



**LA 3249: ROUNDABOUT @ I-20/WELL ROAD
OPEN HOUSE PUBLIC MEETING
JANUARY 11, 2017**



**STATE PROJECT NO. H.010287
FEDERAL AID PROJECT H010287
LA 3249: ROUNDABOUT @ I-20/WELL ROAD
LA 3249
OUACHITA PARISH, LOUISIANA**

**Ouachita Valley Branch Library
601 McMillan Road
West Monroe, LA 71291
January 11, 2017
4:00 – 7:00 p.m.**

Thank you for attending this Open House Public Meeting for the proposed roundabout at LA 3249 and the I-20 entrance and exit ramp intersections. In this handout you will find information about the proposed project, including a preliminary project description, a typical cross section (Figure 1), project location map (Figure 2), and aerial project site map (Figure 3). Also included is a comment form.

Project team members are stationed throughout the room to discuss the project and answer your questions. 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 four 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 and several graphics of the typical design section that is proposed. The exhibit displays the entire proposed project in one large layout.

Station 3: Continuous PowerPoint Presentation

This short presentation will explain the environmental process and provide an overview of the proposed LA 3249 roundabout. The presentation lasts approximately 10 minutes and will re-start automatically after a one-minute intermission.

Station 4: 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 January 22, 2017 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 3249 roundabout. Thank you for attending this meeting and for providing input.

PROJECT DESCRIPTION

The Louisiana Department of Transportation and Development (LADOTD), using Federal funds, is proposing to construct a roundabout at the intersection of LA 3249 and I-20 in Ouachita Parish. The proposed project will consist of replacing the existing I-20 entrance and exit ramp intersections located north of I-20, with a two-lane (16-foot wide lanes) roundabout. The total diameter of the roundabout would be approximately 180-feet, which includes a 100-foot diameter center island, 2-foot curb on each side of the concrete roadway, and a 10-foot traversable apron (Figures 1 and 3). The project will require clearing, grubbing, a class II base course, new drainage structures, and concrete roadway approaches (Figures 1 and 3). Construction will be phased to avoid road closures. All work will take place within the existing LADOTD right-of-way.

The 2018 estimated Average Daily Traffic (ADT) for LA 3249 is 24,133 vehicles per day. The 2038 estimated ADT for LA 3249 is 31,302 vehicles per day. LA 3249 is classified as an Urban Arterial Roadway with a posted speed limit of 20 miles per hour.

It is anticipated that this project will be environmentally processed as a Programmatic Categorical Exclusion.

PURPOSE AND NEED

The purpose and need of the project is to improve traffic flow and reduce congestion at LA 3249 and the I-20 entrance and exit ramp intersections.

BUILD ALTERNATIVE

Currently, one Build Alternative, as described above, is being proposed to move forward for further consideration.

There are no environmental concerns anticipated for the proposed project.

The continuous PowerPoint presentation and the exhibits shown tonight are available on the LADOTD website at:

http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/Environmental/Pages/default.aspx

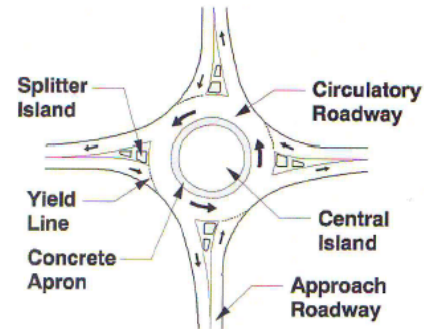
The following pages present aerial plan views, typical section drawing for the proposed project, and roundabout fact sheet. A comment form is also attached.

