

# Open House Public Meeting for LA 30 (NICHOLSON DRIVE): SOUTH BLVD - W. CHIMES STREET

State Project & Federal No. H.011098  
East Baton Rouge Parish

July 26, 2018  
4-7 pm



Welcome to the Open House Public Meeting for the LA: 30 (Nicholson Drive) South Boulevard to W. Chimes Street project located in East Baton Rouge Parish. The meeting is sponsored by the Louisiana Department of Transportation and Development.

This recorded presentation provides an overview of the proposed work that will be accomplished.

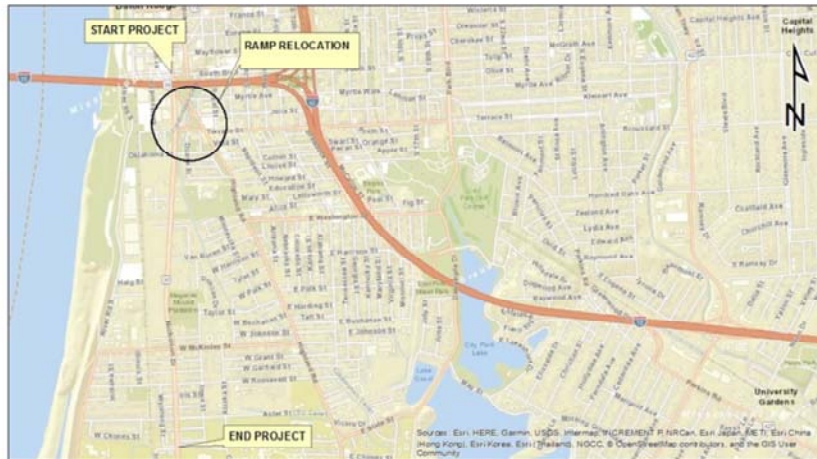
## Objective of Public Meeting

- ▶ Provide information about the proposed project
- ▶ Solicit comments about the project from the public and other interested parties



The purpose of tonight's meeting is to provide information about the proposed project and to solicit comments about the project from the public and other interested parties.

## Project Location



The project is located in East Baton Rouge Parish. The limits of the project on LA 30 extend from South Boulevard to W. Chimes Street and I-10 at Terrace Street to Oklahoma Street.

## Project Description

- ▶ Add connective sidewalks, replace existing curb and gutter, and some subsurface drainage
- ▶ Rehabilitate and resurface the roadway
- ▶ Access management techniques as follows: closure of some existing median openings; addition of new turn lanes and directional median openings; and right in/right out turnouts
- ▶ Relocation of specific traffic signals
- ▶ Relocate I-10 Highland/Nicholson exit ramp terminal from its current location at Terrace Street to a new point tying into Oklahoma Street.
- ▶ Additional right-of-way (ROW) is required only at ramp relocation



The proposed project consists of the inclusion of some access management along the corridor, the addition of some subsurface drainage, resurfacing of the roadway, pavement rehabilitation, and the addition of sidewalks along the entirety of the corridor. The access management techniques proposed will include the closing of some existing median openings, the addition of new turn lanes and directional median openings, the relocation of specific signals, and right in/ right out turnouts for many of the access points along the corridor. The corridor will remain a 4-lane road with a divided median.

Also, an I-10 Exit Ramp terminal relocation from its current location at Terrace Street to a new point tying into Oklahoma Street with turn lane additions and a new signalized intersection at Oklahoma/Nicholson. The existing ramp terminal segment would be removed.

## What is Access Management?

- ▶ Access management is defined as the proper planning and design of access roadways to ensure smoother traffic flow with fewer crashes.
  - ▶ This proper planning and design that make roadways more *efficient and safe*.
  - ▶ Access management refers to the design, implementation, and control of entry and exit points along a roadway
  - ▶ Includes intersections with other roads and driveways that serve adjacent properties



DOTD has adopted an Access Management Policy.

Access management is defined as the proper planning and design of roadways to ensure smoother traffic flow with fewer crashes. This proper planning and design makes roadways more *efficient and safe*. Access management refers to the design, implementation, and control of entry and exit points along a roadway.

