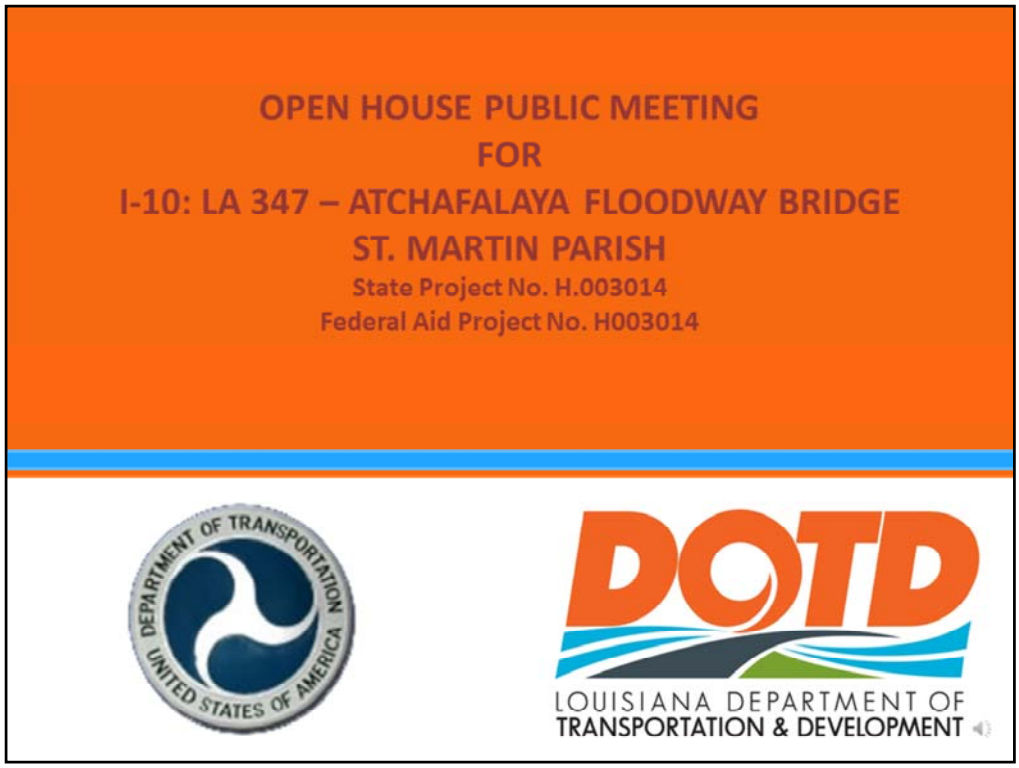
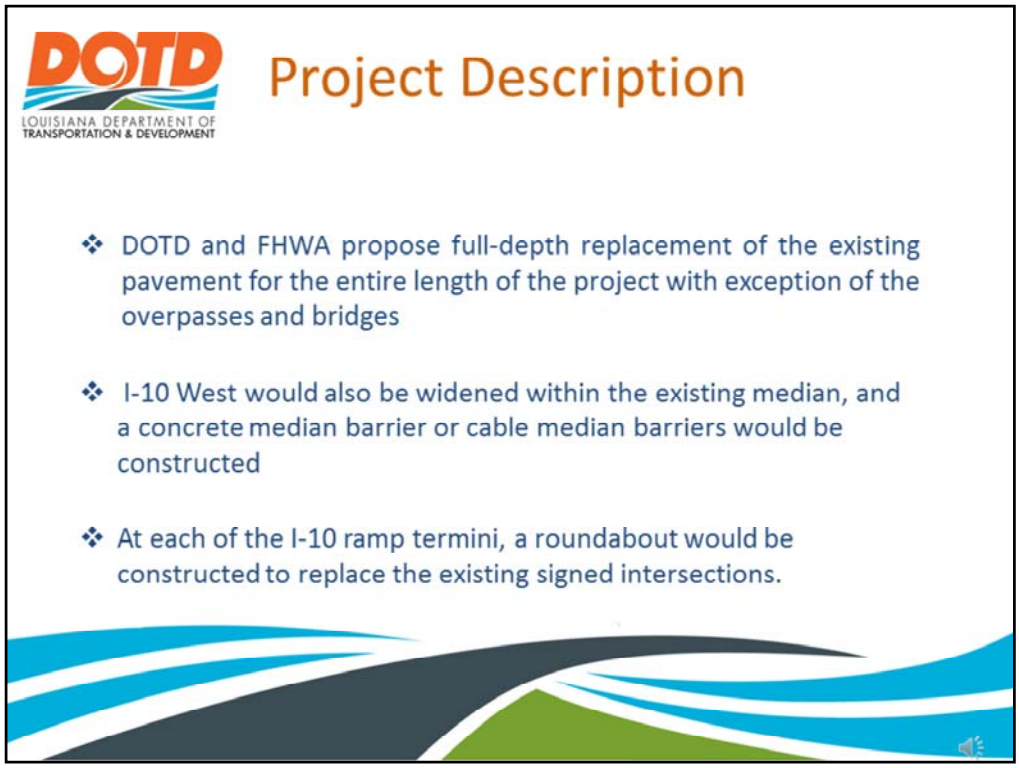
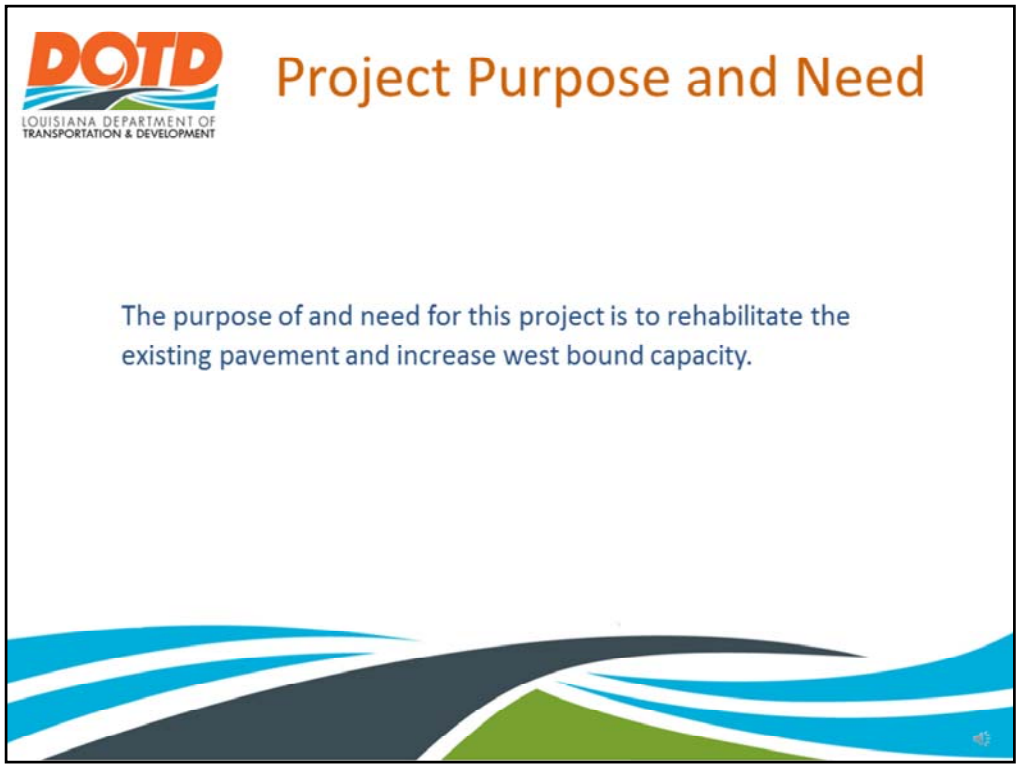