ROUNDAOBOUTS 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

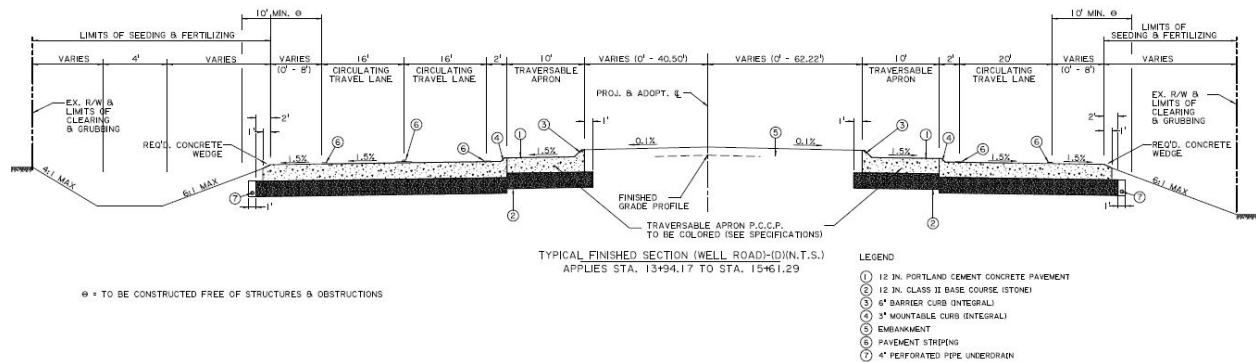
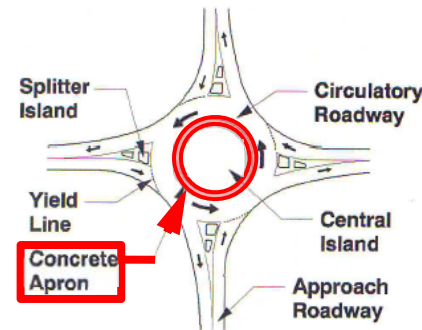


