



**LA 3235 CORRIDOR  
STAGE 0 FEASIBILITY STUDY  
STATE PROJECT NO. H.010688.1**

**A 10-minute presentation will  
begin shortly.  
Please take a seat**



# WELCOME

## **OPEN HOUSE PUBLIC MEETING**

### **LA 3235 SAFETY IMPROVEMENTS**

### **FEASIBILITY STUDY**

**January 20, 2015**



Route LA 3235  
Lafourche Parish, Louisiana  
State Project No. H.010688.1

# Project Area



# Purpose & Need

# Purpose of Project

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- Develop strategies and improvements that will:
  - Maintain mobility and improve safety
  - Support existing and future development
  - Meet comprehensive master plan objectives

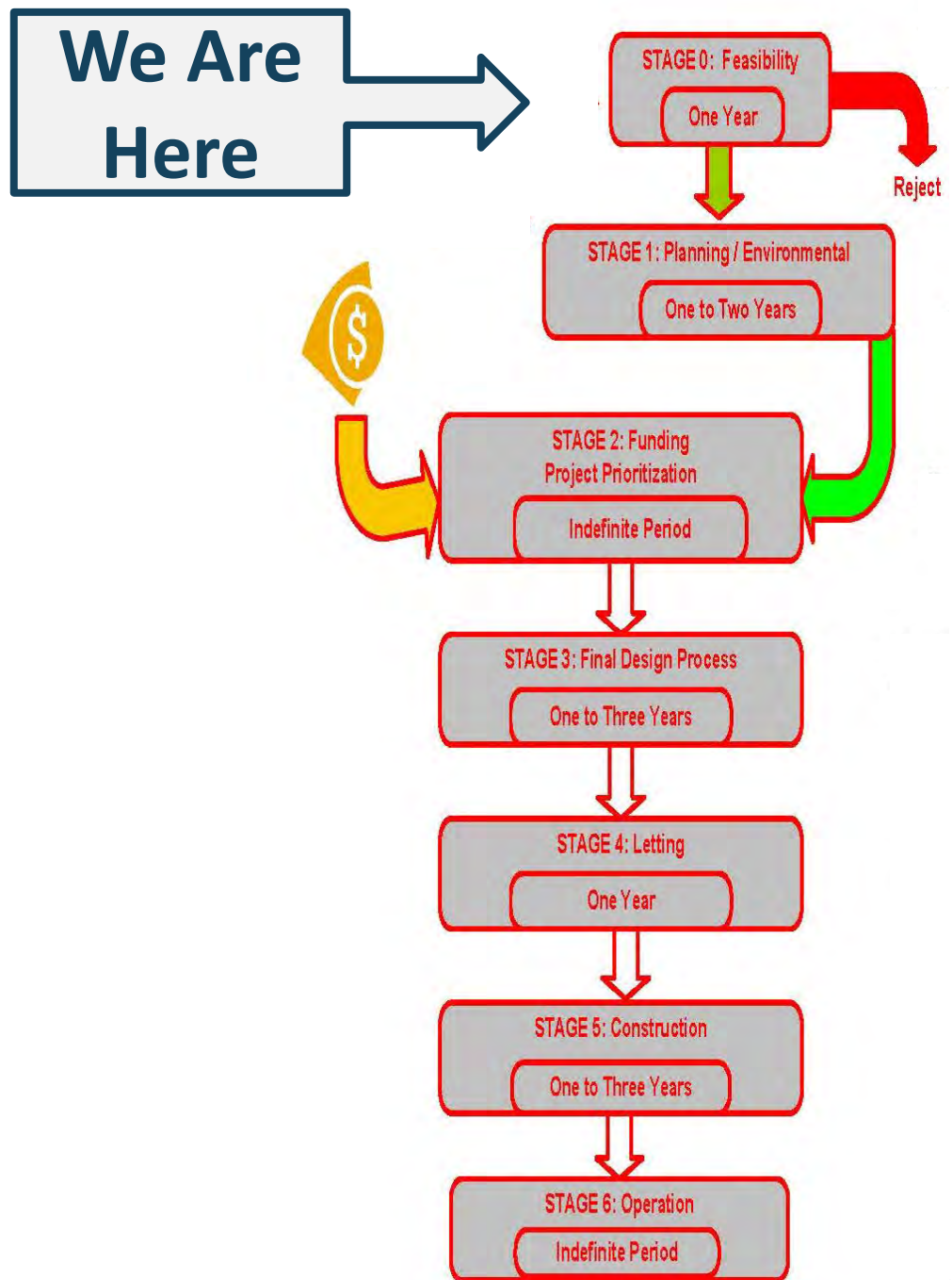
# Need for Project

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- The mobility and safety of LA 3235 can be considered deficient based on:
  - The number of access points along the corridor
  - The number of conflicts between truck and personal vehicle traffic
  - The number of crashes along on the corridor
  - The number of fatalities