Welcome to the public meeting for the proposed pavement rehabilitation and widening of Interstate 10 from LA 347 (Henderson Cecilia Exit) to the Atchafalaya Floodway Bridge in St. Martin Parish. This project is jointly funded by the Federal Highway Administration and the Louisiana Department of Transportation and Development.



DOTD and FHWA propose full-depth replacement of the existing pavement for the entire length of the project with exception of the overpasses and bridges. I-10 West would also be widened within the existing median, and a concrete median barrier or cable median barriers would be constructed.

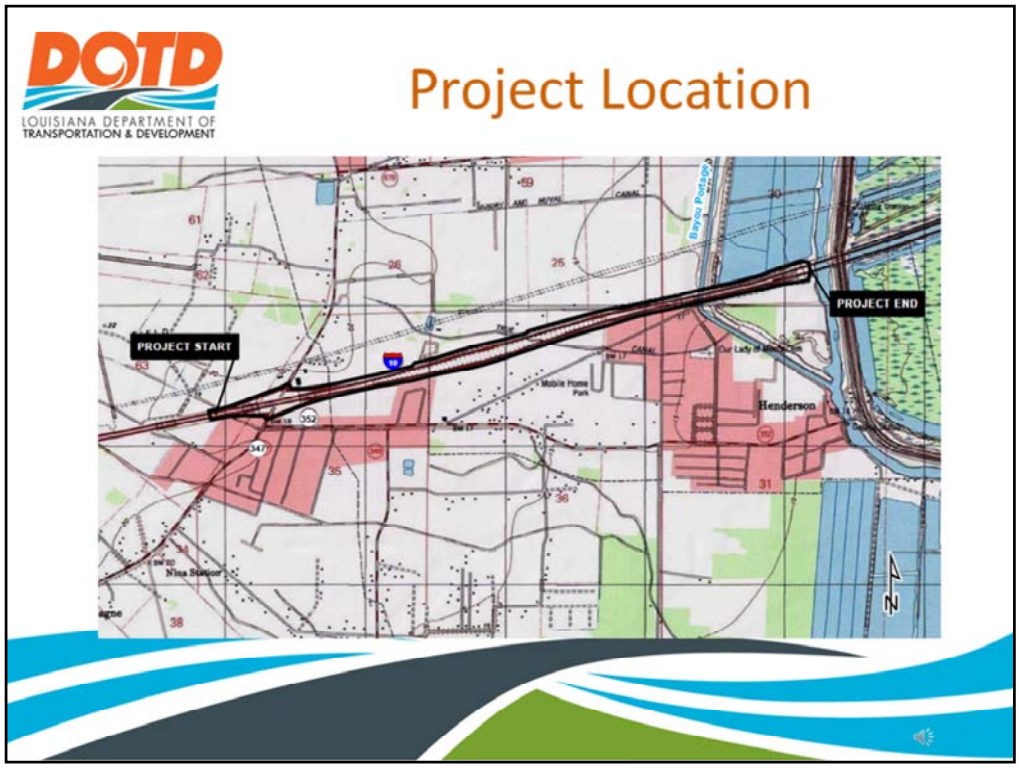


The purpose and need for this project is to rehabilitate the existing pavement and to increase westbound capacity.

