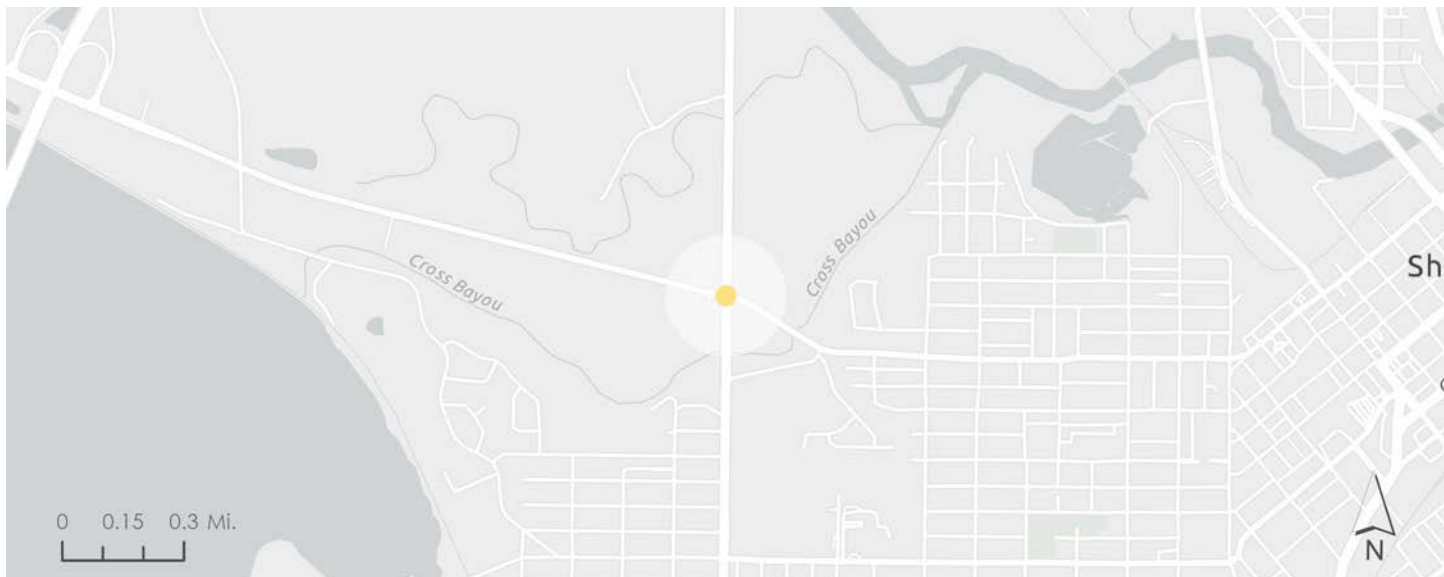
## RECOMMENDATIONS

- Install a multi-lane roundabout.
- Improve lighting illuminance and uniformity, and install lighting at the intersection and approaching streets.
- Apply grooving or high friction surface treatment.

## PROJECT READINESS



Design and construction of a roundabout will take a considerable amount of time.



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# WALKER RD & BERT KOUNS INDUSTRIAL LOOP

ID #: C21 INTERSECTION MED PRIORITY

## CONTEXT

The intersection of Walker Rd and Bert Kouns Industrial Loop, located in Shreveport, is signalized and handles intersecting speed limits of 40 and 55 mph. It has an annual average daily traffic (AADT) of 14,000 vehicles on Walker Rd and 12,000 vehicles on Bert Kouns Industrial Loop. The most common type of crash is rear-end collisions.

198 TOTAL CRASHES		
COST: \$436,600		
WALKER RD	MINOR ARTERIAL	
14,000 AADT	40 MPH	4 LANES
BERT KOUNS INDUSTRIAL LOOP	PRINCIPAL ARTERIAL	
12,000 AADT	55 MPH	4 LANES



# 1

crash resulting in a serious injury

# 80

crashes were rear-end collisions

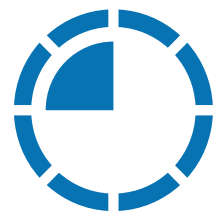
# 3

crashes involving people walking

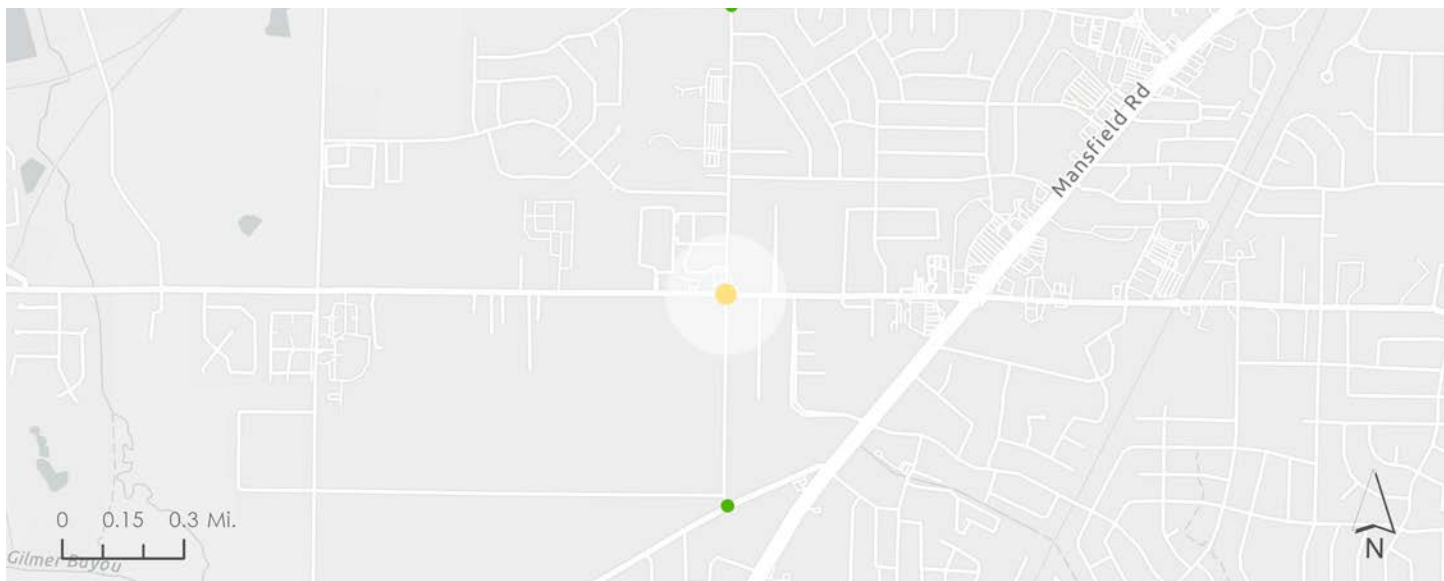
## RECOMMENDATIONS

- Update traffic signals with retroreflective borders and improve luminaires.
- Update light clearance intervals.
- Improve centerlines, lane lines, edge lines, and pavement markings.
- Install pedestrian crossing signs and apply high-friction surface treatment.

## PROJECT READINESS



Quick build treatments can be implemented quickly.



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# COLQUITT RD & WALKER RD

ID #: C22 INTERSECTION LOW PRIORITY

## CONTEXT

The intersection of Colquitt Rd and Walker Rd, located in Shreveport, is signalized and handles intersecting speed limits of 40 and 45 mph. Permitted left turns and multiple driveways close to the intersection have contributed to angle and rear end crashes, respectively. Faded pavement markings and lack of lighting have contributed to a significant amount of nighttime crashes.

44 TOTAL CRASHES		
COST: \$227,300		
COLQUITT RD	MAJOR COLLECTOR	
4,900 AADT	45 MPH	2 LANES
WALKER RD	MINOR ARTERIAL	
14,000 AADT	40 MPH	4 LANES



# 1

crash resulting in a fatality

# 1

crash resulting in a serious injury

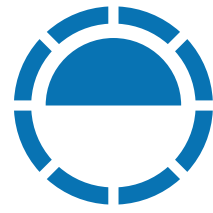
# 16

crashes were rear-end collisions

## RECOMMENDATIONS

- Improve pavement markers, centerlines, and edge lines.
- Install luminaires and apply high-friction treatment.
- Update yellow change and all-red clearance intervals.
- Update traffic signals with retroreflective borders.

## PROJECT READINESS



Quick build treatments can be implemented quickly.



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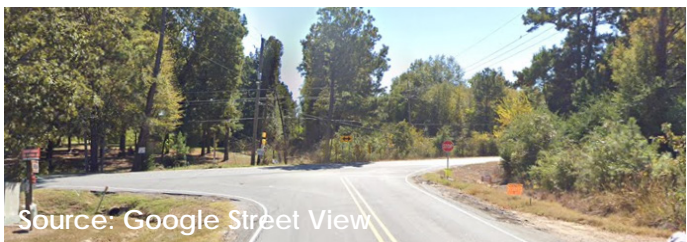
# COLQUITT RD & WOOLWORTH RD

ID #: C23 INTERSECTION LOW PRIORITY

## CONTEXT

The intersection of Colquitt Rd and Woolworth Rd, located in Shreveport, is unsignalized and handles intersecting speed limits of 45 and 55 mph. It has an annual average daily traffic (AADT) of 4,900 vehicles on Colquitt Rd and 4,500 vehicles on Woolworth Rd. The common types of crashes are rear-end collisions and roadway departures. There are a significant number of nighttime crashes, indicating that additional lighting may help.

19 TOTAL CRASHES		
COST: \$137,900		
COLQUITT RD	MAJOR COLLECTOR	
4,900 AADT	45 MPH	2 LANES
WOOLWORTH RD	MAJOR COLLECTOR	
4,500 AADT	55 MPH	2 LANES



<h1>1</h1> <p>crash resulting in a fatality</p>	<h1>9</h1> <p>crashes were rear-end collisions</p>	<h1>7</h1> <p>crashes involving a roadway departure</p>
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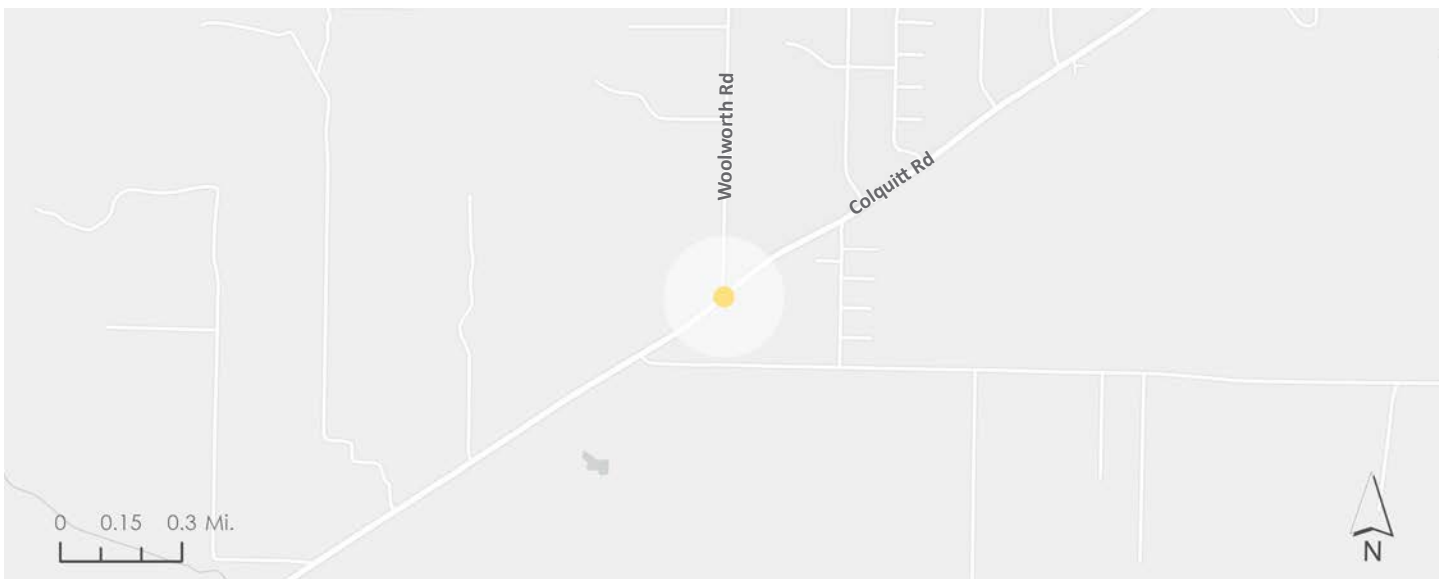
## RECOMMENDATIONS

- Install a channelizing median at Woolworth Rd.
- Provide advance direction and warning signs.
- Install raised reflectorized pavement markers, rumble strips, and lighting.
- Improve centerlines, lane lines, and edge lines.

## PROJECT READINESS



Quick build treatments can be implemented quickly, while installing lighting may take longer.



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# LA 169 & LA 1

ID #: C24 INTERSECTION LOW PRIORITY

## CONTEXT

The intersection of LA 169 and LA 1, located east of Mooringsport, is signalized and handles intersecting speed limits of 55 mph. LA 169 (Dixie-Mooringsport Rd) traffic has to cross multiple lanes of high-speed LA 1 traffic without a signal to complete left turns. The lack of lighting and advance warning of the intersection for LA 1 drivers increases danger. The most common type of crash at this intersection is angle collisions, with over half of crashes between 2018 and 2022.

12 TOTAL CRASHES		
COST: \$3,849,200		
LA 169	MAJOR COLLECTOR	
1,800 AADT	55 MPH	2 LANES
LA 1	MINOR ARTERIAL	
6,100 AADT	55 MPH	4 LANES



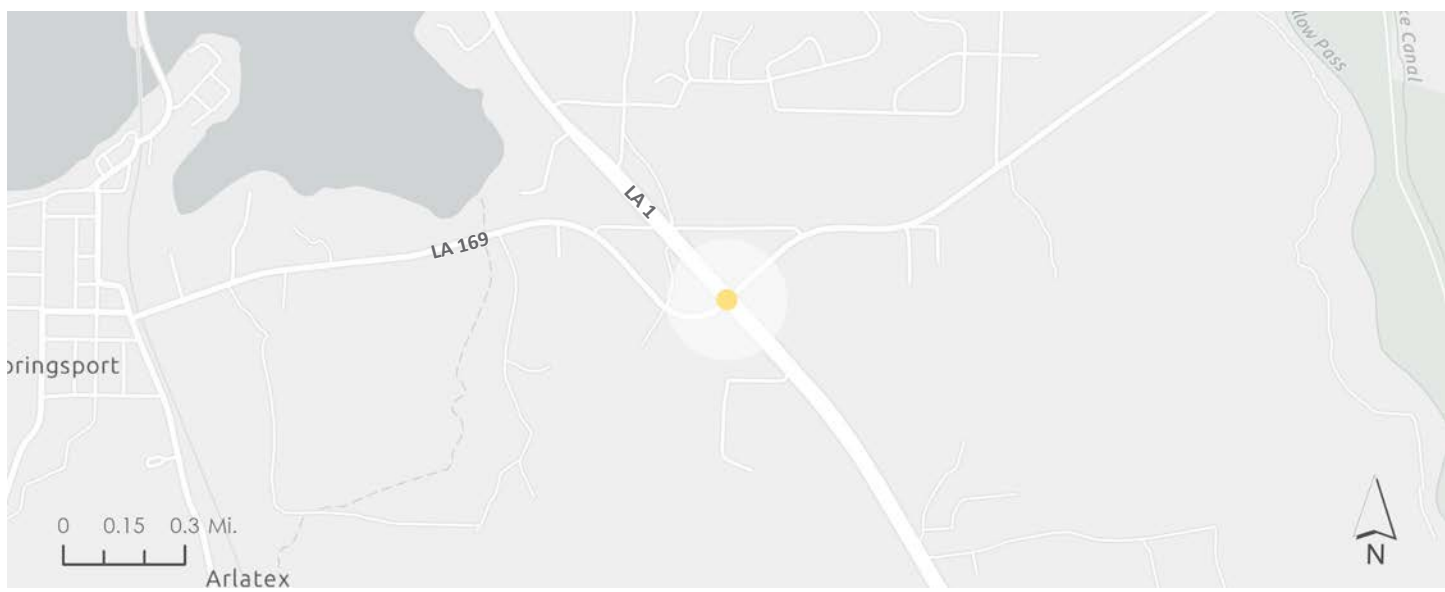
## RECOMMENDATIONS

- Install a multi-lane roundabout.
- Install intersection lighting, advance warning signs, and pavement markings.
- Add rumble strips and speed feedback signs.

## PROJECT READINESS



Design of roundabout will take a considerable amount of time.



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# SHREVEPORT BARKSDALE HWY & DEE ST

ID #: C25 INTERSECTION LOW PRIORITY

## CONTEXT

The intersection of Shreveport Barksdale Hwy and Dee St, located in Shreveport, is signalized and handles intersecting speed limits of 45 and 25 mph. It has an annual average daily traffic (AADT) of 14,400 vehicles on Shreveport Barksdale Hwy and around 400 vehicles on Dee St. Nearly half of the collisions at this intersection between 2018 and 2022 were opposite-direction left angle crashes.

