OPEN HOUSE PUBLIC MEETING
FOR
KANSAS LANE – GARRETT RD CONNECTOR & I-20 IMPROVEMENTS
MONROE, OUACHITA PARISH

State Project No. H.007300
Federal Aid Project No. H007300

Project Partners

DEPARTMENT OF TRANSPORTATION
UNITED STATES OF AMERICA

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Project History

The Louisiana Department of Transportation and Development (DOTD), in conjunction with the Federal Highway Administration (FHWA), proposed the connection of Garrett Road and Kansas Lane via a four lane overpass over LA 594 (Milhaven Road) and the KCS Railroad. In addition, widening of Garrett Road from two to four lanes between Huntington Road and LA 594 was proposed.

- Processed as an Environmental Assessment (EA)
- Public Meeting was held on December 15, 2009
- Public Hearing held on December 16, 2010
- EA approved as a Finding of No Significant Impact (FONSI) by FHWA in January 2011.

Proposed Addition of Roundabouts

In conjunction with the overpass connection, DOTD is proposing the construction of five 2-lane roundabouts in the project area at the following intersections:

- Garrett Road at South Frontage Road
- Garrett Road at I-20 Eastbound On- and Off-Ramps
- Garrett Road at I-20 Westbound On- and Off - Ramps
- Garrett Road at Millhaven Road
- Kansas Lane at the Proposed Connector

Meeting Agenda

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

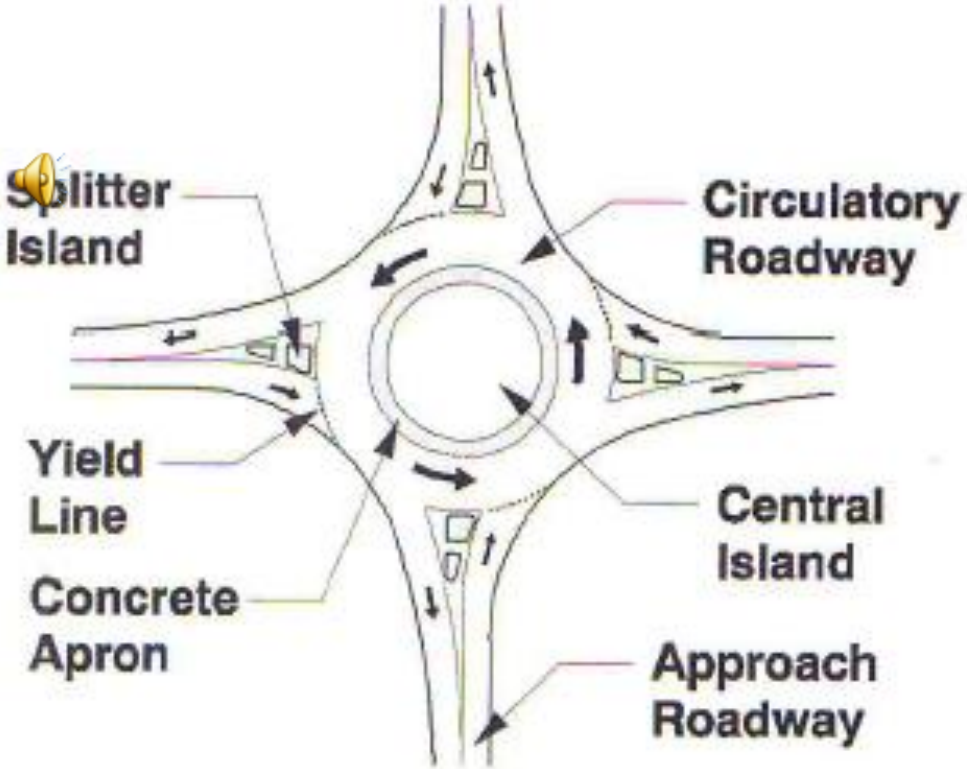
- A Sign-in and Handout Station
- An Exhibit Station to review layouts of the proposed roundabouts and ask questions to project staff
- A Right-of-Way Station to discuss property acquisition with LADOTD Real Estate Section personnel
- A Comment Station for giving written and/or verbal comments (Written comments postmarked within 10 calendar days of meeting will be included in the transcript)

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

Project Limits and Roundabout Locations

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 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.