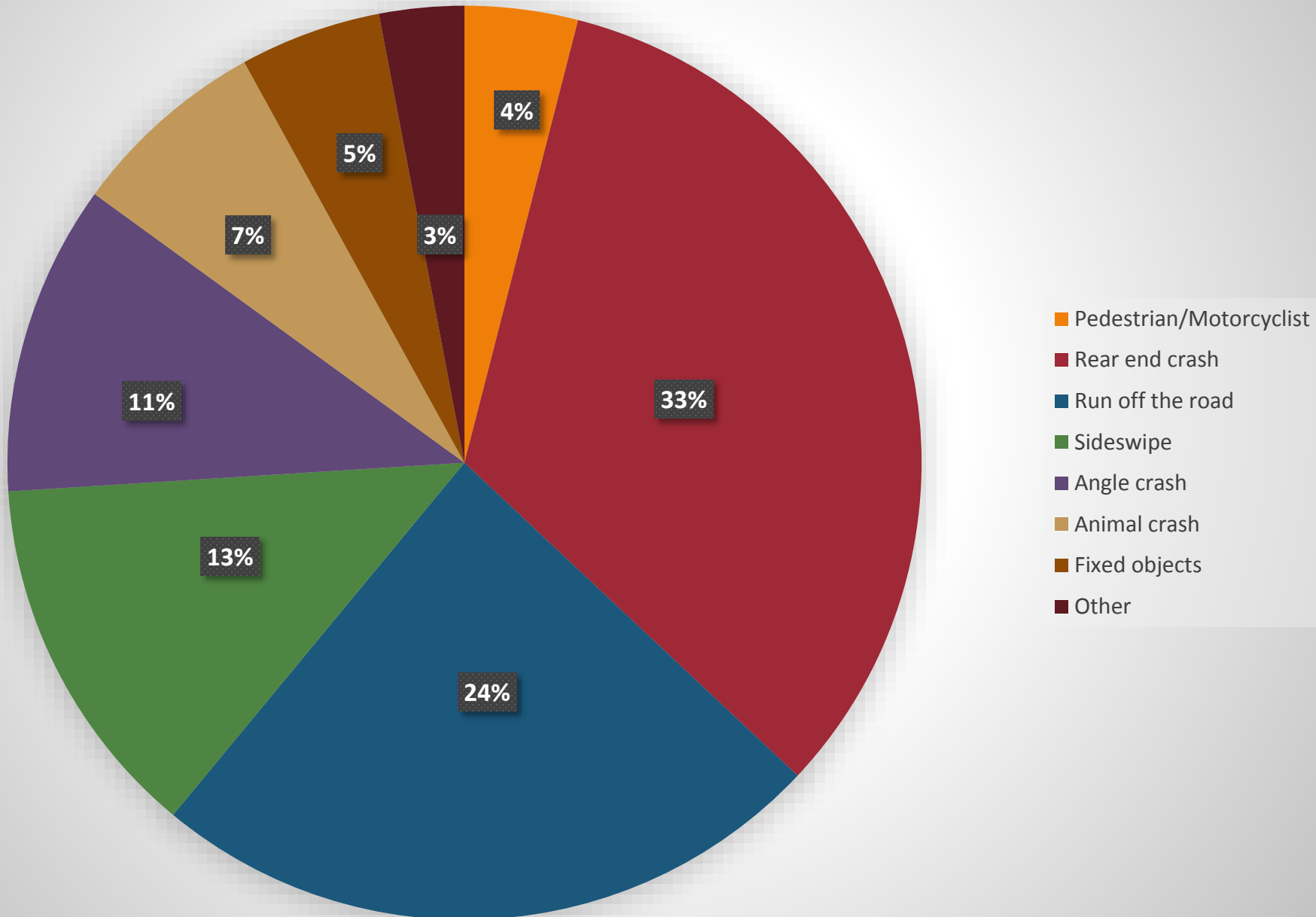
# LADOTD Project Delivery Process



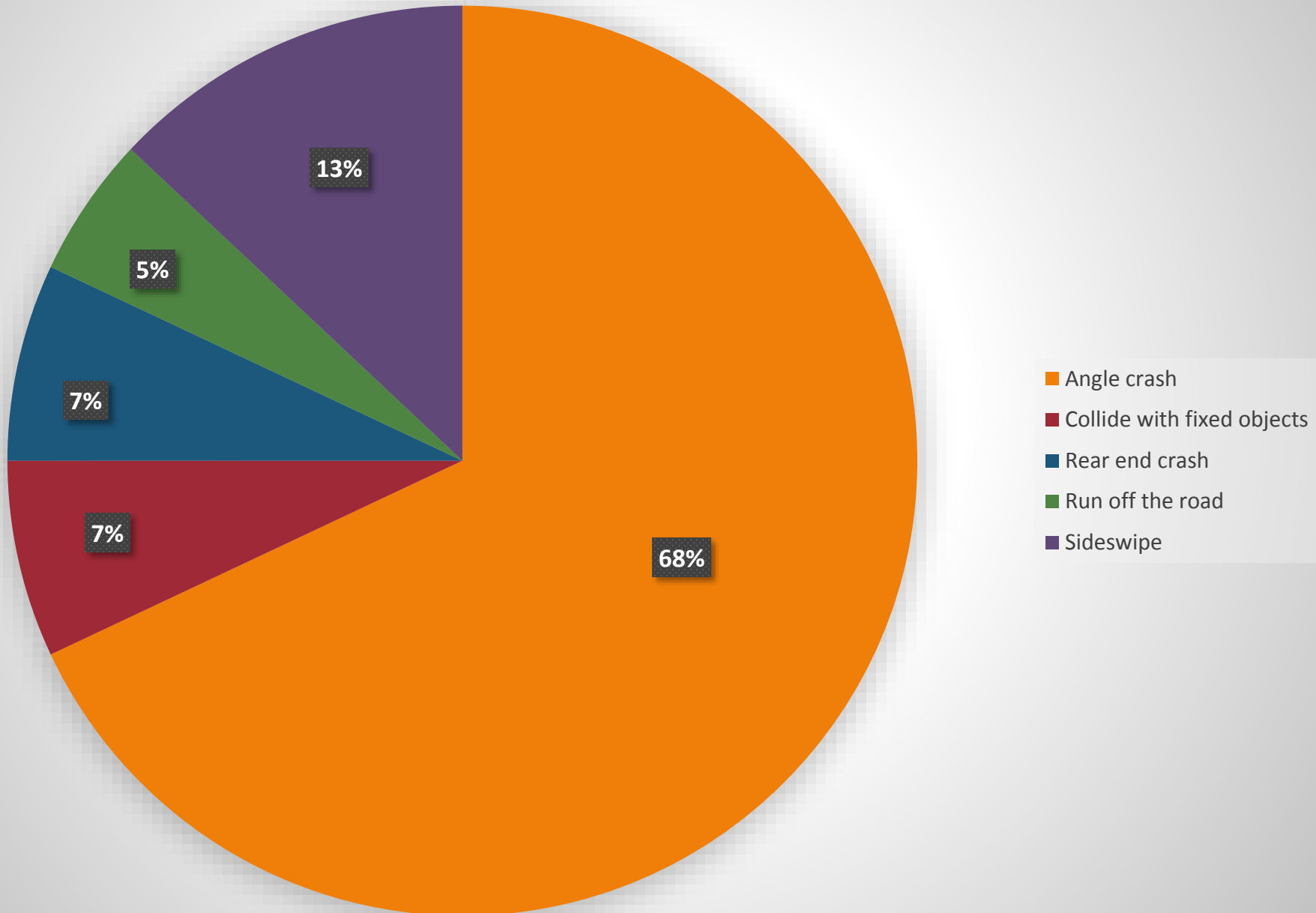
# Potential for Improvements



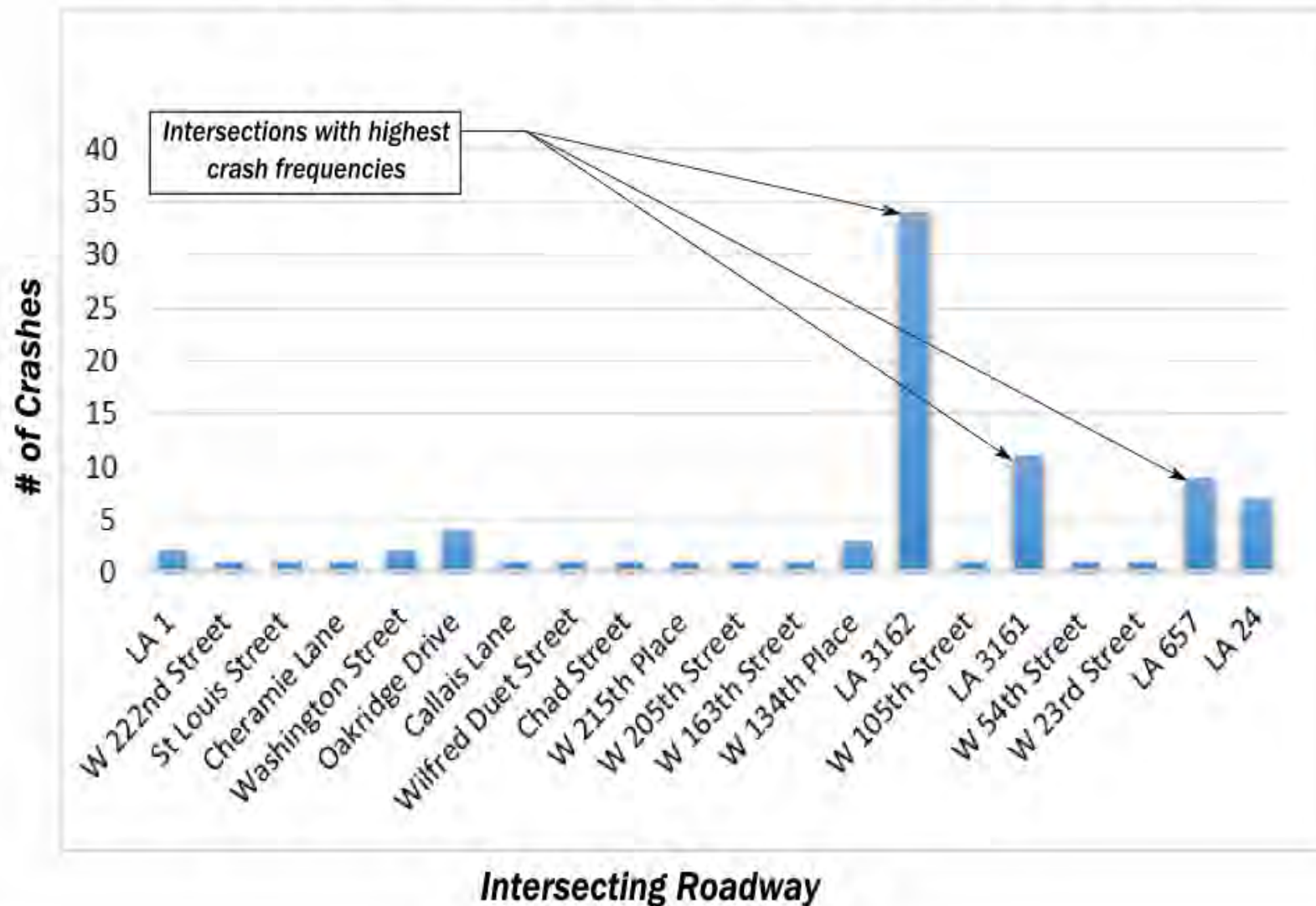
## Crash Type for Segment Crashes (2010-2012)