91 TOTAL CRASHES		
COST: \$101,400		
SHREVEPORT BARKSDALE HWY	PRINCIPAL ARTERIAL	
14,400 AADT	45 MPH	4 LANES
DEE ST	LOCAL	
400 AADT	25 MPH	2 LANES



# 10

crashes resulting in a minor injury

# 44

crashes were left angle opposite-direction collisions

# 17

crashes were rear-end collisions

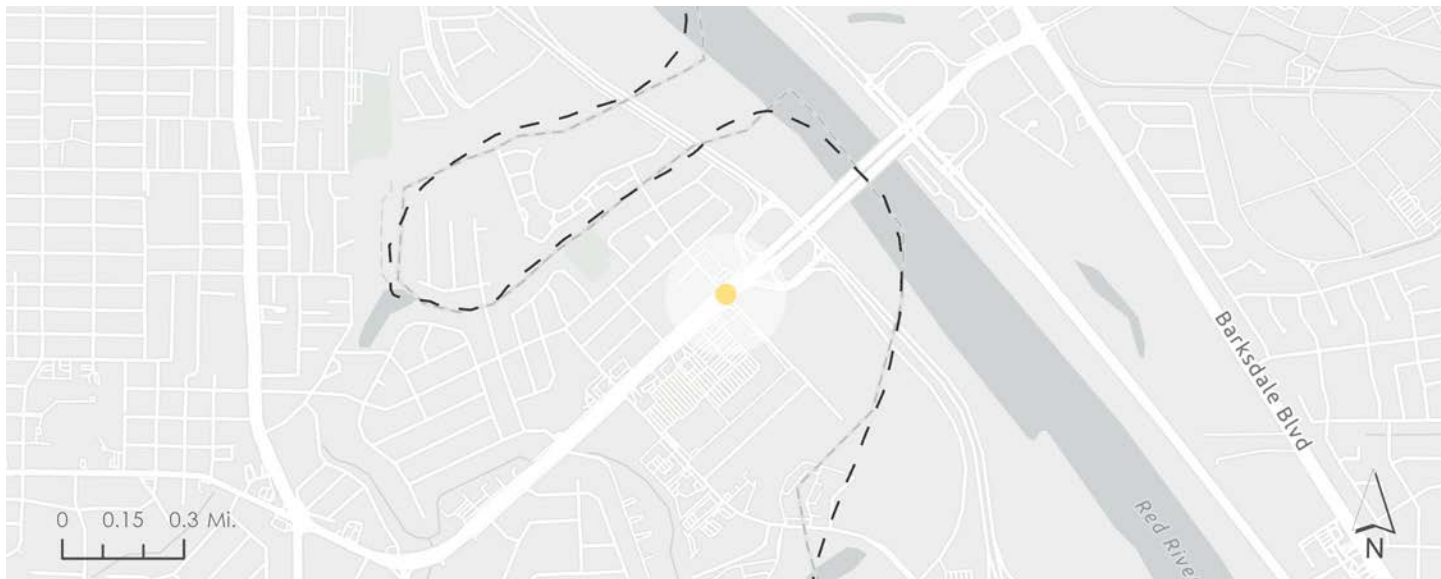
## RECOMMENDATIONS

- Add a dedicated right-turn lane to southbound LA-3032.
- Install pavement markings and improve centerlines, lane lines, and edge lines.
- Reevaluate no passing zones, update yellow change and all-red clearance intervals.
- Provide advance warning and direction signs.

## PROJECT READINESS



Intersection design/turn lane addition could take some time for design.



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# WALKER RD & MACKEY LN

ID #: C26 INTERSECTION LOW PRIORITY

## CONTEXT

The intersection of Walker Rd and Mackey Ln, located in Shreveport, is signalized and handles intersection speed limits of 40 and 25 mph. Over half of the crashes at this intersection between 2018 and 2022 were rear-end collisions, though sideswipes are a frequent issue as well. Repainting pavement markings, adding lighting, and adjusting signal timing have all been identified as solutions.

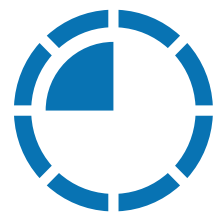
48 TOTAL CRASHES		
COST: \$175,300		
WALKER RD	MINOR ARTERIAL	
14,000 AADT	40 MPH	4 LANES
MACKEY LN	LOCAL	
400 AADT	25 MPH	4 LANES



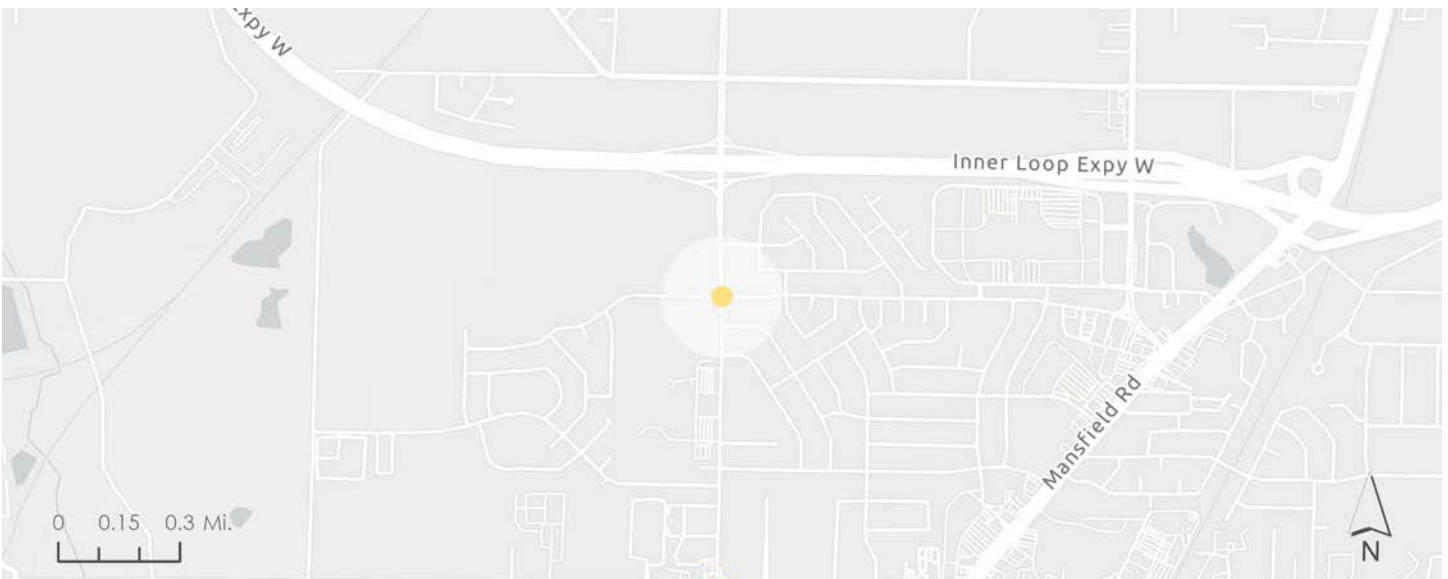
## RECOMMENDATIONS

- Improve pavement markers, centerlines, lane lines, and edge lines.
- Update yellow change and all-red clearance intervals.
- Update traffic signals with yellow retroreflective borders and install luminaires.
- Apply grooving or high-friction surface treatment.

## PROJECT READINESS



Quick build treatments can be implemented quickly.



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# INTERSTATE 49

ID #: D1      SEGMENT      HIGH PRIORITY

585 TOTAL CRASHES

INTERSTATE

24,100 AADT

75 MPH

4 LANES

COST: \$4,085,000

## CONTEXT

This segment from the north parish line to the south parish line is about 36 miles long. It has a posted speed limit of 75 miles per hour, and an annual average daily traffic (AADT) of 24,100 vehicles. There were over 580 crashes on this segment between 2018 and 2022. Roadway departures are a common crash type on this segment.



Source: Google Street View

13

crashes resulting in fatal or serious injury

304

crashes involving a roadway departure

3

crashes involving people walking

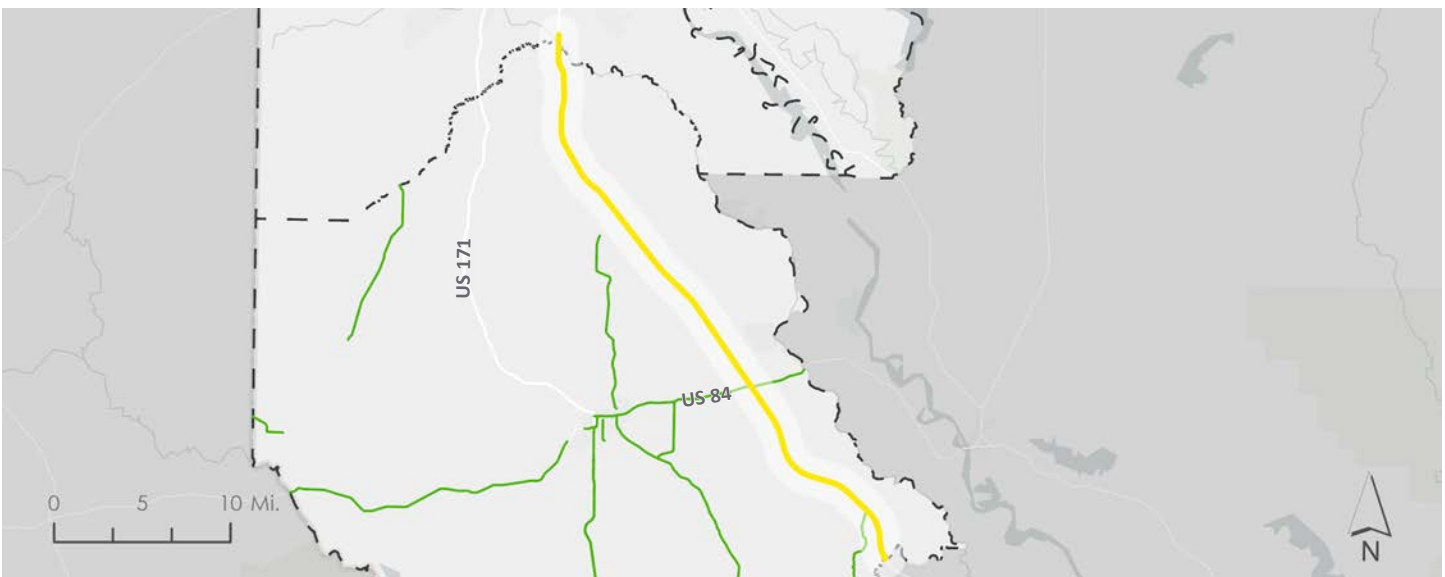
## RECOMMENDATIONS

- Restripe edgelines and centerlines.
- Repave Raised Pavement Markers (RPMs).
- Install lighting at the LA 175 interchange.

## PROJECT READINESS



The length and nature of the segment will require time to implement.



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# LA 171

ID #: D2      SEGMENT      HIGH PRIORITY

117 TOTAL CRASHES      PRINCIPAL ARTERIAL  
5,600 AADT      65 MPH      4 LANES  
COST: \$3,211,000

## CONTEXT

This segment from LA 84 to the south parish line is about 13 miles long. It has a posted speed limit of 65 miles per hour, and an annual average daily traffic (AADT) of 5,600 vehicles. There were over 110 crashes on this segment between 2018 and 2022. Roadway departures are a common crash type on this segment. This segment is a five-lane highway north of Bedsole Ln, and south of Bedsole Ln it transitions to a 4-lane divided highway, and each segment has different needs.



6

crashes resulting in fatal or serious injury

30

crashes involving a roadway departure

2

crashes involving people walking

## RECOMMENDATIONS

- Perform an access management feasibility study for corridor access.
- Conduct an intersection traffic study to assess signal warrant at Kyle Porter Rd.
- Restripe roadway and add a concrete sidewalk.
- Install a high-tension cable barrier.

## PROJECT READINESS



Access management feasibility study will take a considerable amount of time.



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# LA 175

ID #: D3      SEGMENT      HIGH PRIORITY

131 TOTAL CRASHES      MAJOR COLLECTOR  
5,000 AADT      45 MPH      2 LANES  
COST: \$13,244,800

## CONTEXT

This segment from LA 5 to LA 509 is about 10 miles long. It has a posted speed limit of 45 mph, and an annual average daily traffic (AADT) of 5,000 vehicles. There were over 130 crashes on this segment from 2018 and 2022. Roadway departures are common on this segment, which resurfacing the road with rumble strips and pavement markings will help to address.



1

crash resulting in a fatality

44

crashes involving a roadway departure

28

crashes were rear-end collisions

## RECOMMENDATIONS

- Resurface and restripe roadway.
- Add rumble strips and Retroreflective Raised Pavement Markers (RPMs).
- Add advance warning signage.

## PROJECT READINESS



A lot of treatments are quick build but the length of the segment will require time to implement.



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# LA 175

ID #: D4      SEGMENT      HIGH PRIORITY

93 TOTAL CRASHES      MAJOR COLLECTOR  
2,900 AADT      40 - 55 MPH      2 LANES  
COST: \$22,087,400

## CONTEXT

This segment from McArthur Dr to the south parish line is about 19 miles long. It has a posted speed limit of 40 - 55 mph, and an annual average daily traffic (AADT) of 2,900 vehicles. There were over 90 crashes on this segment from 2018 to 2022. Roadway departures are a common crash type on this segment, which resurfacing the road with rumble strips and pavement markings will help to address.



2

crashes resulting in a fatality

32

crashes involving a roadway departure

2

crashes involving people walking

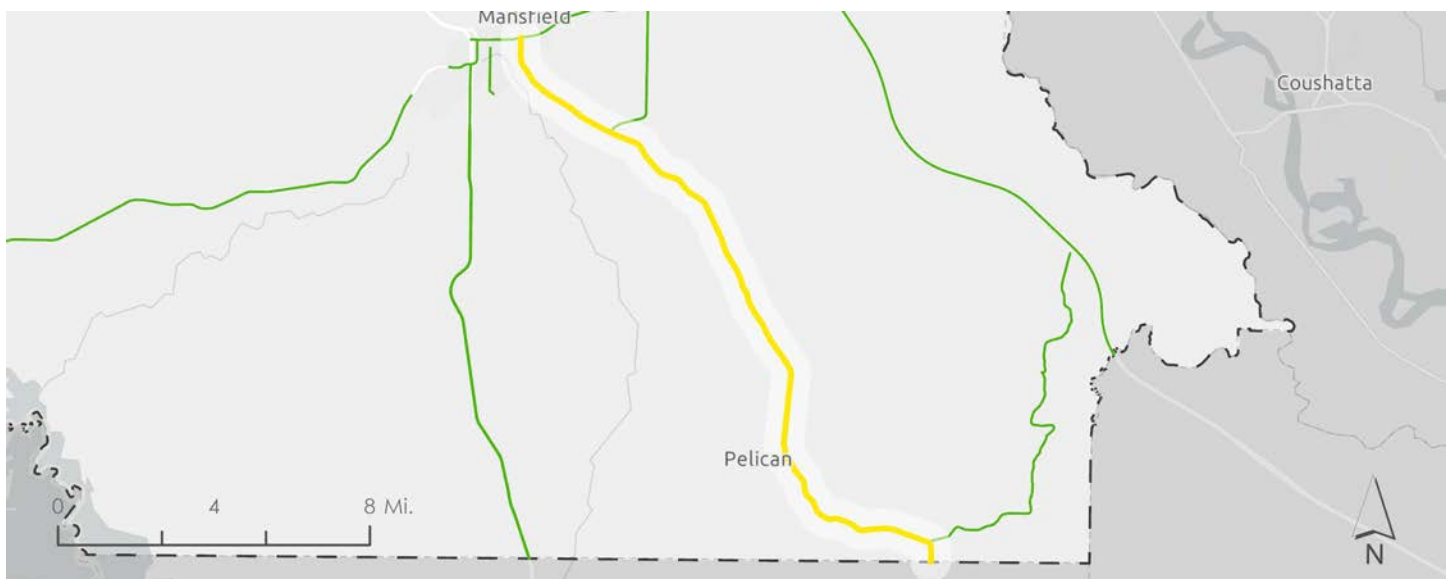
## RECOMMENDATIONS

- Resurface and restripe roadway.
- Add rumble strips and Retroreflective Raised Pavement Markers (RPMs).
- Add advance warning signage.

## PROJECT READINESS



Due to facility ownership, resurfacing of this facility is anticipated to take some time.



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# LA 84

ID #: D5      SEGMENT      HIGH PRIORITY

313 TOTAL CRASHES      MINOR ARTERIAL  
17,000 AADT      25 - 55 MPH      4 LANES  
COST: \$22,087,400

## CONTEXT

This segment from LA 171 to the east parish line is about 12 miles long. It has a posted speed limit of 25 - 55 mph, and an annual average daily traffic (AADT) of 17,000 vehicles. There were over 300 crashes on this segment from 2018 to 2022. Rear-ends make up a significant portion of the collisions on this segment, which resurfacing the road with rumble strips and pavement markings will help to address.