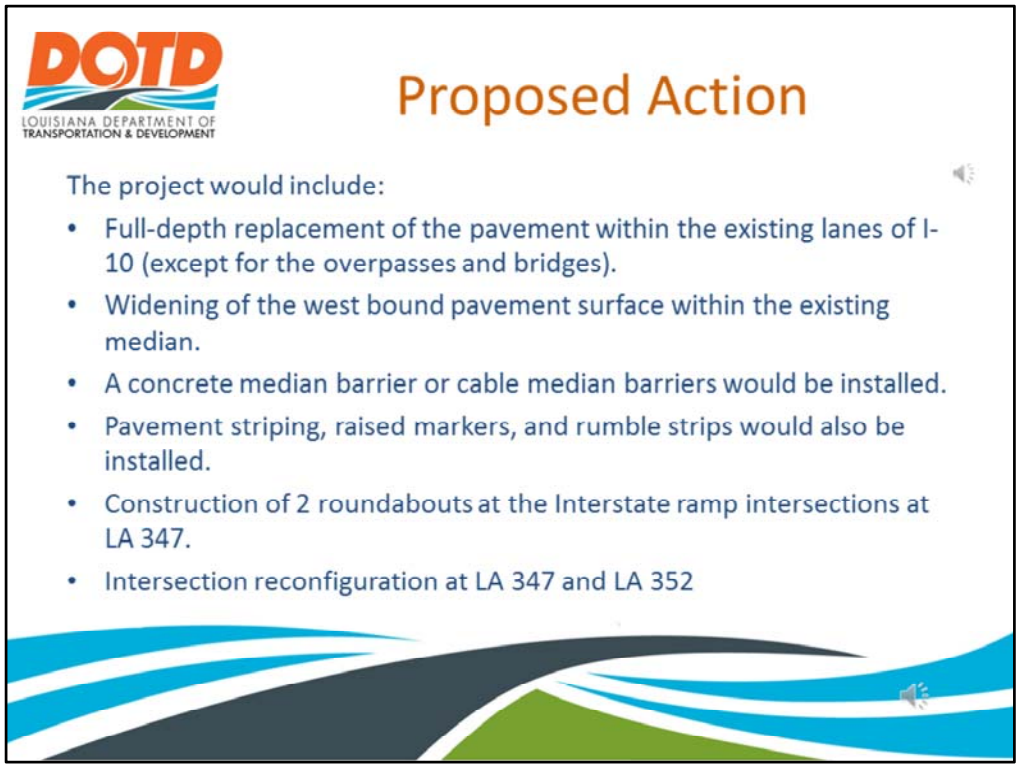
In addition to this presentation, the following stations are available tonight:

- A Sign-in and Hand-out Station
- An Exhibit Station to review layouts of the proposed project and to ask questions to project staff
- And a Comment Station for giving written and/or verbal comments. Comments received tonight and those postmarked within 10 days of this meeting will be included in the official meeting transcript.

Project team members are available to assist you and receive your comments.



As shown on this vicinity map, the proposed project is located along the I-10 corridor from the LA 347 Interchange (Henderson Cecilia Exit) to the Atchafalaya Floodway Bridge. The project includes work in St. Martin Parish.

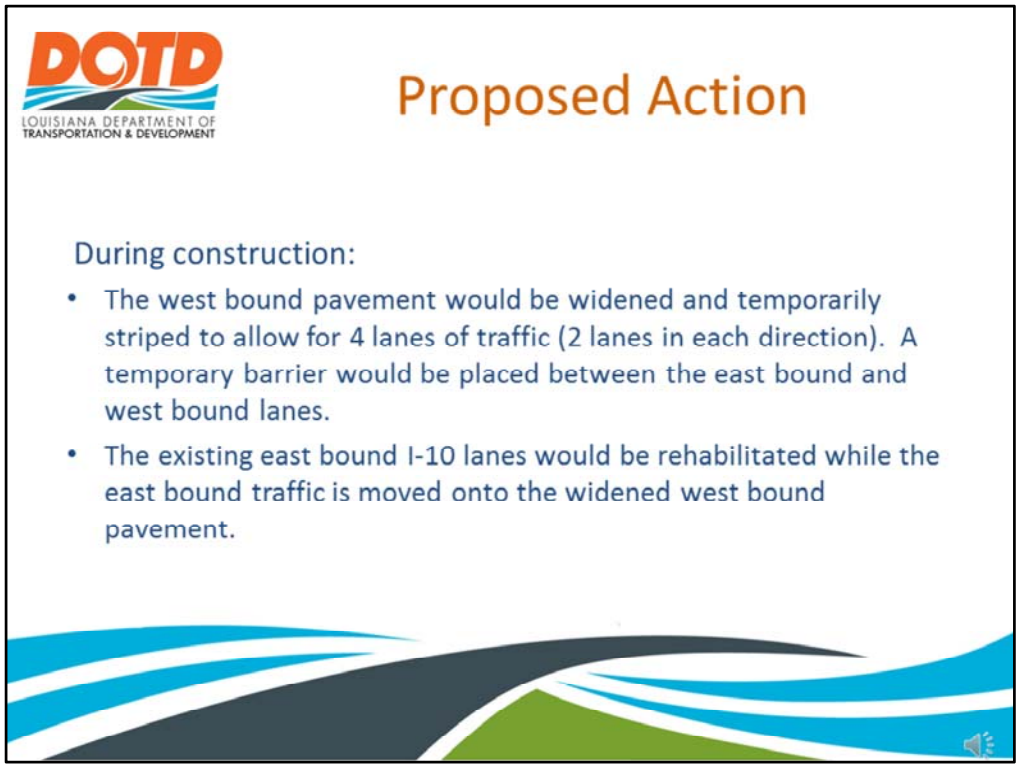


The project would include full-depth replacement of the pavement within the existing lanes of I-10, except for overpasses and bridges.

Widening of the west bound pavement surface within the existing median.

A concrete median barrier or cable median barriers would be installed. Pavement striping, raised markers, and rumble strips would be installed.

