



LA 86 & LA 320 ROUNDABOUT OPEN HOUSE PUBLIC MEETING



STATE PROJECT NO. H.009142
FEDERAL AID PROJECT H009142
LA 86 & LA 320 ROUNDABOUT
LA 86 & LA 320
IBERIA PARISH, LOUISIANA

Iberia Parish Public Library, Main Branch
445 East Main Street
New Iberia, LA 70560
December 11, 2014
4:00 – 7:00 p.m.

Thank you for attending this Open House Public Meeting for the proposed roundabout at the intersection of LA 86 & LA 320. In this handout you will find information about the proposed project, including a preliminary project description, a location map, aerial exhibits, and typical sections. Also included is a comment form.

Project team members are stationed throughout the room to discuss the project and answer your questions. These individuals are easily identified by their name tags. 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 86 & LA 320 roundabout. The presentation lasts approximately 10 minutes and will re-start automatically after a one-minute intermission. **The continuous PowerPoint presentation and the exhibits shown tonight are available on the DOTD website at:**

<http://bit.ly/LA86roundabout>

Station 4: Real Estate Information Table

At this station, you will find information about the Louisiana Department of Transportation and Development (DOTD) Acquisition of Right-of-Way and Relocation Assistance Program, which is administered under Louisiana law in compliance with the federal laws outlined in the “Uniform Relocation Assistance Act” as amended. If you do not have the brochure explaining the Acquisition of Right-of-Way and Relocation Assistance Program, it is available at this station or you can obtain one from the **District 03 Real Estate Office, US Highway 90 East, Lafayette, LA 70501. Phone Number: (337) 262-6251.**

Station 5: 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 December 26, 2014 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 86 & LA 320 roundabout. Thank you for attending this meeting and for providing input.

PROJECT DESCRIPTION

DOTD proposes to construct a roundabout at the intersection of LA 86 and LA 320 approximately 3.75 miles southwest of Loreauville in Iberia Parish. The proposed project will consist of replacing the existing signalized intersection with a one lane roundabout. The total diameter of the roundabout will be approximately 154 feet, which includes an 83-foot diameter center island, 1.5-foot curb, 13-foot truck apron, 18-foot roadway, and gutters on each side of the roadway, a 6- to 8-foot shoulder and island medians at the approaches to guide traffic into the roundabout. The project will require removal of existing roadside vegetation, earthwork to establish an appropriate grade, installation of drainage structures, and application asphaltic pavement. The project limits cover approximately 4.4650 acres. Construction will be phased to avoid road closures.

PURPOSE AND NEED

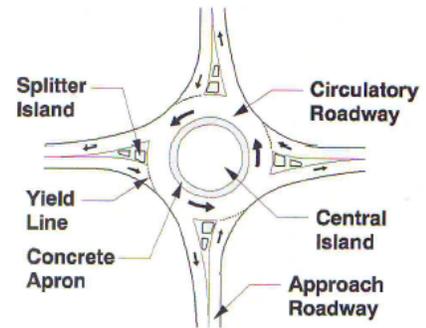
The purpose and need of the project is to improve traffic flow at the intersection of LA 86 and LA 320.

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.