Source: Google Street View

# 10

crashes resulting in a fatality or serious injury

# 77

crashes were rear-end collisions

# 1

crash involving people walking

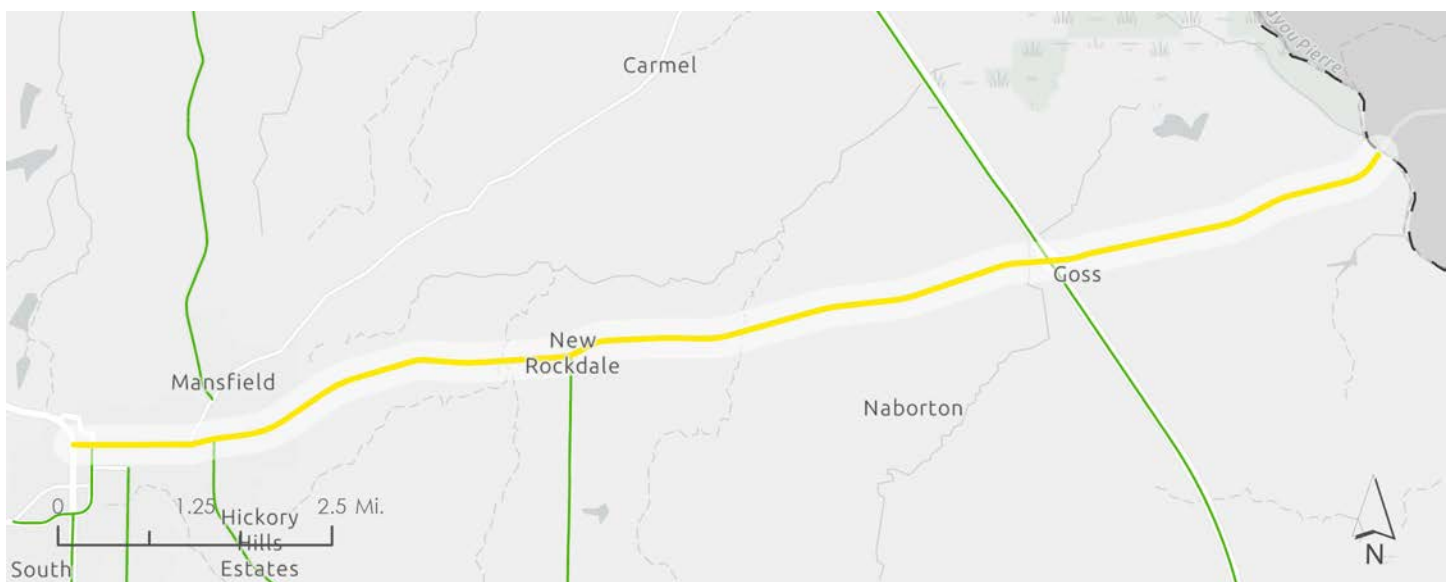
## RECOMMENDATIONS

- Resurface and restripe roadway.
- Add rumble strips and Retroreflective Raised Pavement Markers (RPMs).
- Add advance warning signage.

## PROJECT READINESS



Due to facility ownership, resurfacing of this facility is anticipated to take some time to initiate.



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# OXFORD RD

ID #: D6      SEGMENT      HIGH PRIORITY

20 TOTAL CRASHES      MINOR COLLECTOR  
1,000 AADT      30 MPH      2 LANES  
COST: \$216,000

## CONTEXT

This segment from Gibbs St to Meadow Dr is about one mile long. It has a posted speed limit of 30 mph, and an annual average daily traffic (AADT) of 1,000 vehicles. There were 20 crashes on this segment from 2018 to 2022. Angle crashes are a common collision type on this segment.



Source: Google Street View

# 3

crashes resulting in fatal or serious injury

# 5

crashes were angle collisions

# 1

crashe involving people walking

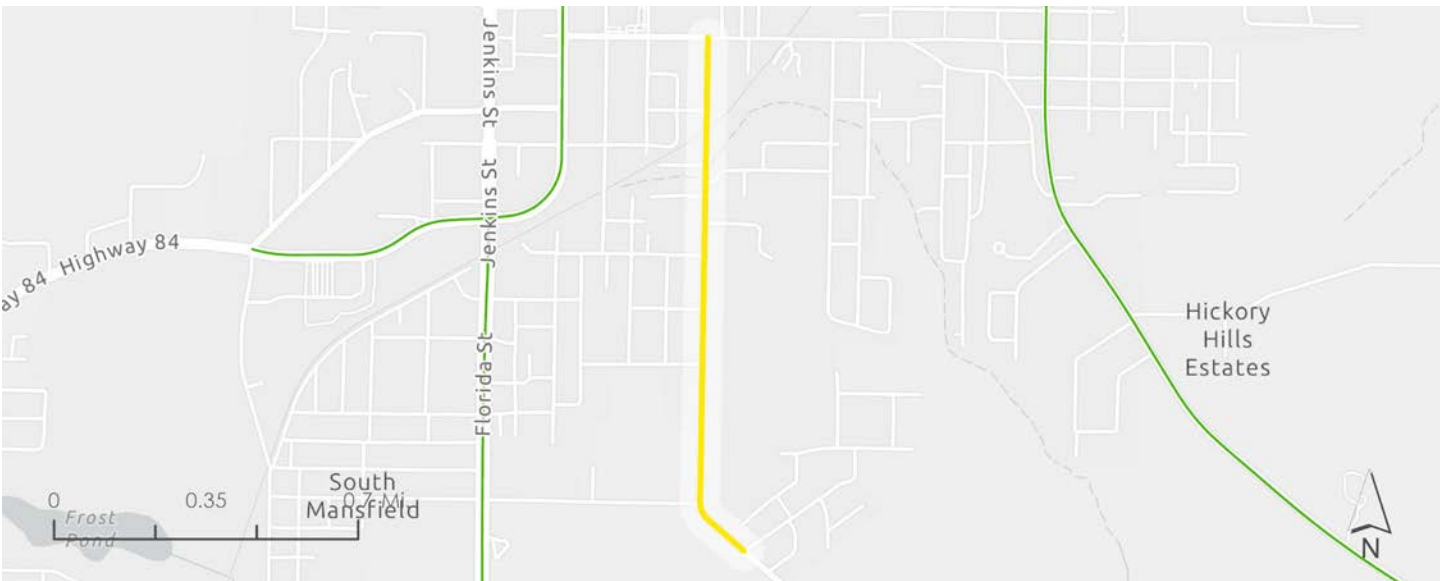
## RECOMMENDATION

- Perform a corridor study.

## PROJECT READINESS



Corridor study can be implemented immediately.



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# LA 169

ID #: D7      SEGMENT      MED PRIORITY

5 TOTAL CRASHES      MAJOR COLLECTOR  
1,700 AADT      55 MPH      2 LANES  
COST: \$3,200

## CONTEXT

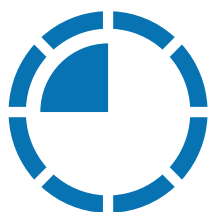
This segment from the north parish line to LA 172 is about 2 miles long. It has a posted speed limit of 55 mph, and an annual average daily traffic (AADT) of 1,700 vehicles. There were five crashes on this segment between the years of 2018 and 2022, one resulting in a possible injury. Four out of the five crashes on this segment involved a roadway departure.



## RECOMMENDATION

- Install edgeline rumble strips.

## PROJECT READINESS



Quick build treatments can be implemented immediately.



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# LA 177

ID #: D8      SEGMENT      MED PRIORITY

30 TOTAL CRASHES      MAJOR COLLECTOR  
1,100 AADT      55 MPH      2 LANES  
COST: \$2,769,400

## CONTEXT

This segment from the I-49 interchange to LA 175 is about 11 miles long. It has a posted speed limit of 55 mph, and an annual average daily traffic (AADT) of 1,100 vehicles. There were 30 crashes on this segment between the years of 2018 to 2022. Over half of the crashes on this segment involved a roadway departure, which additional rumble strips, pavement markings, and signage will help to address.



2

crashes resulting in a fatality

19

crashes involving a roadway departure

2

crashes were opposite-direction sideswipe collisions

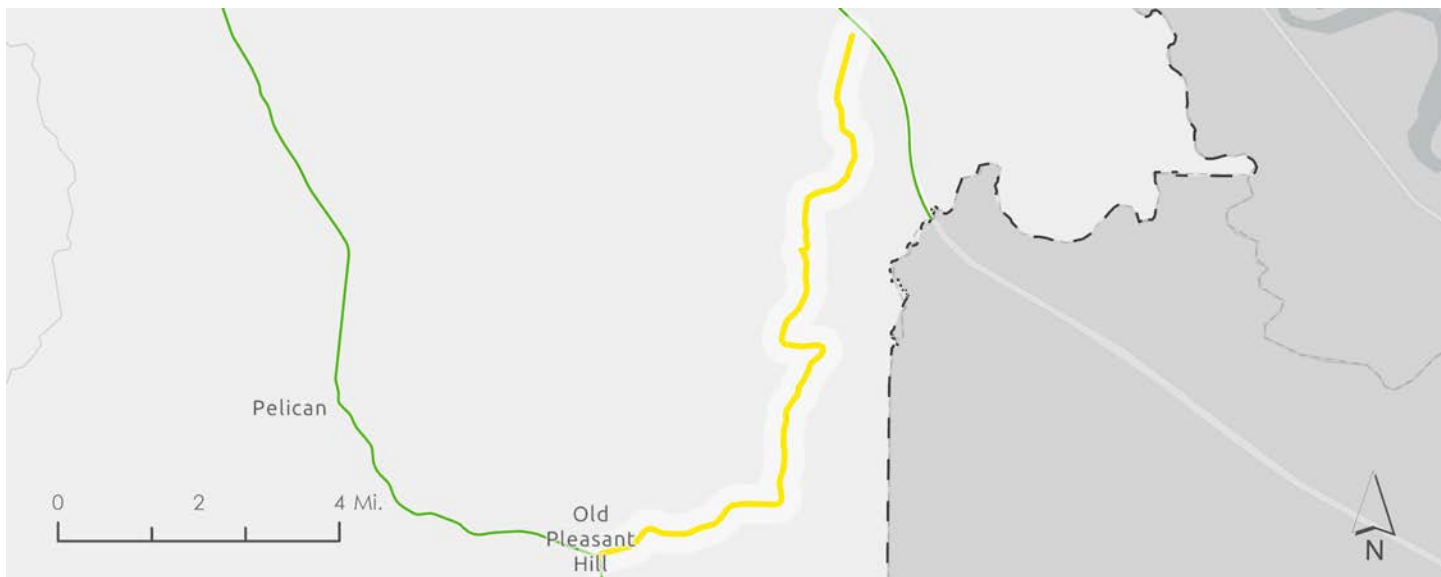
## RECOMMENDATIONS

- Restripe the roadway.
- Add rumble strips, Retroreflective Raised Pavement Markers (RPMs), and high-friction surface treatments.
- Add advance warning signage.

## PROJECT READINESS



A lot of treatments are quick build but the length of the segment will require time to implement.



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# LA 522

ID #: D9      SEGMENT      MED PRIORITY

4 TOTAL CRASHES      MINOR COLLECTOR  
500 AADT      55 MPH      2 LANES  
COST: \$139,000

## CONTEXT

This segment from LA 84 to LA 175 is about 4 miles long. It has a posted speed limit of 55 mph, and an annual average daily traffic (AADT) of 500 vehicles. There were four crashes on this segment from 2018 to 2022. Two out of the four crashes on this segment involved a roadway departure.



**1** crash resulting in a fatality

**2** crashes involving a roadway departure

**1** crash was an angle collision

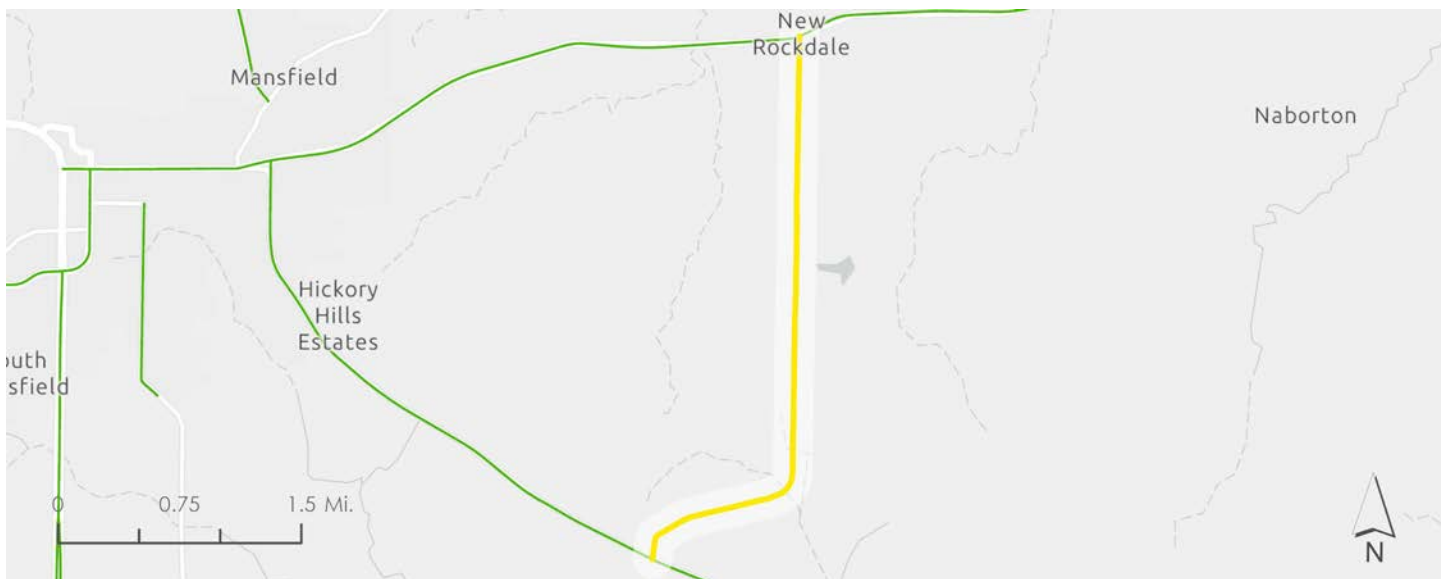
## RECOMMENDATION

- Restripe roadway.

## PROJECT READINESS



Quick build treatments can be implemented immediately.



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# LA 84

ID #: D10      SEGMENT      MED PRIORITY

138 TOTAL CRASHES      PRINCIPAL ARTERIAL  
5,100 AADT      55 MPH      2 LANES  
COST: \$654,600

## CONTEXT

This segment from Model Rd to the Texas state line is about 18 miles long. It has a posted speed limit of 55 mph, and an annual average daily traffic (AADT) of 5,100 vehicles. There were over 130 crashes on this segment from 2018 to 2022. Rear-end collisions and roadway departures are common crash types on this segment. Advanced warning for intersections and adding lighting will reduce rear-end collisions, and restriping and adding rumble strips will address these issues.



4

crashes resulting in a fatality

30

crashes were rear-end collisions

47

crashes involving a roadway departure

## RECOMMENDATIONS

- Install lighting in Logansport.
- Install advance warning signage and transverse rumble strips.
- Add centerline and edgeline rumble strips.
- Improve or add edgeline and centerline striping.

## PROJECT READINESS



A lot of treatments are quick build but the length of the segment will require time to implement.



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# WASHINGTON AVE

ID #: D11      SEGMENT      MED PRIORITY

91 TOTAL CRASHES      PRINCIPAL ARTERIAL  
 9,000 AADT      30 - 35 MPH      2 - 4 LANES  
 COST: \$449,300

## CONTEXT

This segment from Polk St to Oak Hill Rd is 1.3 miles long. It has a posted speed limit of 30 to 35 mph, and an annual average daily traffic (AADT) of 9,000 vehicles. There were over 90 crashes on this segment between from 2018 to 2022, including two with fatalities or serious injuries. Rear-end collisions and same-direction sideswipes are the common types of crashes on this segment. This segment should be studied to determine the feasibility of a road diet.



# 2

crashes resulting in a serious injury

# 18

crashes were rear-end collisions

# 15

crashes were same-direction sideswipe collisions

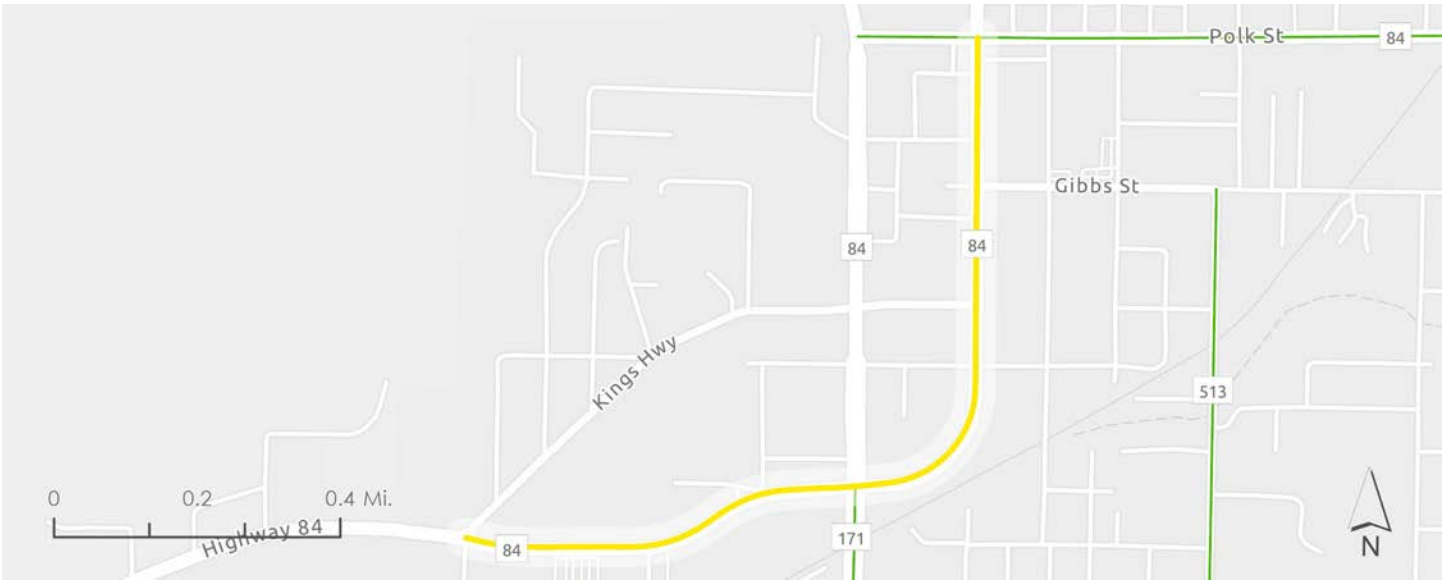
## RECOMMENDATIONS

- Perform a corridor study.
- Implement a road diet.