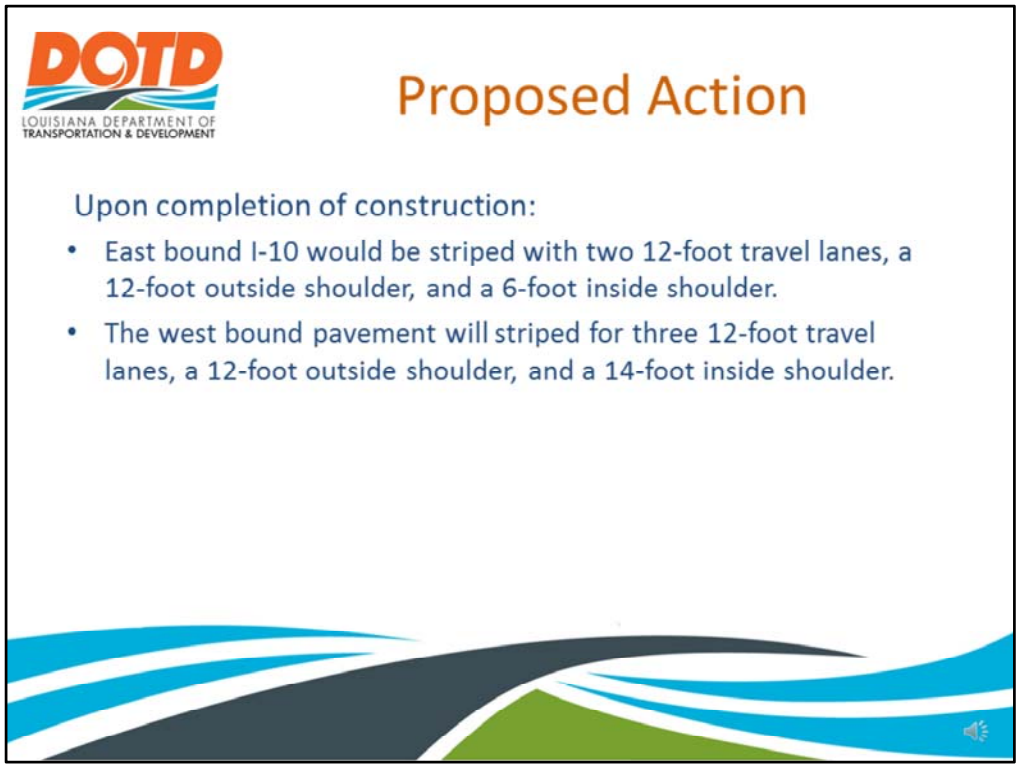
A roundabout would be constructed at each of the interstate ramp intersections with LA 347; and the intersection of LA 347 and LA 352 (Henderson Highway) would be reconfigured.



During construction:

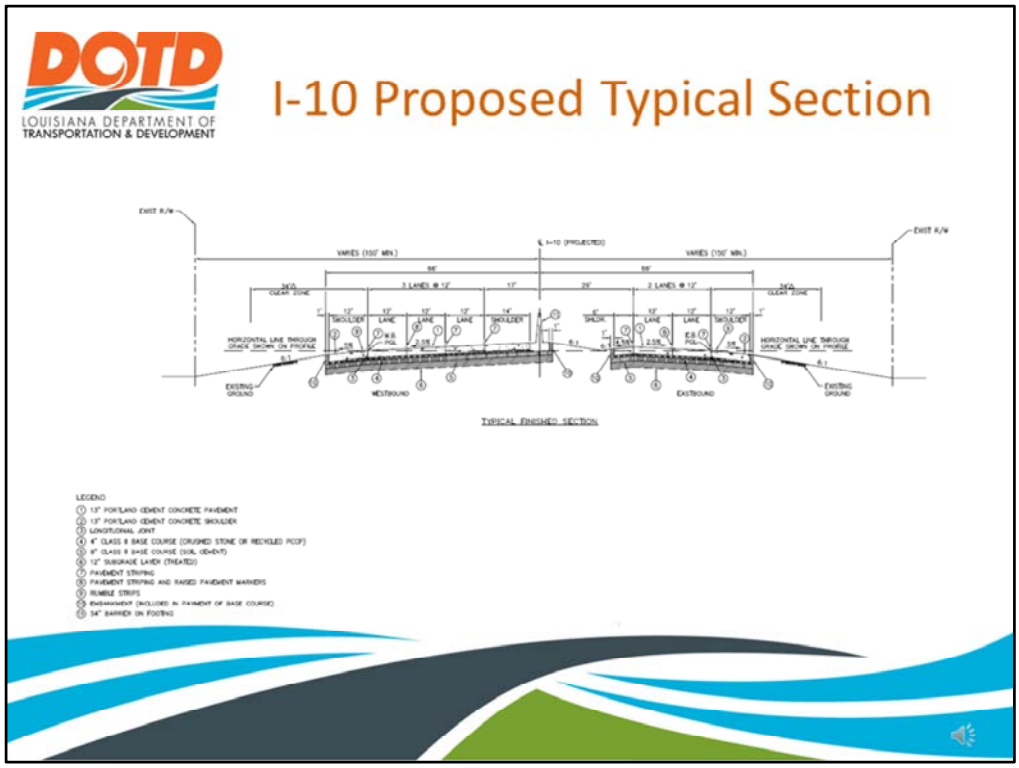
The west bound pavement would be widened and temporarily striped to allow for 4 lanes of traffic (2 lanes in each direction). A temporary barrier would be placed between the east and west bound lanes.

The existing east bound I-10 lanes would be rehabilitated while the east bound traffic is moved onto the widened west bound pavement.



Upon completion of construction: East bound I-10 would be striped with two 12-foot travel lanes, a 12-foot outside shoulder and a 6-foot inside shoulder.

