



Welcome
to the
LA 30 Improvements
(LA 3251 to LA 44)
Stage 0
Public Meeting

April 26, 2016



Purpose of Meeting



- Provide a Project Description and Background
- Display Proposed Roadway Improvements
 - Short-term Improvements
 - Long-Term Improvements
- Obtain Public Input and Feedback



Open House Format



- Four (4) Informational stations
- Visit the stations in numerical order
- Representatives will be present to discuss the project and answer your questions
- At **Station 4**, attendees that wish to leave a public comment may do so in two ways:
 - Written Comments
 - Verbal Comments



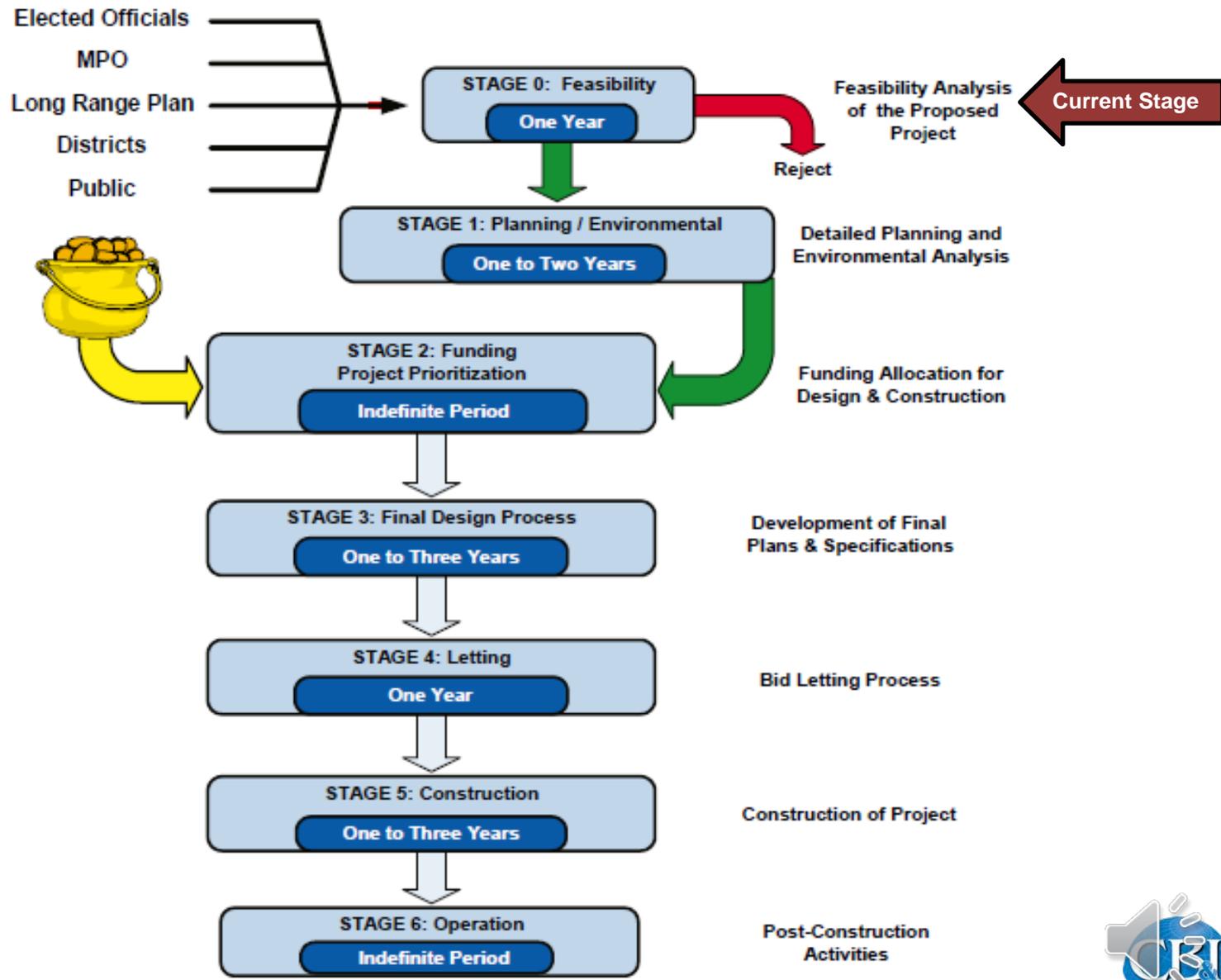
Open House Stations



- Station 1: Sign-In Table
- **Station 2: Continuous PowerPoint**
- Station 3: Project Exhibits
- Station 4: Comments Table