## PROJECT READINESS



Corridor study and road diet design will take time.



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# LA 5

ID #: D12      SEGMENT      LOW PRIORITY

42 TOTAL CRASHES      MAJOR COLLECTOR  
3,500 AADT      45 MPH      2 LANES  
COST: \$383,000

## CONTEXT

This segment from LA 172 to LA 3015 is seven miles long. It has a posted speed limit of 45 mph, and an annual average daily traffic (AADT) of 3,500 vehicles. There were over 40 crashes on this segment from 2018 to 2022, resulting in three fatal injuries. Many crashes on this segment involve a roadway departure, which restriping and adding rumble strips will help address.



Source: Google Street View

3

crashes resulting in a fatality

15

crashes involving a roadway departure

6

crashes were rear-end collisions

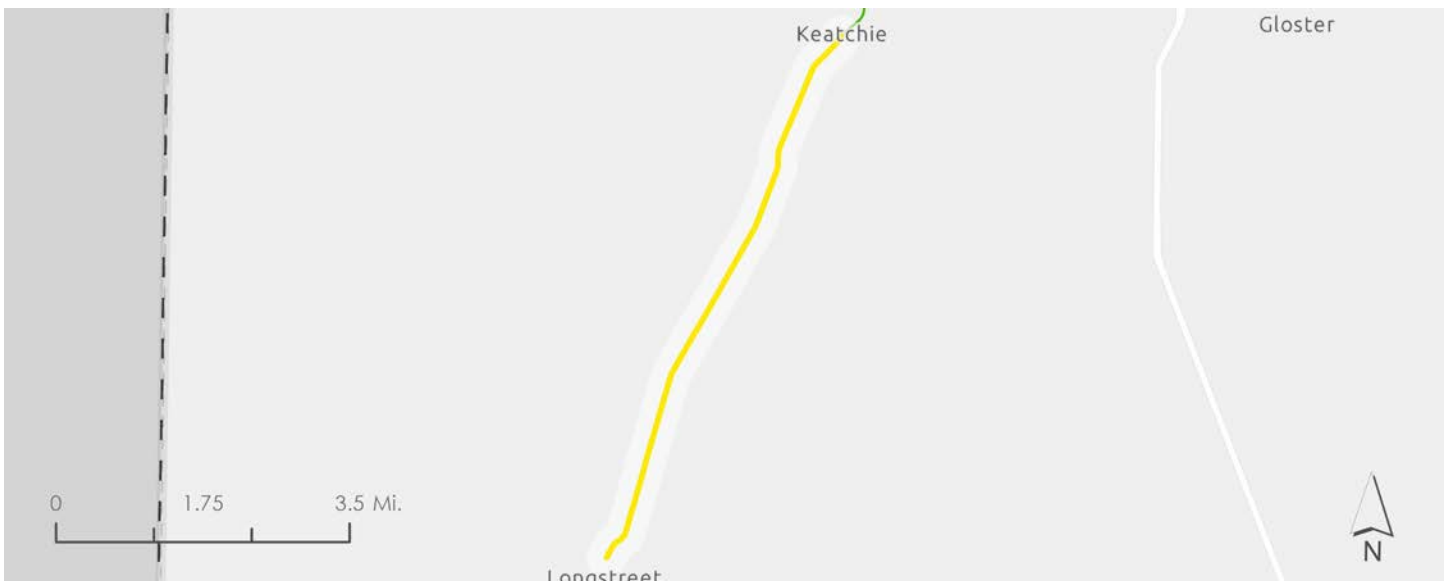
## RECOMMENDATIONS

- Restripe edgelines, centerlines, and stop bars.
- Install centerline RPMs, centerline rumble strips, and edgeline rumble strips.

## PROJECT READINESS



A lot of treatments are quick build but the length of the segment will require time to implement.



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# LA 765

ID #: D13      SEGMENT      LOW PRIORITY

20 TOTAL CRASHES      MAJOR COLLECTOR  
1,000 AADT      55 MPH      2 LANES  
COST: \$75,500

## CONTEXT

This segment from the Texas state line to LA 764 is about two miles long. It has a posted speed limit of 55 mph, and an annual average daily traffic (AADT) of 1,000 vehicles. There were 20 crashes on this segment from 2018 to 2022, resulting in a fatality. The vast majority of crashes on this segment involve a roadway departure.



1

crash resulting in a fatality

18

crashes involving a roadway departure

3

crashes occurred without seat belts

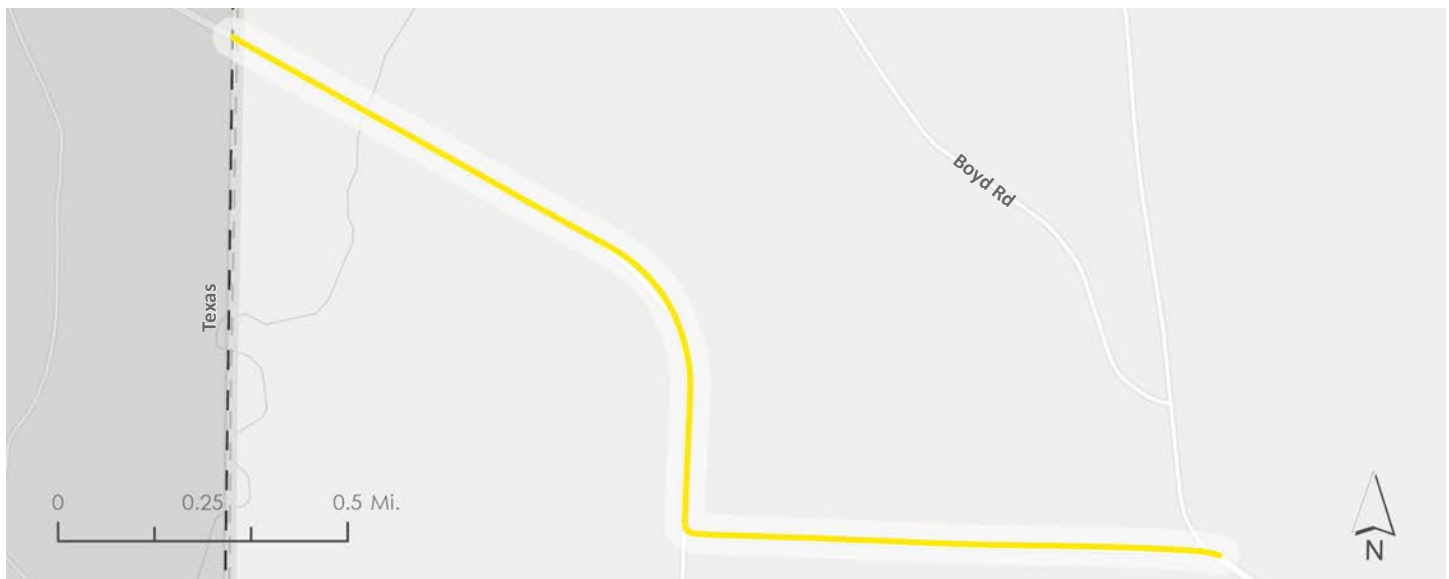
## RECOMMENDATIONS

- Add centerline and edgeline rumble strips.
- Install double chevron signs.
- Restripe stop bars, edgelines, and centerlines.

## PROJECT READINESS



Quick build treatments can be implemented quickly.



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# LA 5 & BATES RD

ID #: D14    INTERSECTION    MED PRIORITY

1 CRASH		
COST: \$400		
LA 5	MAJOR COLLECTOR	
5,500 AADT	45 MPH	2 LANES
BATES RD	LOCAL	
100 AADT	55 MPH	2 LANES

## CONTEXT

The intersection of Bates Rd and LA 5, located in Frierson, is unsignalized and handles intersecting speed limits of 45 and 55 mph. It has an annual average daily traffic (AADT) of 5,500 vehicles on LA 5 and 100 vehicles on Bates Rd. There was a roadway departure at this intersection that resulted in a fatality.



## RECOMMENDATION

- Install rumble strips on both sides of the intersection.

## PROJECT READINESS



Quick build treatments can be implemented immediately.



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# LA 177 & LA 510

ID #: D15    INTERSECTION    MED PRIORITY

## CONTEXT

The intersection of LA 77 and LA 510 is unsignalized and handles intersecting speed limits of 55 mph. It has an annual average daily traffic (AADT) of 3,200 vehicles on LA 177 and around 200 vehicles on LA 510. Out of the two crashes at this intersection, they were both left-angle collisions. One resulted in a fatality. Advanced warning signs would make drivers more alert as they approach the intersection.

2 TOTAL CRASHES		
COST: \$8,700		
LA 177	MINOR ARTERIAL	
3,200 AADT	55 MPH	2 LANES
LA 510	MINOR COLLECTOR	
200 AADT	55 MPH	2 LANES



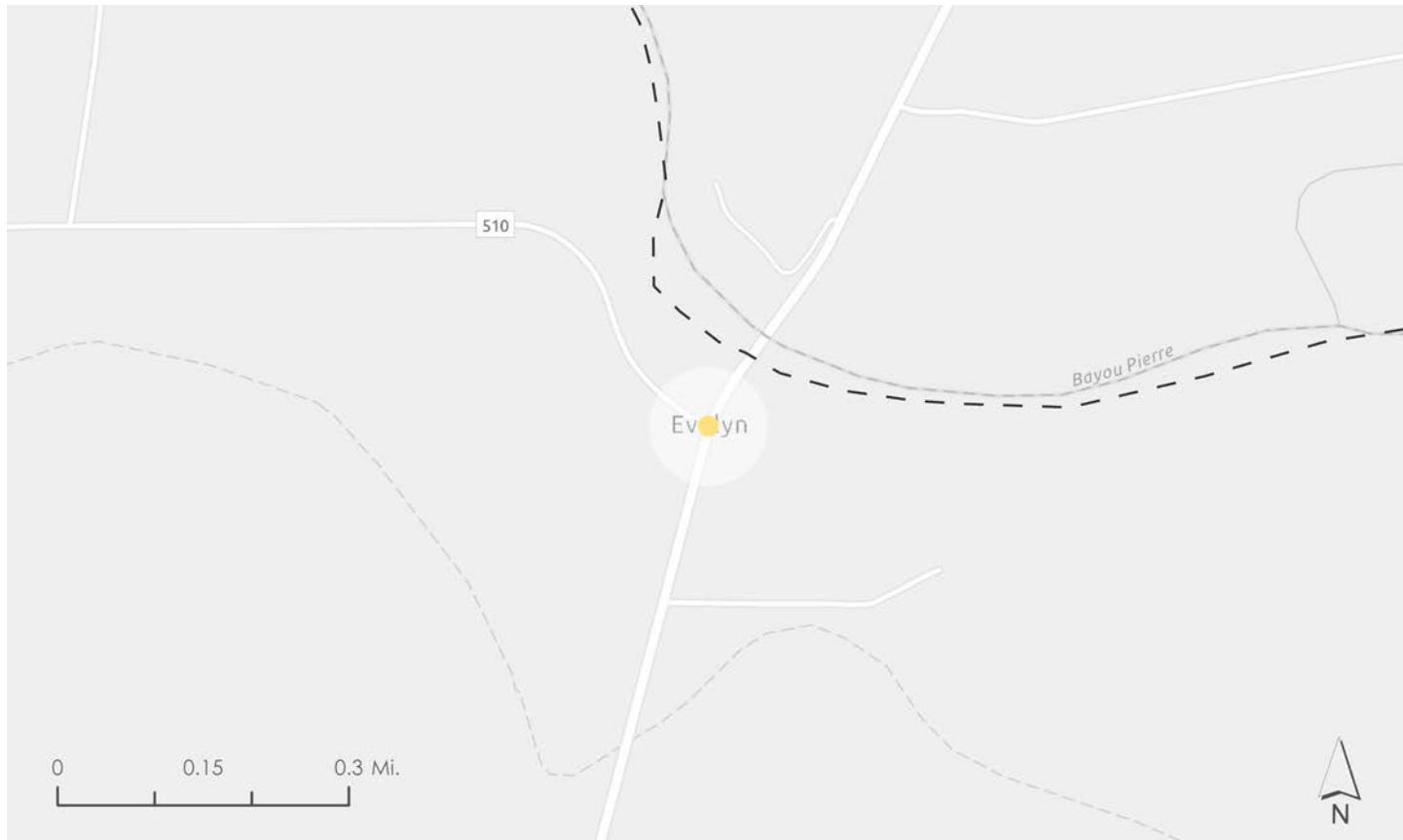
## RECOMMENDATIONS

- Add striping and transverse rumble striping.
- Add advance warning signage.

## PROJECT READINESS



Quick build treatments can be implemented immediately.



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# LA 5 & JESSIE LATIN RD

ID #: D16    INTERSECTION    LOW PRIORITY

## CONTEXT

The intersection of Jessie Latin Rd and LA 5, located in Gloster, is unsignalized and handles intersecting speed limits of 45 and 35 mph. It has an annual average daily traffic (AADT) of 5,300 vehicles on LA 5 and 400 vehicles on Jessie Latin Rd. The crash that occurred at this intersection between 2018 and 2022 resulted in a fatality. Advanced warning signs would make drivers more alert as they approach the intersection.

1 CRASH		
COST: \$1,100		
LA 5	MAJOR COLLECTOR	
5,300 AADT	45 MPH	2 LANES
JESSIE LATIN RD	LOCAL	
400 AADT	35 MPH	2 LANES



## RECOMMENDATIONS

- Install advance warning signage and striping on Jessie Latin Rd.

## PROJECT READINESS



Quick build treatments can be implemented immediately.



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# LA 171 & POOLE RD

ID #: D17    INTERSECTION    LOW PRIORITY

## CONTEXT

The intersection of LA 171 and Poole Rd, located in Grand Cane, is unsignalized and handles intersecting speed limits of 55 and 30 mph. It has an annual average daily traffic (AADT) of 5,600 vehicles on LA 171 and 400 vehicles on Poole Rd. The rear-end crash that occurred at this intersection between 2018 and 2022 resulted in a fatality. Removing drivers attempting a left turn from flowing traffic will help prevent future high speed rear-end crashes.

1 TOTAL CRASHES		
COST: \$166,000		
LA 171	PRINCIPAL ARTERIAL	
5,600 AADT	65 MPH	2 LANES
POOLE RD	LOCAL	
400 AADT	55 MPH	1 LANE



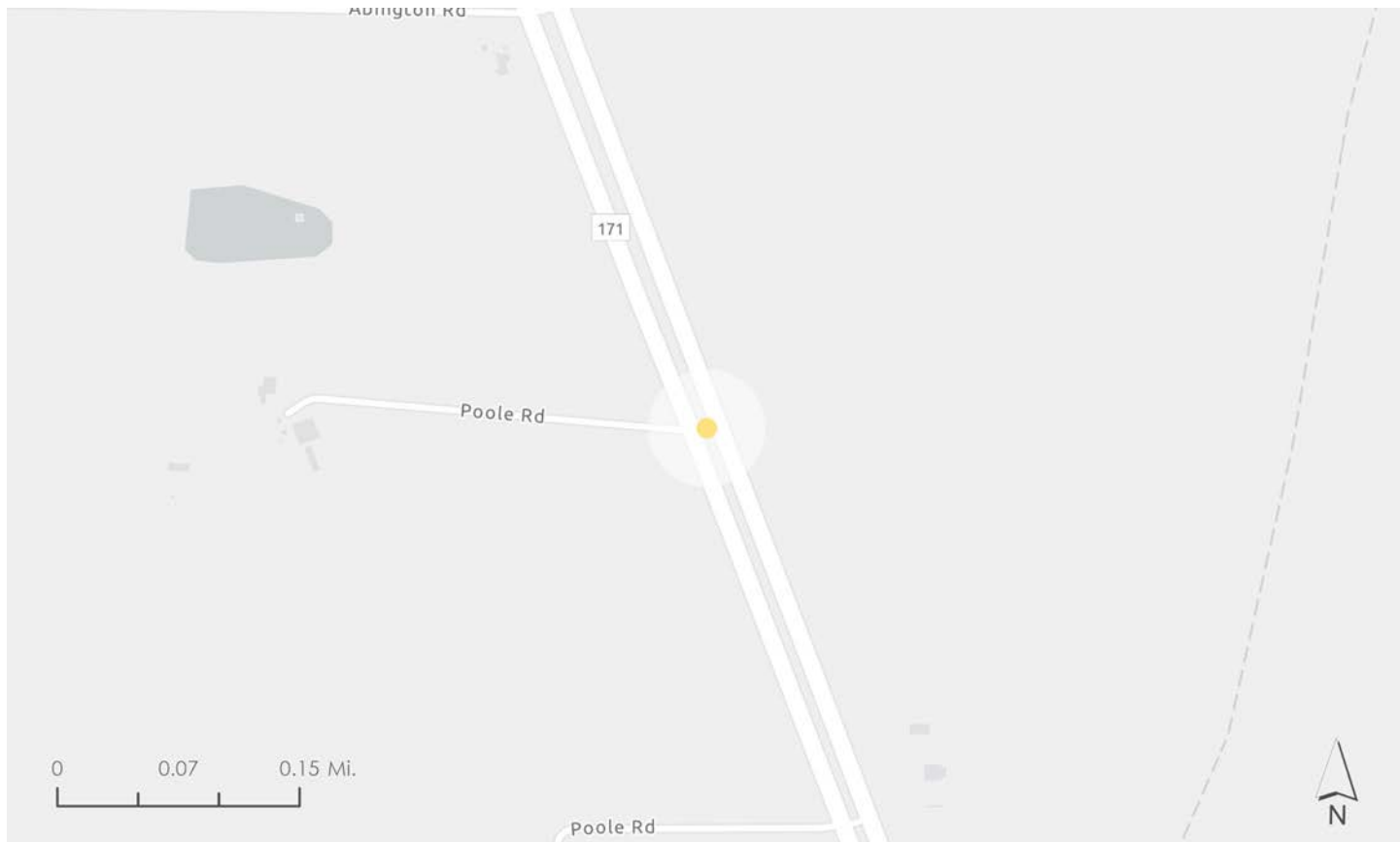
## RECOMMENDATION

- Add left turn bays.