The policy would be implemented through the use of medians; right-in / right-out only (i.e. no left-out turns) from driveways and adjacent roadways. Only right turns would be permitted from connecting streets and driveways. Other turning movements would be routed through designated left-turn/J-turns.

## What are the benefits of Access Management?

- ▶ Some of the benefits associated with access management are:
  - ▶ Increases roadway capacity
  - ▶ Reduces crashes
  - ▶ Shortens travel time for motorists



### **What are the benefits of access management?**

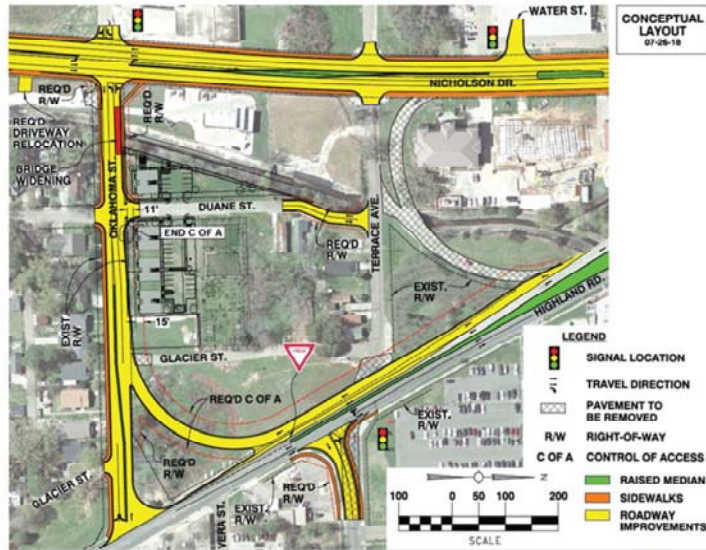
Some of the benefits associated with access management are:

Increase in roadway capacity

Reduction of crashes and the severity of incidents

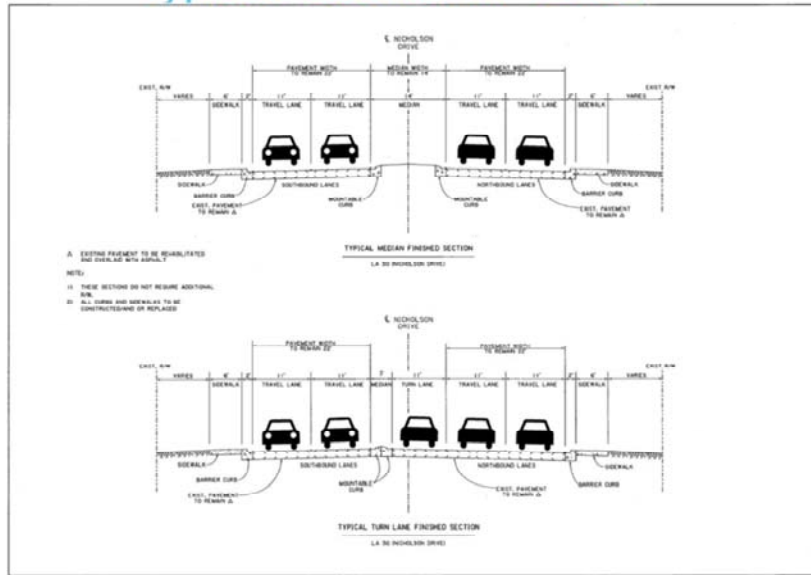
And Shortened travel time for motorists

## RAMP CONCEPTUAL LAYOUT



The proposed I-10 Highland/Nicholson exit ramp would extend from I-10 to Oklahoma Street. The current ramp at Terrace Street would be removed. Additional ROW is required. Full size exhibits are available to view at Station 3 in the Cafeteria.

## Typical Section of LA 30



The existing pavement on LA 30 would be rehabilitated and overlaid with asphalt. No additional ROW is required. All curbs and sidewalks would be constructed or replaced within the existing ROW.



## How You Can Help

- ▶ Sign-in tonight and review all materials.
- ▶ Speak with a team member about your property location and concerns.
- ▶ Provide us with your written or recorded comments.



So, how can you help?

Sign-in tonight and review all materials.

Speak with a team member about your property location and concerns.

Provide us with your written or recorded comments.

