

**OPEN HOUSE PUBLIC MEETING
FOR
LA 3249: ROUNDABOUT AT I-20/WELL ROAD
OUACHITA PARISH**
State Project No. H.010287
Federal Aid Project No. H010287



Welcome to the public meeting for the proposed roundabout at LA 3249 and the I-20 entrance and exit ramp intersections in Ouachita Parish. This project is jointly funded by the Federal Highway Administration and the Louisiana Department of Transportation and Development.



Project Description

- ❖ DOTD and FHWA propose to construct a two-lane roundabout at LA 3249 and the I-20 entrance and exit ramp intersections.
- ❖ All proposed work will take place within the existing DOTD right-of-way.
- ❖ The roundabout will replace the existing LA 3249 entrance and exit ramp intersections at I-20.



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Project Purpose and Need

The purpose and need of the project is to improve traffic flow and reduce congestion at LA 3249 and the I-20 entrance and exit ramp intersections.



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Meeting Agenda

In addition to this presentation, the following stations are available:

- A Sign-in and Handout Station
- An Exhibit Station to review layouts of the proposed roundabout and ask questions to project staff
- A Comment Station for giving written and/or verbal comments (Written comments postmarked within 10 calendar days of meeting will also be included in the transcript)

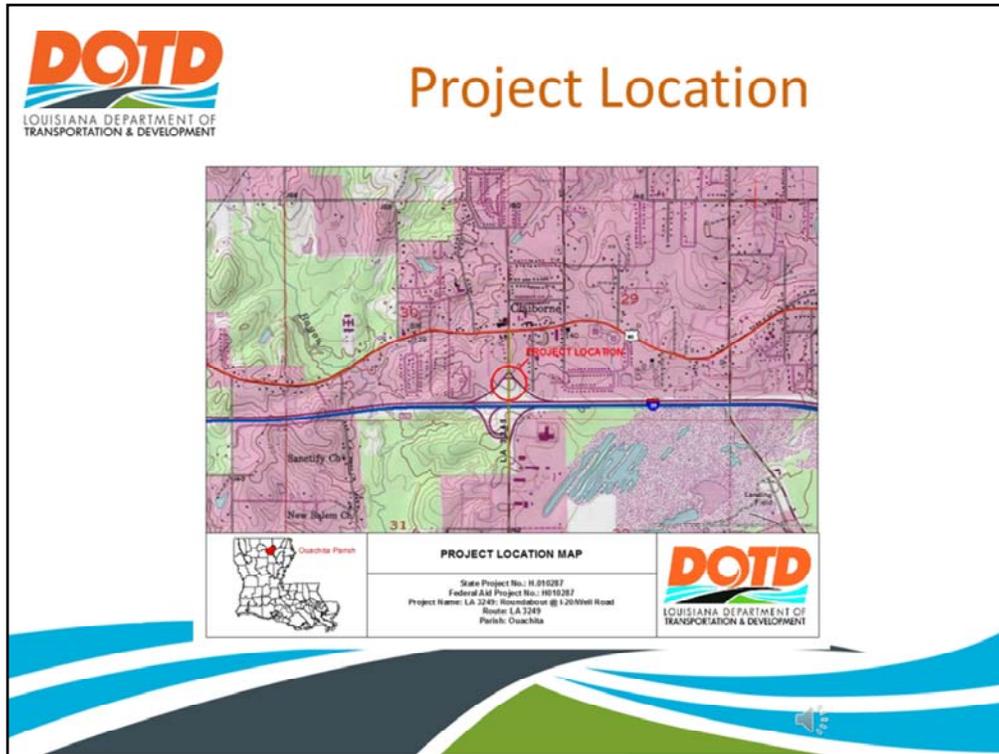
Project team members are available to assist you and receive your comments.



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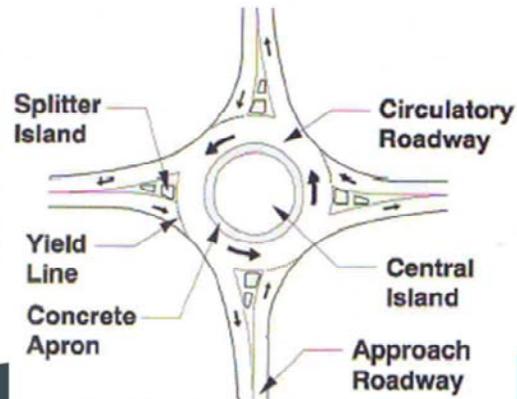


As shown on this vicinity map, the proposed roundabout is located north of I-20 and south of US 80 in Ouachita Parish.



What is a Roundabout?

- Roundabouts are one-way, circular intersections designed to improve safety and efficiency for motorists, bicyclists, and pedestrians.
- In a roundabout, traffic flows through a center island counterclockwise.
- A roundabout redirects some of the conflicting traffic, such as left turns, which cause crashes at traditional intersections. This is because drivers enter and exit the roundabout through a series of right-hand turns.



