


**US 190 @ NORTHSORE & CAMP VILLERE
ST. TAMMANY PARISH
Virtual Public Meeting
April 26, 2021 – May 9, 2021
State Project No. H.012812
Federal Aid Project No. H012812**




Welcome to the public meeting for the proposed roundabouts at the intersections of US 190 and Northshore Blvd. and US 190 and Camp Villere Rd. in St. Tammany Parish. This project is jointly funded by the Federal Highway Administration and the Louisiana Department of Transportation and Development.



PURPOSE OF THE MEETING

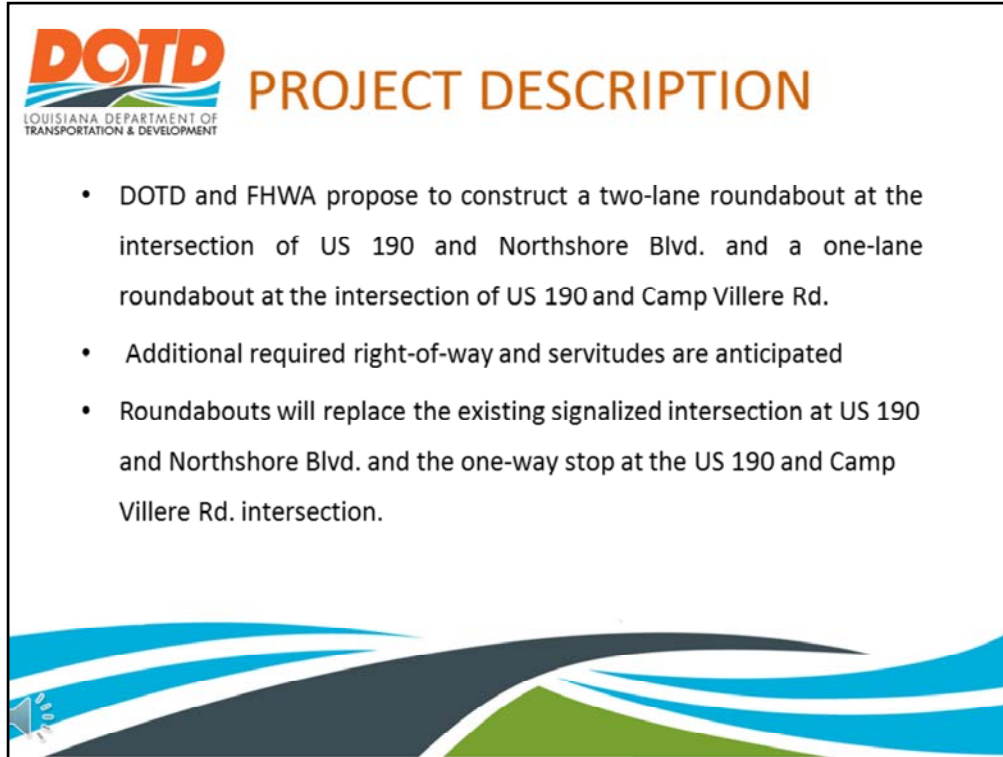
- To provide information about the project.
- To obtain input from interested parties.

Please submit any comments or questions you have related to the project via email to robin.daigle@la.gov. The email link and phone contact is also provided on the other documents available in the project webpage. You can also visit the project webpage for a comment form link to submit online. Only comments received by May 19, 2021 will be included in the transcript.



The purpose of this meeting // is to provide interested parties and the general public with information about the proposed project // and to collect comments.

Please submit any comments or questions you have related to the project via email to robin.daigle@la.gov. The email link and phone contact is also provided on the other documents available in the project webpage. You can also visit the project webpage for a comment form link to submit online. Only comments received by May 19, 2021 will be included in the transcript.