DOTD Project Delivery Process



Project Overview

- Project Purpose – Improve the mobility of LA 30
- Limits – LA 3251 (Ashland Road) to LA 44 (S. Burnside Avenue)



Project Background



- **Prior Study**
 - Conducted by the City of Gonzales (June 2013)
 - Project located in the vicinity of Tanger Outlet Center and I-10
 - Recommended Double Roundabout Interchange and a Roundabout at Robert Wilson Road

- **Stage 0 Feasibility Study**
 - On-going by LADOTD
 - Extended project limits
 - LA 3251 (Ashland Road) to LA 44 (South Burnside Avenue)
 - Comprehensive analysis of alternatives
 - Examine all possible alternatives





- Tasks Completed:
 1. Stakeholders comments and issues obtained
 2. Stakeholders vision for the corridor determined
 3. Evaluation of Existing Network
 4. Interchange Analysis Performed
 5. Determination of Proposed Concepts
 6. Short Term Project Development
 7. Preliminary Evaluation of Proposed Concepts Completed

- The following slides will provide an overview of the activities relating to public involvement and developing the recommended alternatives.

- Alternatives are proposed projects which address issues along a roadway. The terms “Alternatives” and “Improvements” will be used interchangeably during this presentation.





Two (2) Short Term Improvements are scheduled to be let late 2016 with an anticipated start of construction in early 2017:

1. LA 30 Eastbound (EB) Additional Lane
(from 1000 feet west of Ashland Road to Cabela's Parkway)
2. Left Turn Lane from LA 30 Eastbound (EB) to Veterans Boulevard



Short Term Improvement 1

LA 30 Eastbound Additional Lane (Beginning of Project to east of Ashland Road shown below)



LA 30 Eastbound Additional Lane (east of Ashland Road to east of St. Landry Avenue shown below)



Short Term Improvement 1

LA 30 Eastbound Additional Lane (east of St. Landry Avenue to Cabela's Parkway shown below)



LA 30 Eastbound Additional Lane

- 12 foot additional lane with 8 foot shoulders
- Beginning west of Ashland Road and ending at Cabela's Parkway (at the existing 4 lane section)

Short Term Improvement 2

LA 30 at Veterans Boulevard Left Turn Lane (shown below)

BEGIN TURN
LANE PROJECT
C.S. 414-03
LOG MILE 6.897

Added Left
Turn Lane

180.00' TAPER

357.00'

12.00'

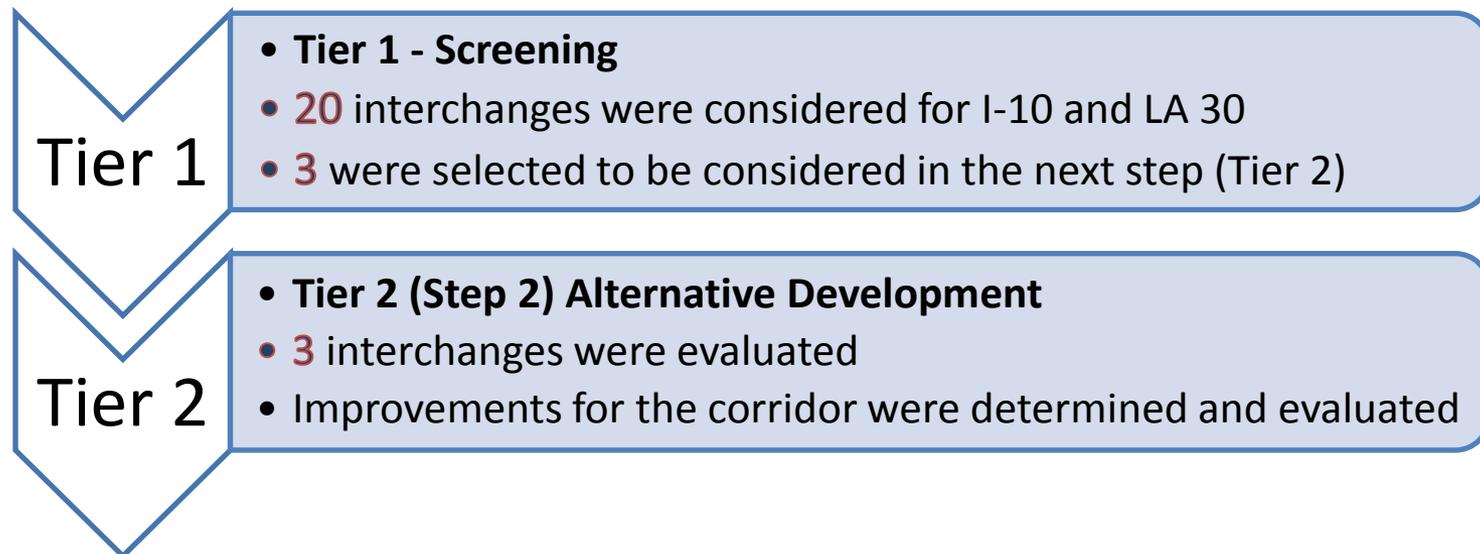
END TURN
LANE PROJECT
C.S. 414-03
LOG MILE 7.007