## PROJECT READINESS



The addition of a left turn bay will require some time to design, acquire right-of-way, and construct.



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# LA 191 & COKER WORSHAM RD

ID #: D18      INTERSECTION      LOW PRIORITY

3 TOTAL CRASHES		
COST: \$11,900		
LA 191	MAJOR COLLECTOR	
1,300 AADT	55 MPH	2 LANES
COKER WORSHAM RD	LOCAL	
400 AADT	55 MPH	2 LANES

## CONTEXT

The intersection of LA 191 and Coker Worsham Rd, located near Union Springs, is unsignalized and handles intersecting speed limits of 55 mph. It has an annual average daily traffic (AADT) of 1,300 vehicles on LA 191 and 400 vehicles on Coker Worsham Rd. Three crashes occurred at this intersection between 2018 and 2022, resulting in one fatality. Advanced warning signs would make drivers more alert as they approach the intersection.



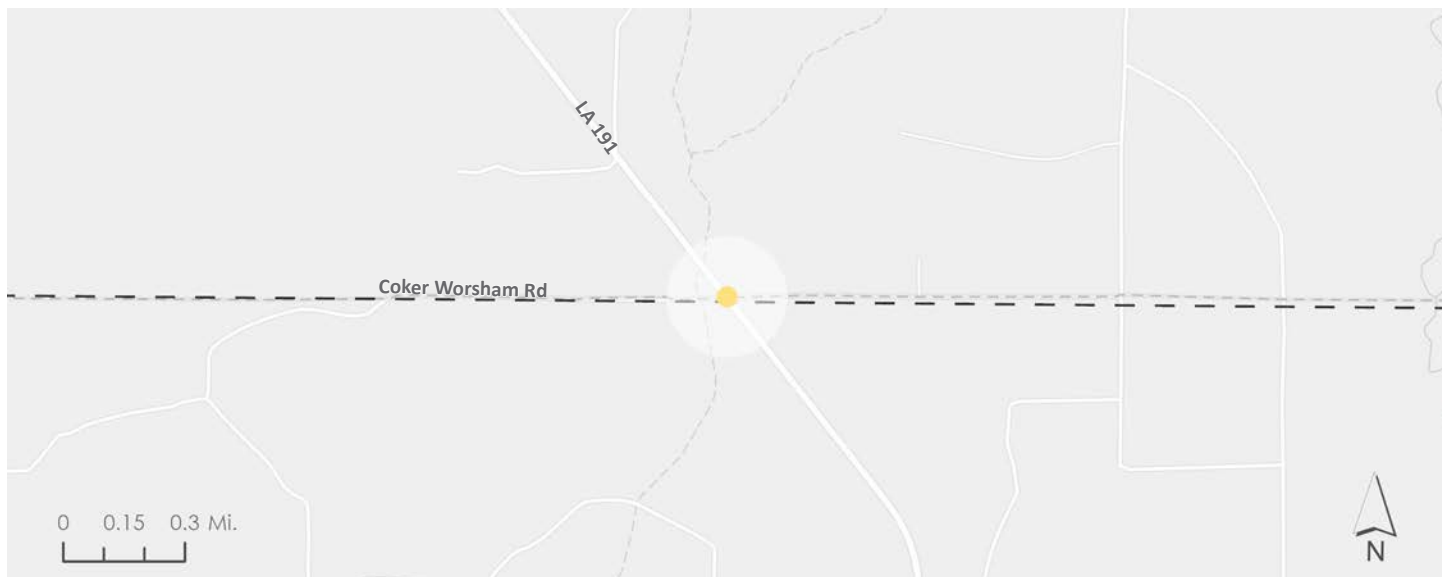
## RECOMMENDATIONS

- Add striping and transverse rumble striping.
- Add advance warning signage.

## PROJECT READINESS



Quick build treatments can be implemented immediately.



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# LA 191 & FISHER LN

ID #: D19 INTERSECTION LOW PRIORITY

## CONTEXT

The intersection of LA 191 and Fisher Ln, located in western DeSoto Parish, is unsignalized and handles intersecting speed limits of 55 mph. It has an annual average daily traffic (AADT) of 1,300 vehicles on LA 191 and 35 vehicles on Fisher Ln. The crash that occurred at this intersection between 2018 and 2022 was an angle collision that resulted in a fatality. Advanced warning signs would make drivers more alert as they approach the intersection.

1 CRASH		
COST: \$300		
LA 191	MAJOR COLLECTOR	
1,300 AADT	55 MPH	2 LANES
FISHER LN	LOCAL	
35 AADT	55 MPH	2 LANES



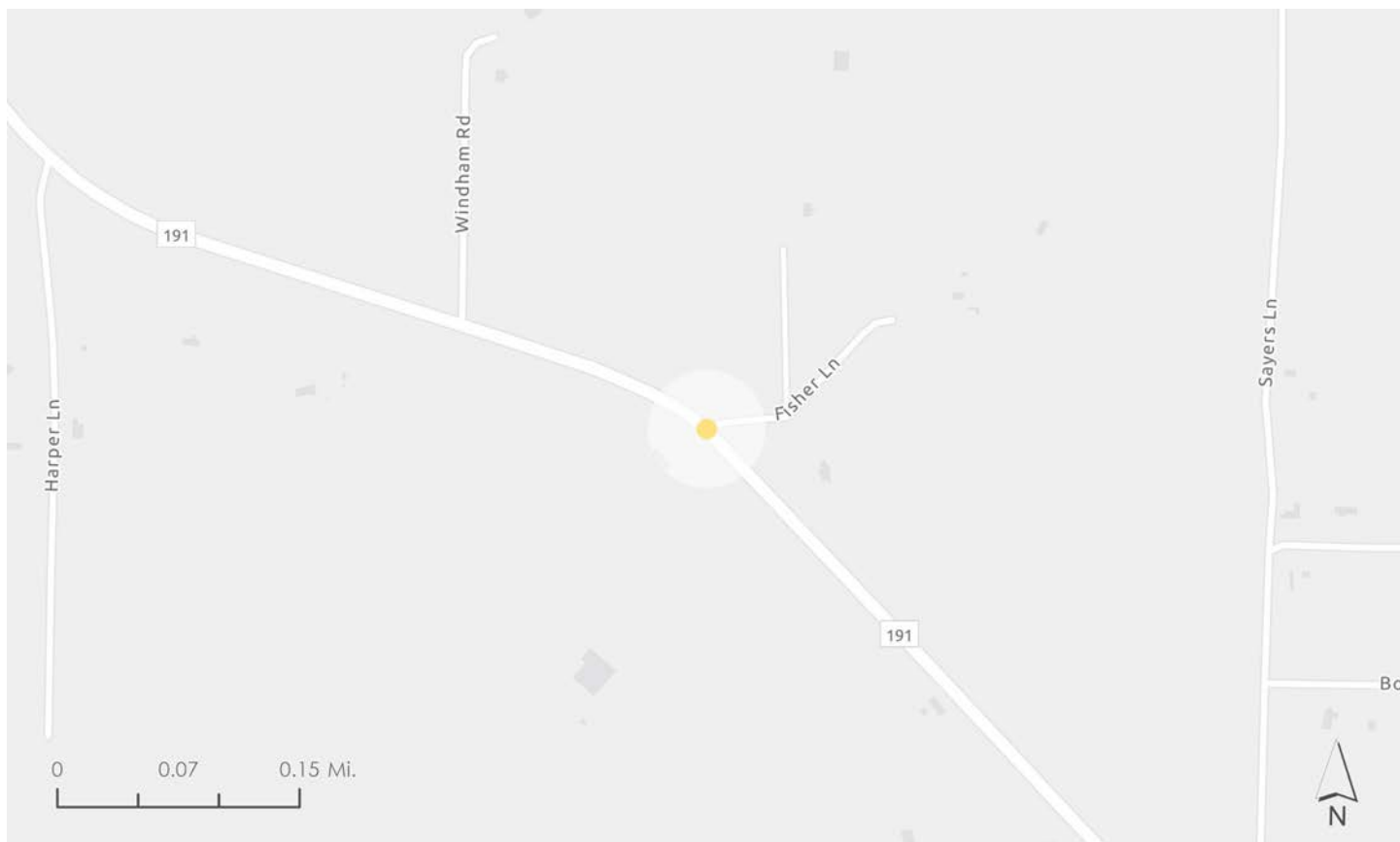
## RECOMMENDATION

- Add advance warning signs.

## PROJECT READINESS



Quick build treatments can be implemented immediately.



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# LA 171 & LA 3276

ID #: D20      INTERSECTION      LOW PRIORITY

38 TOTAL CRASHES		
COST: \$9,000		
LA 171	MINOR ARTERIAL	
11,000 AADT	55 MPH	2 LANES
LA 3276	LOCAL	
8,700 AADT	45 MPH	2 LANES

## CONTEXT

The intersection of LA 3276 and LA 171, located in Stonewall, is signalized and handles intersecting speed limits of 45 and 35 mph. It has an annual average daily traffic (AADT) of 11,000 vehicles on LA 171 and 8,700 vehicles on LA 3276. Over half of the crashes at this intersection between 2018 and 2022 were angle collisions.



## RECOMMENDATIONS

- Add transverse rumble striping.
- Add left turn skip line striping.

## PROJECT READINESS



Quick build treatments can be implemented immediately.



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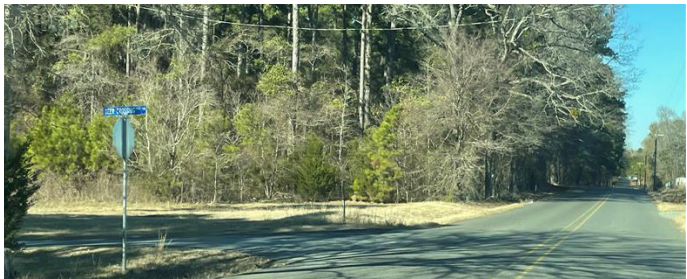
# LINWOOD AVE & DEER XING

ID #: D21 INTERSECTION LOW PRIORITY

2 TOTAL CRASHES  
 COST: \$4,800  
 LINWOOD AVE MINOR ARTERIAL  
 5,400 AADT 45 MPH 2 LANES  
 DEER XING (PVT DWY) LOCAL

## CONTEXT

The intersection of Linwood Ave and Deer Xing, located near Stonewall, is unsignalized. Linwood Ave has a speed limit of 45 mph, and an annual average daily traffic (AADT) of 5,400 vehicles. Deer Crossing is a private driveway. Out of the two crashes that occurred at this intersection from 2018 to 2022, one resulted in a fatality. Advanced warning signs would make drivers more alert as they approach the intersection.



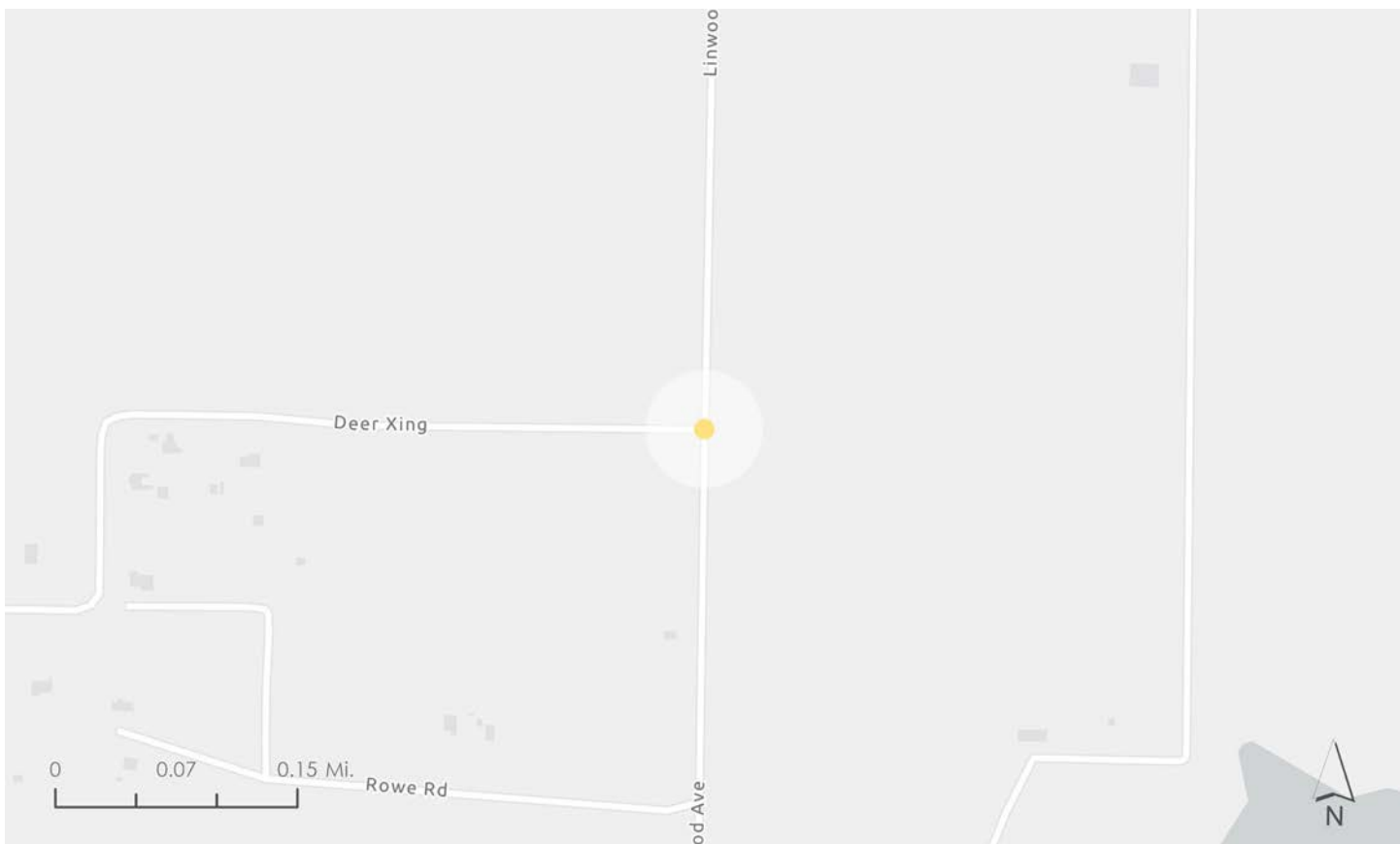
## RECOMMENDATIONS

- Improve edgeline and centerline striping.
- Add transverse rumble striping and advanced warning signage.

## PROJECT READINESS



Quick build treatments can be implemented immediately.



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# I-20

ID #: W1      SEGMENT      HIGH PRIORITY

391 TOTAL CRASHES      INTERSTATE  
 35,100 AADT      70 MPH      4 LANES  
 COST: \$8,100

## CONTEXT

This segment from the LA 531 interchange to the western parish line is about 12 miles long and is located in Webster Parish. It has a posted speed limit of 70 mph and an annual average daily traffic (AADT) of 35,100 vehicles. There were over 390 crashes on this segment between 2018 and 2022. Roadway departures are a common type of crash on this segment, especially near the Sibley Rd exit.



**7** crashes resulting in fatal or serious injury

**205** crashes involving a roadway departure

**1** crash involving people walking

## RECOMMENDATIONS

- Install rumble strips on Sibley Rd WB off the ramp.
- Add chevrons where necessary on Sibley Rd ramps.

## PROJECT READINESS



Due to the nature and length of the facility, even small improvements may take time.