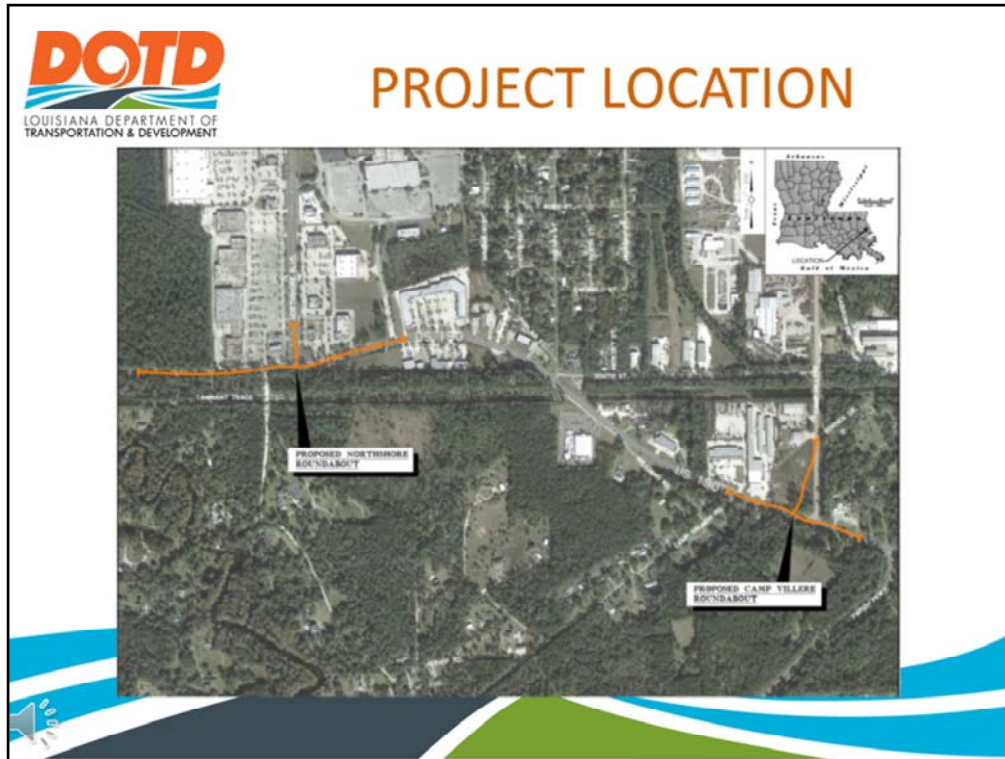
The slide features the Louisiana Department of Transportation & Development (DOTD) logo in the top left corner, which includes the acronym 'DOTD' in large orange letters and the full name 'LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT' in smaller black text below it. To the right of the logo is the title 'PROJECT DESCRIPTION' in a large, bold, orange font. Below the title is a bulleted list of three items. At the bottom of the slide is a decorative graphic consisting of several overlapping, wavy bands in shades of blue, white, and green, resembling a stylized landscape or road design.

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PROJECT DESCRIPTION

- DOTD and FHWA propose to construct a two-lane roundabout at the intersection of US 190 and Northshore Blvd. and a one-lane roundabout at the intersection of US 190 and Camp Villere Rd.
- Additional required right-of-way and servitudes are anticipated
- Roundabouts will replace the existing signalized intersection at US 190 and Northshore Blvd. and the one-way stop at the US 190 and Camp Villere Rd. intersection.

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As shown on this vicinity map, the proposed roundabouts are located on US 190 in the city of Slidell in St. Tammany Parish.

