



## LA 59 ROUNDABOUTS AT LONESOME AND SHARP ROADS OPEN HOUSE PUBLIC MEETING



STATE PROJECT NOS. H.011030 & H.011075  
FEDERAL AID PROJECT NOS. H011030 & H011075  
LA 59 ROUNDABOUTS AT LONESOME AND SHARP ROADS  
ST. TAMMANY PARISH, LOUISIANA

St. Tammany Parish Council Chambers and Offices  
21490 Koop Drive  
Mandeville, LA 70471  
March 12, 2015  
4:00 p.m. – 7:00 p.m.

Thank you for attending this Open House Public Meeting for the proposed roundabouts at the intersections of LA 59 with Lonesome Road and Sharp Road. In this handout you will find information about the proposed projects, including preliminary project descriptions, project vicinity map, typical cross sections, and project area maps on aerial photography. 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 five 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 consists of maps that illustrate the potential limits of construction super-imposed over aerial photographs, graphics of the typical design section that are proposed, and general information about roundabouts. Project team members are available to answer your questions about the proposed projects.

### **Station 3: Continuous PowerPoint Presentation**

This short presentation provides an overview of the proposed roundabouts. The presentation lasts approximately 10 minutes and re-starts automatically after a one-minute intermission. **The continuous PowerPoint presentation and the exhibits shown tonight are available on the DOTD website at:**

[http://wwwsp.dotd.la.gov/Inside\\_LaDOTD/Divisions/Engineering/Environmental/Pages/default.aspx](http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/Environmental/Pages/default.aspx)

#### **Station 4: Real Estate Information**

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 62 Real Estate Office, 685 North Morrison, Hammond, LA 70401. Phone Number: (985) 375-0250.**

#### **Station 5: Comment Table**

At this station, comments can be made orally or in writing. A tape recorder is available at this table for oral 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 March 26, 2015 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 59 at Lonesome Road and Sharp Road roundabouts. Thank you for attending this meeting and for providing input.

## **H.011030 PROJECT DESCRIPTION**

### **LA 59: ROUNDABOUT AT LONESOME ROAD**

The Louisiana Department of Transportation and Development (DOTD) proposes to construct a single lane roundabout at the intersection of Louisiana State Highway 59 (LA 59), Lonesome Road, and East Road approximately 1.95 miles south of Interstate 12 and north of Mandeville in St. Tammany Parish using federal funding (see Project Vicinity Map).

The proposed project will consist of replacing the existing signalized intersection with a single-lane roundabout. The total diameter of the roundabout will be approximately 158 feet, which includes a 76-foot diameter center island, a 13-foot traversable apron, 16-foot roadway lanes, 1.5-foot curb, 6-foot shoulder, and gutters on each side of the roadway (see Typical Finished Section). Raised island medians would be constructed at the approaches to the roundabout to lead traffic into the correct direction around the center island. The project will require grading, grubbing, removing existing pavement, installing Portland concrete curbs and gutters, applying asphaltic concrete pavement overlay, widening the approach roads at the roundabout, replacing concrete driveways, installing drainage structures, and installing new striping and signage.

Construction will be phased to avoid road closures to the greatest extent practicable. When temporary closures are required, detours will be clearly marked by signage. DOTD anticipates that approximately 0.317 acre of right-of-way will be required for this project (see Aerial Map).

## **H.011030 PURPOSE AND NEED**

### **LA 59: ROUNDABOUT AT LONESOME ROAD**

The purpose and need of the project is to improve traffic flow at the intersection of LA 59 and Lonesome Road.

## **H.011075 PROJECT DESCRIPTION**

### **LA 59: ROUNDABOUT AT SHARP ROAD**

The Louisiana Department of Transportation and Development (DOTD) proposes to construct a roundabout at the intersection of Louisiana State Highway 59 (LA 59), Sharp Road, and Pineview Road approximately 1.2 miles south of Interstate 12 and north of Mandeville in St. Tammany Parish using federal funding (see Project Vicinity Map).