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# LA 157

ID #: W2      SEGMENT      HIGH PRIORITY

24 TOTAL CRASHES      MAJOR COLLECTOR  
1,700 AADT      55 MPH      2 LANES  
COST: \$23,500

## CONTEXT

This section of LA 157 from LA 159 to Percy Burns Rd is 7.65 miles long and is located in Webster Parish. It has a posted speed limit of 55 mph. This segment of highway has a higher than average fatal crash rate, with over half of the crashes being caused by a road or lane departure. Observed issues on this segment include a lack of lighting, faded striping, and a lack of other lane delineators such as rumble strips and reflective markers. In the long term, acquiring ROW to provide shoulders would be a preferable solution, however that tends to be a very costly and time consuming process, whereas the addition of rumble strips can provide a low cost, immediate solution to improve safety.



2

crashes resulting in a fatality

13

crashes involving a roadway departure

5

crashes were angle collisions

## RECOMMENDATION

- Add edgeline rumble strips.

## PROJECT READINESS



Quick build treatments can be implemented immediately.



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# LA 164

ID #: W3      SEGMENT      HIGH PRIORITY

9 TOTAL CRASHES      MAJOR COLLECTOR  
3,000 AADT      45 MPH      2 LANES  
COST: \$10,300

## CONTEXT

This section of LA 164 from Main St to Pearl Harbor Ave is 6.7 miles long and is located in Webster Parish. It has a posted speed limit of 45 mph and an annual average daily traffic (AADT) of 3,000 vehicles. Out of the nine crashes on this segment between 2018 and 2022, four were angle collisions. In the long term, acquiring ROW to provide shoulders would be a preferable solution, however that tends to be a very costly and time consuming process, whereas the addition of rumble strips can provide a low cost, immediate solution to improve safety.



1

crash resulting in a fatality

3

crashes were rear-end collisions

4

crashes were angle collisions

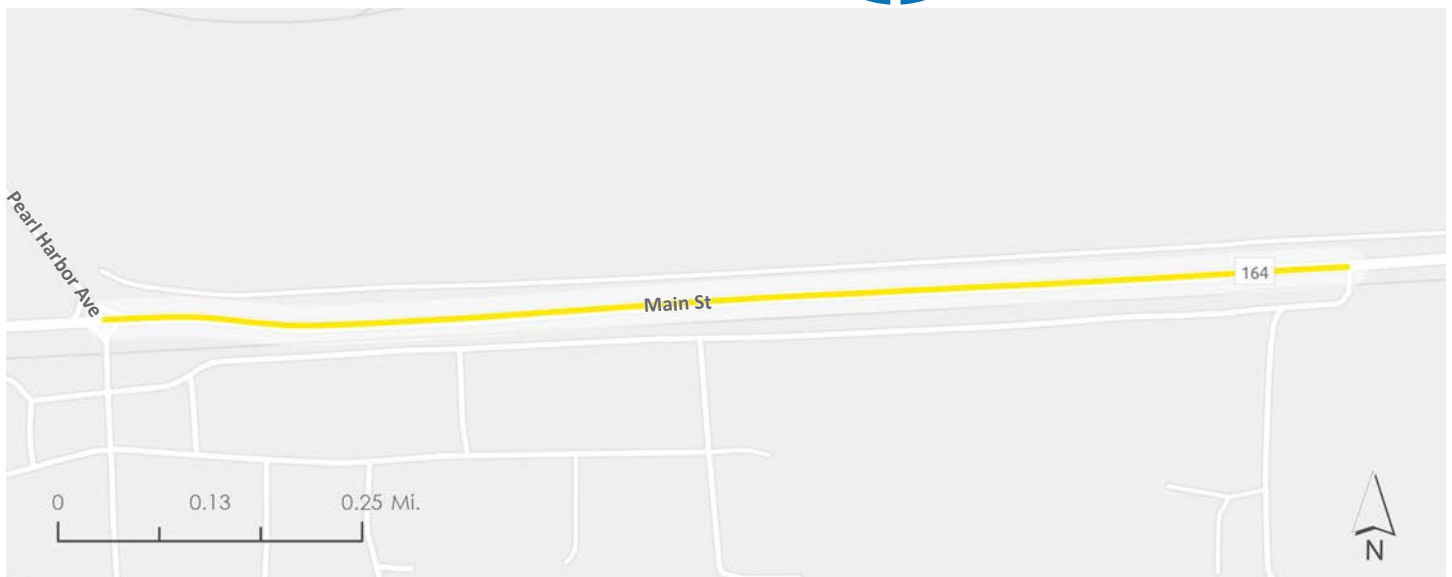
## RECOMMENDATION

- Add edgeline rumble strips.

## PROJECT READINESS



Quick build treatments can be implemented immediately.



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# US HWY 371

ID #: W4      SEGMENT      HIGH PRIORITY

190 TOTAL CRASHES      MINOR ARTERIAL  
 7,400 AADT      45 MPH      2 LANES  
 COST: \$645,400

## CONTEXT

This section of S Arkansas St (US Hwy 371) from Henrietta White Blvd to the parish line is 4 miles long and is located in Springfield and Cullen. It has a posted speed limit of 45 mph. It has a high crash rate relative to its daily traffic, including multiple serious injuries and pedestrians hit. Observed issues include poor pavement conditions, a high rate of angled crashes at intersections, and a lack of pedestrian infrastructure near North Webster High School.



# 6

crashes resulting in  
a serious injury

# 48

crashes were rear-  
end collisions

# 3

crashes involving  
people walking

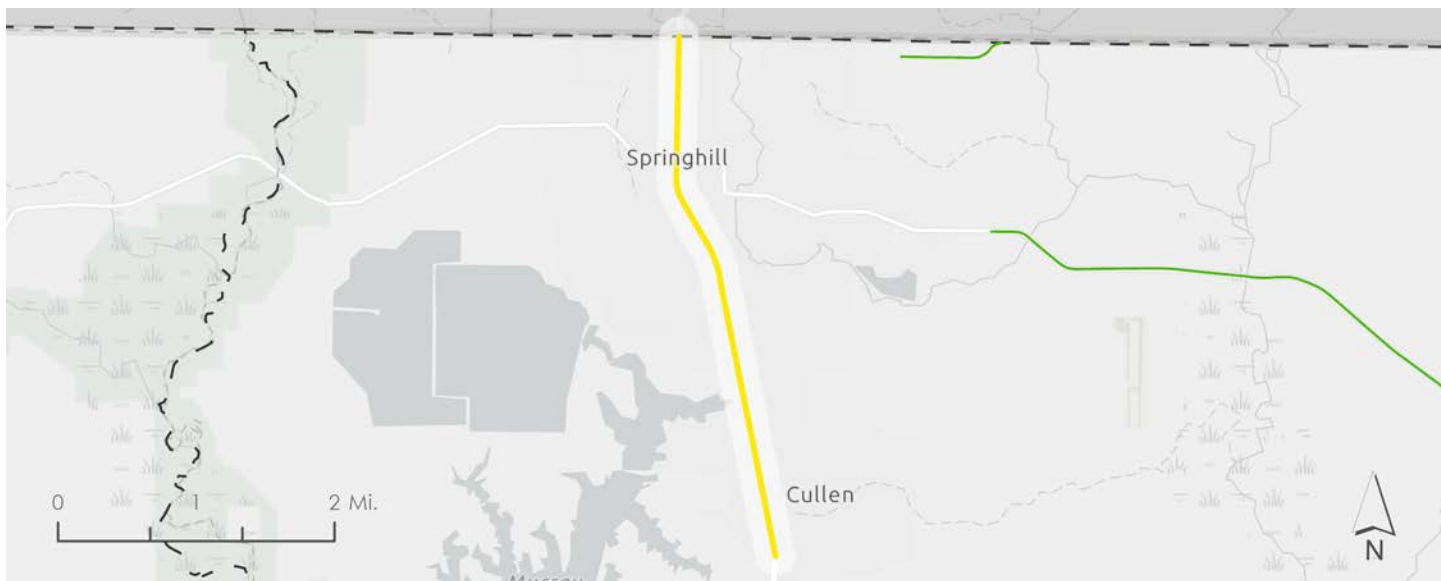
## RECOMMENDATIONS

- Perform an intersection study to determine lane configuration and phasing.
- Add a pedestrian hybrid beacon at North Webster High School.
- Add Retroreflective Raised Pavement Markers (RPMs) and restripe roadway.

## PROJECT READINESS



Intersection study can be completed quickly.



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# US 79

ID #: W5      SEGMENT      HIGH PRIORITY

134 TOTAL CRASHES      MINOR ARTERIAL  
 10,400 AADT      45 MPH      2 LANES  
 COST: \$545,300

## CONTEXT

This section of Shreveport Road (US 79) from Horton St to Dorcheat St is 2.7 miles long and is located in Minden. It has a posted speed limit of 45 mph and an annual average daily traffic (AADT) of 10,400 vehicles. There were over 130 crashes on this segment from 2018 to 2022. Rear end collisions and roadway departures are common crash types on this segment. A corridor study will help determine if a road diet will help improve safety on this facility.



3

crashes resulting in a serious injury

46

crashes were rear-end collisions

3

crashes involving people walking

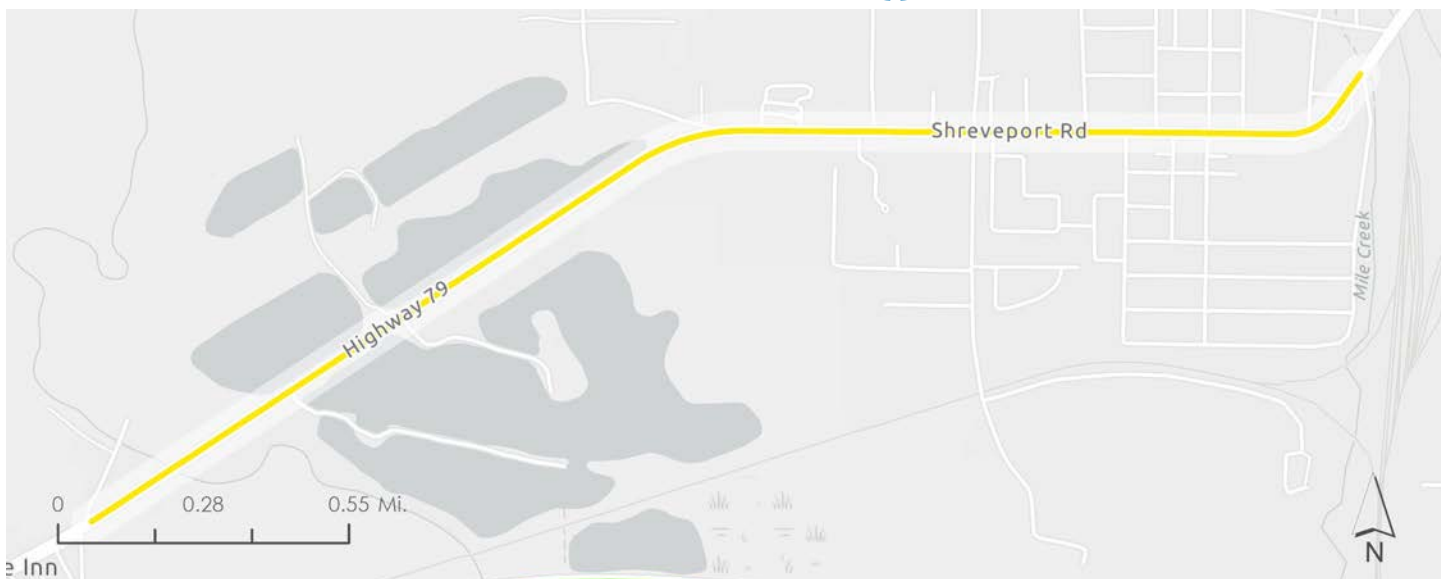
## RECOMMENDATIONS

- Perform a corridor study to determine feasibility of a road diet.

## PROJECT READINESS



Corridor study can commence immediately.



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# LEE ST

ID #: W6      SEGMENT      HIGH PRIORITY

130 TOTAL CRASHES      MINOR ARTERIAL  
 12,400 AADT      35 MPH      2 LANES  
 COST: \$19,300

## CONTEXT

This segment from the I-20 off ramp to Broadway St is 1.5 miles long and is located in Minden. It has a posted speed limit of 35 mph and an annual average daily traffic (AADT) of 12,400 vehicles. There were 130 crashes on this segment from 2018 to 2022. Rear end collisions are a common crash type on this segment. Nighttime visibility is an observed issue.



**1** crash resulting in a serious injury

**28** crashes were rear-end collisions

**1** crash involving people walking

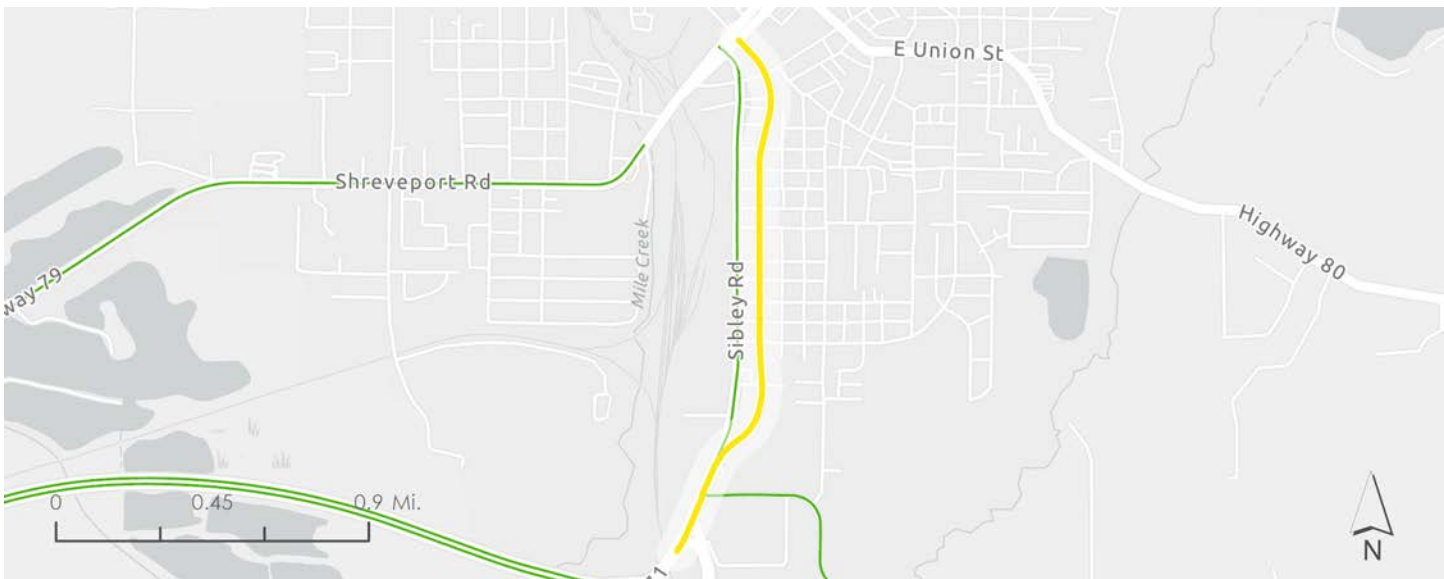
## RECOMMENDATION

- Upgrade existing lighting.

## PROJECT READINESS



Installation of lighting requires design, possibly right-of-way acquisition and construction that can take some time to complete.



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# DORCHEAT RD

ID #: W7      SEGMENT      MED PRIORITY

24 TOTAL CRASHES      LOCAL  
 900 AADT      45 MPH      2 LANES  
 COST: \$680,500

## CONTEXT

This segment from Methodist Camp Rd to Pruitt Rd is about 10 miles long and is located north of Minden and passes through Gilark and Pace. There were over 20 crashes on this segment from 2018 and 2022. The majority of these crashes involved a roadway departure and/or nighttime conditions. Identified issues include the railroad crossing with no warning light or gates, and a lack of lane delineation. In the long term, acquiring ROW to provide shoulders would be a preferable solution, however that tends to be a very costly and time consuming process, whereas the addition of rumble strips can provide a low cost, immediate solution to improve safety.



## RECOMMENDATIONS

- Install railroad gate with warning lights.
- Repair pavement at the intersections of Allen and Haynes.
- Add edgeline rumble strips, Retroreflective Raised Pavement Markers (RPMs), and restripe roadway.

## PROJECT READINESS



Work on at-grade rail crossings may take a considerable amount of time.



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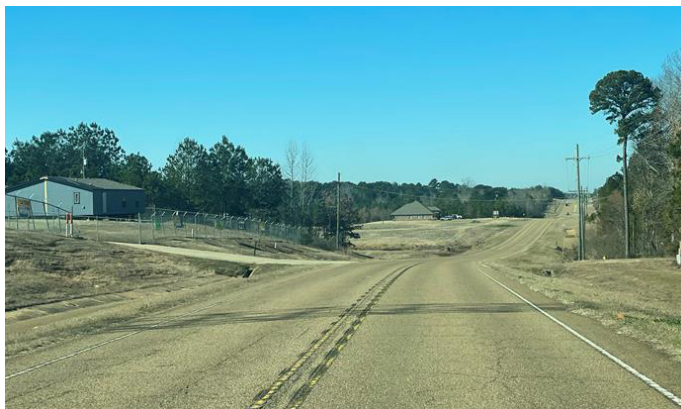
# INDUSTRIAL DR

ID #: W8      SEGMENT      MED PRIORITY

44 TOTAL CRASHES      MAJOR COLLECTOR  
 4,000 AADT      35 MPH      2 LANES  
 COST: \$480,300

## CONTEXT

This segment from Sibley Rd to LA 531 is 2.75 miles long and is located in Minden. It has a posted speed limit of 35 mph and has an annual average daily traffic (AADT) of 4,000 vehicles. There were over 40 crashes on this segment from 2018 to 2022. Common crash types on this segment include rear-end collisions and roadway departures. Identified issues include poor pavement condition, faded striping, and no guardrails near multiple drainage ditches. In the long term, acquiring ROW to provide shoulders would be a preferable solution, however that tends to be a very costly and time consuming process, whereas the addition of rumble strips can provide a low cost, immediate solution to improve safety.



