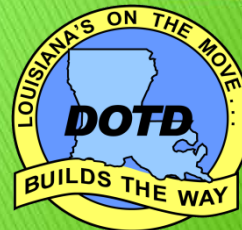


# LA 42 Widening & Improvements

from US 61 to LA 44

STATE PROJECT NO. 700-03-0125  
FEDERAL AID PROJECT NO. DE-0307(507)

Open House Public Meeting  
October 14, 2010  
5:00 – 7:30 p.m.



# Objectives of Public Meeting

- Provide information about the proposed project and alternatives
- Solicit comments about the project and the alternatives from the public and other interested parties
- Provide public opportunity to learn about LA DOTD's Right-of-Way Acquisition and Relocation Assistance Program
- Provide public opportunity to learn about implementation of LA DOTD's Complete Streets and Access Management policies

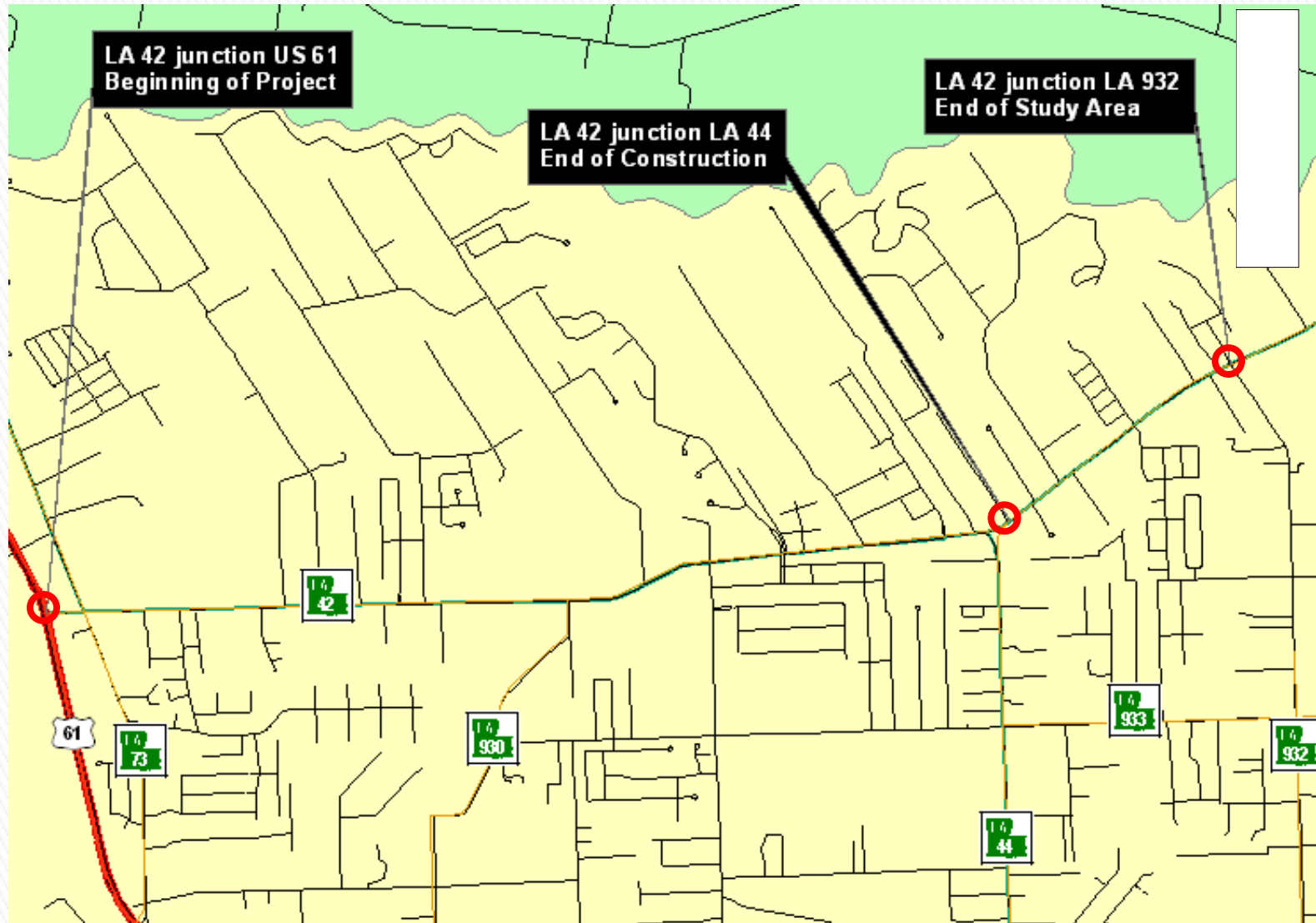


# Project Description

- ❖ Widen and improve LA 42 from US 61 to just east of LA 44
- ❖ Widening would be along the existing center line of the roadway
- ❖ Additional right-of-way required on both sides
- ❖ Residential and business relocations will occur
- ❖ Length of construction approximately 3.7 miles



# PROJECT STUDY AREA



The limits of construction are proposed from the LA 42/US 61 intersection to just east of the LA 42/LA 44 intersection.



