



LA 3144/SUSEK DRIVE ROUNDABOUT OPEN HOUSE PUBLIC MEETING



STATE PROJECT NO. H.008263
LA 3144/SUSEK DRIVE ROUNDABOUT
LA 3144
RAPIDES PARISH, LOUISIANA

Pineville Junior High School
501 Edgewood Drive
Pineville, Louisiana 71360
August 8, 2018
4:00 p.m. – 7:00 p.m.

Thank you for attending this Open House Public Meeting for the proposed roundabout at the intersection of LA 3144 and Susek Drive. In this handout you will find information about the proposed project, including a preliminary project description, a typical section, and a location map. Also included is a comment form.

Project team members are stationed throughout the room to discuss the project and answer your questions. These individuals are easily identified by their name tags. Please take this opportunity to discuss the project with team members. **There will be no formal presentation.**

As you enter the room, you will see five stations:

Station 1: Sign-in Table

At this station, there are sign-in sheets for General Public, Elected and Other Officials, Agency Personnel, and News Media. Please sign in on the appropriate sheet.

Station 2: Exhibits

This station will consist of a series of maps that illustrate the potential limits of construction super-imposed over aerial photographs.

Station 3: Continuous PowerPoint Presentation

This short presentation will provide an overview of the proposed roundabout at the intersection of LA 3144 and Susek Drive. The presentation will re-start automatically after a one-minute intermission. **The continuous PowerPoint presentation and the exhibits shown tonight are available on the DOTD website at:**
http://www.wapps.dotd.la.gov/administration/public_info/projects/home.aspx?key=124

Station 4: Real Estate Information

At this station, you will find information about the Louisiana Department of Transportation and Development (LADOTD) Acquisition of Right-of-Way and Relocation Assistance Program, which

is administered under Louisiana law in compliance with the federal laws outlined in the “Uniform Relocation Assistance Act” as amended. If you do not have the brochure explaining the Acquisition of Right-of-Way and Relocation Assistance Program, it is available at this station or you can obtain one from the **District 08 Real Estate Office, 3300 South Macarthur Drive, Alexandria, Louisiana 71301. Phone Number: (318) 561-5100.**

Station 5: Comment Table

At this station, comments can be made verbally or in writing. A tape recorder is available at this table for verbal comments. The last page of this handout is a comment form that you may use. Comments can be turned in during this meeting or mailed to the address on the back of the form. Additional comment forms are also available to be taken with you. **Please note that comments mailed after this meeting must be postmarked no later than August 23, 2018 to be included as part of the meeting transcript.**

We hope you will take advantage of this opportunity to provide input on the proposed LA 3144/Susek Drive Roundabout project. Thank you for attending this meeting and for providing input.

PROJECT DESCRIPTION

The Louisiana Department of Transportation and Development (LADOTD) is proposing a project to construct a single lane 18-foot wide roundabout at the existing intersection of LA 3144 and Susek Drive, located at 31.3441, -92.4005 DD, in the town of Pineville, Louisiana in Rapides Parish (see Project Location Map).

Additional construction work consists of clearing and grubbing; removal of structures and obstructions; removal and replacement of concrete walks and drives; removal of curbs; removal of surfacing and stabilized base; general excavation and embankment; class II base course; subsurface drainage improvements; temporary sediment dams and silt fencing; lime treatment; slab sodding; topsoil; erosion control; and reflectorized raised pavement markers and striping.

PURPOSE AND NEED

The purpose and need for the project is to improve the safety and traffic flow of the existing intersection of LA 3144 and Susek Drive.

ROUNABOUTS FACT SHEET

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 around a center island in a counterclockwise direction. A roundabout redirects some of the conflicting traffic movements, 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 and operation is improved by smooth-flowing traffic with less stop-and-go than a signalized intersection. Aesthetics are enhanced by the opportunity for more landscaping and less pavement.

What do statistics from the Federal Highway Administration (FHWA) say about roundabouts?

Roundabouts save lives by:

- Reducing fatalities by up to 90%;
- Reducing injury crashes up to 76%;
- Reducing pedestrian crashes up to 30% to 40%;
- Creating 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 by:

- Reducing road electricity and maintenance costs by an average of \$5,000 per year;
- Eliminating the costs to install and repair signal equipment;
- Providing a 25-year service life when compared to the ten-year service life of signal equipment;

Roundabouts provide environmental benefits by reducing 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.