LA 30 at Veterans Boulevard Left Turn Lane

- 12 foot Left Turn lane
- Located between the I-10 westbound ramps and Veterans Boulevard

The Proposed Interchange Improvements were completed by using a **2 Step** (tiered) approach to project development. Once community input was collected, the 2 tiered approach was used to determine which alternatives would be best for the proposed interchange at I-10 and LA 30.

Tier 1 required that many interchange types be considered. Interchanges were evaluated at a high level and then screened based on traffic, impacts, cost and other key factors. The result was 3 interchanges which advanced to the next tier. **Tier 2** is the analysis of the 3 selected interchanges. The process is illustrated below and details are provided in the following slides.



Project Approach- Tier 1



Interchange Alternative Selection

A comprehensive *high level* evaluation of interchange alternatives based on traffic operations, required right-of-way, environmental and social impacts and cost.

- The interchange analysis was completed in two phases:
 - Tier 1: Phase 1
 - Evaluated **20** interchange alternatives
 - 9 interchanges determined incompatible
 - Required right-of-way, impacts to businesses, high construction costs
 - Tier 1: Phase 2
 - More Detailed Evaluation
 - Considered **11** interchanges
 - Preliminary Traffic Analysis and layouts completed
 - Cost and Required Right-of-Way Quantified
 - Environmental and Social Impacts approximated
 - **3 alternatives were recommended for Tier 2**



Project Approach- Tier 2



Proposed Corridor Improvements

■ Proposed Corridor Improvements include:

- Addition of Lanes / Widening
- Closing / Limiting Access
- U-turns
- Restricted Turning Movements at Intersections
- Roundabouts



Project Approach- Tier 2



Based on the results of the *Tier 1-Phase 2* evaluation and discussions with LADOTD, 3 interchanges (Alternatives 1, 2 and 3) were recommended for detailed analysis in Tier 2:

1. Conventional Diamond Interchange (Alternative 1)

Existing interchange
with ramp improvements

2. Diverging Diamond Interchange (DDI) (Alternative 2)

Photo shown to the right with arrows

3. Double Roundabout Interchange (Alternative 3)

Roundabouts at each ramp terminal



Source: fhwa.dot.gov

These interchanges were evaluated along with compatible improvements for the LA 30 corridor from LA 3251 (Ashland Road) to LA 44 (South Burnside Avenue).

*To view the Alternatives in detail please visit **Station 3**.*



- A collaborative approach to the development of a Transportation Project.
- Reflects a large range of goals which consider the community, livability and sustainability with greater participation by those affected.
- One way that Context Sensitive Solutions were applied within this project was through public involvement and stakeholder meetings which took place early on and throughout the projects development.



Public Involvement



- **Kick-off Meeting at LADOTD Headquarters (April 2014)**
- **Stakeholder Meetings (April – July 2014)**
 - Total of 11 meetings with Stakeholder Groups
 - Stakeholder Groups included LADOTD, Ascension Parish, City of Gonzales, Elected Officials, Trucking Industry, Plants & Industry, Property & Business Owners
- **Additional Stakeholder Meeting (December 2014)**
- **Objectives Accomplished**
 - Documented Concerns & Issues
 - Completed Surveys
 - Data Gathered
 - Identification of potential short term and long term projects
- **Open House Public Meeting (April 2016)**



- Traffic analysis was performed which forms the foundation for sound roadway improvements.
- Capital Regional Planning Commission (CRPC) Travel Demand Model was used to evaluate the 3 proposed LA 30 alternatives.
- Planned Roadway Improvements as well as Planned growth were imputed into the travel demand model in stages to determine future traffic growth and patterns. This was used to evaluate impacts on traffic if the LA 30 Corridor was widened to a four-lane corridor with a 55 mph speed.