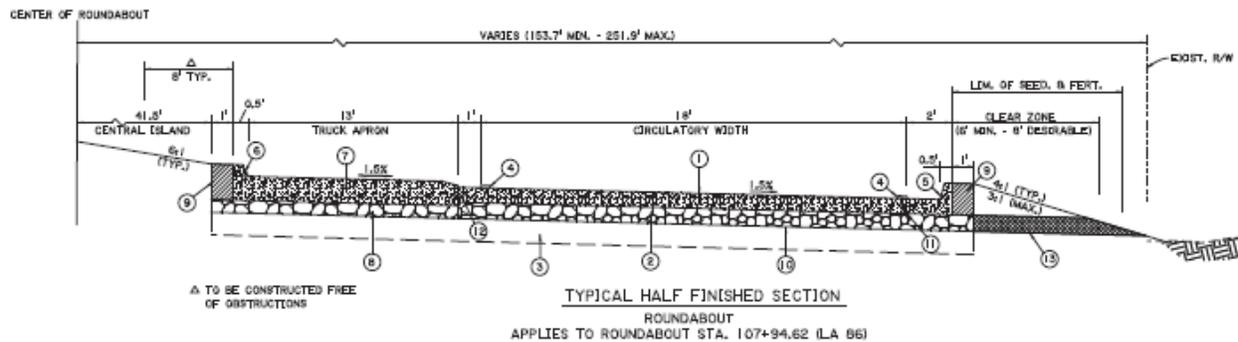
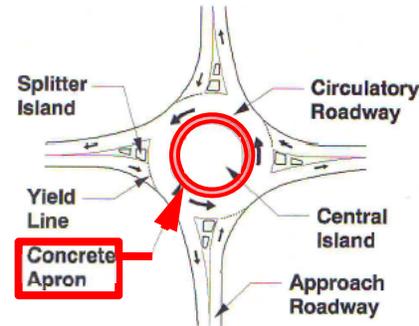
- Modern roundabouts require entering traffic to yield not merge at all entries, whereas traffic circles and rotaries may require circulating traffic to yield to entering traffic.

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 of these vehicles can safely track.



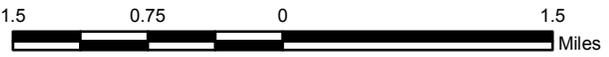
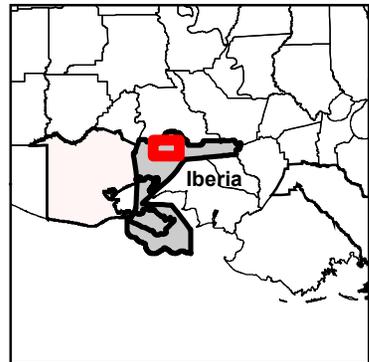
LEGEND – ROUNDABOUT

- ① 8" PORTLAND CEMENT CONCRETE PAVEMENT
- ② 12" CLASS II BASE COURSE (STONE OR RECYCLED PORTLAND CEMENT OR BLENDED CALCIUM SULFATE)
- ③ TYPE E LIME TREATMENT, 9% VOLUME, 12" THICK (AS DIRECTED BY THE PROJECT ENGINEER)
- ④ PAVEMENT MARKERS AND STRIPING
- ⑤ 2' COMBINATION CURB & GUTTER (6" BARRIER)
- ⑥ INTEGRAL CURB (6" BARRIER)
- ⑦ 12" PIGMENTED CONCRETE PAVEMENT (TRUCK APRON) (PAY ITEM NS-706-00201)
- ⑧ 9" CLASS II BASE COURSE (STONE OR RECYCLED PORTLAND CEMENT OR BLENDED CALCIUM SULFATE)
- ⑨ EMBANKMENT MATERIAL
- ⑩ GEOTEXTILE FABRIC (COST INCLUDED IN CLASS II BASE COURSE)
- ⑪ LONGITUDINAL JOINT
- ⑫ EXPANSION JOINT
- ⑬ PERMEABLE BASE DRAIN

Figure 1: Cross Section Drawing of Proposed Roundabout.