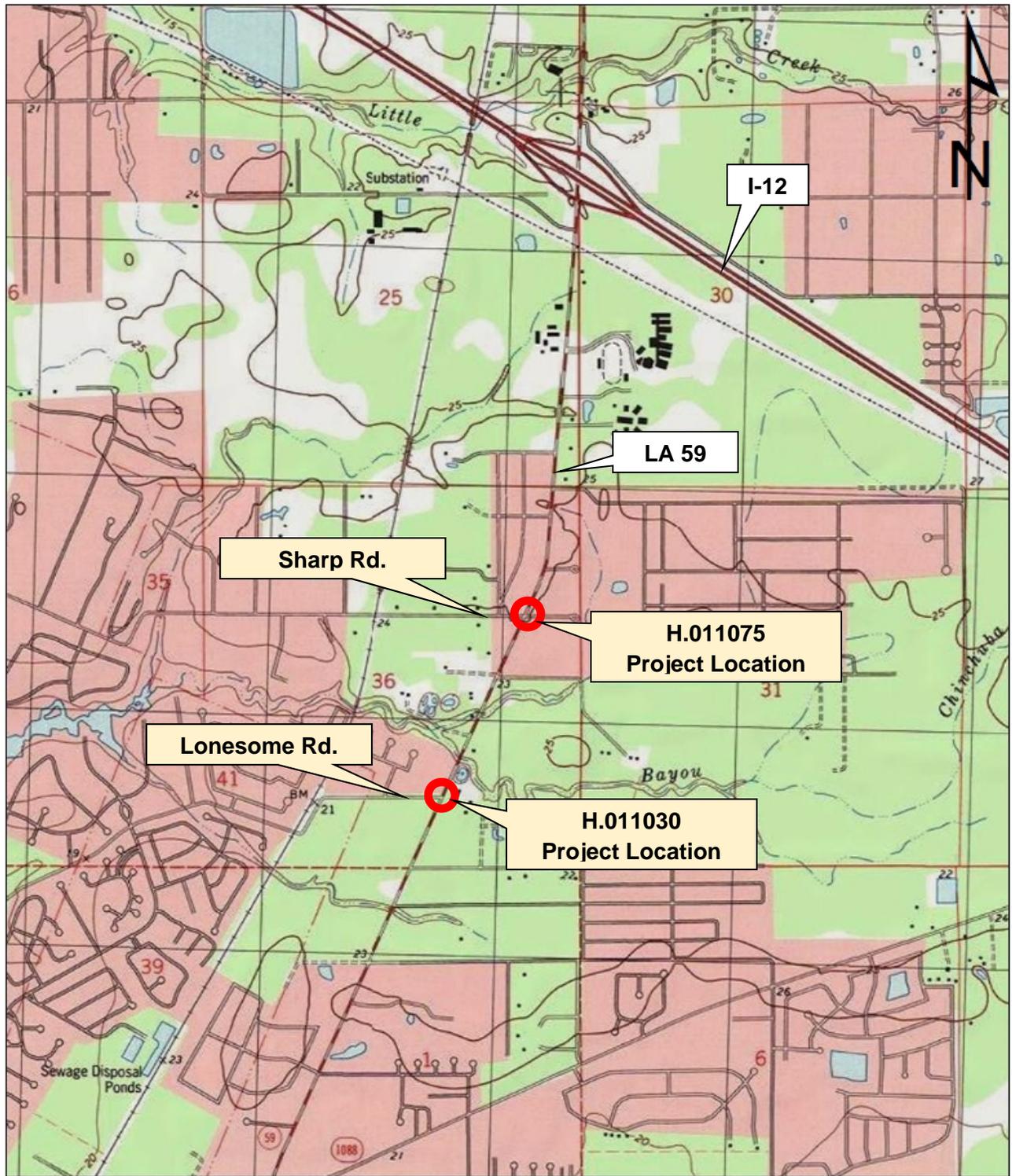
The proposed project will consist of replacing the existing signalized intersection with a two-lane roundabout. The total diameter of the roundabout will be approximately 188 feet, which includes a 74-foot diameter center island, 12-foot truck apron, two 16-foot roadway lanes, a 14.5-foot truck apron, and 6-foot shoulder (see Typical Finished Section). Raised island medians would be constructed at the approaches to the roundabout to lead traffic into the correct direction around the center island. The project will require removing existing pavement, installing concrete curbs and gutters, applying asphaltic concrete pavement overlay, widening the approach roads at the roundabout, replacing concrete driveways, installing drainage structures, new striping, and signage. Construction will be phased to avoid road closures to the greatest extent practical. When temporary closures are required, detours will be clearly marked by signage.