**2** crashes resulting in a serious injury

**7** crashes involving a roadway departure

**8** crashes were rear-end collisions

## RECOMMENDATIONS

- Resurface road near LA 531.
- Restripe roadway and add edgeline rumble strips.
- Install Retroreflective Raised Pavement Markers (RPMs) and a guardrail.

## PROJECT READINESS



Resurfacing can take a period of time to be initiated.



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# LA 528

ID #: W9      SEGMENT      MED PRIORITY

18 TOTAL CRASHES      LOCAL  
550 AADT      55 MPH      2 LANES  
COST: \$10,900

## CONTEXT

This segment from US Hwy 371 to the western parish line is about seven miles long and begins west of Minden near Dixie Inn. It has a posted speed limit of 55 mph and an annual average daily traffic (AADT) of 550 vehicles. Out of the 18 crashes on this segment from 2018 to 2022, the majority involved a roadway departure. In the long term, acquiring ROW to provide shoulders would be a preferable solution, however that tends to be a very costly and time consuming process, whereas the addition of rumble strips can provide a low cost, immediate solution to improve safety.



3

crashes resulting in a fatality

15

crashes involving a roadway departure

6

crashes occurred in dark, unlit conditions

## RECOMMENDATION

- Add edgeline rumble strips.

## PROJECT READINESS



Quick build treatments can be implemented quickly.



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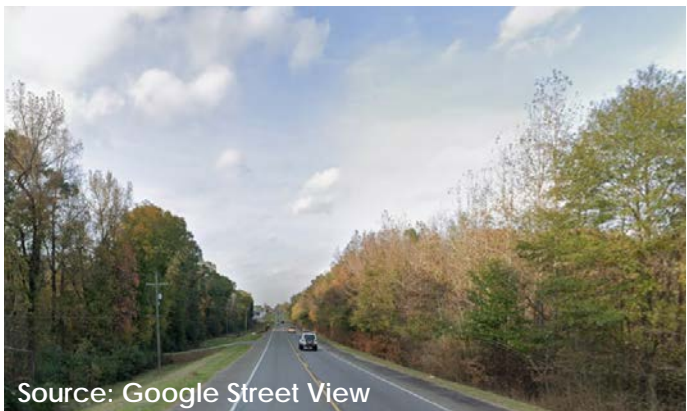
# LA 531

ID #: W10      SEGMENT      MED PRIORITY

188 TOTAL CRASHES      MINOR ARTERIAL  
 8,700 AADT      55 MPH      2 LANES  
 COST: \$12,000,600

## CONTEXT

This segment from the I-20 interchange to Homer Rd is 3.25 miles long and is located east of Minden. It has a posted speed limit of 55 mph and an annual average daily traffic (AADT) of 8,700 vehicles. There were over 180 crashes on this segment from 2018 to 2022.



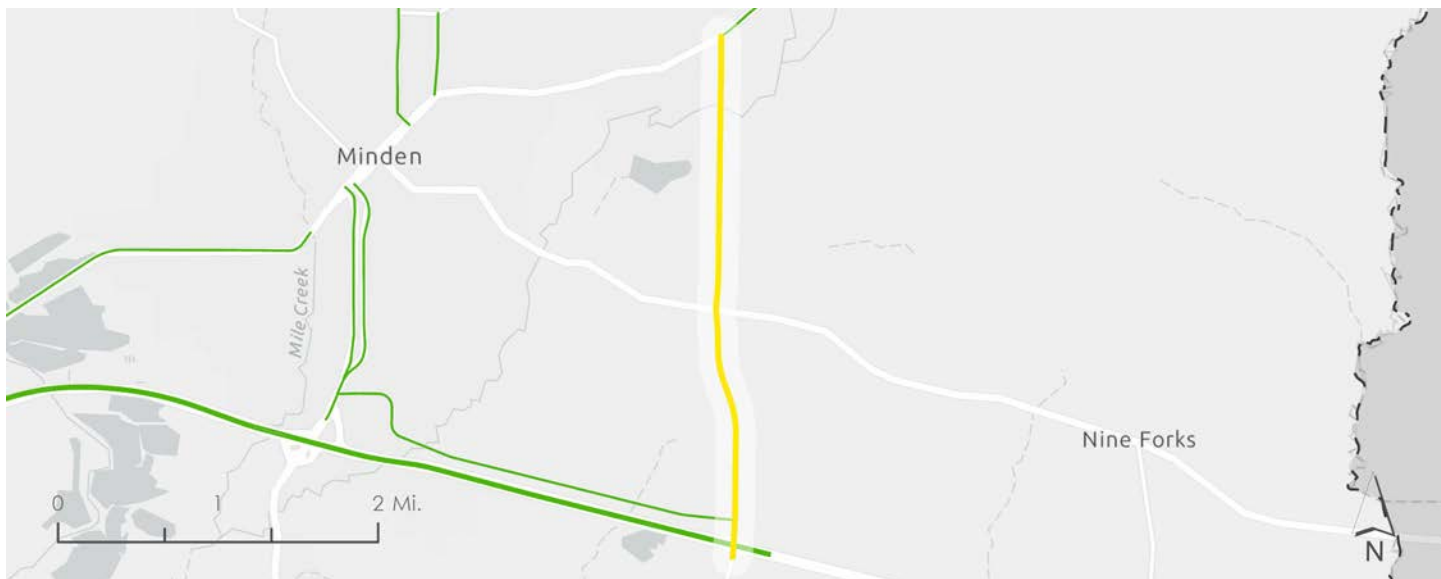
## RECOMMENDATIONS

- Perform an intersection study to add roundabouts at US 79 and US 80 intersections.
- Resurface and restripe roadway.
- Add centerline rumble strips and transverse rumble striping.

## PROJECT READINESS



Design and construction of roundabout will take a considerable amount of time.



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# LA 79

ID #: W11      SEGMENT      MED PRIORITY

11 TOTAL CRASHES      MAJOR COLLECTOR  
4,200 AADT      35 MPH      2 LANES  
COST: \$5,489,600

## CONTEXT

This segment from Elm St to LA 534 is 1.86 miles long and is located in Minden. It has a posted speed limit of 35 mph and an annual average daily traffic (AADT) of 4,200 vehicles. There were 11 crashes on this segment from 2018 to 2022. Six of these crashes were angle collisions. After resurfacing and adding crosswalks to the current road, further study of this segment can inform a safer redesign.



4

crashes resulting in a possible injury

4

crashes were rear-end collisions

6

crashes were angle collisions

## RECOMMENDATIONS

- Perform a corridor study.
- Conduct an intersection study at Fort St, Fincher St, and Walmart to assess roundabout feasibility.
- Resurface and restripe roadway, implement a road diet, and install protected crosswalks.

## PROJECT READINESS



Corridor study, intersection study, and potential redesign will take a considerable amount of time.



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# US 79

ID #: W12      SEGMENT      MED PRIORITY

85 TOTAL CRASHES      MINOR ARTERIAL  
 9,000 AADT      55 MPH      2-3 LANES  
 COST: \$2,469,700

## CONTEXT

This section of US 79 from LA 531 to the eastern parish line is 5.8 miles long and is located in Webster Parish. It has a posted speed limit of 55 mph. The annual average daily traffic (AADT) is 9,000 vehicles. Common issues on this segment are roadway/lane departures and wet or slippery roads. Pavement striping is also faded in some areas.



5

crashes resulting in fatal or serious injury

26

crashes were rear-end collisions

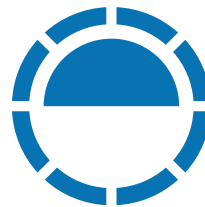
27

crashes involving a roadway departure

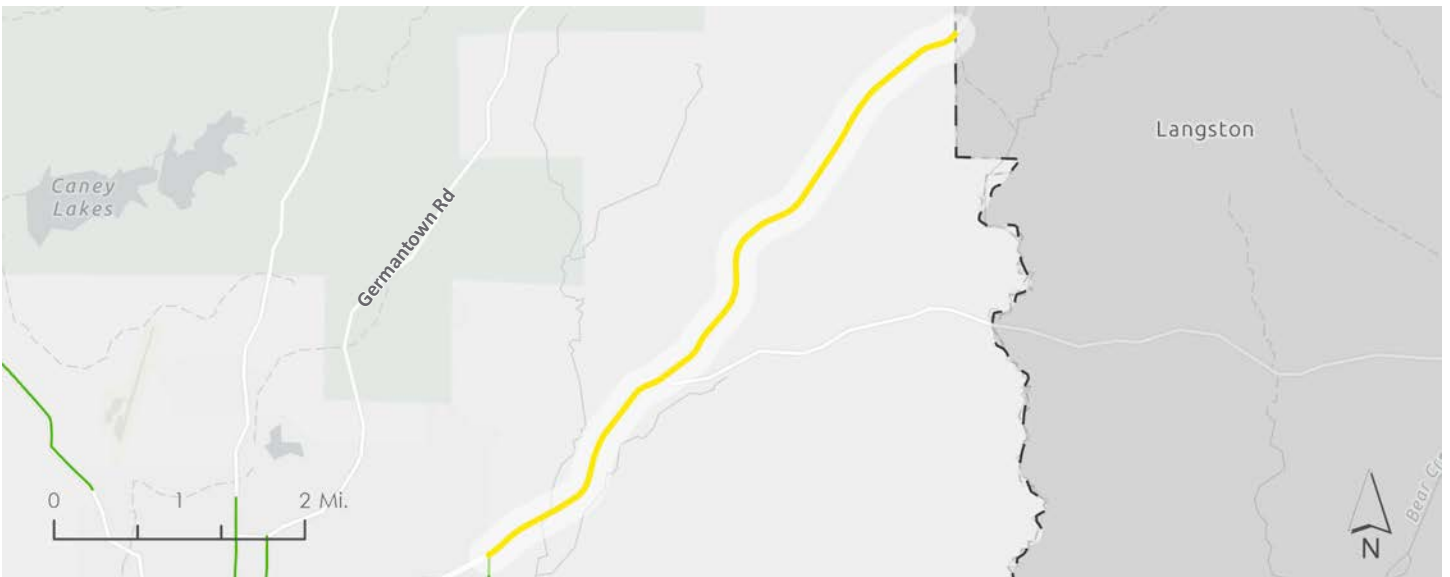
## RECOMMENDATIONS

- Restripe roadway where needed.
- Install bicycle-safe rumble strips with gaps.
- Add a high friction surface treatment.

## PROJECT READINESS



A lot of treatments are quick build but the length of the segment will require time to implement.



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# LEWISVILLE RD

67 TOTAL CRASHES

MINOR ARTERIAL

2,800 AADT

35 MPH

2 LANES

COST: \$145,000

ID #: W13

SEGMENT

MED PRIORITY

## CONTEXT

This segment from LA 79 (Broadway St) to Emerald Dr is one mile long and is located in Minden. It has a posted speed limit of 35 mph and an annual average daily traffic (AADT) of 2,800 vehicles. There were 67 crashes on this intersection from 2018 to 2022. Rear-end collisions are a common type of crash on this segment.



1

crash resulting in a fatality

24

crashes were rear-end collisions

1

crash involving people walking

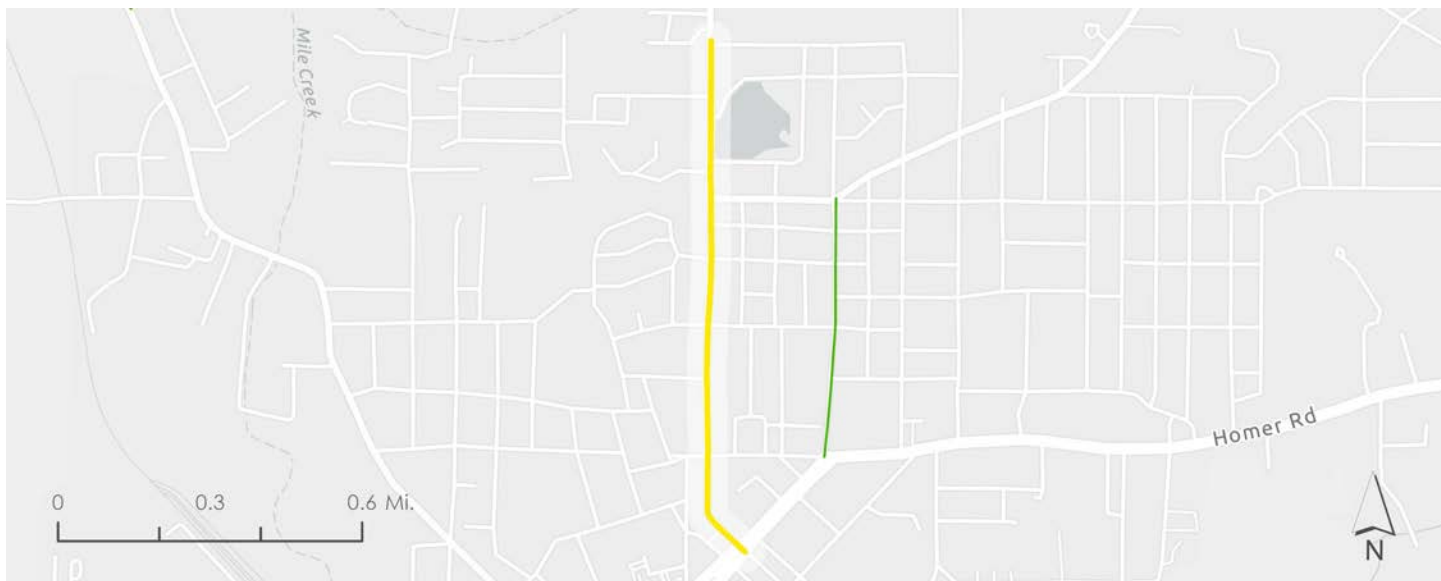
## RECOMMENDATIONS

- Conduct intersection studies at Chandler and McArthur to consider an all-way stop.
- Resurface and restripe roadway.
- Add Retroreflective Raised Pavement Markers (RPMs).

## PROJECT READINESS



Resurfacing may take some time to be initiated.



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# SIBLEY DR

ID #: W14      SEGMENT      MED PRIORITY

77 TOTAL CRASHES      MINOR ARTERIAL  
 10,300 AADT      35 MPH      3 LANES  
 COST: \$2,221,300

## CONTEXT

This segment from Broadway St to Lee St is over one mile long and is located in Minden. It has a posted speed limit of 35 mph and an annual average daily traffic (AADT) of 10,300 vehicles. This three-lane roadway is bordered by both residential and commercial property, with pavement and striping in poor condition.



5

crashes resulting in a minor injury

29

crashes were same-direction sideswipe collisions

25

crashes were angle collisions

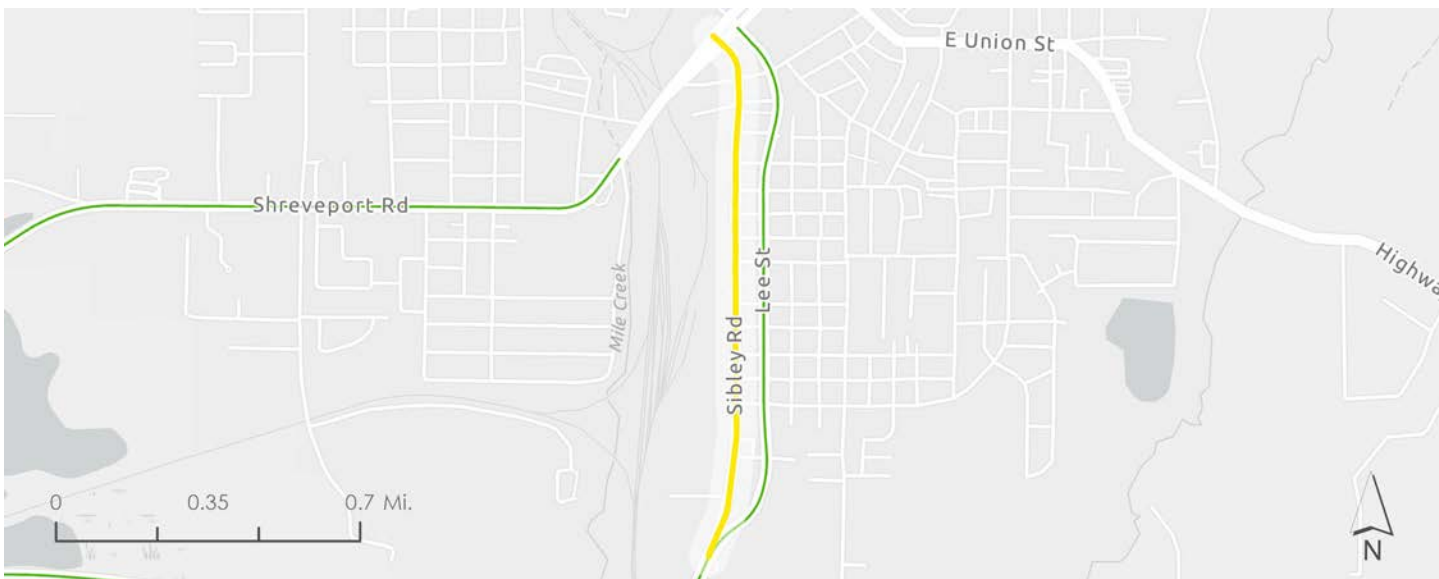
## RECOMMENDATIONS

- Perform a corridor study to consider a 2-lane road diet.
- Resurface and restripe roadway.
- Upgrade existing lighting.