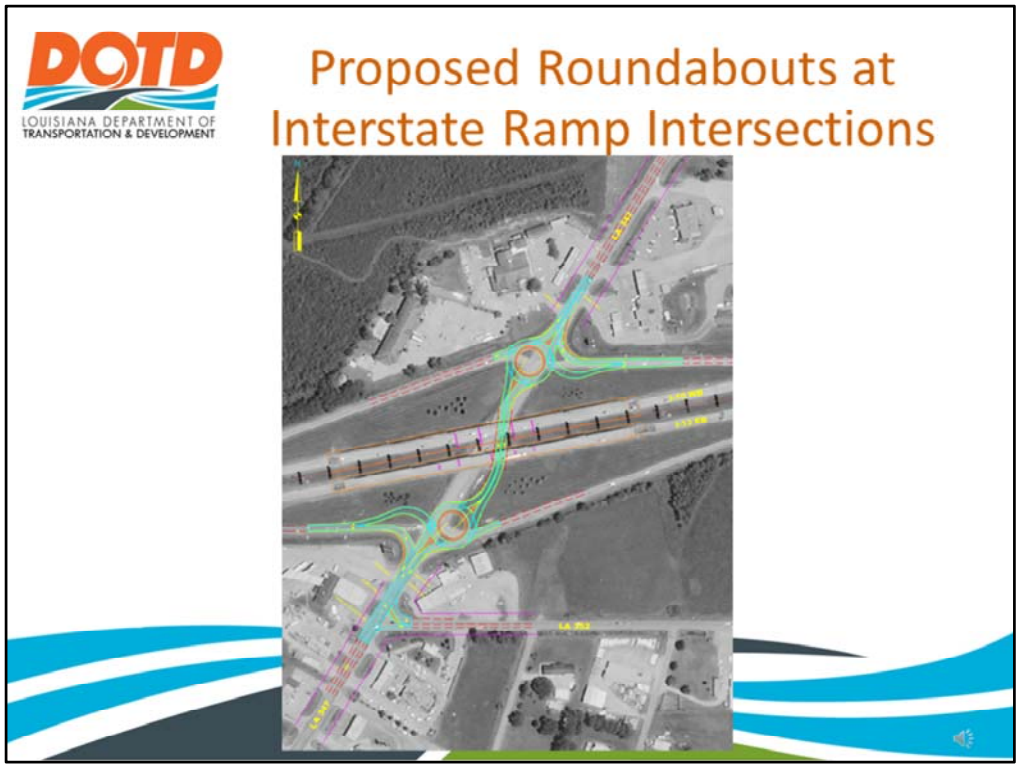
West bound I-10 would be striped for three 12-foot travel lanes, a 12-foot outside shoulder and a 14-foot inside shoulder.



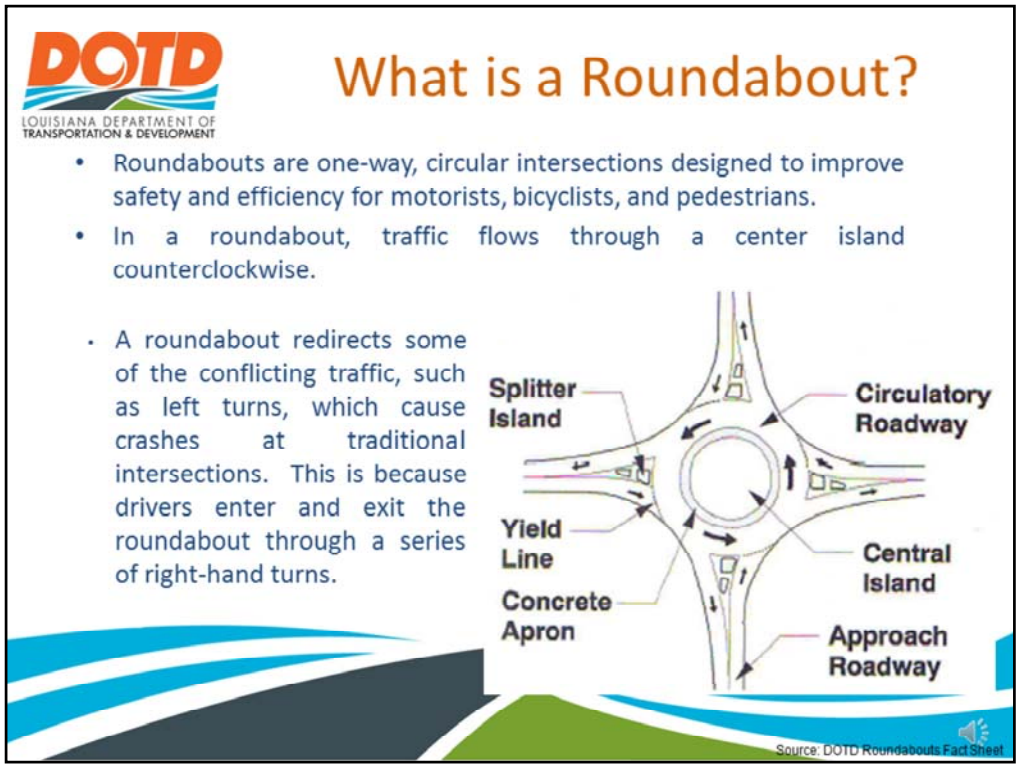
Here is a typical section of what I-10 will look like, post construction.

The west bound side of I-10 would have three 12-foot wide travel lanes, with a 14-foot inside shoulder, and a 12-foot outside shoulder. The east bound side would have two 12-foot wide travel lanes, a 6-foot inside shoulder and a 12 foot outside shoulder.

A median barrier would separate the east bound and west bound lanes.



The two proposed roundabouts would have a single circular roadway with an 18-foot wide lane and a 13-foot wide truck apron. The roundabouts would be approximately 150 feet in diameter. The roadways approaching the roundabout (north and southbound LA 347 and I-10 on/off ramps) would have 12-foot wide lanes with 3-inch mountable curbs.
This figure also shows the new turning configurations at the LA 347 and LA 352 intersection. Left turns from LA 352 onto LA 347 south would not be allowed under the new configuration. In order to go southbound on LA 347 from LA 352, travelers must turn right at the intersection and make a full circle around the roundabout to continue southbound towards Nina and Breaux Bridge.