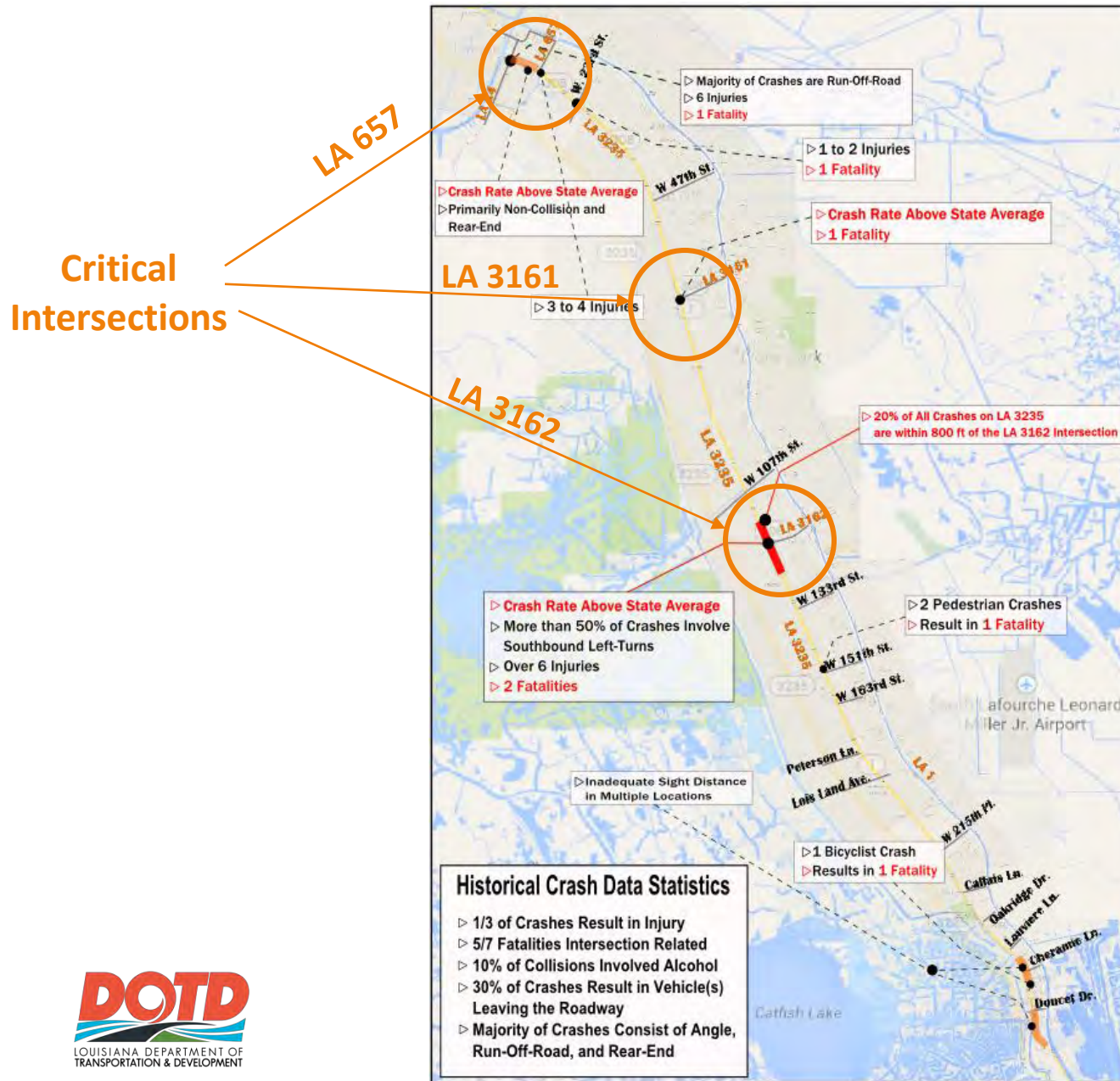
## Crash Type for Intersection Crashes (2010-2012)