**Proposed Alternative 2
Diverging Diamond Interchange
(DDI)**

- Forecast volumes and predicted growth for the study area resulted in less than desirable results for a four-lane LA 30 corridor for the design year (2037) with a 55 mph speed.
- Alternatives 1 (Diamond Interchange) & 2 (Diverging Diamond Interchange) require a six-lane corridor to accommodate future volumes for a 55 mph speed. Alternative 3 (Roundabout) cannot accommodate a six-lane corridor due to the roundabout intersection control.

----LA 429 Proposed Connector Roadway---

- The CRPC Travel Demand Model was utilized to evaluate additional alternatives for Alternative 3 due to the issues mentioned above.
- The most effective alternative modeled includes a new I-10 connection via a proposed new industrial corridor (LA 429 Connector Roadway). In addition, the LA 30 speeds are reduced to 35 mph to facilitate the Alternative 3 roundabout geometry.**



Proposed Long Term Improvement Projects



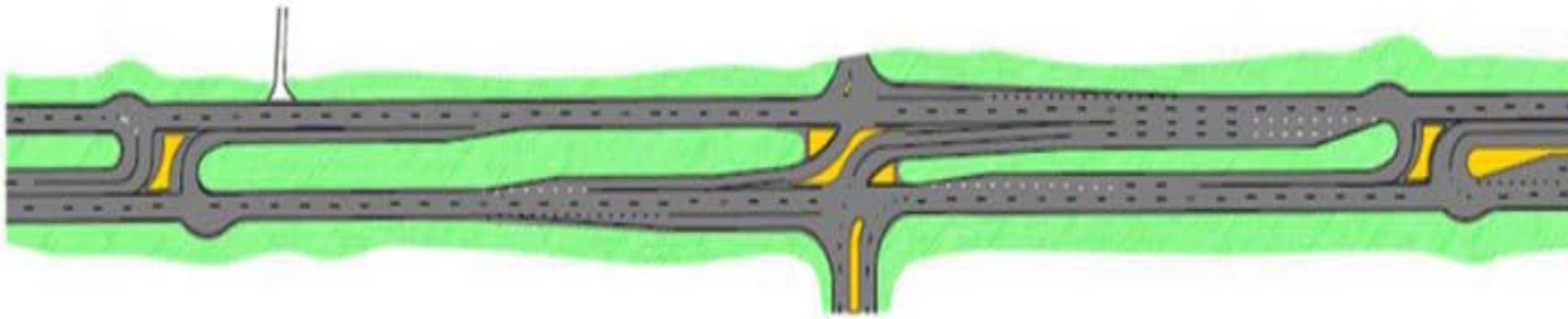
Three (3) Proposed Long Term Improvements are as follows:

1. **Conventional Diamond Interchanges**
 - with Restricted Crossing U-Turn Intersections (R-CUT) throughout Corridor
2. **Diverging Diamond Interchanges (DDI)**
 - with Restricted Crossing U-Turn (R-CUT) Intersections throughout Corridor
3. **Double Roundabout Interchanges**
 - with LA 429 Connector and Roundabouts throughout Corridor



What is an R-CUT?

Restricted Crossing U-Turn Intersection Applies to Alternatives 1 & 2



- R-CUT's are proposed with both Alternative 1 (Conventional Diamond Interchange) and Alternative 2 (DDI)
- The R-CUT concept is a reconfiguration of the traditional intersection that is used to improve traffic flow.
- R-CUT's are characterized by the prohibition of left-turn and through movements from side street approaches.

Advantages of R-CUT Intersections



- Improve Safety
 - Reduce the risk of crashes and specifically the risk of severe crashes such as side-collisions or T-bone type accidents

- Less Travel Time
 - The R-CUT optimizes the capacity of the existing roadway and reduces wait time for left-turning traffic

- Economically Beneficial
 - From an economic view point, the R-CUT provides the State with an effective tool for reducing congestion while at the same time reducing construction costs

Source: DOTD J-Turn, R-CUT and protected turn lanes webpage



What is a DDI?