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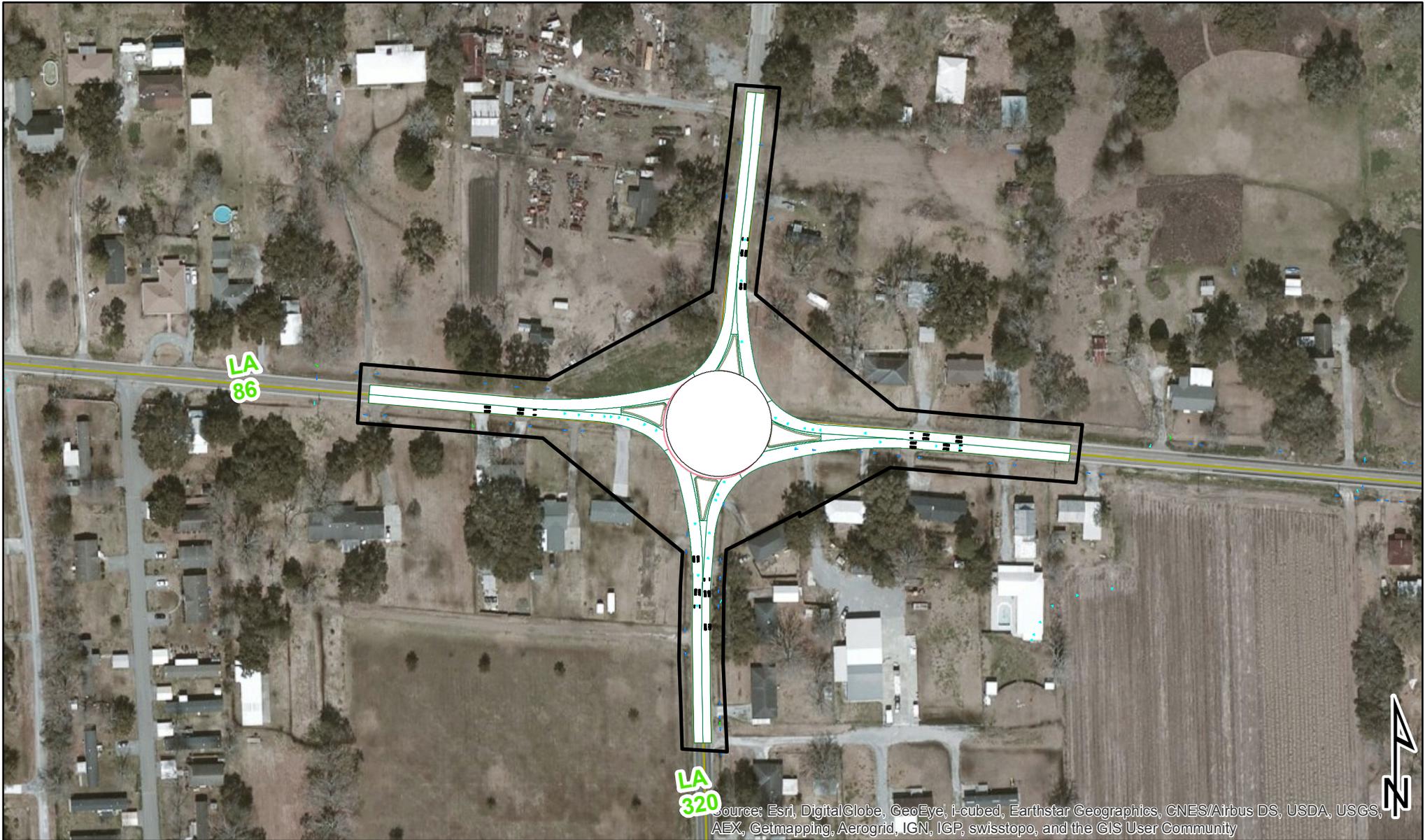


PROJECT VICINITY MAP

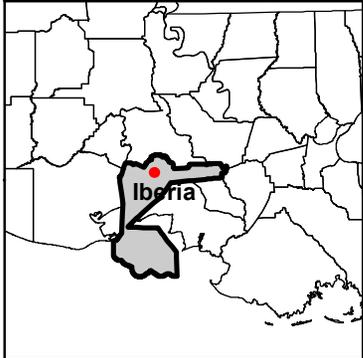
SOURCE: USGS 1:100,000 TOPOGRAPHIC MAP
 - BATON ROUGE AND MORGAN CITY QUADRANGLES

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 IBERIA PARISH

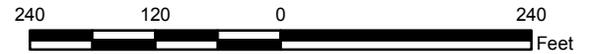




source: Esri, DigitalGlobe, GeoEye, i-cubed, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community



Estimated Project Limits 



PROJECT LOCATION MAP

DIGITALGLOBE 30 CM IMAGERY

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 IBERIA PARISH



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

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