# Intersection Crashes (2010-2012)



# Historical Crash Overview (2010-2012)



# Traffic Pattern Changes

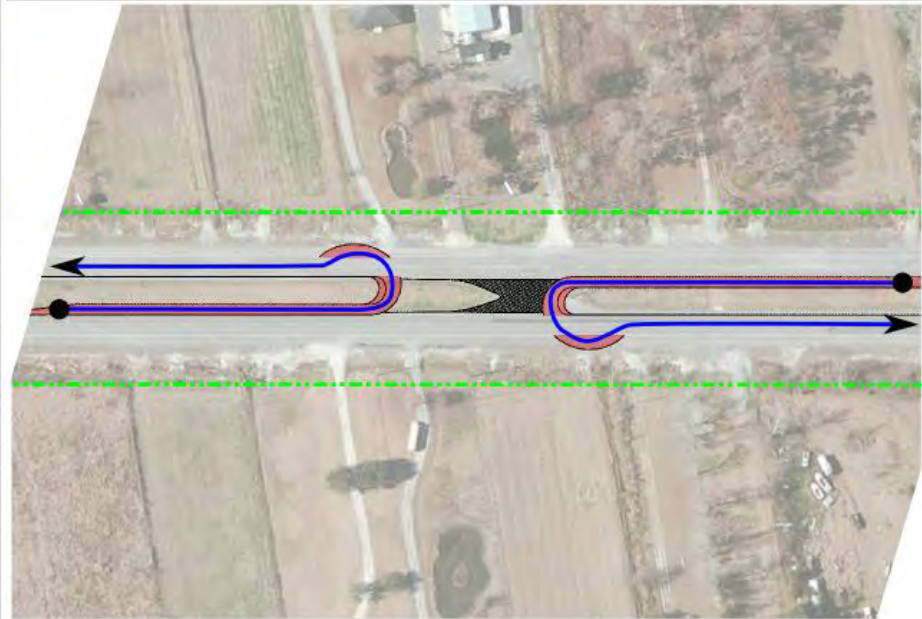


# Median U-Turn

*Existing Configuration*

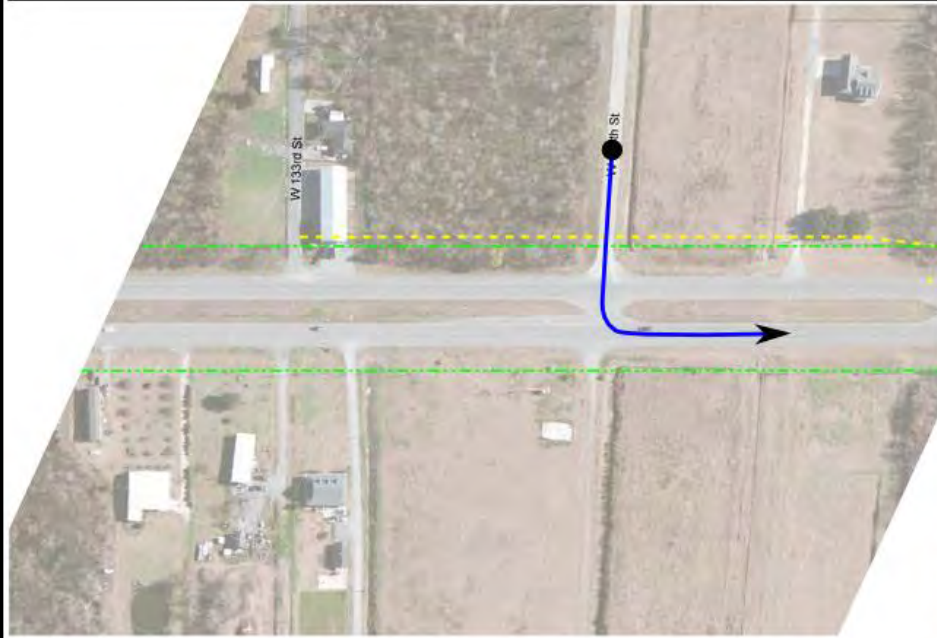


*U-turn*

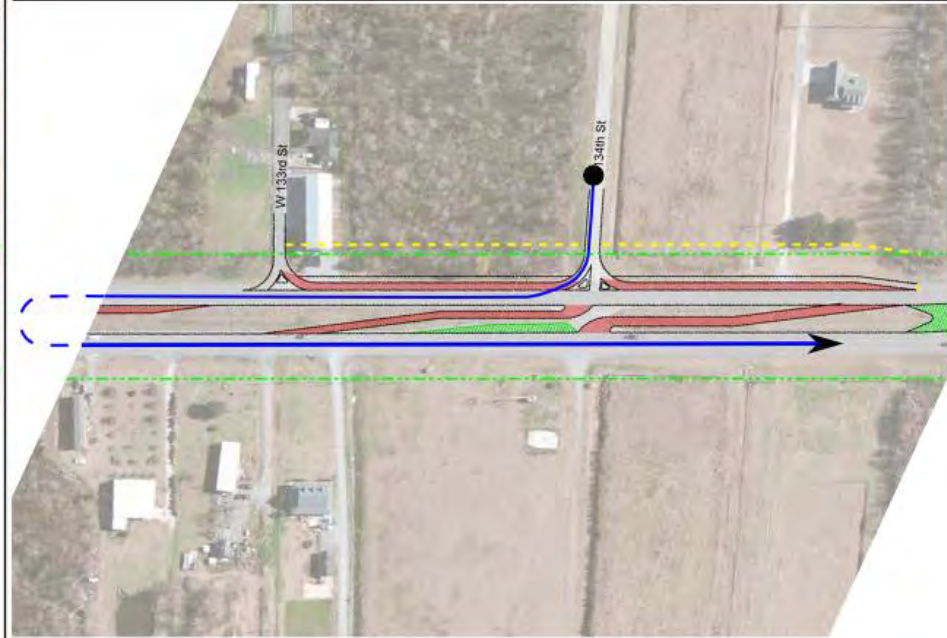


# Restricted Crossing with U-turns (RCUT)

**Existing Configuration**



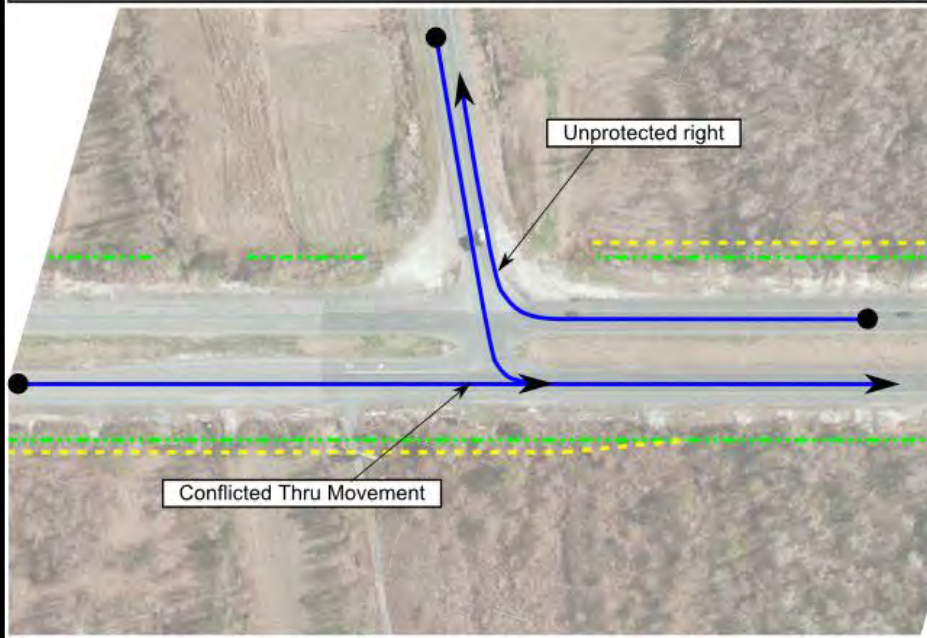
**Restricted Crossing U-turns (RCUT)**



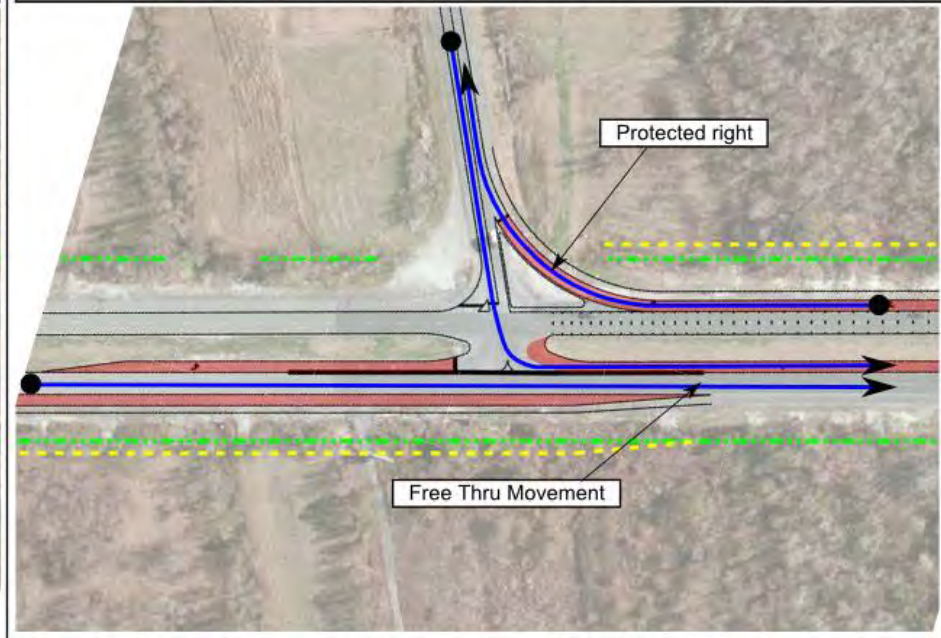