# Project Purpose and Need

- Relieve traffic congestion along LA 42
- Account for projected traffic growth within the immediate area
- Increase safety
- Improve the quality of life of the people in the community
- Upgrade LA 42 to current design criteria



# ENVIRONMENTAL ASSESSMENT (EA) PROCESS

- ✓ **DONE** 1. Document Purpose and Need of Project
- ONGOING** 2. Develop Reasonable and Feasible Alternatives to Address Need
- ONGOING** 3. Evaluate Effects of Alternatives to Community and Environment
- ONGOING** 4. Summarize Evaluation in Draft EA
- NEXT** 5. Hold Public Hearing on Draft EA
- NEXT** 6. Prepare Final EA / Decision (Finding of No Significant Impact)



# BUILD ALTERNATIVE

US 61 TO JUST EAST OF LA 44

- ❖ US 61 to Ronald Road
  - Five lanes with a 4-foot wide raised median
  - 4-foot sidewalk (both sides of roadway)
  - Additional right-of-way will be required from Oak Grove Community Center, which is a publicly owned park
  
- ❖ Ronald Road to just east of LA 44
  - Four lanes with an 18-foot wide raised median
  - 4-foot sidewalk (north of roadway)
  - 10-foot bicycle/pedestrian path (south of roadway)
  - Additional right-of-way may be required from the Dixon House, which is listed on the National Register of Historic Places
  
- ❖ Curb & gutter subsurface drainage (no open ditches)



# ALTERNATIVES PRESENTED AT FIRST PUBLIC MEETING

HELD MARCH 12, 2009

- ▶ **Concept A-5 Scenario 1:** 30-foot median, 108 feet right-of-way
- ▶ **Concept A-5 Scenario 2:** 30-foot median, 90 feet right-of-way
- ▶ **Concept A-5 Scenario 2a:** 18-foot median, 78 feet right-of-way

All three alternatives included:

- Four lanes with a raised center median
- Curb & gutter subsurface drainage (no open ditches)
- Expansion of intersection capacity by adding turn lanes at existing intersections that warranted improvement.

Scenarios 1, 2, and 2a are proposed to be dropped from further analysis because they do not:

- ✘ Do not fulfill all aspects of the Purpose and Need of the proposed project
- ✘ Do not comply with LA DOTD's Complete Streets Policy
- ✘ Do not comply with LA DOTD's Access Management Policy

**None of the scenarios listed above include sidewalks or a bicycle/pedestrian path.**





# COMPLETE STREETS POLICY

Adopted by LA DOTD in July 2010

On all new and reconstruction roadway projects, LA DOTD will:

- ✓ Plan, fund, and design sidewalks and other pedestrian facilities determined by the context of the roadway
- ✓ Provide bicycle accommodations appropriate to the context of the roadway

**“Streets are not complete until they are safe for all users.”**



# BENEFITS OF COMPLETE STREETS

- ◆ Improve Safety
- ◆ Mobility and Safety for Children
- ◆ Mobility for People with Disabilities
- ◆ Mobility for Older People
- ◆ Promote Active Living
- ◆ Support Environmental Policies Aimed  
at Reducing Emissions
- ◆ Support Economic Development
- ◆ Lower Household Transportation Costs



# WHAT IS ACCESS MANAGEMENT?

Access Management is the control of access connections on a roadway. Access connections can include driveways, streets, and other means of connecting to a roadway.

One method of maintaining access is through the use of medians.



# SAFETY COMPARISONS

The proposed roadway is the safest alternative.

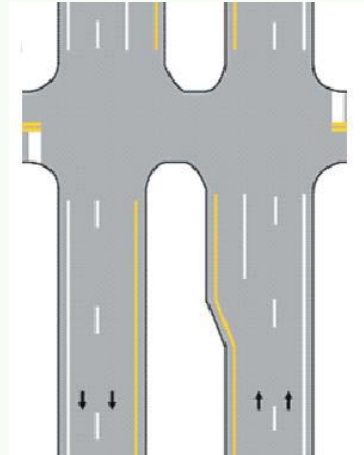
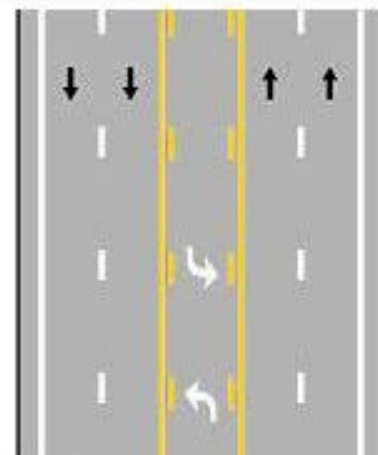
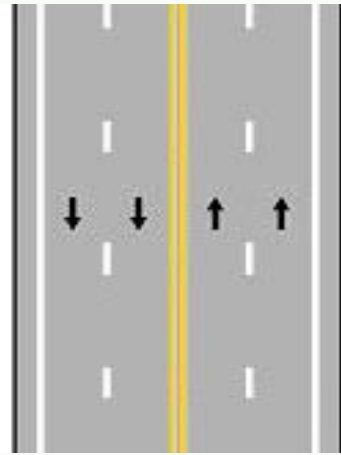
Estimated Crash Rates Vary By Roadway Type