This diagram of a one-lane roundabout is for informational purposes only. The proposed roundabouts for this project would be a 2-lane design.

Source: DOTD Roundabouts Fact Sheet


51

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. 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.

Source: DOTD Roundabouts Fact Sheet

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?

- **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

What are the general principles of using a Roundabout?

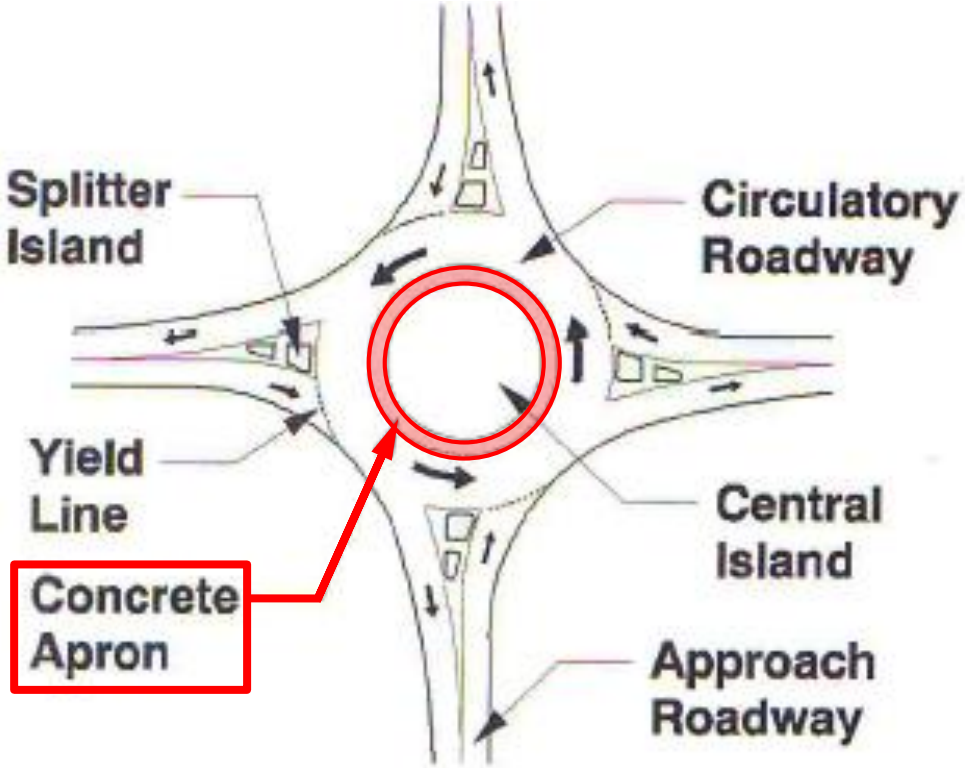
- Think of roundabouts as a series of "T" intersections, where entering vehicles yield to one-way traffic coming from the left. A driver approaching a roundabout must slow down, stop or yield to traffic already in the roundabout, and yield to pedestrians in the crosswalk.
- Then, it's a simple matter 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

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.



This diagram of a one-lane roundabout is for informational purposes only. The proposed roundabouts for this project would be a 2-lane design.

Source: DOTD Roundabouts Fact Sheet

FUTURE STEPS

- Begin Final Design (2019)
- Begin Right-of-Way Acquisition (early 2020)
- Letting Date (June 2021)
- Construction of Project

These are the most current dates; however, they are subject to change pending funding.

CURRENT ESTIMATED PROJECT COSTS

Design Engineering	$	2,900,000
ROW	$	3,430,000
Utilities	$	1,900,00
Mitigation	$	43,800
Construction	$	25,370,000
15% Contingency	$	3,805,500
Total:	**$**	**37,449,300**

ROW Acquisition and Relocation Information

Detailed information may be found in this brochure. Copies are available tonight at the Real Estate station or by contacting:

DOTD Real Estate Section
P.O. Box 94245
Baton Rouge, LA 70804-9245
(225) 242-4591

How You Can Help

1. Sign-in tonight and review all materials.
2. Speak with a team member about your property location and 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.

The Presentation will begin shortly.