Diverging Diamond Interchange Applies to Alternative 2



- The DDI is a diamond interchange that more efficiently facilitates heavy left-turn movements.
- DDI's are characterized by reducing conflict points
- The following slide illustrates how a DDI operates.

Source: wxxinews.org



How does a DDI work?

Advantages of DDI Intersections



- Improve Safety
 - Fewer collisions than traditional interchanges
 - Reduced collision severity versus traditional interchanges
 - Reduced number of conflict points

- Traffic Operations
 - Decreases congestion
 - Serves high volume facilities
 - substantially higher left-turn movements can be accommodated both onto and off the limited access highway

- Economically Beneficial
 - Reduced Construction time
 - High delay savings per dollar expended, exceeds cost in few years

Source: UDOT, MoDOT DDI Guidelines

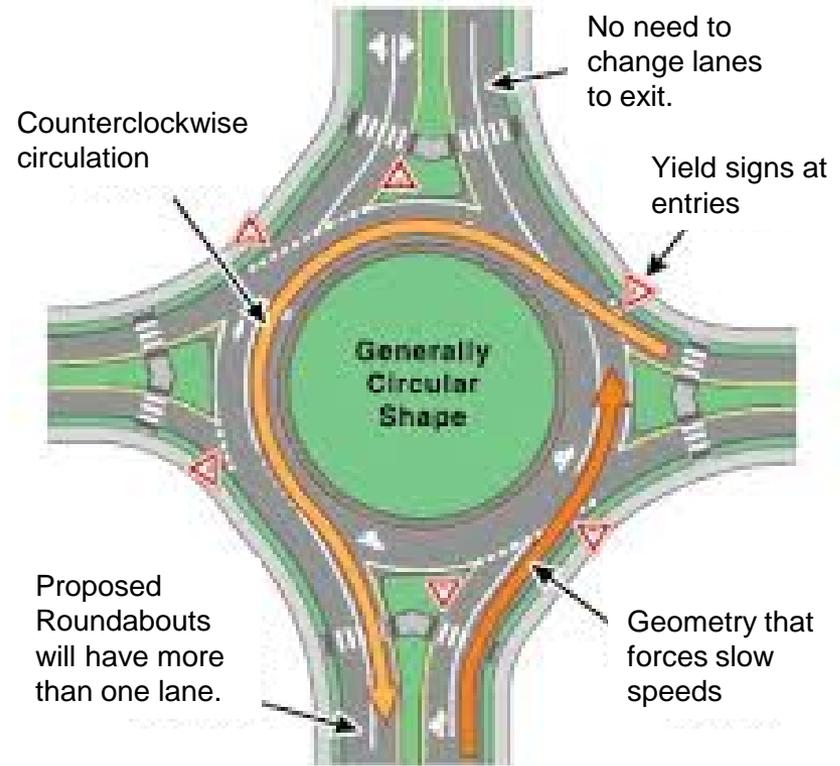


What is a Roundabout?

Applies to Alternative 3



- Roundabouts are one-way, circular intersections designed to improve safety and efficiency for motorists, bicyclists, and pedestrians
- A well-designed roundabout can improve safety, operations and aesthetics of an intersection



Advantages of Roundabouts



- Save lives
 - Reduce fatalities by up to 90% and reduce injury crashes by up to 76%

- Save money
 - Reduce road electricity and maintenance costs by average of \$5,000/year and eliminate the costs to install and repair signal equipment

- Provide environmental benefits
 - 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 means less time idling.

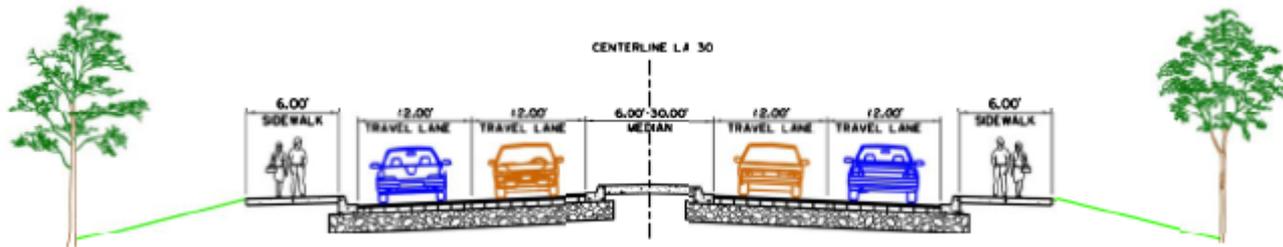


The LA 429 Proposed Roadway would provide a high speed industrial roadway and new interchange for I-10 north of LA 30. Alternative 3 combined with the LA 429 connector, will address the following concerns expressed by the community:

- **Bypass roadway for Industry**
 - large trucks are moved away from LA 30
- **Walkable environment in the vicinity of the Tanger Outlet**
 - Pedestrian facilities can be provided for longer segments.
 - Potential increased business as tourists are encouraged to walk safely to and from properties along both sides of LA 30 at I-10
 - Only Alternative with four lanes at I-10
- **Decreased Traffic along the Corridor**
 - Reduction in traffic by approximately 25%
- **Bridge Clearance Issues under I-10**
 - Some trucks must detour because bridge is too low for oversized loads.

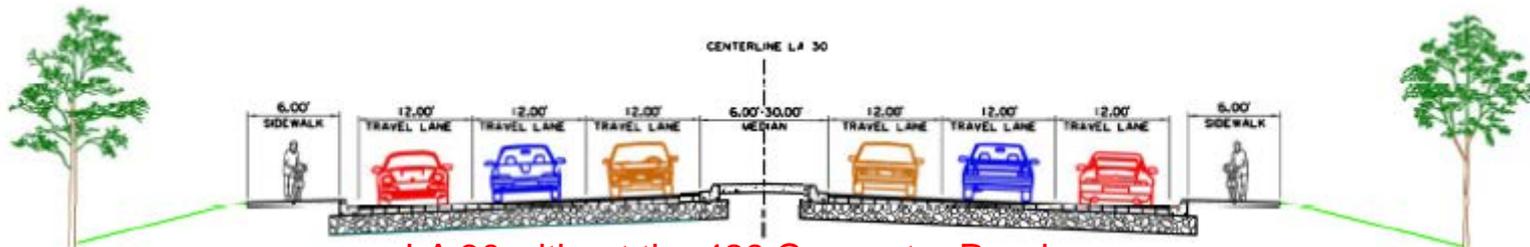


The LA 429 Proposed Industrial Roadway will allow for LA 30 to remain a 4-lane roadway which matches the existing roadway at Tanger Mall. The differences between Alternative 3 with the LA 429 Connector and Alternatives 1 and 2 is illustrated below.



LA 30 with the 429 Connector Roadway

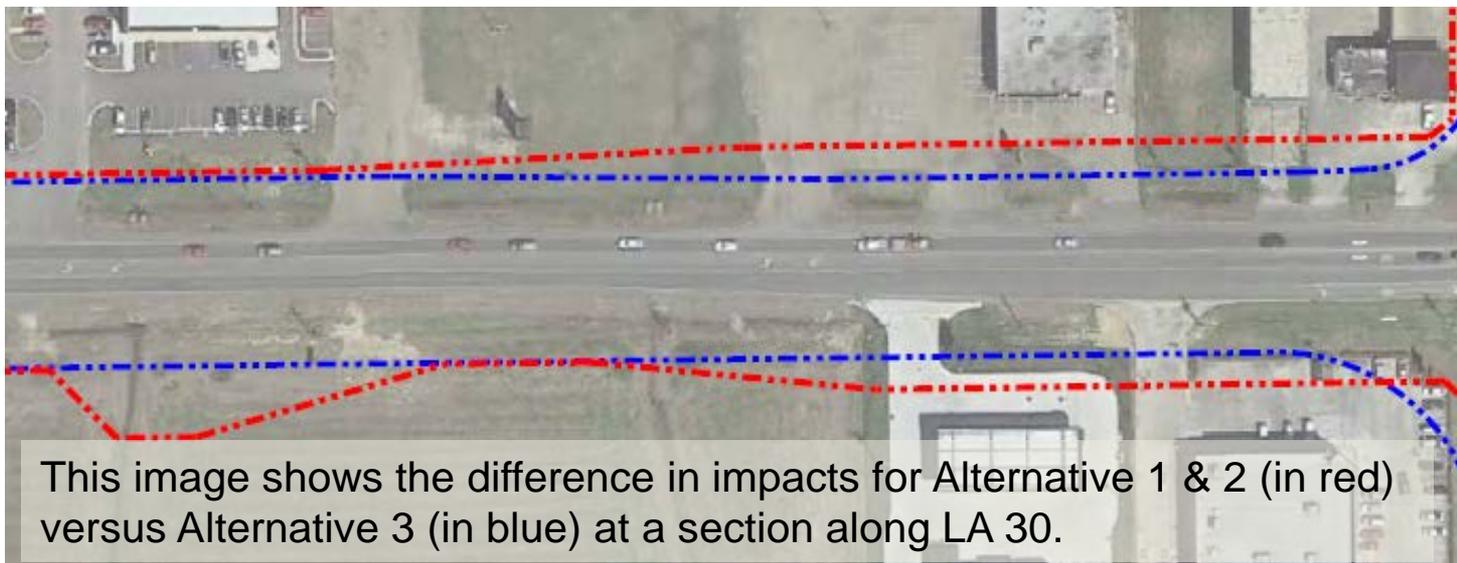
Above is an example of what a typical section for LA 30 might look like for **Alternative 3** with the Proposed LA 429 Connector Roadway. **Below** is what LA 30 might look like for **Alternatives 1 and 2**