The existing right-of-way covers approximately 2.06 acres (see Aerial Map). DOTD anticipates that approximately 0.98 acres of right-of-way will be required for this project.

## **H.011075 PURPOSE AND NEED**

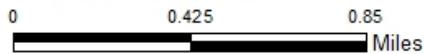
### **LA 59: ROUNDABOUT @ SHARP RD.**

The purpose and need of the project is to improve traffic flow at the intersection of LA 59 and Sharp Road.

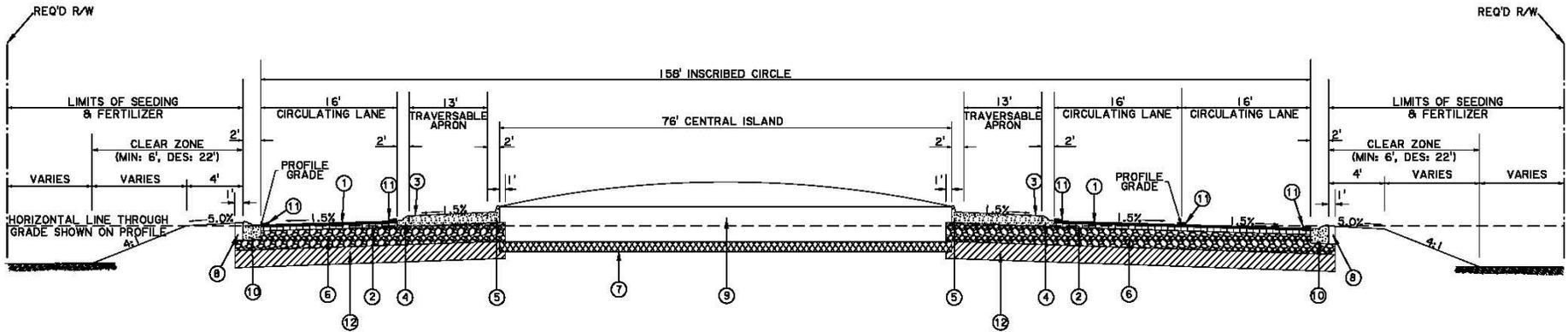


**H.011030 AND H.011075 LOCATION MAP**

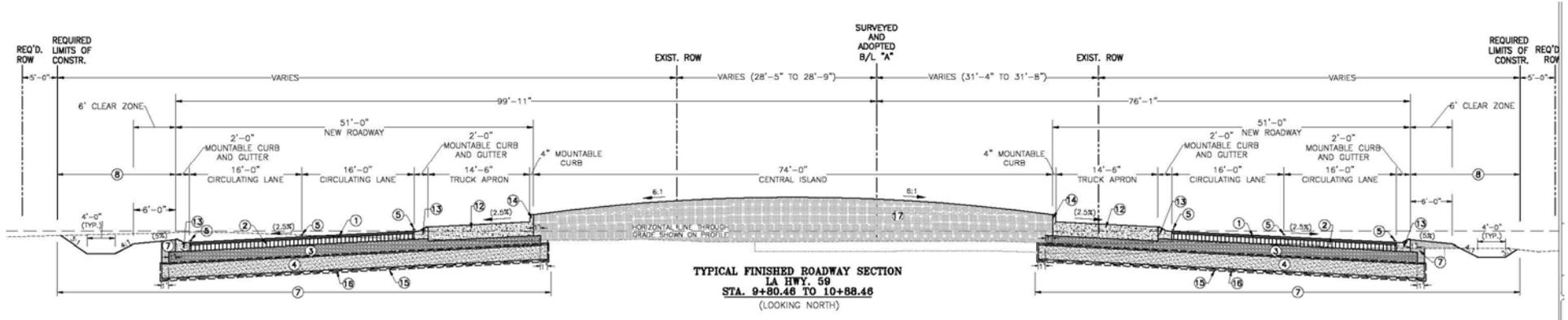
SOURCE: USGS 1:24,000 TOPOGRAPHIC MAP  
COVINGTON QUADRANGLE



