



Proposed LA 429 Connector Road

Would address the following concerns:

- Bypass route from LA 30 for industry and trucks
- Walkable environment in the vicinity of Tanger Outlet
- Decrease traffic along the corridor
- Bridge clearance issues under I-10 where some trucks must detour because bridge is too low for oversized loads

Proposed LA 429 Connector Road



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.

If the proposed roundabout alternative is selected, then a new connector road (LA 429) will need to be constructed. This will provide a high speed industrial roadway and new I-10 interchange.

“The Road Ahead” – Anticipated Project Schedule

- **Short Term Improvements**
 - Improvements will be let in late 2016 with anticipated construction starting in early 2017.
- **Proposed Long Term Improvements**
 - Anticipated Stage 0 Study completion date late 2016

Please leave your comments - Your input is important to us!

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

Thank you for taking the time out of your day to attend this meeting.

Project Questions or Comments?

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LA 30 Stage 0 Public Meeting



LADOTD Project Delivery Process

Stage 0: Feasibility (Current Stage)

- Input received from Elected Officials, MPO, Long Range Plans, Districts, and the Public
- Determines Feasibility of Proposed Project
- Typically 1 Year in Duration

Stage 1: Planning & Environmental

- Detailed Planning and Environmental Analysis
- Environmental Document prepared (EA/EIS)
- Typically 1-2 Years in Duration

Stage 2: Funding & Project Prioritization

- Funding Allocation for Design and Construction
- Indefinite Time Period

Stage 3: Final Design Process

- Development of Final Design and Specifications
- Typically 1-3 Years in Duration

Stage 4: Letting

- Bid Letting Process
- Typically 1 Year in Duration

Stage 5: Construction

- Construction of Project
- Typically 1-3 Years in Duration

Stage 6: Operation

- Post-Construction Activities
- Indefinite Time Period



Meeting Station Checklist

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

Welcome to the Meeting!

Welcome to the public meeting for the LA 30 Stage 0 Feasibility Study located in Gonzales, LA. This meeting is a critical part of the project planning process and we are grateful for your participation.

This handout will provide key information about the project and details on how you can participate in the development of the alternatives.

Purpose of the Meeting

- Provide a Project Description & Background
- Present Evaluation and Analysis Process for Alternatives
- Discuss the project with you and answer your questions
- Gather your input on the project and alternatives

Purpose of the Project

The limits of this project are from Ashland Road (LA 3251) to S. Burnside Avenue (LA 44). This project will improve the mobility, capacity and safety of LA 30 and the I-10 interchange. Projected increases in the traffic will reduce operations of the corridor and increase delays to motorists. The project is needed to reduce congestion and to accommodate existing and future traffic. This will provide for more efficient movement of people and goods. A key goal is to achieve this objective while maintaining the best interests of the Parish residents and businesses.

LA 30 and I-10 provide easy access for traffic traveling to the many businesses and industrial facilities in Ascension Parish. LA 30 also serves as a vital route for the trucking industry, which serves many of these facilities. In addition, LA 30 provides access to residents during their daily commutes.

In order to best serve the Parish and surrounding areas, the Louisiana Department of Transportation and Development (LADOTD) has contracted with CB&I in association with Neel-Schaffer, Inc. (traffic sub-consultant) to conduct a Stage 0 Feasibility Study on LA 30 from LA 3251 to LA 44. The proposed project will investigate potential ways to improve the mobility, capacity and safety of LA 30 and the I-10 interchange ramps. The study is examining three (3) proposed alternatives for the LA 30 corridor and interchanges;

- **Alternative 1** – Conventional Diamond Interchange with Restricted Crossing U-Turn Intersection (R-CUT)
- **Alternative 2** - Diverging Diamond Interchange (DDI) with Restricted Crossing U-Turn Intersection (R-CUT)
- **Alternative 3** – Double Roundabouts with Restricted Crossing U-Turn Intersection

Short Term Improvements

Short Term Improvement 1 – LA 30 Widening

- Construction of additional EB Travel Lane
- Runs from Ashland Road to Cabela's Parkway
- 12 foot lane with 8 foot shoulder
- Helps to address concerns about capacity

Short Term Improvement 2 – LA 30 @ Veterans Boulevard Turn Lane Improvements

- Construction of Left Turn Lane
- Located between I-10 WB Ramps and Veterans Boulevard
- 12 foot lane will be created by reducing median width
- Helps to address concerns about safety

Short Term Improvements

Short Term Improvement 1



Short Term Improvement 1



Short Term Improvement 2



Proposed Long Term Improvements

Restricted Crossing U-Turn Intersection

Alternatives 1 & 2



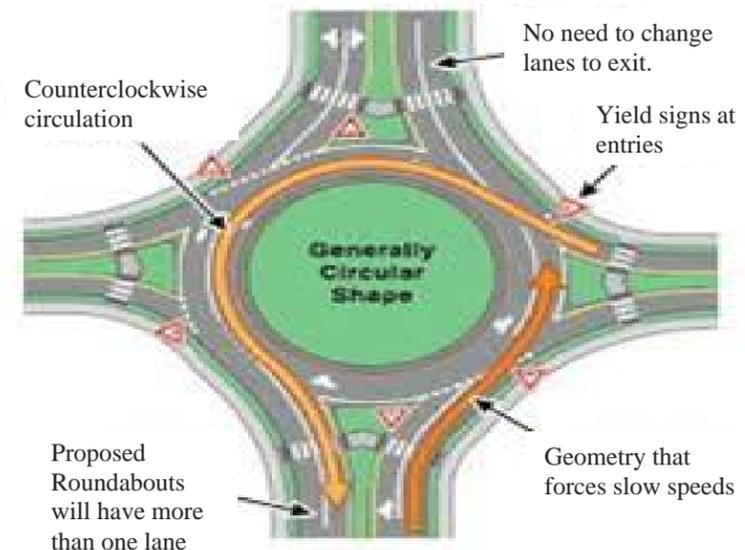
Source: DOTD J-Turn, R-Cut and protected turn lanes webpage & FHWA-HRT-09-059

Diverging Diamond Interchange - Alternative 2



Source: wxnews.org

Roundabouts - Alternative 3



Source: DOTD Roundabouts Factsheet

Proposed Long Term Improvements

Restricted Crossing U-Turn Intersection (R-CUT) Alternatives 1 & 2

- R-CUTs are characterized by the prohibition of left-turn and through movements from side street approaches.
- Improves safety by reducing the risk of crashes
- Less travel time due to less wait time for left-turning traffic
- Reduces congestions while at the same time reducing construction costs

Diverging Diamond Interchange (DDI) Alternative 2

- The DDI is a diamond interchange that more efficiently facilitates heavy left-turn movements
- Characterized by:
 - ✓ Improve Safety
 - ✓ Fewer collisions than traditional interchanges
 - ✓ Reduced collision severity versus traditional interchanges
- Improve Traffic Operations:
 - ✓ Decreases congestion
 - ✓ Serves high volume facilities
 - ✓ Substantially higher left-turn movements can be accommodated both onto and off the limited access highway

Roundabouts Alternative 3

- Roundabouts are one-way, circular intersections designed to improve safety and efficiency for motorists, bicyclists, and pedestrians.
- Save Lives:
 - ✓ Reduces fatalities by up to 90% and reduces injury crashes by up to 76%
- Save Money
 - ✓ Reduce road electricity and maintenance costs
- Provide environmental benefits
 - ✓ Reduce vehicle delay and the number and duration of stops compared to signalized intersections

Place first
class
postage
here

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