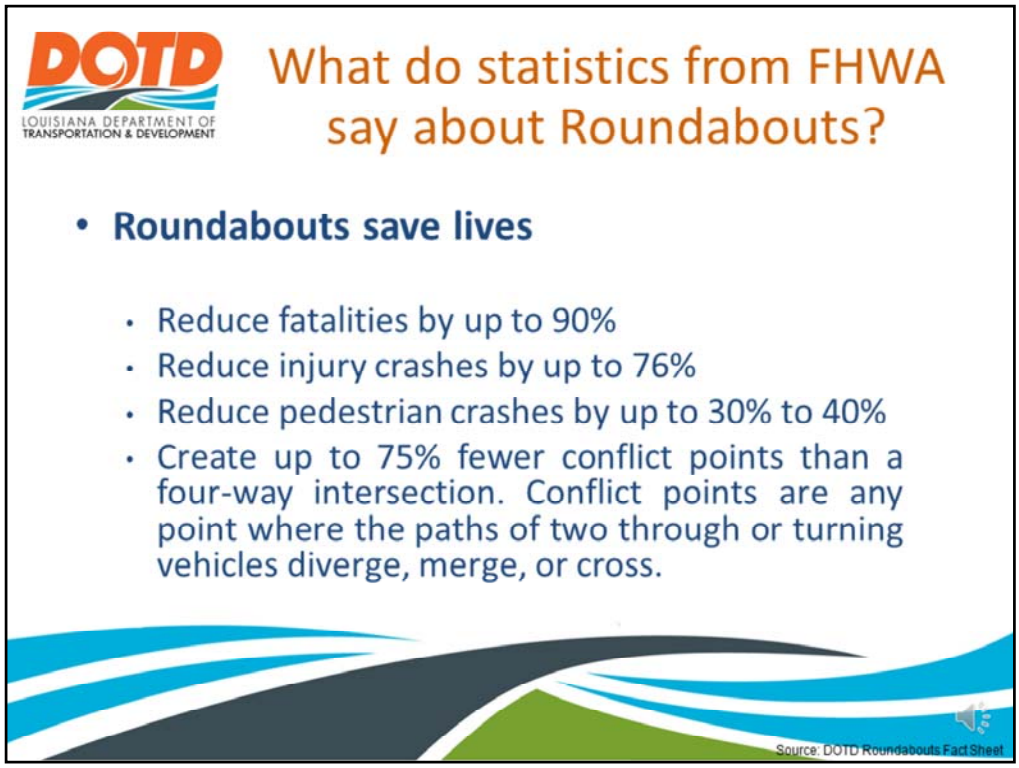


Let's discuss roundabout basics.

Roundabouts are one-way, circular intersections designed to improve safety and efficiency for motorists, bicyclists, and pedestrians.

In a roundabout, traffic flows through a center island counterclockwise.
A roundabout redirects some of the conflicting traffic, 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.

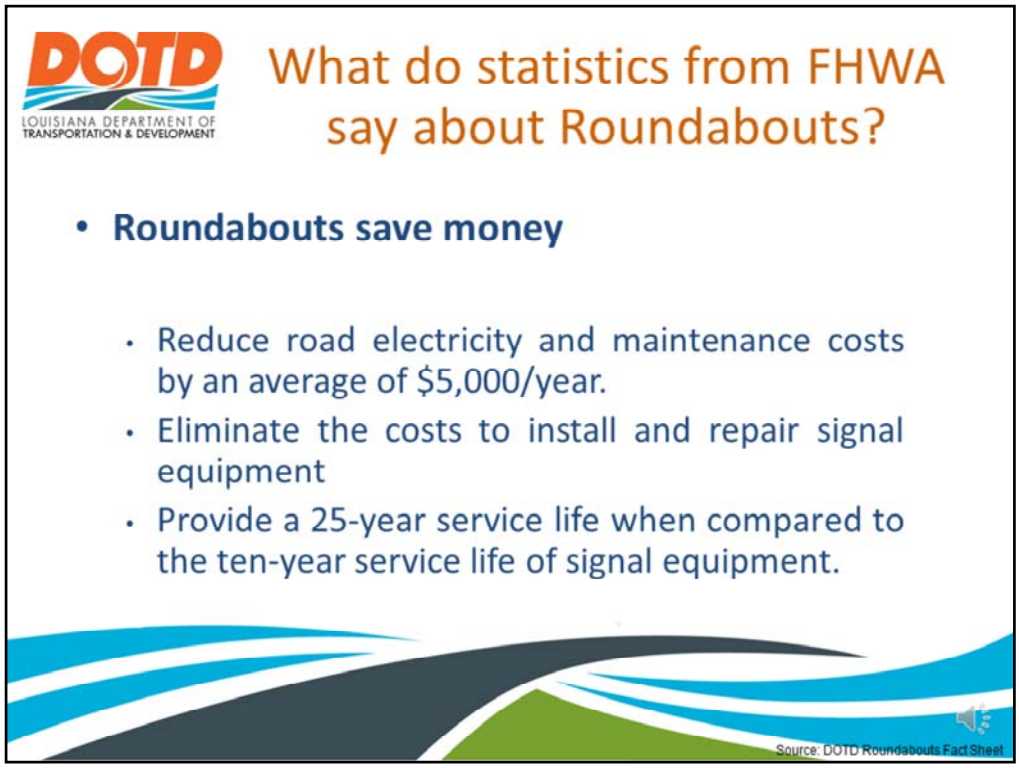
What are the advantages of Roundabouts?
A well-designed roundabout can improve safety, operations, and aesthetics of an intersection.
Greater safety is achieved primarily by slower speeds and the elimination of more severe crashes. Operations are improved by smooth-flowing traffic with less stop-and-go than a signed intersection. Aesthetics are enhanced by the opportunity for more landscaping and less pavement.