## PROJECT READINESS



Resurfacing and potential roadway redesign may take some time to initiate. However, corridor study can occur right away.



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# SPRING BRANCH RD

2 TOTAL CRASHES

MAJOR COLLECTOR

4,000 AADT

35 MPH

2 LANES

COST: \$32,800

ID #: W15

SEGMENT

MED PRIORITY

## CONTEXT

This segment from Burns Rd to the northern parish line is less than a mile long and is located outside of Springhill. It has a posted speed limit of 35 mph and an annual average daily traffic (AADT) of 4,000 vehicles. Out of the two crashes on this segment between 2018 and 2022, both involved a roadway departure. One crash resulted in a fatality. Widening edge lines would help to increase visibility.



## RECOMMENDATION

- Widen edge lines.

## PROJECT READINESS



Quick build treatments can be implemented immediately.



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# US HWY 371

ID #: W16      SEGMENT      LOW PRIORITY

62 TOTAL CRASHES      MINOR ARTERIAL  
 5,600 AADT      55 MPH      2 LANES  
 COST: \$143,800

## CONTEXT

This segment from Nursery Rd to the southern parish line is over eight miles long. It has a posted speed limit of 55 mph and an annual average daily traffic (AADT) of 5,600 vehicles. There were over 60 crashes on this segment between 2018 and 2022. More than half of these crashes involved a roadway departure, potentially exacerbated by faded striping in some areas.



5

crashes resulting in fatal or serious injury

15

crashes were rear-end collisions

33

crashes involving a roadway departure

## RECOMMENDATION

- Add bicycle-safe edgeline rumble strips with gaps.

## PROJECT READINESS



Quick build treatments can be implemented quickly.



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# US HWY 371 & PVT DWY

ID #: W17 INTERSECTION HIGH PRIORITY

4 TOTAL CRASHES  
 COST: \$16,400  
 US HWY 371 MINOR ARTERIAL  
 5,300 AADT 45 MPH 4 LANES  
 PRIVATE DRIVEWAY LOCAL

## CONTEXT

The intersection of US Hwy 371 and a private driveway, located north of Porterville, is unsignalized. US Hwy 371 has a speed limit of 45 mph, and an annual average daily traffic (AADT) of 5,300 vehicles. There were four crashes at this intersection between 2018 and 2022, one resulting in a fatality. Observed issues include a high density of driveways, as well as a lack of lighting.



**1** crash resulting in a fatality

**1** head-on collision

**1** crash involving people walking

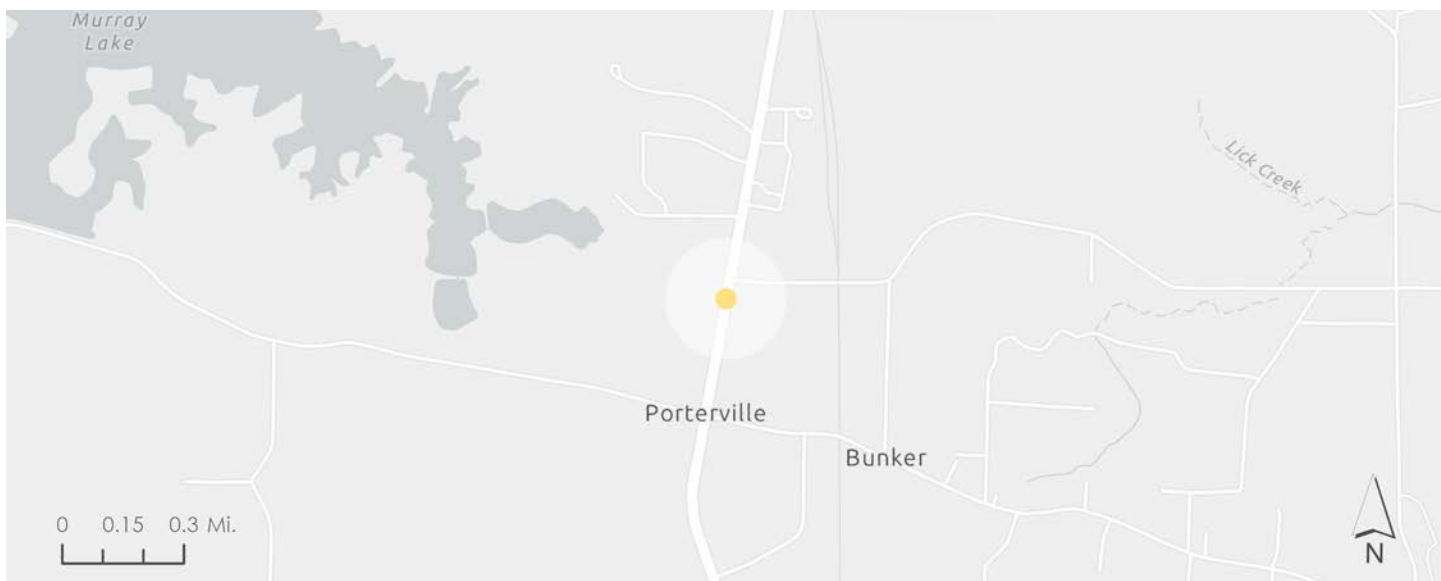
## RECOMMENDATIONS

- Install lighting on existing utility poles.
- Install transverse rumble strips.

## PROJECT READINESS



Quick build treatments can be implemented immediately.



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# US HWY 371 & LA 79

ID #: W18 INTERSECTION MED PRIORITY

## CONTEXT

The intersection of US Hwy 371 and LA 79, located in Dixie Inn, is signalized and handles intersecting speed limits of 35 mph. It has an annual average daily traffic (AADT) of 9,000 vehicles on US Hwy 371 and 7,200 vehicles on LA 79. There were 40 crashes on this intersection from 2018 to 2022, with rear-end and angle collisions being the most common. Eliminating permitted left turns would keep traffic moving and prevent angle crashes.

40 TOTAL CRASHES		
COST: \$119,600		
US HWY 371	MINOR ARTERIAL	
9,000 AADT	35 MPH	4 LANES
LA 79	MINOR ARTERIAL	
7,200 AADT	35 MPH	2 LANES



<h1>3</h1> <p>crashes resulting in a minor injury</p>	<h1>16</h1> <p>crashes were rear-end collisions</p>	<h1>11</h1> <p>crashes were angle collisions</p>
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## RECOMMENDATIONS

- Install retroreflective signal backplates.
- Conduct an intersection study to assess the need for permitted left turns.
- Add transverse rumble strips.

## PROJECT READINESS



Implementing the recommendations of an intersection study may take some time.



The information contained herein is prepared solely for the purpose of identifying, evaluating, and planning safety enhancements and/or strategies of crash sites. This is pursuant to Section 148 of Title 23 of the United States Code and was implemented utilizing federal-aid highway funds. Therefore, the data is not subject to discovery nor may be admitted into evidence in a Federal or State court proceeding pursuant to 23 USC 407.

# CANEY LAKE RD & FOREST SERVICE RD 814

ID #: W19 INTERSECTION LOW PRIORITY

## CONTEXT

The intersection of Caney Lake Rd at Forest Service Rd 814, located in Minden, is unsignalized and handles intersecting speed limits of 40 and 55 mph. There was a roadway departure crash at this intersection between 2018 and 2022 that resulted in a fatality. In addition to resurfacing the pavement, adding a splitter island would cause drivers to slow down to approach their turns.

1 CRASH		
COST: \$80,400		
CANEY LAKE RD	LOCAL	
200 AADT	40 MPH	2 LANES
FOREST SERVICE RD	LOCAL	
400 AADT	55 MPH	2 LANES



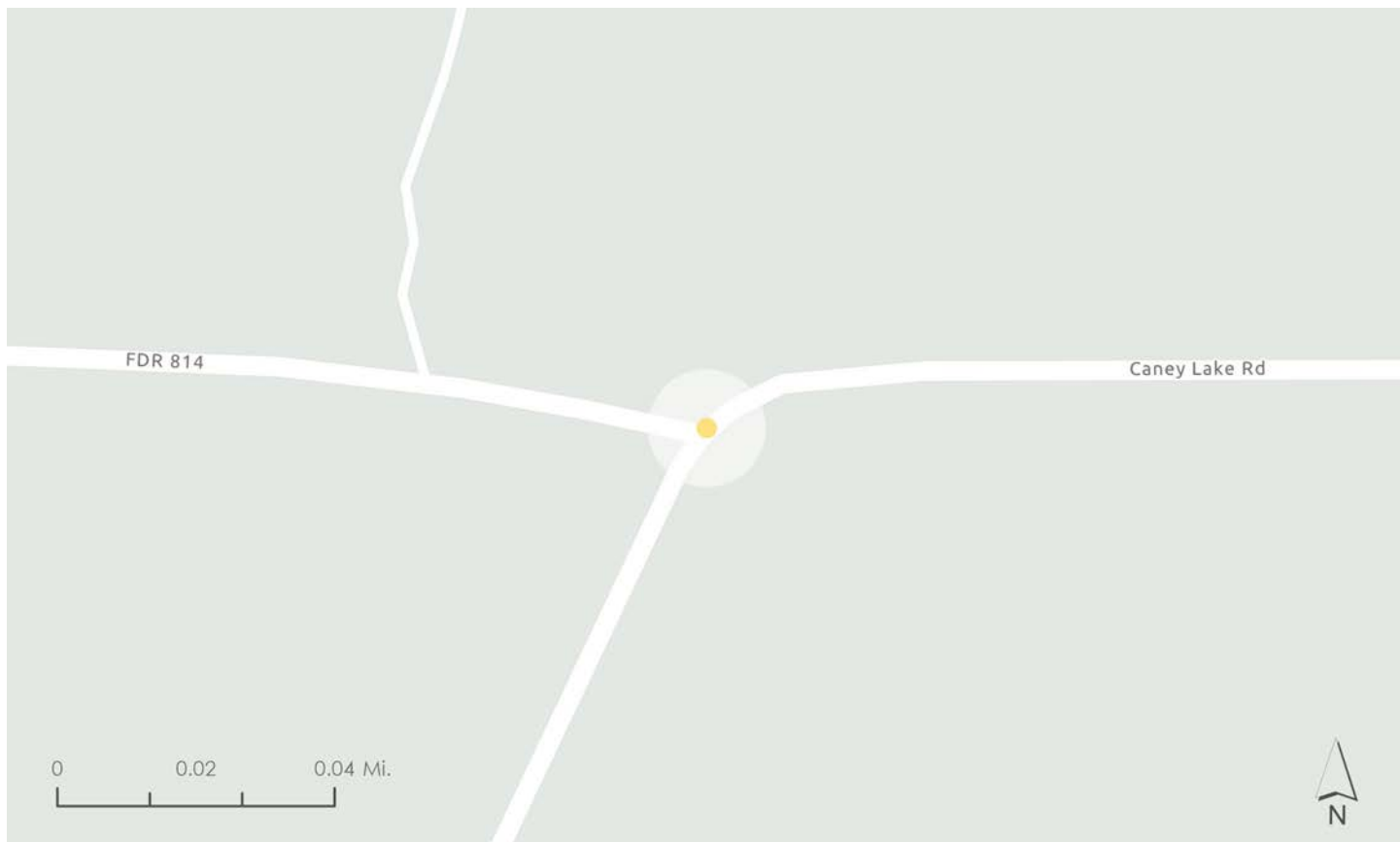
## RECOMMENDATIONS

- Add a splitter island and warning signage.
- Resurface and restripe intersection.

## PROJECT READINESS



Resurfacing and installing a splitter island may take some time to initiate.



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# CARROLL LN & PERO CHURCH RD

ID #: W20 INTERSECTION LOW PRIORITY

1 TOTAL CRASHES		
COST: \$2,500		
CARROLL LN	LOCAL	
35 AADT	35 MPH	2 LANES
PERO CHURCH RD	LOCAL	
400 AADT	55 MPH	2 LANES

## CONTEXT

The intersection of Carroll Ln and Pero Church Rd, located in Sibley, is unsignalized and handles intersecting speed limits of 35 mph. It has an annual daily traffic (AADT) of less than 400 vehicles on both roadways. There was a crash at this intersection between 2018 and 2022 that resulted in a fatality. Installing a stop sign would help clarify the right of way.



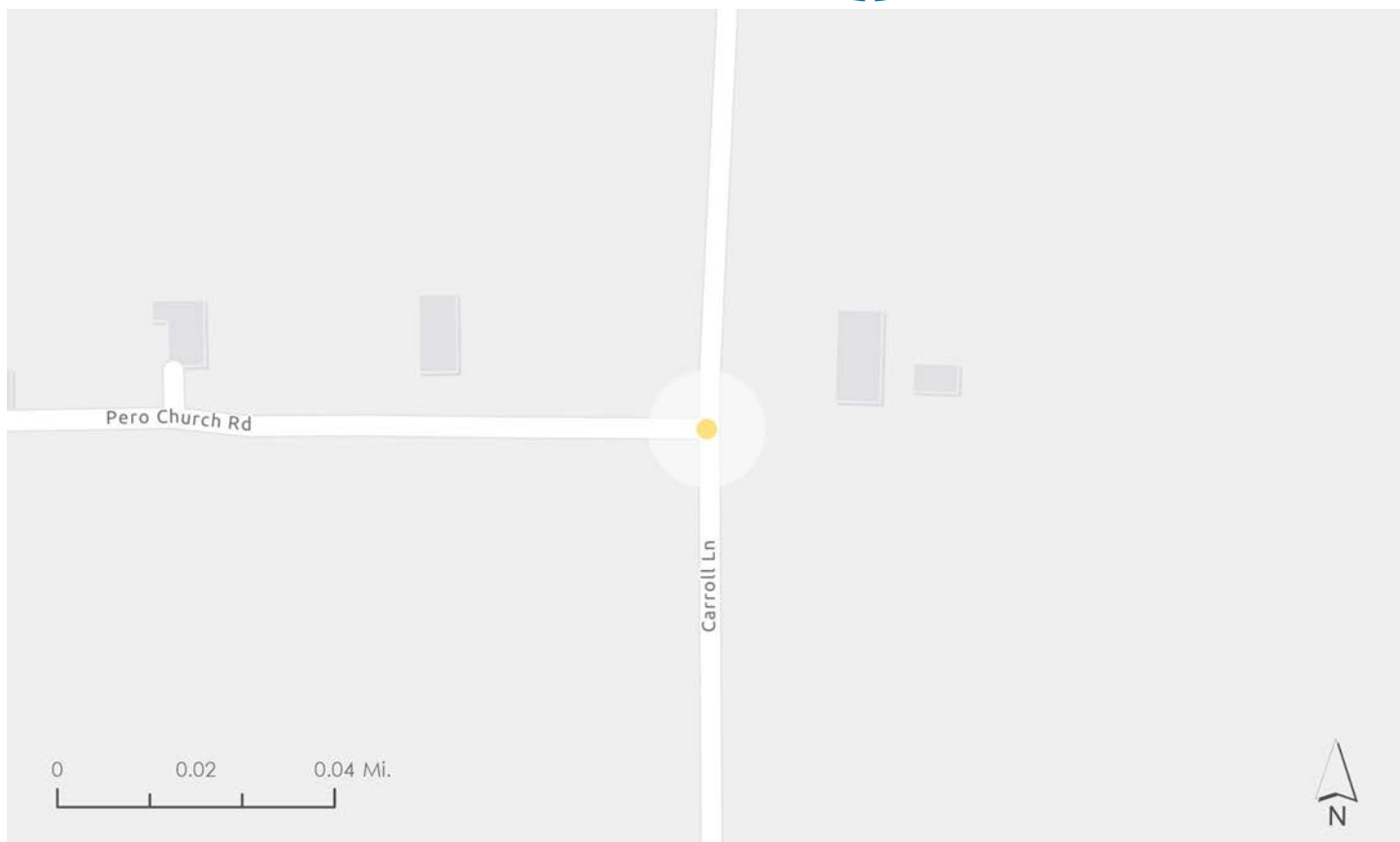
## RECOMMENDATIONS

- Install stop sign.
- Restripe centerlines.

## PROJECT READINESS



Quick build treatments can be implemented immediately.



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# MIDDLE RD & TREVILLION LN

ID #: W21 INTERSECTION LOW PRIORITY

## CONTEXT

The intersection of Middle Rd and Trevillion Ln, located east of Minden, is unsignalized and handles intersecting speed limits of 55 and 40 mph. It has an annual average daily traffic (AADT) of less than 400 on both roadways. There was a crash at this intersection between 2018 and 2022 that resulted in a fatality. Observed issues include faded striping and a lack of warning signs.

1 TOTAL CRASHES		
COST: \$6,400		
MIDDLE RD	LOCAL	
400 AADT	40 MPH	2 LANES
TREVILLION LN	LOCAL	
400 AADT	55 MPH	2 LANES



## RECOMMENDATIONS

- Restripe intersection.
- Add Retroreflective Raised Pavement Markers (RPMs) and warning signage.

## PROJECT READINESS



Quick build treatments can be implemented immediately.



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