Figure 1: Typical Cross Section

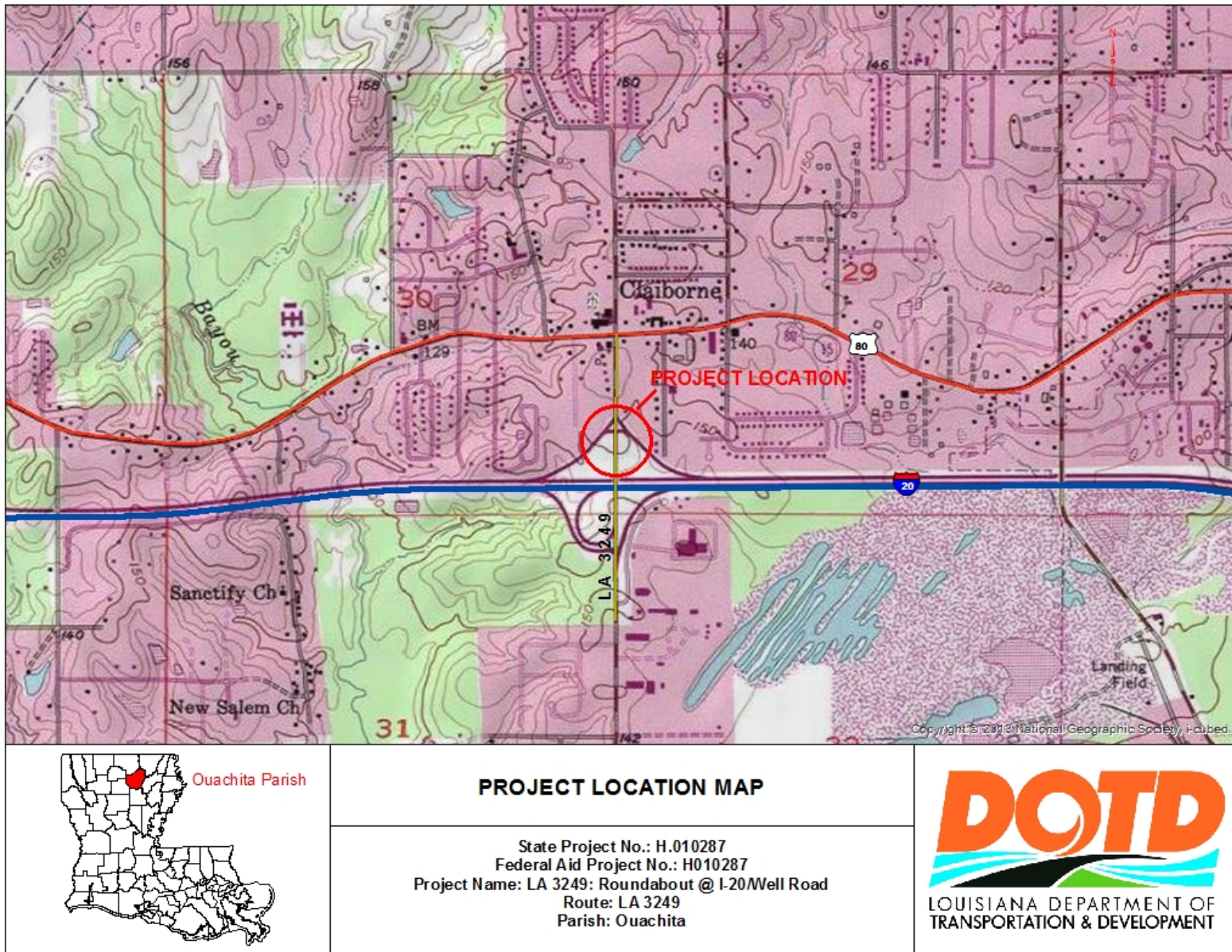


Figure 2: Project Location Map

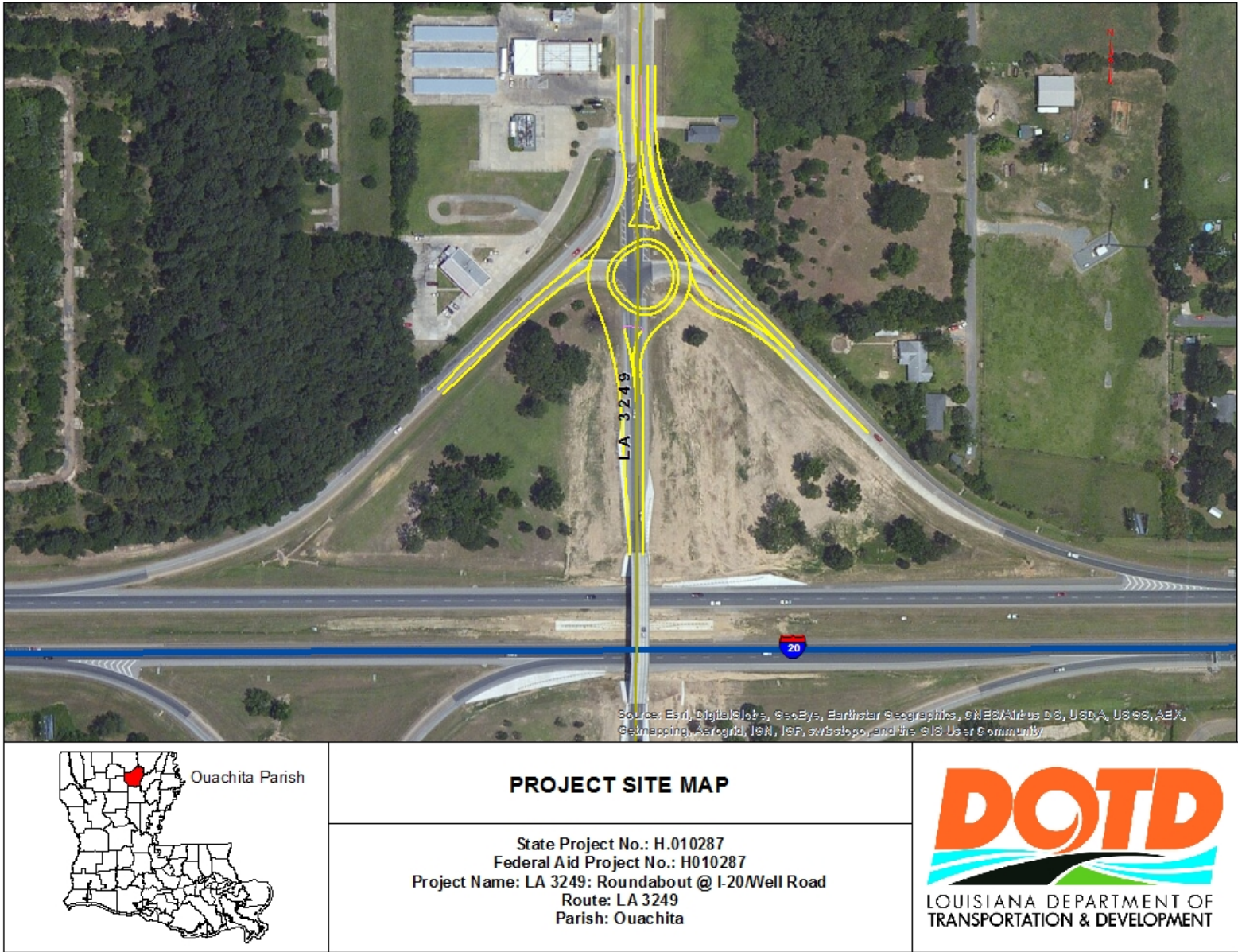


Figure 3: Aerial Project Site Map



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Please provide your comments below regarding the project, the alternative being considered, and the issues that the Project Team should evaluate for this study. When complete, please return this form to **Station 4 – Comment Table**. To mail, fold the form in half with the address showing on the outside and seal. Comments received tonight or post marked by **January 22, 2017** will become part of the transcript of this meeting.

NAME: _____
ADDRESS: _____

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

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