What do statistics from FHWA say about Roundabouts?

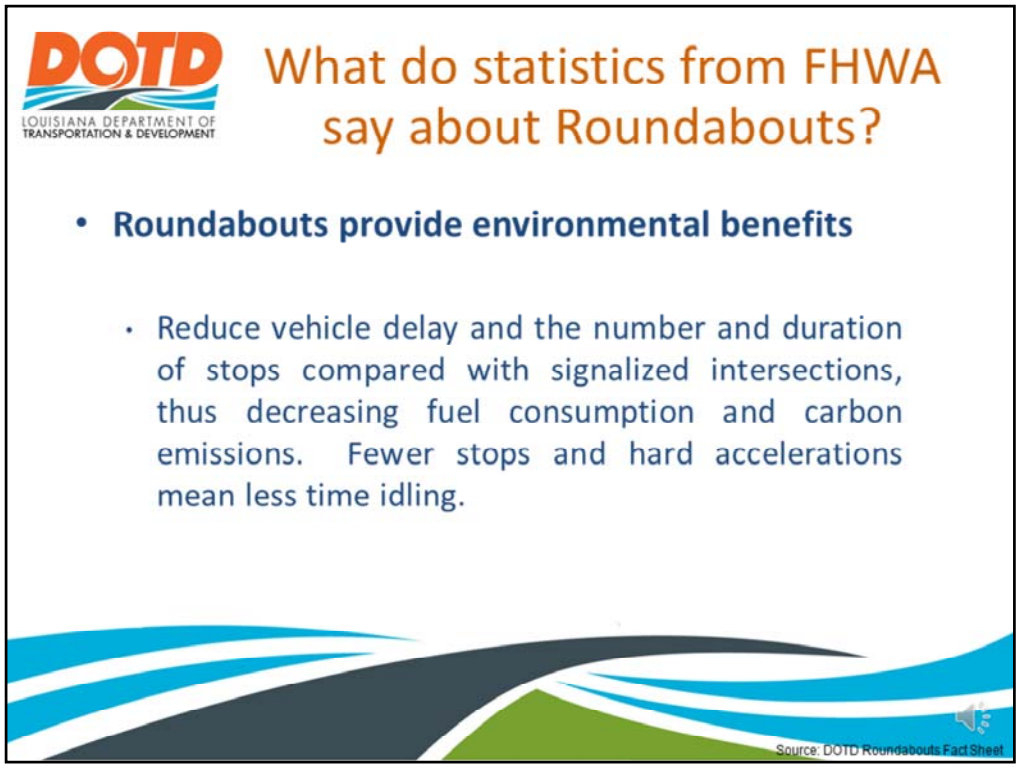
Roundabouts save lives

Studies show that roundabouts reduce fatalities by up to 90%; reduce injury crashes by up to 76%; reduce pedestrian crashes by up to 30% to 40%; and create up to 75% fewer conflict points that a four-way intersection. Conflict points are any point where the paths of two through or turning vehicles diverge, merge, or cross.



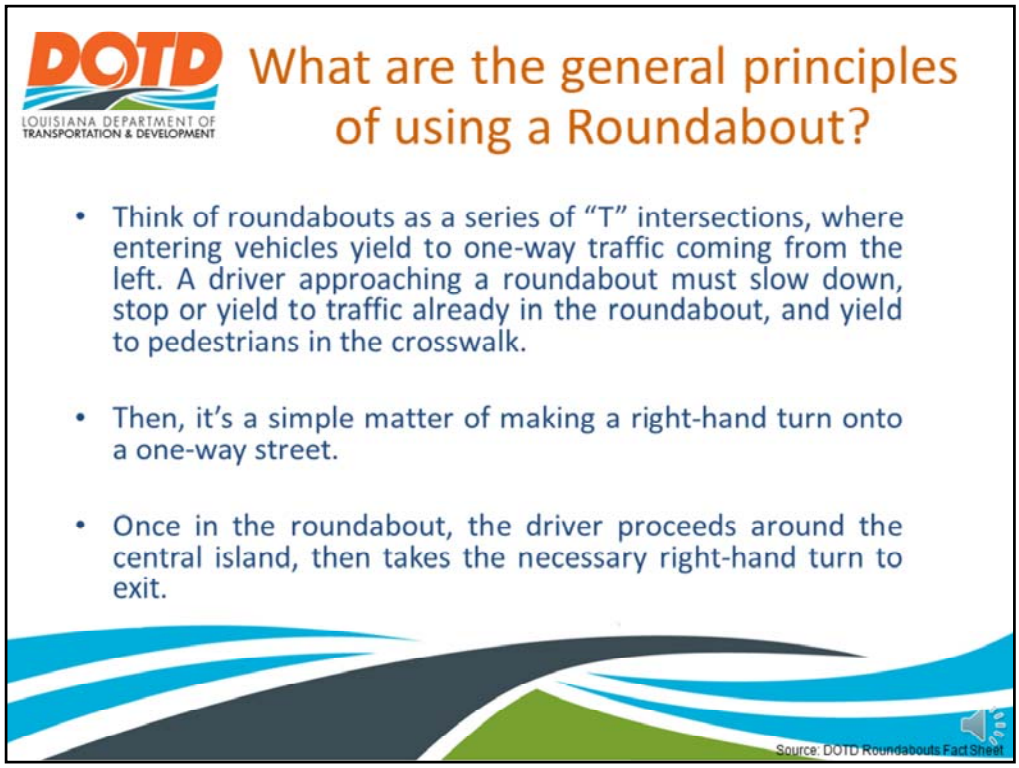
Roundabouts save money

Roundabouts reduce road electricity and maintenance costs by an average of $5,000/year. Also, roundabouts provide a 25-year service life, compared to the ten-year service life of signal equipment.

