

ESSEN LANE WIDENING (PERKINS ROAD TO I-10)

State Project No. H.010560
Federal Aid Project No. H.010560

Open House Public Meeting

Bluebonnet Public Library
9200 Bluebonnet Blvd., Baton Rouge, Louisiana

Tuesday, March 26, 2013
4:30 – 7:30 p.m.



Objectives of Public Meeting

- ▶ Provide information about the proposed project and alternatives
- ▶ Solicit comments about the project and the alternatives from the public and other interested parties
- ▶ Provide Public with opportunity to learn about the LADOTD Right-of-Way Acquisition and Relocation Assistance Program
- ▶ Provide Public with opportunity to learn about the LADOTD Complete Streets and Access Management Policies

Meeting Agenda

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

- ▶ **Sign-in Station** to receive your hand-outs,
- ▶ **Exhibit Station** with staff to answer questions,
- ▶ **Real Estate Station** to discuss property acquisition,
- ▶ **Comment Station** for providing your comments.

Project Staff are available to assist you!

Proposed Action

- ▶ The LADOTD is proposing to widen Essen Lane from Perkins Road to just south of the I-10 Eastbound ramps, for a total length of 0.87 miles.
- ▶ The proposed construction limits extend from Perkins Road to One Calais Avenue.
- ▶ The study area extends from Perkins Road to the I-10 Eastbound ramps.

Existing Conditions

- ▶ The current roadway consists of three southbound lanes, two northbound lanes, and a continuous center turn lane.
- ▶ Essen Lane crosses over Ward Creek approximately $\frac{1}{4}$ mile south of I-10.
- ▶ The Kansas City Southern Railway crosses Essen Lane approximately 0.2 miles north of Perkins Road, between Anselmo Lane and Mancuso Lane.

Study Area



Purpose and Need

The purpose of the proposed project is to:

- ▶ **Improve capacity**

The Average Daily Traffic for the roadway is approximately 55,000 vehicles per day.

- ▶ **Decrease congestion**

The current Level of Service (LOS) for Essen Lane is an “F”.

Environmental Assessment (EA) Process

DONE 1. Document Purpose and Need of Project

ONGOING 2. Develop Reasonable and Feasible Alternatives to Address Need

ONGOING 3. Evaluate Effects of Alternatives to Community and Environment

ONGOING 4. Summarize Evaluation in Draft EA

NEXT 5. Hold Public Hearing on Draft EA

NEXT 6. Prepare Final EA / Decision (Finding of No Significant Impact)

Build Alternatives

- ▶ Two build alternatives are currently being considered:
 - Both would add an additional northbound lane
- ▶ Alternative 1
 - Lane Configuration: 3 northbound, 3 southbound, and a continuous two-way center turn lane
- ▶ Alternative 2
 - Lane Configuration: 3 northbound, 3 southbound, and center raised medians with intermittent openings

Build Alternatives (cont'd)

- ▶ In addition to widening Essen Lane, both alternatives include the widening of Summa Avenue at its intersection with Essen Lane.
 - The existing movements from Summa Avenue consist of one right turn lane and one combination through and left turn lane.
 - The proposed widening would allow for separate through and left turn lanes, in addition to the right turn lane.

Build Alternatives (cont'd)