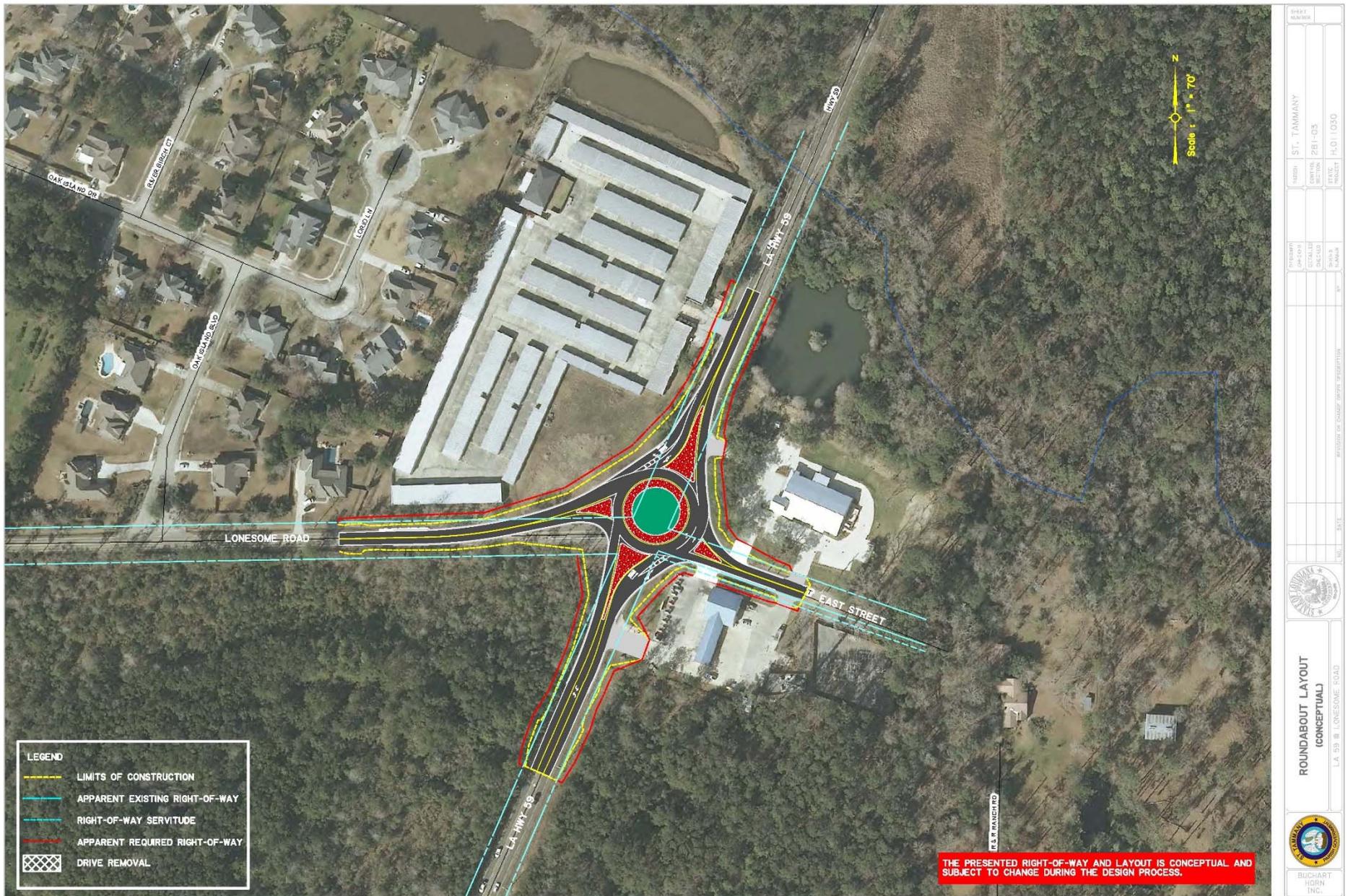
Project Vicinity Map



Typical Finished Section Drawing of Proposed Roundabout for H.011030- LA 59: ROUNDABOUT AT LONESOME ROAD



Typical Finished Section Drawing of Proposed Roundabout for H.011075 - LA 59: ROUNDABOUT AT SHARP ROAD



Aerial Map Showing Proposed Roundabout for H.011030 - LA 59: ROUNDABOUT AT LONESOME ROAD

PROJECT NO.	H.011030
DATE	01/03/20
SCALE	1" = 70'
PROJECT NAME	LA 59 @ LONESOME ROAD
DESIGNER	BUCHART HORN INC.
CHECKED	
APPROVED	
DATE	
PROJECT LOCATION	ST. TAMMANY
SECTION	281-03
PROJECT	H.011030