Roadway Type

4-lane undivided

5-lane

4-lane divided



Total Estimated Crashes

14.2  
crashes/mile

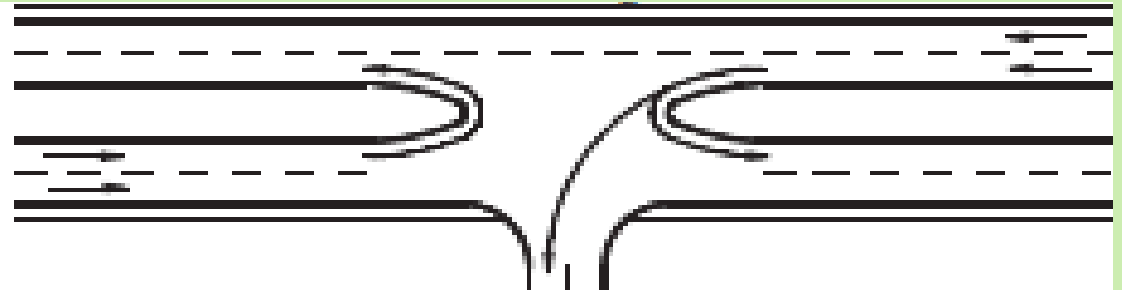
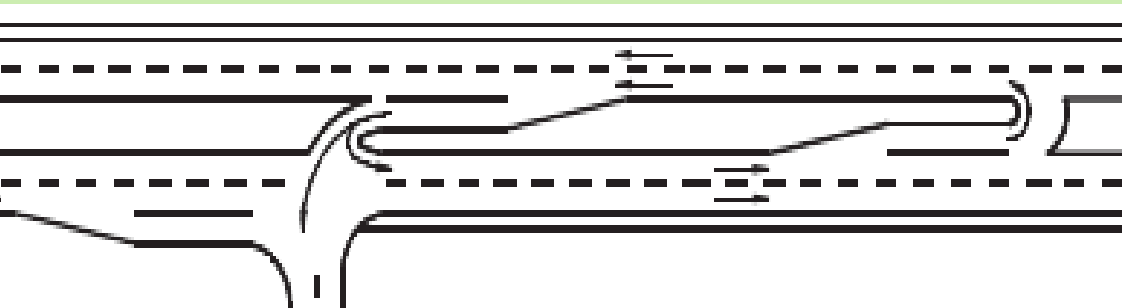
17.2  
crashes/mile

7.5  
crashes/mile



# SAFETY COMPARISONS

U-turns are the safest alternative.

Improvement	Image	Crash Reduction
Conventional median opening	 A schematic diagram of a two-lane road with a narrow median opening. A dashed line represents the median. Two vehicles are shown crossing the median from opposite directions. The crossing points are close to the center of the road, creating a narrow gap.	Base Line
Add turn lanes; lefts out must turn right then U-turn	 A schematic diagram of a two-lane road with a wider median opening. The left lane has a dedicated turn lane. A vehicle is shown in the turn lane, making a right turn into the median opening, then a U-turn back into the left lane. The right lane also has a dedicated turn lane. A vehicle is shown in the right turn lane, making a right turn into the median opening, then a U-turn back into the right lane. The crossing points are further from the center of the road compared to the conventional median opening.	62% Crash reduction



The final number of left turns from LA 42 onto local roads and other access points has not yet been determined.

Please be sure to submit your comments at the Public Meeting.



# COMPLETING THE ENVIRONMENTAL PROCESS

- ❖ Review comments from this meeting
- ❖ Complete data review and field work
- ❖ Complete draft Environmental Assessment document
- ❖ Hold Public Hearing
- ❖ Submit document to Federal Highway Administration for Finding Of No Significant Impact approval



# FUTURE STEPS

ANTICIPATED SCHEDULE AS OF TODAY

SPRING 2011 • Complete Preliminary Plans and Right-of-Way Maps

SUMMER 2011 • Complete Environmental Process

SUMMER 2011 • Begin Right-of-Way Acquisition

FALL 2011 • Finalize Design Plans

FALL 2012 • Begin Construction\*\*

\*\*Dependent on funding availability.







Thank you for your time.  
Please visit the display  
area now to view the  
exhibits and make your  
comments.



# The Presentation will begin shortly.

This presentation, including all aerial layouts, is available on the LA DOTD website at

<http://www.dotd.louisiana.gov>