Source: DOTD Roundabouts Fact Sheet

Let's discuss roundabout basics.

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What are the advantages of Roundabouts?

- A well-designed roundabout can improve safety, operations and aesthetics of an intersection.
- Greater safety is achieved primarily by slower speeds and the elimination of more severe crashes. Operations are improved by smooth-flowing traffic with less stop-and-go than a signed intersection. Aesthetics are enhanced by the opportunity for more landscaping and less pavement.



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What do statistics from FHWA say about Roundabouts?

- **Roundabouts save lives**
 - Reduce fatalities by up to 90%
 - Reduce injury crashes by up to 76%
 - Reduce pedestrian crashes by up to 30% to 40%
 - Create up to 75% fewer conflict points than a four-way intersection. Conflict points are any point where the paths of two through or turning vehicles diverge, merge, or cross.

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What do statistics from FHWA say about Roundabouts?

- **Roundabouts save money**
 - Reduce road electricity and maintenance costs by an average of \$5,000/year.
 - Eliminate the costs to install and repair signal equipment
 - Provide a 25-year service life when compared to the ten-year service life of signal equipment.

Source: DOTD Roundabouts Fact Sheet

Roundabouts save money

Roundabouts reduce road electricity and maintenance costs by an average of \$5,000/year. Roundabouts eliminate the cost to install and repair signal equipment. Also, roundabouts provide a 25-year service life, compared to the ten-year service life of signal equipment.



What do statistics from FHWA say about Roundabouts?

- **Roundabouts provide environmental benefits**
 - Reduce vehicle delay and the number and duration of stops compared with signalized intersections, thus decreasing fuel consumption and carbon emissions. Fewer stops and hard accelerations mean less time idling.



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What are the general principles of using a Roundabout?

- Think of roundabouts as a series of “T” intersections, where entering vehicles yield to one-way traffic coming from the left. A driver approaching a roundabout must slow down, stop or yield to traffic already in the roundabout, and yield to pedestrians in the crosswalk.
- Then, it’s a simple matter of making a right-hand turn onto a one-way street.
- Once in the roundabout, the driver proceeds around the central island, then takes the necessary right-hand turn to exit.

Source: DOTD Roundabouts Fact Sheet

For those of you who have never driven through a roundabout intersection, let’s discuss the general principles of using a Roundabout.

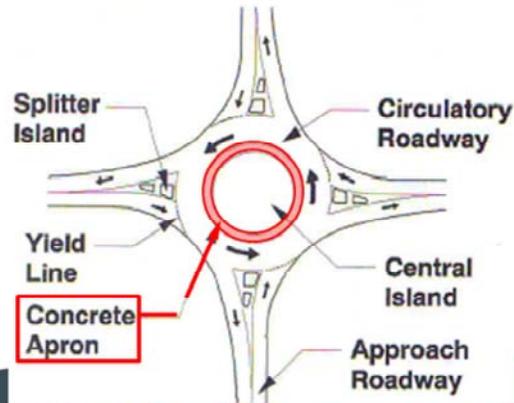
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This video gives the definition of a roundabout and a quick tutorial on how to use a roundabout.

Can roundabouts accommodate larger vehicles?

- Yes. Roundabouts are designed to accommodate vehicles with a large turning radius such as buses, fire trucks and eighteen wheelers.
- Roundabouts provide an area between the circulatory roadway and the central island, known as a truck apron, over which the rear wheels of these vehicles can safely track.



Source: DOTD Roundabouts Fact Sheet

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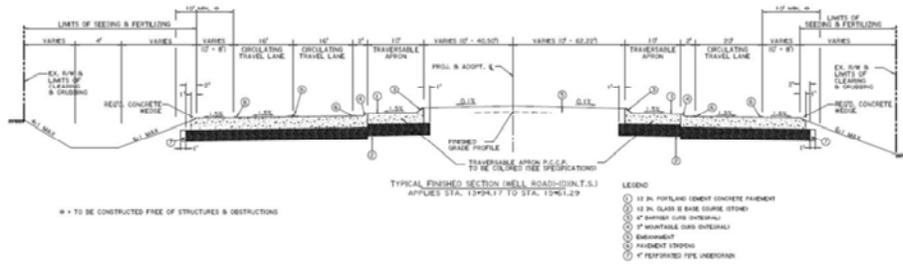
This video shows large 18-wheelers navigating the roundabout at US 51 and I-12 in Hammond, Louisiana while smaller vehicles are navigation the roundabout as well.





LA 3249: Roundabout @ I-20/Well Road

Roundabout Cross Section



The proposed roundabout cross section consists of two 16' wide travel lanes and a 10' wide traversable apron between the inside travel lane and center island. The center island is approximately 100' in diameter.



How Can You Help?

1. Sign-in tonight and review all materials.
2. Provide us with your written or recorded comment.

There are two ways you can help tonight.

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This is the end of the Presentation.

Thank you for your time. Please visit
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The presentation will begin shortly.