LA 30 without the 429 Connector Roadway

Disadvantages of Alternative 1 (Conventional Diamond Interchange) and Alternative 2 (DDI)

- More Required Right of Way
- Six lane Section
 - Urbanized Environment
 - Increased pavement width
- Driver Unfamiliarity with Crossover (DDI)
- Higher Speed Corridor
- Less compatible with pedestrian activities



This image shows the difference in impacts for Alternative 1 & 2 (in red) versus Alternative 3 (in blue) at a section along LA 30.



- This project will be Implemented (constructed) in phases which will provide the following benefits:
 - Reduced Project Schedules
 - Short Term Projects can be constructed earlier
 - Construction in phases as funding becomes available
 - Development of Project while Improvements are Implemented
 - Long Term Projects which might have increased impacts, cost and complexity can be appropriately evaluated and developed while the community enjoys relief from the short term projects
 - Long Term Project Potential Phasing Plan
 - Improvements near I-10
 - Improvements between Robert Wilson Rd. & Veterans Blvd.
 - Other portions would follow



As previously mentioned, a primary goal for this project is to create Alternatives which address the traffic need for the corridor while fitting within the vision of the community for this area where possible. The table below illustrates a summary of the compatibility of the three alternatives and how each one meets the needs formerly expressed by stakeholders:

	Description	Alt 1	Alt 2	Alt 3
1	Need: Bypass Route for Industry			
	Solution: LA 429 Connector Roadway and New Interchange at I-10 north of the LA 30 interchange.			X
2	Need: Short Project Schedule			
	Solution: Short term solutions constructed with a reduced timeline.	X	X	X
3	Need: Additional lanes along LA 30			
	Solution: Alternatives which provide additional lanes.	X	X	X
4	Need: Additional Lanes at the Existing LA 30 Interchange			
	Solution: Proposed New Interchanges with additional lanes along LA 30 and along the ramps.	X	X	X
5	Need: Right Turn Lane at Ashland Rd.			
	Solution: Alternatives with right turn lanes from Ashland Rd. to LA 30	X	X	X
6	Need: Pedestrian Facilities			
	Solution: Concepts which incorporate sidewalks and vehicle speeds while encouraging multimodal travel.			X



Anticipated Project Schedule



Short Term Projects:

- Improvements will be let in late 2016 with anticipated construction starting in early 2017

Proposed Long Term Improvement Projects :

- Anticipated Stage 0 Study Completion date late 2016



Comments



- Verbal Comments
 - will be documented at the comment table
- Written Comments
 - can be turned in today or post marked and mailed within ten calendar days following this meeting (by **05/06/2016**) to ensure that your comments become part of the official meeting record.

Community concerns and preferences are factored into the decision making process

Your comments provide the opportunity to resolve any remaining issues with the project as proposed



**Thank you so very much
for taking the time out of your day to
attend this meeting.**

Your input is greatly appreciated!



■ Questions & Comments

KARA MOREE, CFM
(225) 932-5803
CB&I
4171 Essen Lane
Baton Rouge, LA 70809
kara.moree@cbi.com

*Please Visit **Station 3** next where you can view the proposed alternatives.*

The presentation will begin again shortly.

