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

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

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.
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.
What do statistics from FHWA say about Roundabouts?

**Roundabouts save lives**

Studies show that roundabouts reduce fatalities by up to 90%; reduce injury crashes by up to 76%; reduce pedestrian crashes by up to 30% to 40%; and 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.
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.
Roundabouts provide environmental benefits

Roundabouts 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.
For those of you who have never driven through a roundabout intersection, let’s discuss 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.
This video gives the definition of a roundabout and a quick tutorial on how to use a roundabout.
Can roundabouts accommodate larger vehicles?

The answer: 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.
This video shows large 18-wheelers navigating the roundabout at US 51 and I-12 in Hammond, Louisiana while smaller vehicles are navigating the roundabout as well.
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.
1. Sign-in and review all materials.
2. Provide us with your written or recorded comment.
This is the end of the Presentation. Thank you for your time. Please visit the remaining stations to view the exhibits and provide comments.
The presentation will begin shortly.