## Why Comment?

- ▶ Community Concerns and preferences are factors that are considered
- ▶ All comments must be considered in the Environmental Process
- ▶ We need to know if there are any remaining resolvable issues or opportunities with the project



STATE & FEDERAL PROJECT NO. H.011098  
LA 30: SOUTH BLVD - W. CHIMES ST  
EAST BATON ROUGE PARISH, LOUISIANA

Please provide your comments below regarding the project, the alternative being considered, and the issues that the Project Team should evaluate for this study. When complete, please return this form to Station 5 - Comment Table. To mail, fold this form in half with the address showing on the outside and seal. Comments received tonight or post marked by August 9, 2018 will become part of the transcript of this meeting.

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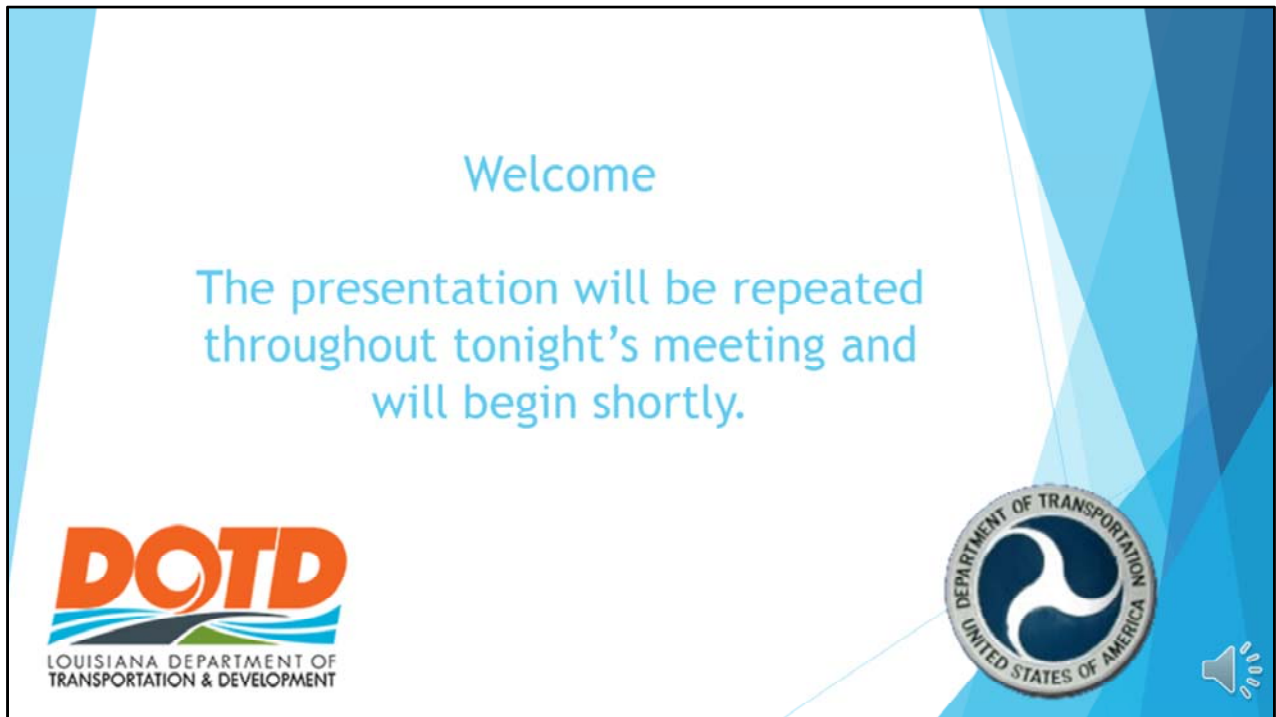
Thank you for your interest in tonight's meeting. If you wish to make a comment, verbal or written, please see a staff member at the Comment Table. Comment forms are provided as the last page of your meeting handout.

Your comments are important because community concerns and preferences are factors that are considered in this project. We need to know if there are any issues or opportunities with the project as proposed.

Comments received tonight or post-marked by August 9, 2018 will be part of the official transcript of this public meeting.



Again, thank you for your participation in this Public Meeting. Please visit the remaining stations to view the exhibits and provide your comments.



Welcome

The presentation will be repeated throughout tonight's meeting and will begin shortly.