How are modern roundabouts different than traffic circles and rotaries?

Modern roundabouts are significantly different than older style traffic circles and rotaries in how they operate and are designed:

- Rotaries and traffic circles may have two-directional flow and are typically much larger than the modern roundabout.

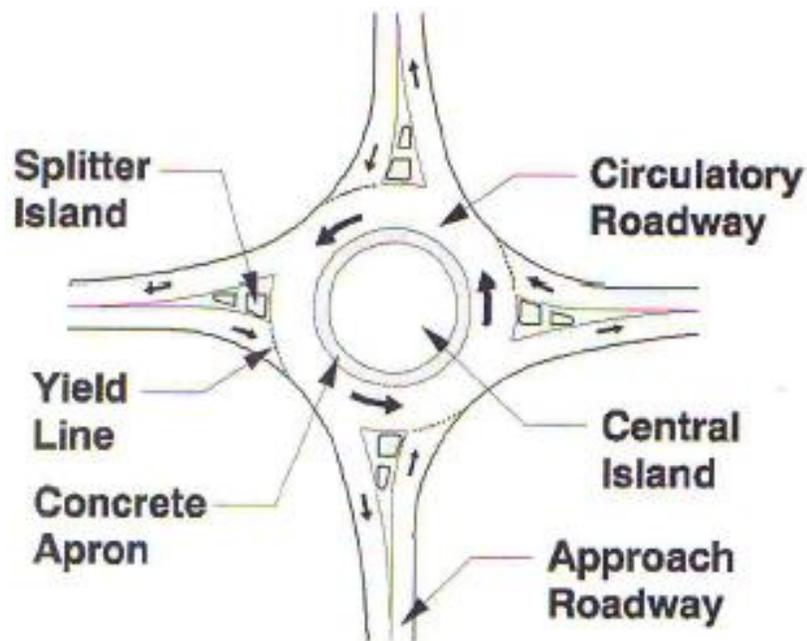
- The compactness of a modern roundabout helps keep speeds low and makes it easier for drivers to stay oriented and judge the speed of the vehicles before entering the roundabout.
- Modern roundabouts require entering traffic to yield not merge at all entries, whereas traffic circles and rotaries may require circulating traffic to yield to entering traffic.

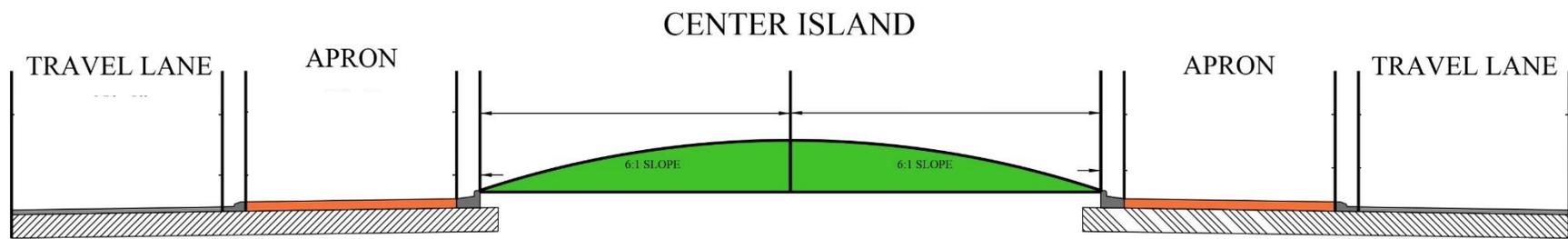
What are the general principles of using a roundabout?

- 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.

Can roundabouts accommodate larger vehicles?