# Continuous Green T-Intersection (CGT)

**Existing Configuration**

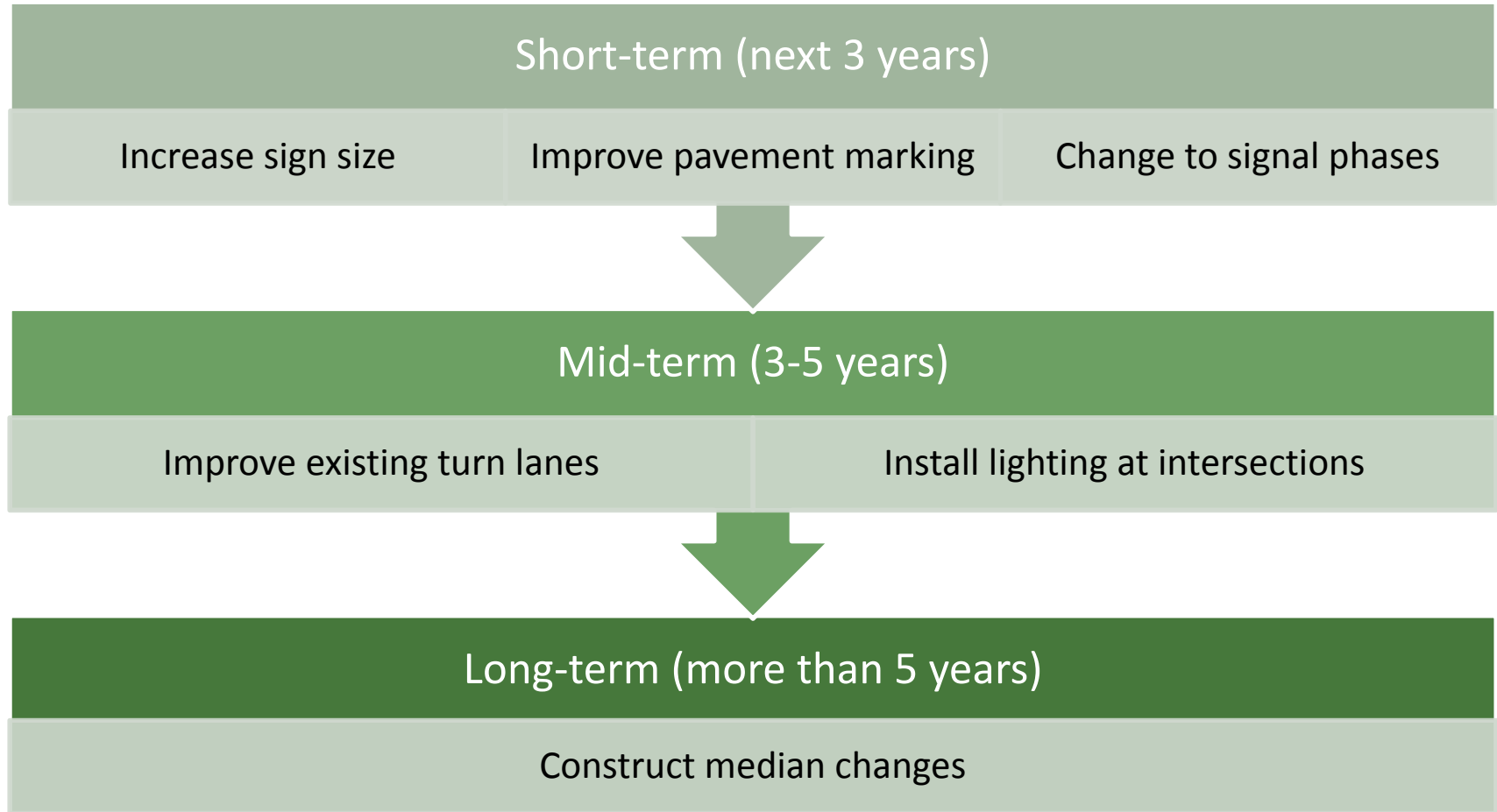


**Continuous Green T-Intersections (CGT)**



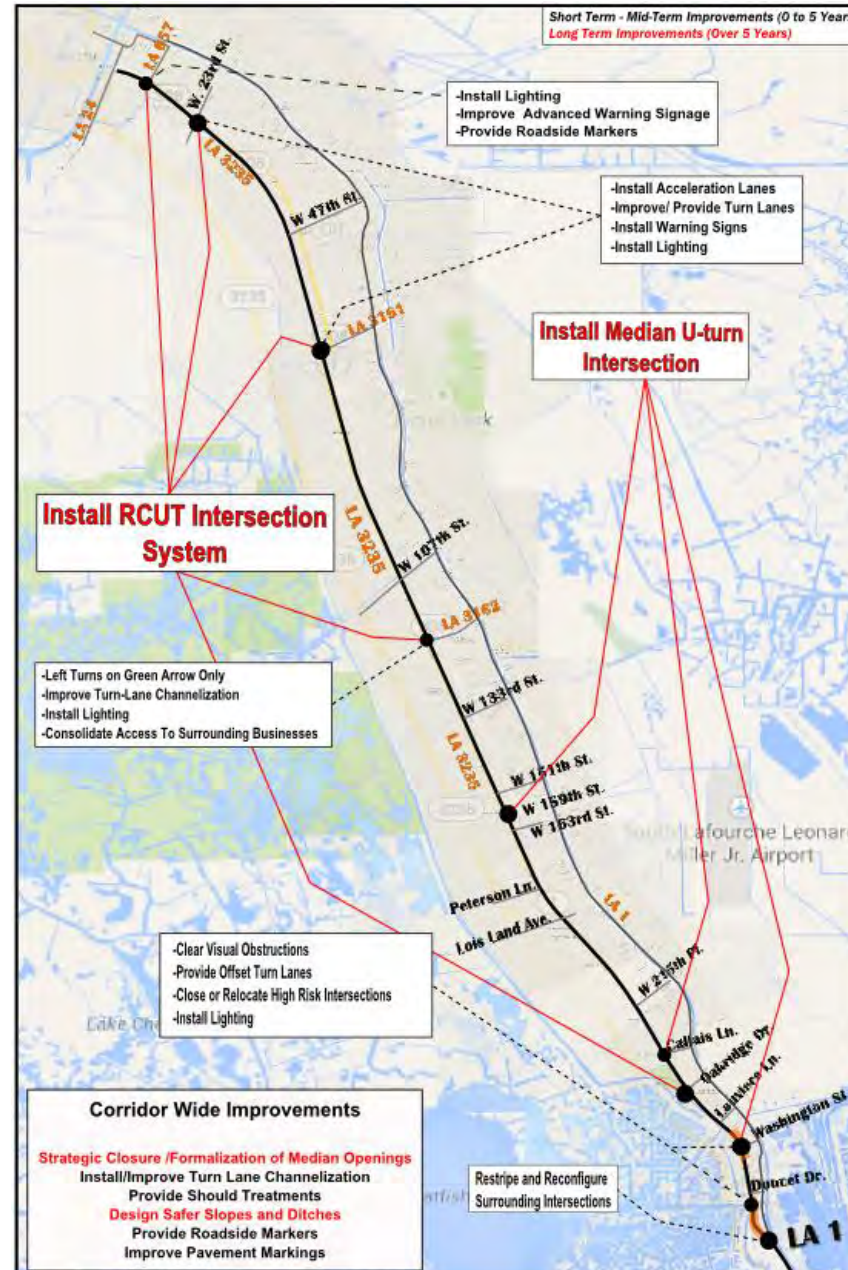
# Project Phasing

# Short, Mid, Long-term Improvements



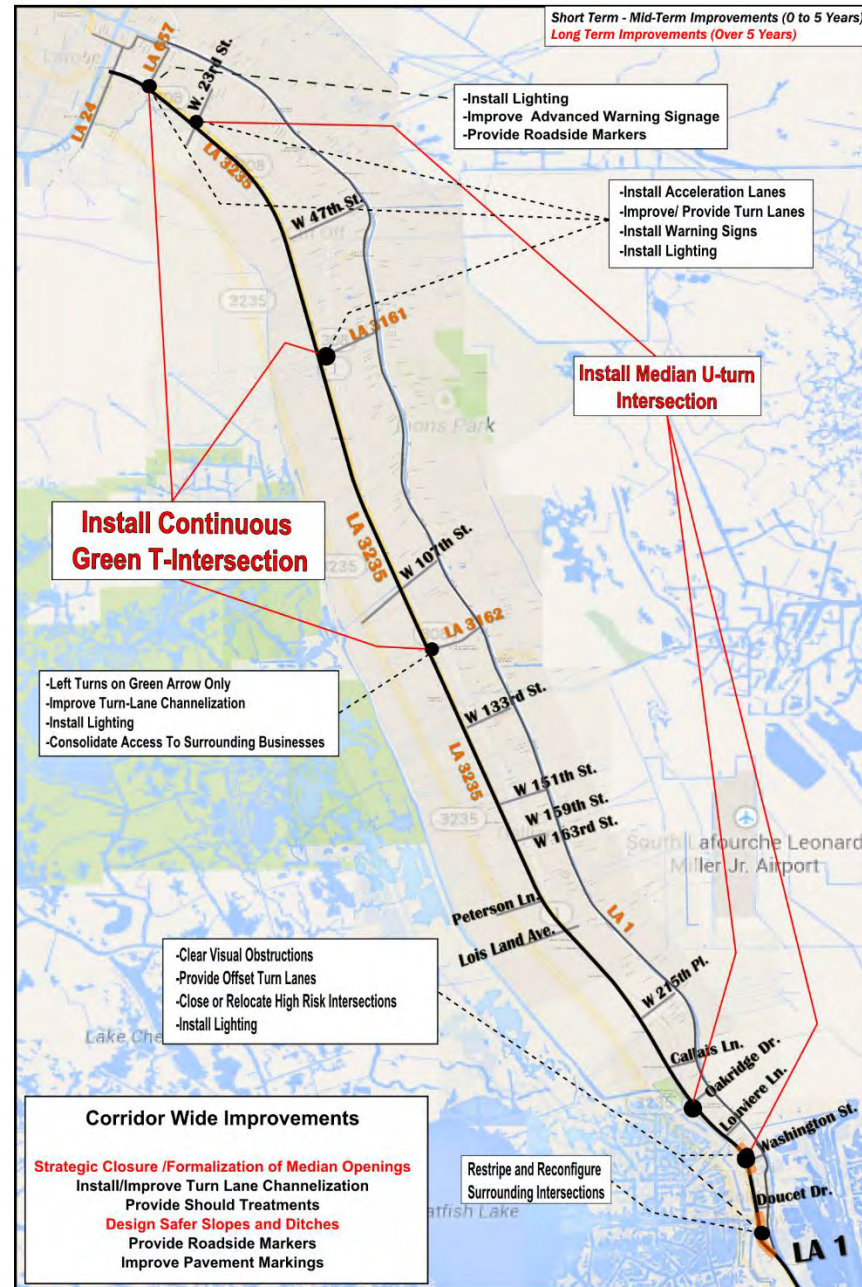
# Alternatives

# Alternative 1 – Restricted Crossing U-turn (RCUT)

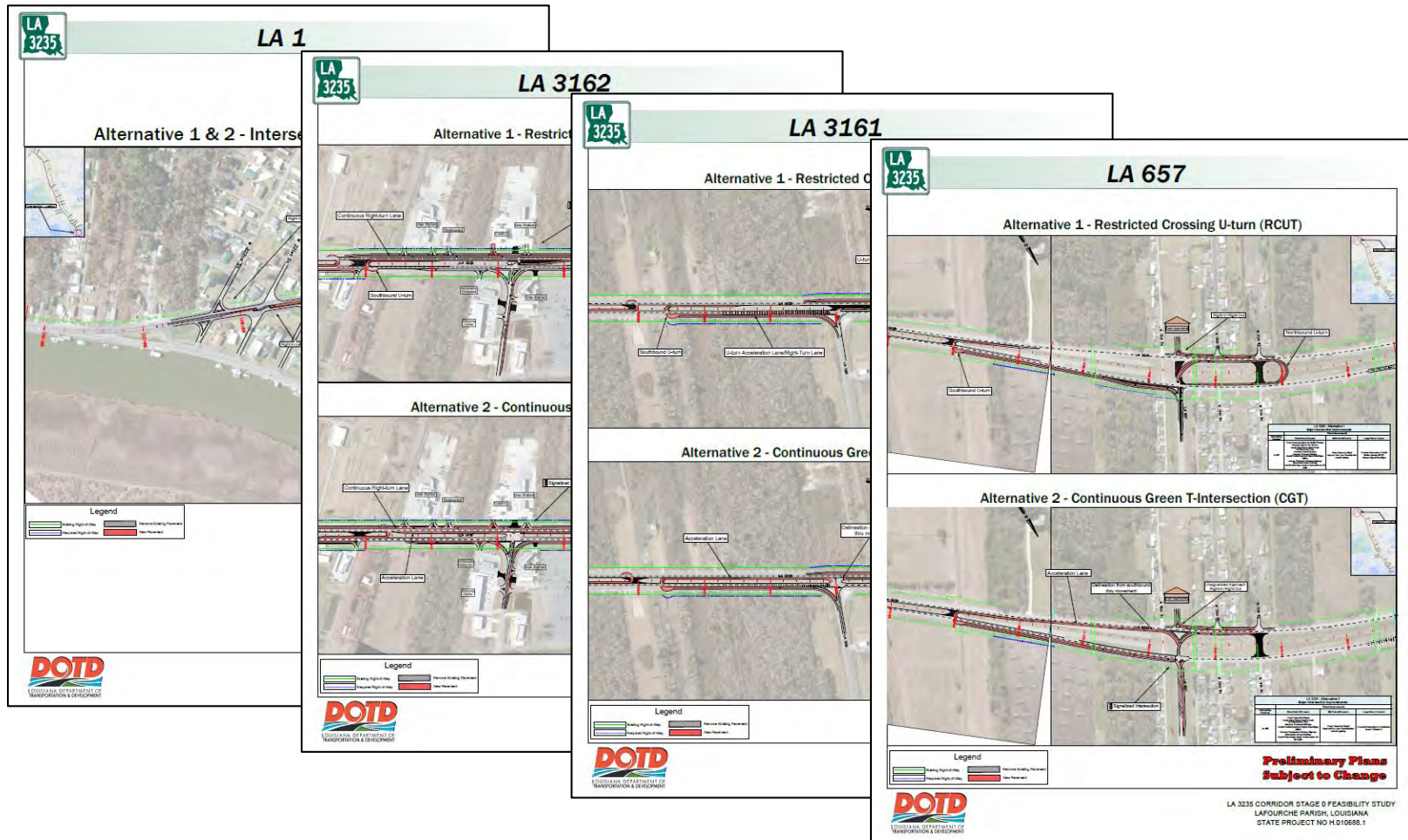