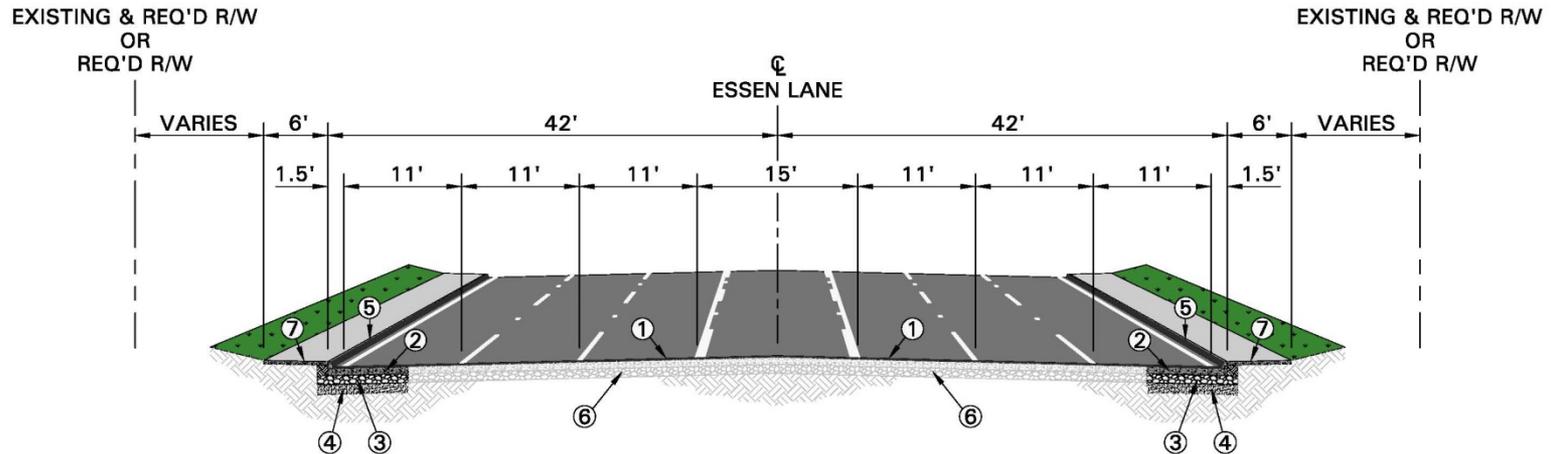
- ▶ Both build alternatives would incorporate curb and gutter subsurface drainage and sidewalks, and would require widening of the bridge over Ward Creek.
- ▶ Additional right-of-way would be required for both build alternatives.
 - Right-of-way would be purchased intermittently from both sides of Essen Lane, and would be similar for both alternatives.
 - The right-of-way lines shown on the displays tonight are preliminary and are subject to change.

No Build Alternative

- ▶ The No Build alternative would leave the roadway as it is.
- ▶ The Environmental Assessment will compare the future conditions without the project (No Build) to future conditions with the project (Build Alternatives).

Typical Section – Alternative 1

ALTERNATIVE 1



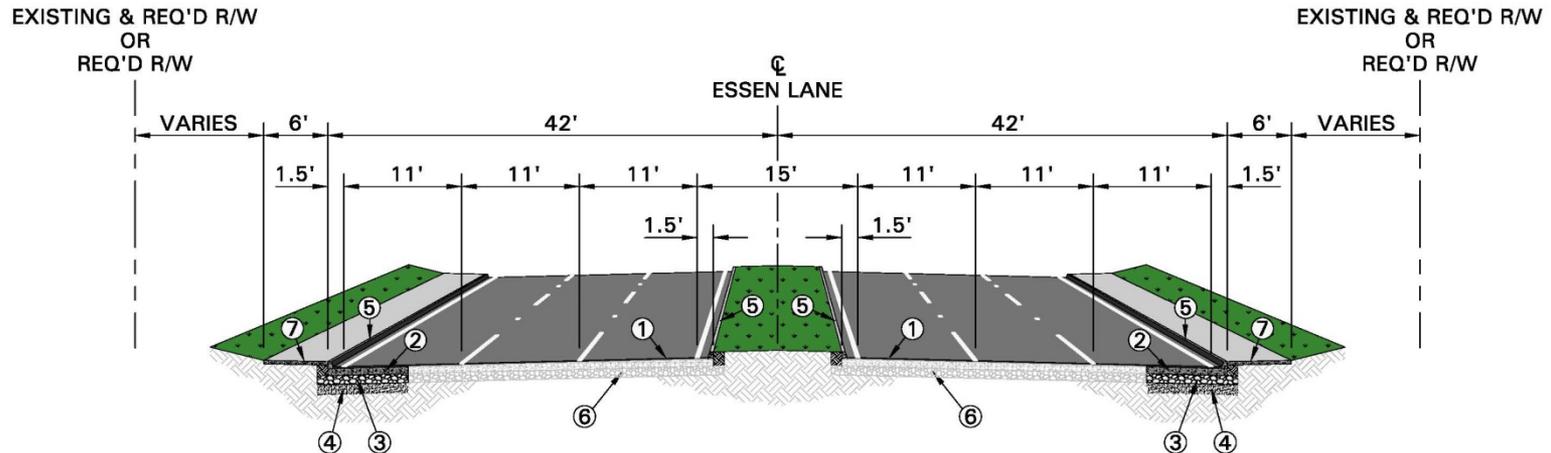
SIX LANE URBAN SECTION
WITH TWO WAY LEFT TURN LANE
(45 MPH DESIGN SPEED)