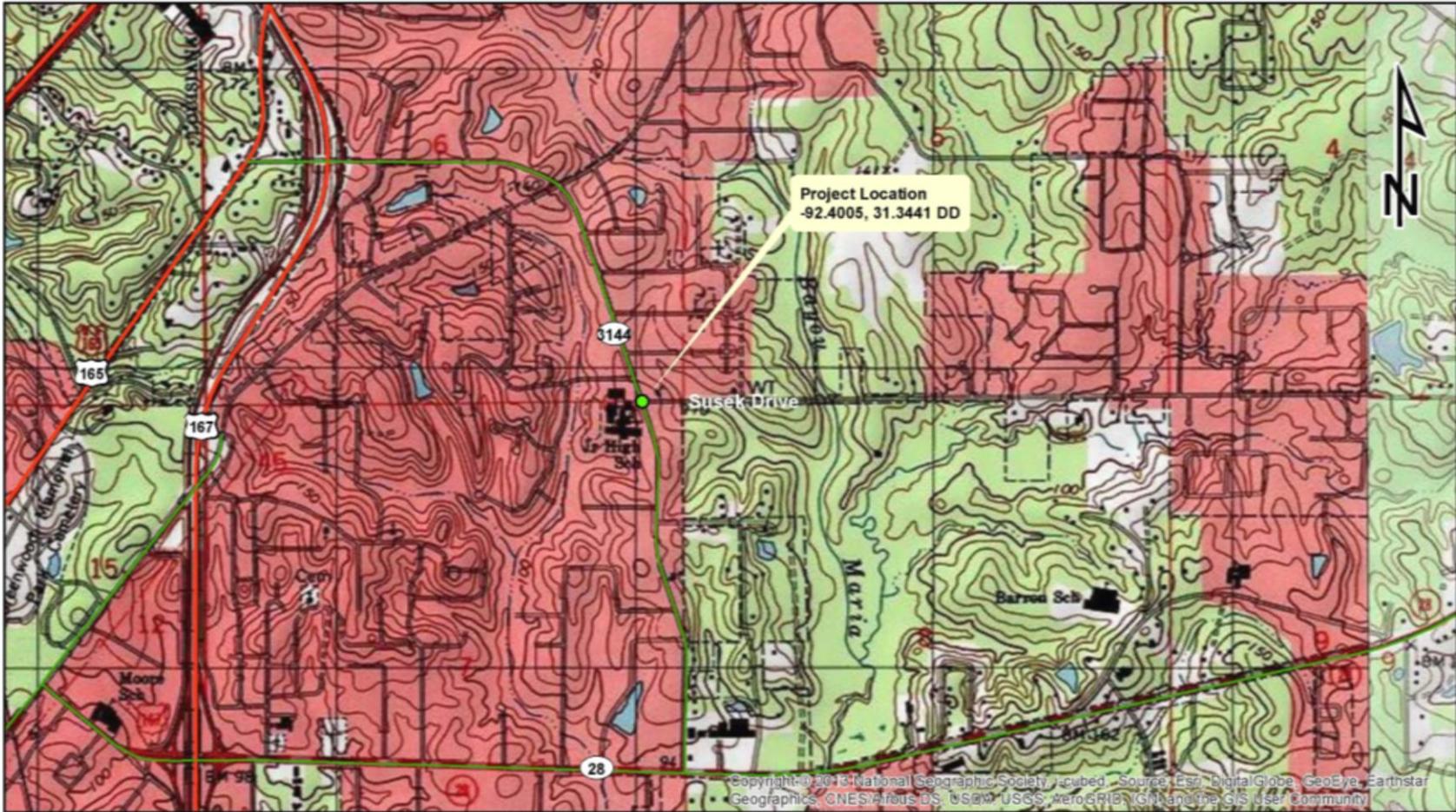
Yes. Roundabouts are designed to accommodate vehicles with a large turning radius such as buses, fire trucks, and eighteen-wheelers. Roundabouts provide an area between the circulatory roadway and the central island, known as a truck apron, over which the rear wheels of these vehicles can safely track.





TYPICAL ROUNDABOUT FINISHED SECTION (NOT TO SCALE)

Figure 1: Typical Roundabout Finished Section



LOCATION MAP
 SOURCE: USGS 1:24,000 TOPOGRAPHIC MAP
 ALEXANDRIA QUADRANGLE

STATE PROJECT NO. H.008263
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 RAPIDES PARISH

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 Miles

DOTD
 LOUISIANA DEPARTMENT OF
 TRANSPORTATION & DEVELOPMENT

Louisiana Department of Transportation and Development
Environmental Engineering Administrator, Sec. 28
P.O. Box 94245
Baton Rouge, LA 70804-9245

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