# Alternative 2 – Continuous Green T-Intersection (CGT)



# Boards





# Safety Improvements and Target Benefits

## ***Proposed Improvements***

## ***Target Safety Benefits***

***Install Restricted Crossing U-turn (RCUT) ..... Reduces left-turn and rear-end crashes  
(Alternative 1) at intersections***

***Install Continuous Green T-intersection (CGT) ..... Reduces angle crashes at intersections  
(Alternative 2)***

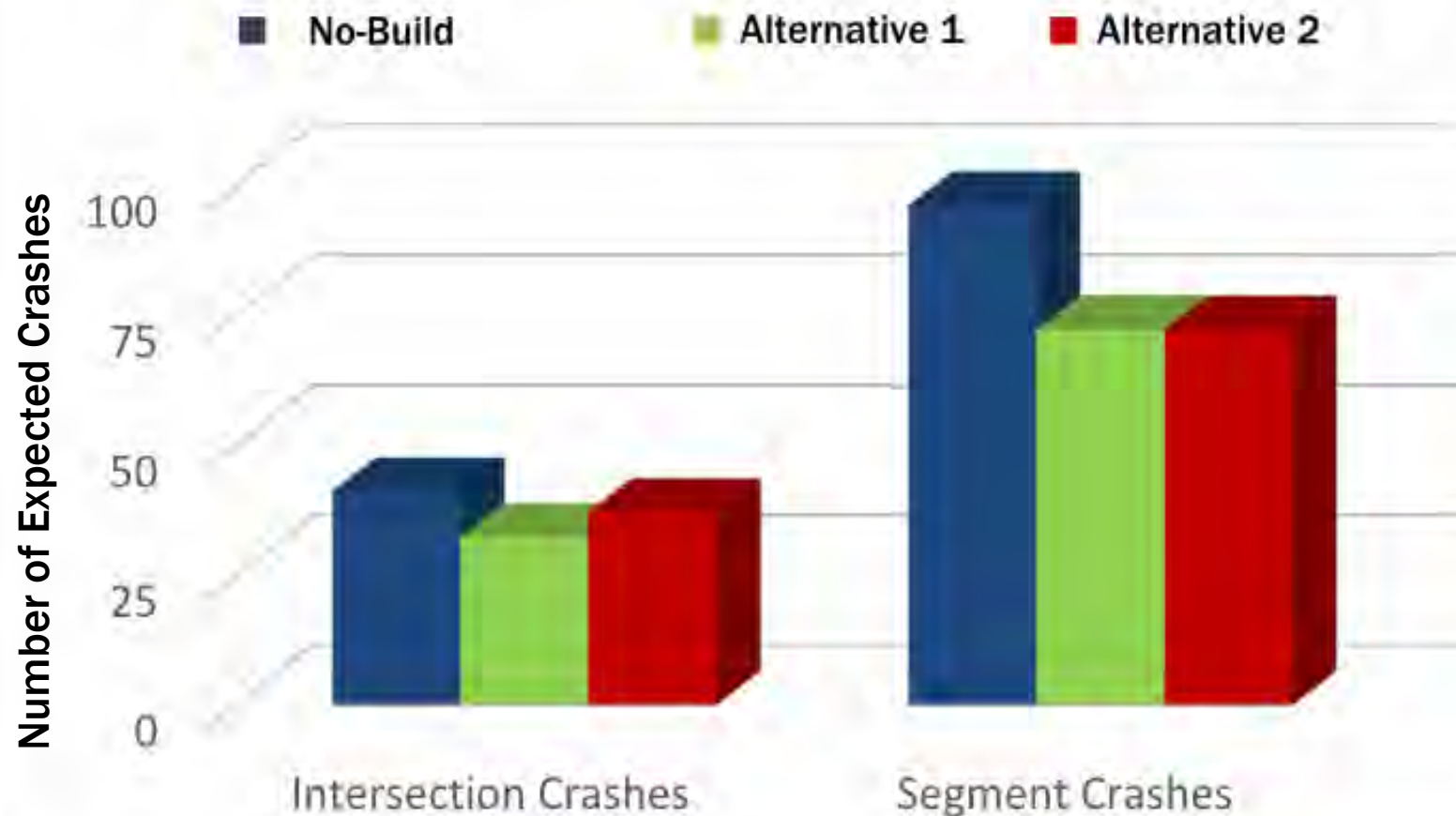
***Closure and/or Formalization of Median Openings ..... Reduces left-turn and rear-end crashes  
(Alternative 1 & 2) on segments***

***Install Median U-turn Intersection ..... Reduces right-angle, left-turn and rear-end  
(Alternative 1 & 2) crashes at intersections***

***Closure and/or Formalization of Driveways ..... Reduces rightangle, right-turn and left-turn  
(Alternative 1 & 2) crashes at intersections***