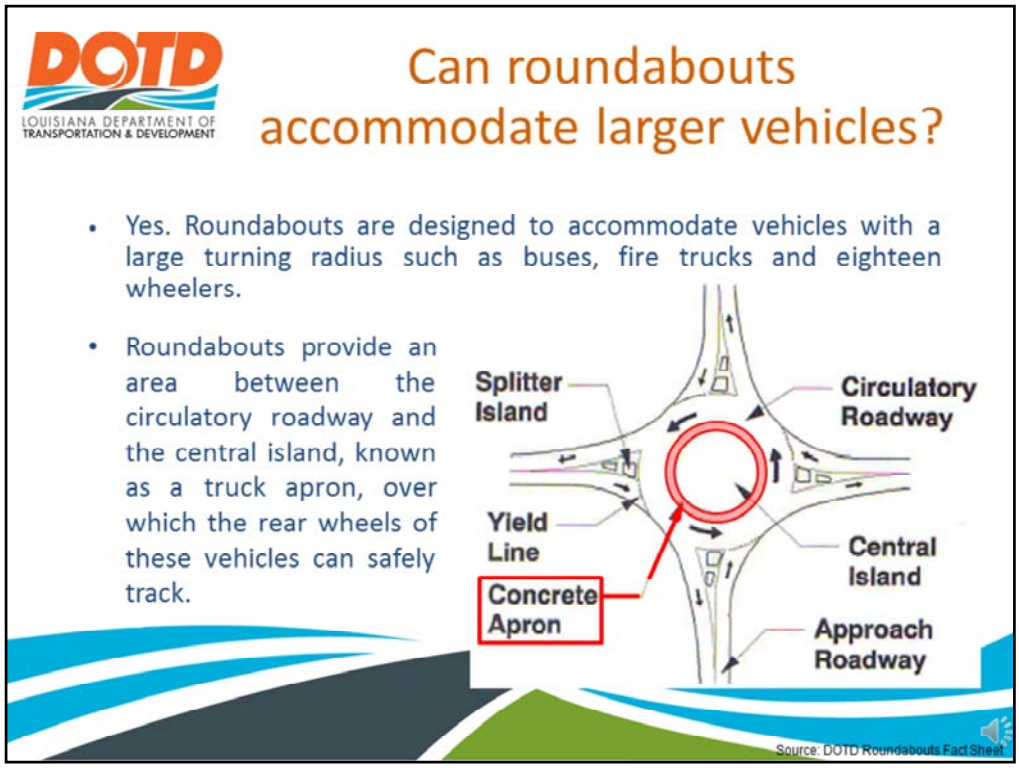


Roundabouts provide environmental benefits

Roundabouts 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 mean less time idling.



For those of you who have never driven through a roundabout intersection, let's discuss 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.



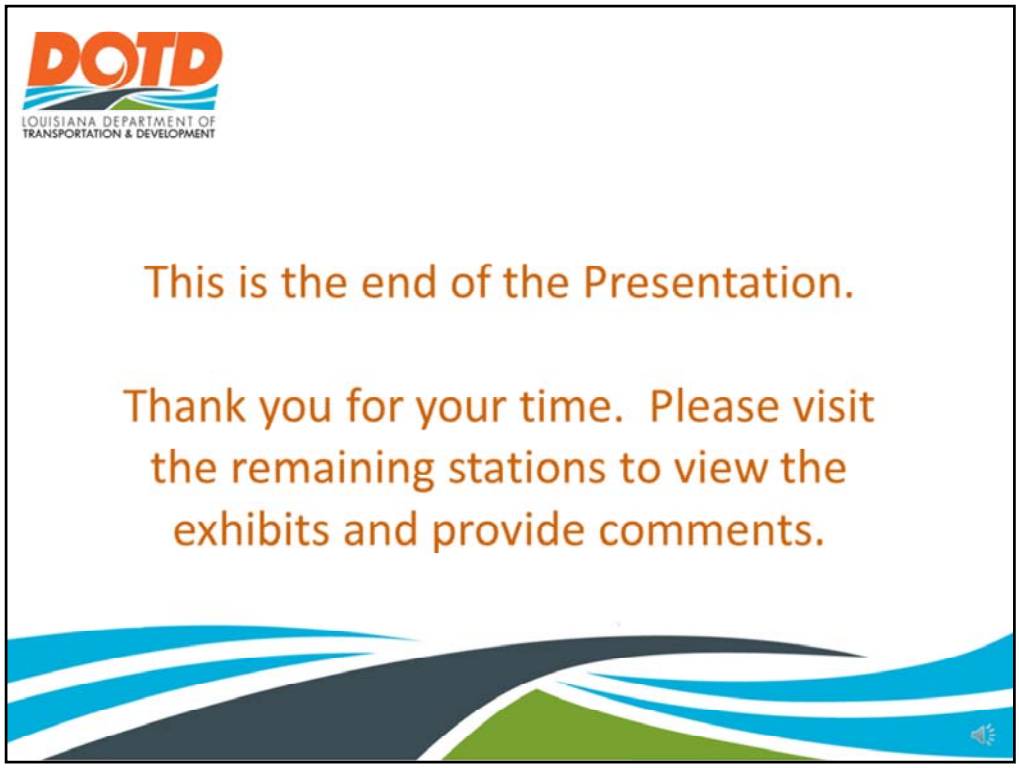
Can roundabouts accommodate larger vehicles?

The answer: 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 of these vehicles can safely track.

[redacted]

There are three ways you can help tonight.

1. Sign-in and review all materials.
2. Speak with a team member about your concerns.
3. Provide us with your written or recorded comment.



This is the end of the Presentation. Thank you for your time. Please visit the remaining stations to view the exhibits and provide comments.

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

The presentation will begin shortly.