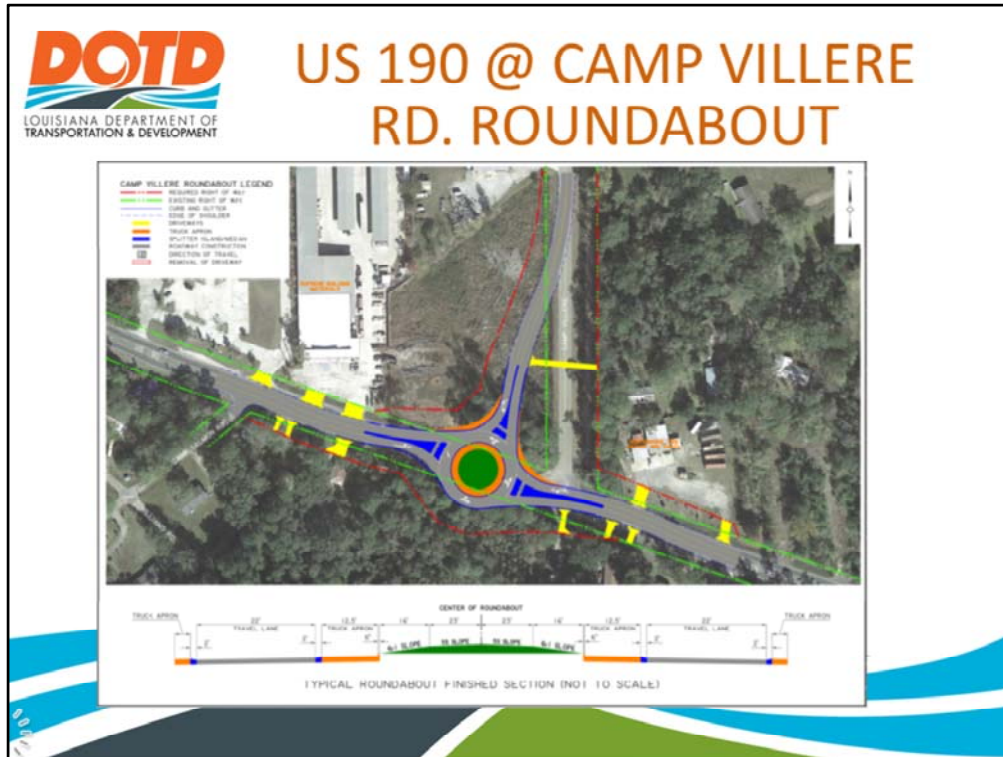


PURPOSE OF THE PROJECT

The purpose of the project is to improve traffic flow at the intersections of US 190 @ Northshore Blvd. and US 190 @ Camp Villere Road.



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This slide shows an aerial overview including existing and required right-of-way as proposed for the roundabout at US 190 & Camp Villere Rd. The proposed roundabout cross section consists of one 22-foot wide travel lane and a 12.5-foot wide apron between the travel lane and center island. The center island is approximately 78 feet in diameter.

Let's discuss roundabout basics.

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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 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.

Source: DOTD Roundabouts Fact Sheet

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WHAT ARE THE ADVANTAGES OF A ROUNDABOUT


- 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.

Source: DOTD Roundabouts Fact Sheet

What are the advantages of Roundabouts?


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WHAT DO STATISTICS FROM FHWA SAY ABOUT ROUNDABOUTS

- **Roundabouts save lives**
 - Reduce fatalities by up to 90%
 - Reduce injury crashes by up to 76%
 - Reduce pedestrian crashes by up to 30% to 40%
 - Create 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.



Source: DOTD Roundabouts Fact Sheet

What do statistics from FHWA say about Roundabouts?

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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 than a four-way intersection. Conflict points are any point where the paths of two through or turning vehicles diverge, merge, or cross.



WHAT DO STATISTICS FROM FHWA SAY ABOUT ROUNDBABOUTS


- **Roundabouts save money**
 - Reduce road electricity and maintenance costs by an average of \$5,000/year.
 - Eliminate the costs to install and repair signal equipment
 - Provide a 25-year service life when compared to the ten-year service life of signal equipment.



Source: DOTD Roundabouts Fact Sheet


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.



WHAT DO STATISTICS FROM FHWA SAY ABOUT ROUNDABOUTS


- **Roundabouts provide environmental benefits**
 - 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.



Source: DOTD Roundabouts Fact Sheet


Roundabouts provide environmental benefits

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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.



Source: DOTD Roundabouts Fact Sheet

For those of you who have never driven through a roundabout intersection, let’s discuss the general principles of using a Roundabout.

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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.

The diagram illustrates a roundabout with four approach roads. Key components are labeled: Splitter Island (at the entrance), Circulatory Roadway (the circular path), Central Island (the center), Approach Roadway (the roads leading in), Yield Line (before the entrance), and Concrete Apron (the area between the circulatory roadway and central island). A red circle highlights the concrete apron area, and a red arrow points to it from the text 'Concrete Apron' in a red box.

Source: DOTD Roundabouts Fact Sheet


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.