# ROUNABOUTS 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.

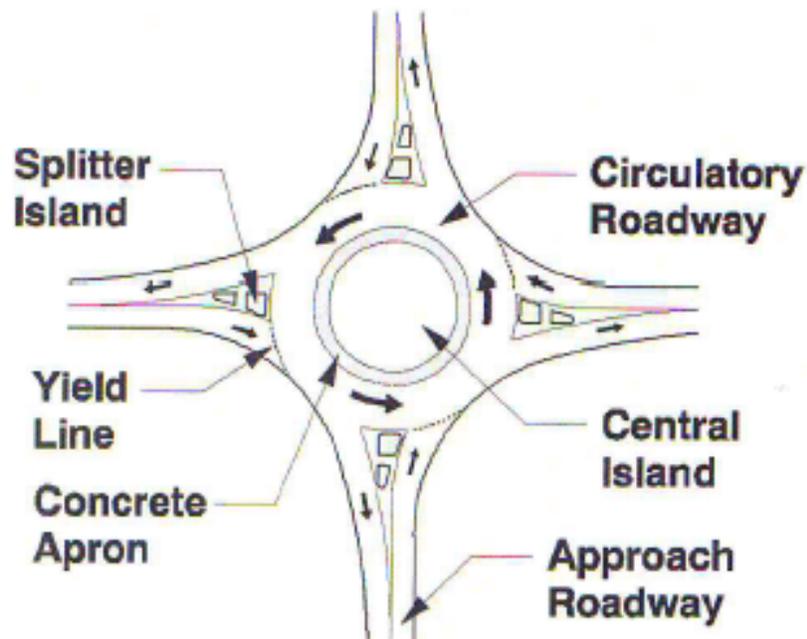
- The compactness of a modern roundabout helps keep speeds low and makes it easier for drivers to stay oriented and judge the speed of the vehicles before entering the roundabout.
- Modern roundabouts require entering traffic to yield not merge at all entries, whereas traffic circles and rotaries may 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.





Louisiana Department of Transportation and  
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