# Comparison of Alternatives

# LA 3235 Crash Frequency - Future Year (2039)



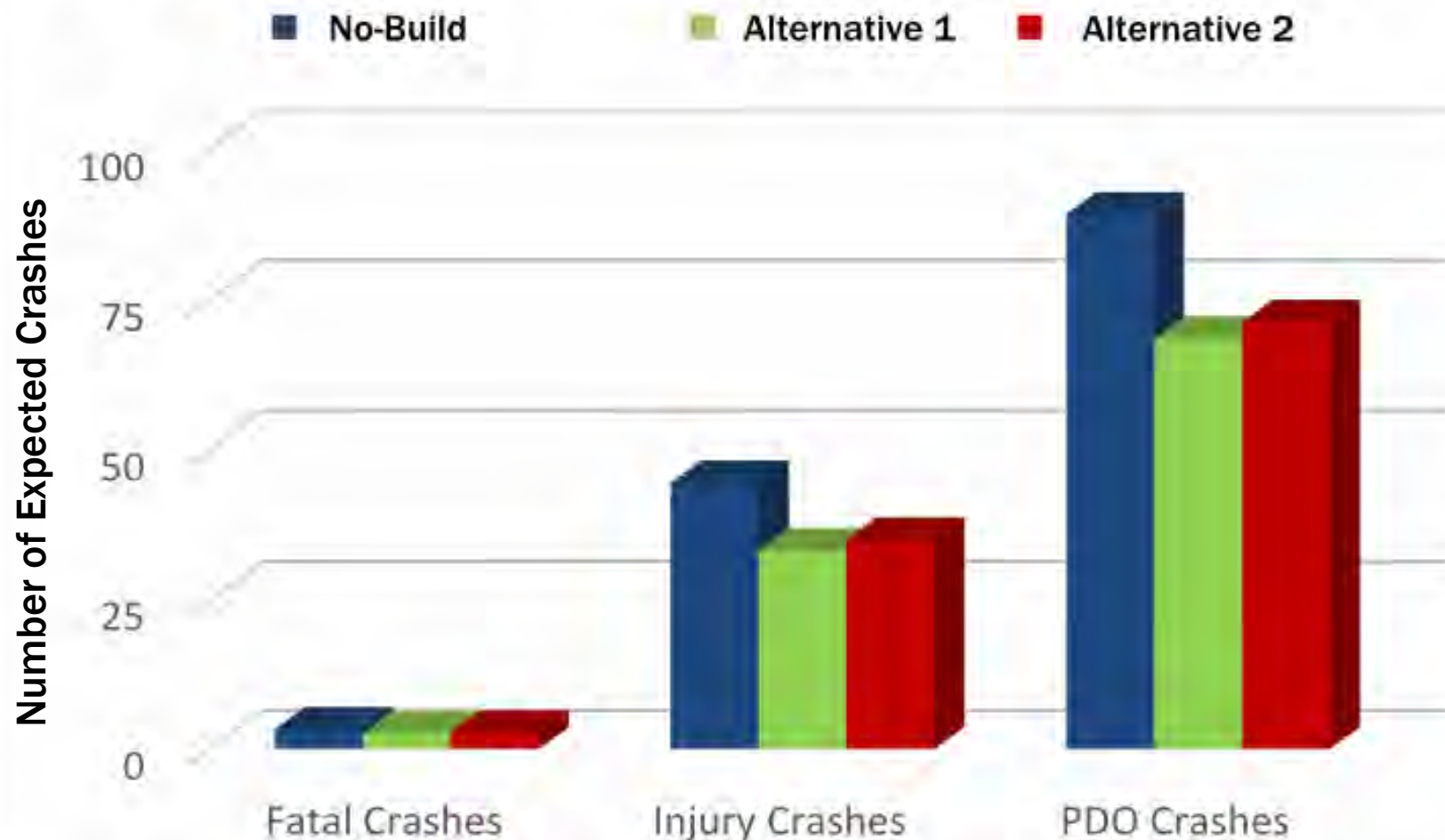
## Alternative 1

22% Reduction in intersection crashes  
25% Reduction in segment crashes  
47% Reduction in total crashes

## Alternative 2

10% Reduction in intersection crashes  
25% Reduction in segment crashes  
35% Reduction in total crashes

# LA 3235 Crash Severity - Future Year (2039)



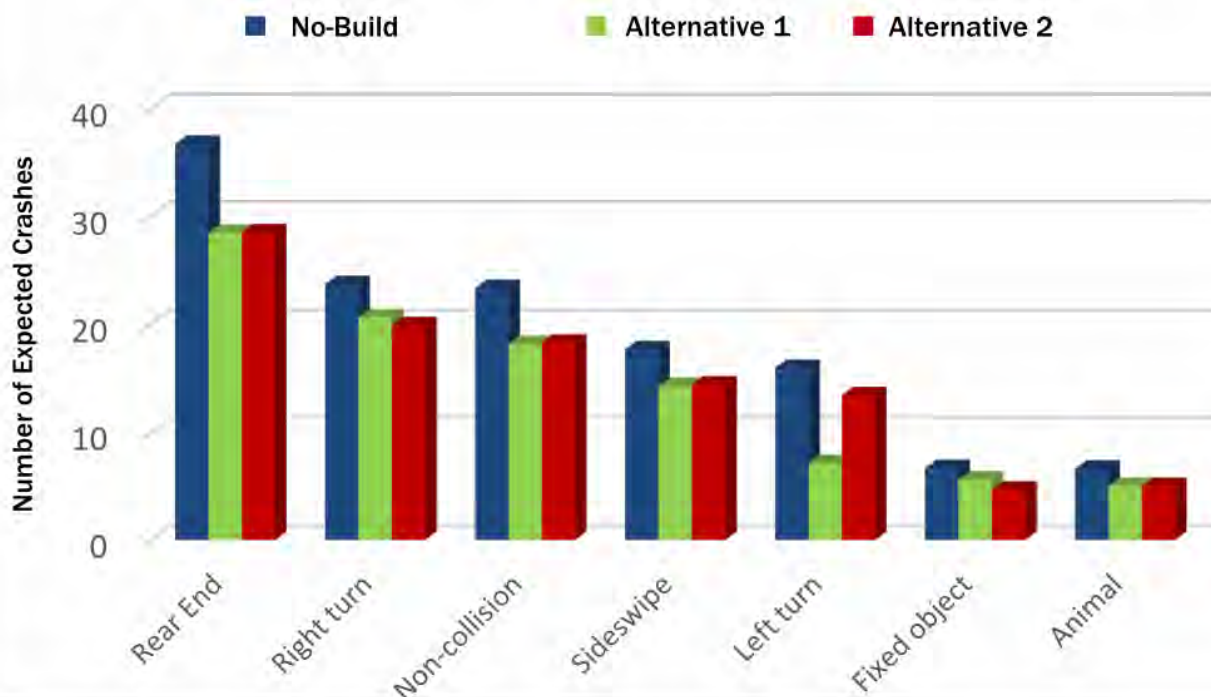
## Alternative 1

22% Reduction in fatal crashes  
25% Reduction in injury crashes  
23% Reduction in PDO crashes

## Alternative 2

16% Reduction in fatal crashes  
21% Reduction in injury crashes  
20% Reduction in PDO crashes

## LA 3235 Crash Collision Type - Future Year (2039)



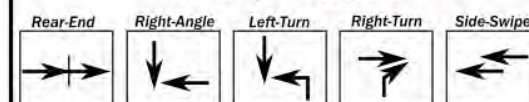
### Alternative 1

- 55% Reduction in left-turn crashes
- 22% Reduction in non-collision crashes
- 22% Reduction in rear-end crashes
- 19% Reduction in sideswipe crashes
- 17% Reduction in fixed object crashes
- 13% Reduction in right-turn crashes

### Alternative 2

- 30% Reduction in fixed object crashes
- 22% Reduction in non-collision crashes
- 22% Reduction in rear-end crashes
- 18% Reduction in sideswipe crashes
- 16% Reduction in right-turn crashes
- 16% Reduction in left-turn crashes

### Crash Type Diagram







# Questions & Comments



# Questions & Comments

- Verbal Comments may be made at the Comment Station at tonight's meeting.
- Written Comments may be made at the Comment Station or by mail, postmarked by January 30, 2015 to:

ARCADIS U.S., Inc.  
10352 Plaza Americana Drive  
Baton Rouge, Louisiana 70816  
Attn: LA 3235 Project Manager



# LA 3235 CORRIDOR STAGE 0 FEASIBILITY STUDY STATE PROJECT NO. H.010688.1

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**Thank you  
for  
Attending**