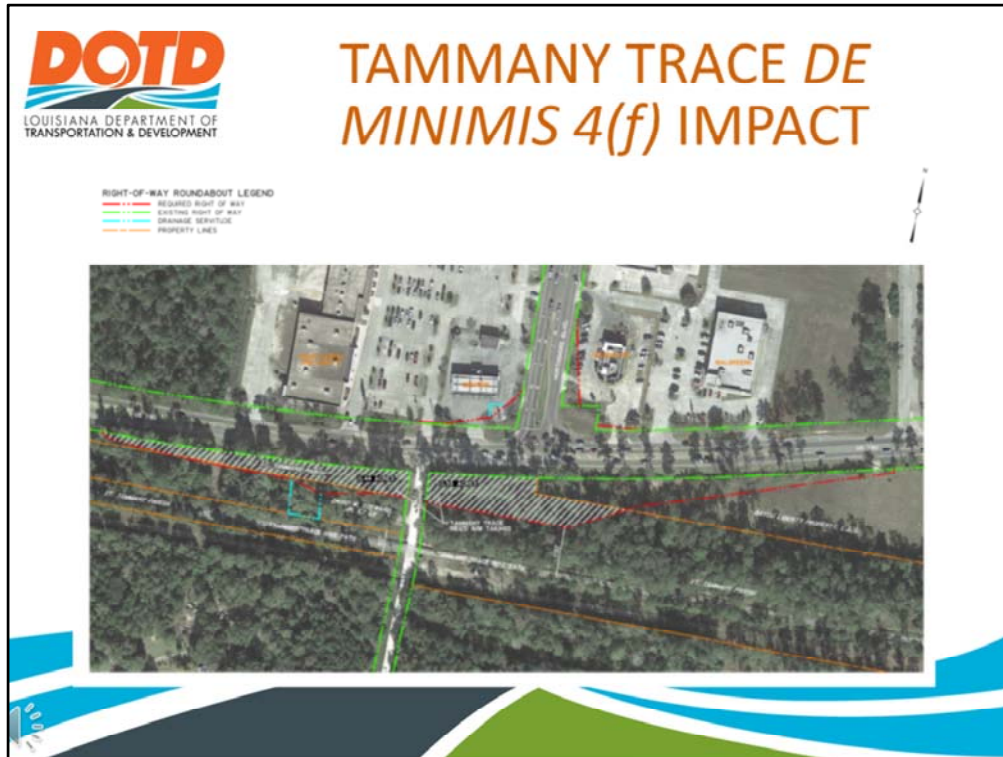
SECTION 4(f) IMPACTS

- Section 4(f) refers to the original section within the U.S. Department of Transportation Act of 1966 which provided for consideration of park and recreational lands, wildlife and waterfowl refuges, and historic sites during transportation project development.
- The proposed roundabout at the intersection of US 190 and Northshore Blvd. would require right-of-way from the Tammany Trace, a Section 4 (f) property.
- FHWA, DOTD, and St. Tammany Parish (Officials with Jurisdiction) have determined the 4(f) use of the Tammany Trace right-of-way would be a *De Minimis* Impact. The project will not adversely affect the activities, features, and attributes that qualify the Tammany Trace for protection under Section 4(f).



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The proposed roundabout at the intersection of US 190 and Northshore Blvd. would require right-of-way from approximately 1.0 acre of the Tammany Trace, a Section 4 (f) property.

This slide shows the portion of the proposed required ROW from Tammany Trace as well as the Tammany Trace bike path in relation to the proposed project area.

This portion of the Tammany Trace is not being used as a park or recreational area, has no essential features of a recreational area, and there is no plan in place to incorporate it into the Trace for those purposes.

The construction of the roundabout will not adversely affect the activities, features, and attributes that qualify the Trace for protection under 4(f), as it remains far enough distance from the recreational activities.

Overall, the net effect of 1.0 acre out of the 31 mile trail, would not adversely affect the 4(f) resource.




YOUR COMMENTS ARE REQUESTED

Written comments can be submitted via the link on the project webpage, or submitted via mail to Environmental Section at P.O. Box 94245 Baton Rouge Louisiana, 70804. Please include H.012812 in your mailed comments.

Comments postmarked or received by May 19, 2021 will be included in the transcript of this meeting.

We want to hear from you.



Thank you for participating in this public meeting. Please view the other available documents, click the link on the comment form to leave any comments or questions you may have. Or, you may mail your comments to us at P.O. Box 94245 Baton Rouge Louisiana, 70804 //Please include H.012812 in your mailed comments.

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//Your comments are critical to producing a project that will better meet the needs of the community.



THANK YOU FOR ATTENDING
US 190 @ NORTSHORE & CAMP VILLERE



Thank you. This is the end of our presentation for the US 190 @ Northshore & Camp Villere Project. This presentation will be available from April 26, 2021 through May 9, 2021.