- ① 2" SUPERPAVE ASPHALTIC CONCRETE WEARING COURSE (ROADWAY)
- ② PORTLAND CEMENT CONCRETE PAVEMENT
- ③ CLASS II BASE COURSE (STONE OR RECYCLED PCC PAVEMENT)
- ④ TYPE "D" LIME TREATMENT (9% BY VOLUME)
- ⑤ MODIFIED INTEGRAL CONCRETE CURB (BARRIER)
- ⑥ EXISTING PAVEMENT AND BASE TO REMAIN
- ⑦ CONCRETE WALK



Typical Section – Alternative 2

ALTERNATIVE 2



SIX LANE URBAN SECTION
WITH RAISED MEDIAN
(45 MPH DESIGN SPEED)

- ① 2" SUPERPAVE ASPHALTIC CONCRETE WEARING COURSE (ROADWAY)
- ② PORTLAND CEMENT CONCRETE PAVEMENT
- ③ CLASS II BASE COURSE (STONE OR RECYCLED PCC PAVEMENT)
- ④ TYPE "D" LIME TREATMENT (9% BY VOLUME)
- ⑤ MODIFIED INTEGRAL CONCRETE CURB (BARRIER)
- ⑥ EXISTING PAVEMENT AND BASE TO REMAIN
- ⑦ CONCRETE WALK



Complete Streets Policy

Adopted by LADOTD in July 2010

On all new and reconstruction roadway projects, LADOTD will:

- ▶ Plan, fund, and design sidewalks and other pedestrian facilities determined by the context of the roadway
- ▶ Provide bicycle accommodations appropriate to the context of the roadway

“Streets are not complete until they are safe for all users.”

Benefits of Complete Streets

- ▶ Improve Safety
- ▶ Mobility and Safety for Children
- ▶ Mobility for People with Disabilities
- ▶ Mobility for the Elderly
- ▶ Promote Active Lifestyles
- ▶ Support Environmental Policies
 - Aimed at Reducing Emissions
- ▶ Support Economic Development
- ▶ Lower Household Transportation Costs

What Is Access Management?

Access Management is the careful planning of access connections to roadways and highways for efficiency and safety. Access connections can include driveways, streets, and other means of connecting to a roadway.

One method of managing access is through the use of medians, which are being proposed in Alternative 2.



Completing The Environmental Process

- ▶ Review comments and suggestions from this meeting
- ▶ Complete data review and field work
- ▶ Complete draft Environmental Assessment document
- ▶ Hold Public Hearing
- ▶ Submit document to Federal Highway Administration for Finding Of No Significant Impact (FONSI) approval

Future Steps

- SUMMER 2013 • Complete Preliminary Plans
- FALL 2013 • Complete Environmental Process
- SPRING 2014 • Begin Right-of-Way Acquisition
- SUMMER 2014 • Finalize Design Plans
- SPRING 2015 • Begin Construction

****All dates are subject to change.****

Why Comment?

BECAUSE....

- ▶ Community concerns and preferences are factors that are considered.
- ▶ An Environmental Assessment will be prepared that must consider all comments.
- ▶ We need to know if there are any issues or opportunities with the project as proposed.

Comments received tonight or post-marked by Friday, April 5, 2013 will be part of the official transcript of this public meeting.

Thank you for your time this evening.

Please feel free to review the displays, speak to Department representatives, or submit your comments on the proposed project.

The Presentation will begin shortly.

This presentation will be posted on the
LADOTD website at:

<http://www.dotd.louisiana.gov>