

PUBLIC MEETING
LA 6 FEASIBILITY STUDY
NATCHITOCHEES PARISH, LOUISIANA

State Project No. H.012307.1

Open House 4:00 PM to 7:00 PM

Tuesday, June 20, 2017
Natchitoches Arts Center
716 Second Street
Natchitoches, LA 71457



TABLE OF CONTENTS

Open House Format	2
Meeting Site Diagram	3
Example of Statement Card	4
General Project Information	5
Introduction to the Project	6
Access Management	6
Traffic Conditions	7
Crash History	8
Phase 1 Alternatives	8
Phase 1A	9
Phase 1B	11
Public Comment	12
Written Comment Form	13
Tables	
Table 1 – Phase 1A Costs Compared with 20-Year Forecast Benefits	11
Table 2 – Phase 1B Costs Compared with 20-Year Forecast Benefits	12
Figures	
Figure 1 – Project Study Area	6
Figure 2 – Existing Year 2016 24 Hour Traffic Volumes	7
Figure 3 – Forecast Volumes, Year 2018 and 2038	7
Figure 4 – Proposed Improvement Concepts	8
Figure 5 – Phase 1A, Alternative 1	9
Figure 6 – Phase 1A, Alternative 2	9
Figure 7 – Phase 1A, Alternative 3	10
Figure 8 – Capacity Analysis (Seconds/Vehicle) AM Peak	10
Figure 9 – Capacity Analysis (Seconds/Vehicle) PM Peak	11
Figure 10 – Build Alternative West of I-49	12

OPEN HOUSE FORMAT

This Public Meeting for the LA 6 Feasibility Study project is being conducted as an Open House. Attendees are welcome at any time during the hours of 4:00 PM and 7:00 PM. As you enter the building you will be asked to sign-in, so that a record of your participation can be maintained.

Throughout the Open House, the following Stations will be available (See Layout Plan which follows this page.)

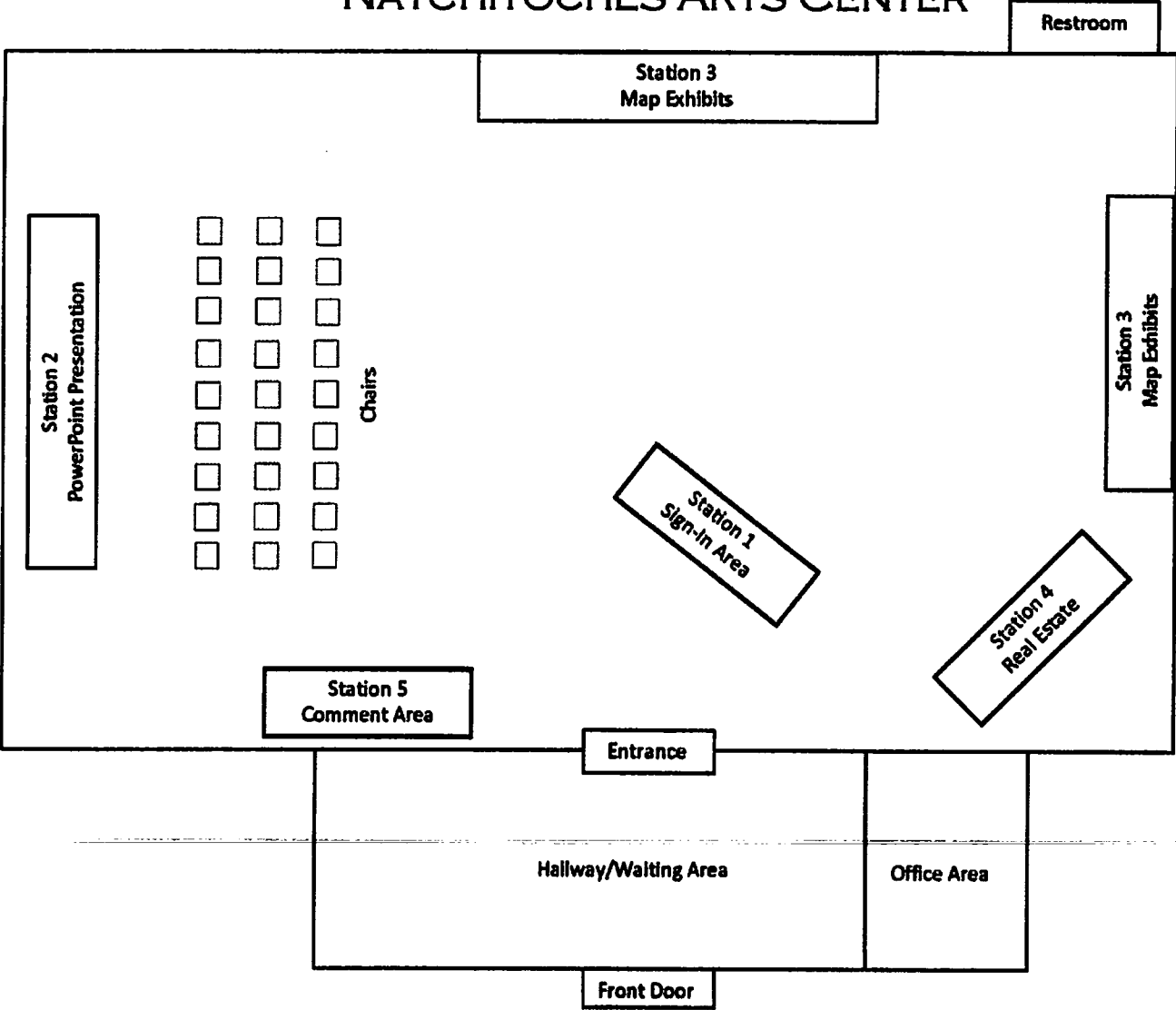
- 1. Station 1 – Sign-in. You will receive a Handout and a copy of the PowerPoint presentation;**
- 2. Station 2 – PowerPoint Presentation. A continuous, recorded presentation describing the proposed project.**
- 3. Station 3 – Map Exhibits Presenting alternatives**
- 4. Station 4 - Real Estate. Additional right-of-way may be required for the undertaking. Representatives of LADOTD Real Estate are at Station 4 to answer your questions.**
- 5. Station 5 – Provides a comment table at which you can provide written comments.**

Project staff will be available to assist and discuss project related issues with you.

The next page is a plan of the Meeting site with each of these areas shown. To get the most from your visit to the Meeting, it is recommended that you visit all the areas.

Meeting Site Diagram

NATCHITOCHEES ARTS CENTER



PUBLIC COMMENT

The information presented today represents a conceptual plan considering short-term implementation improvements as well as long-term corridor planning in conformance with access management principals. The build alternatives as presented may be modified and other alternatives may be developed for consideration. Your comments tonight will help us carry the project forward.

If you wish to present your views please visit the Comment Table.

Whether or not you make verbal comments at this Meeting, you may present your views in writing. The last page of this handout is a Comment Form, which you may use for this purpose.

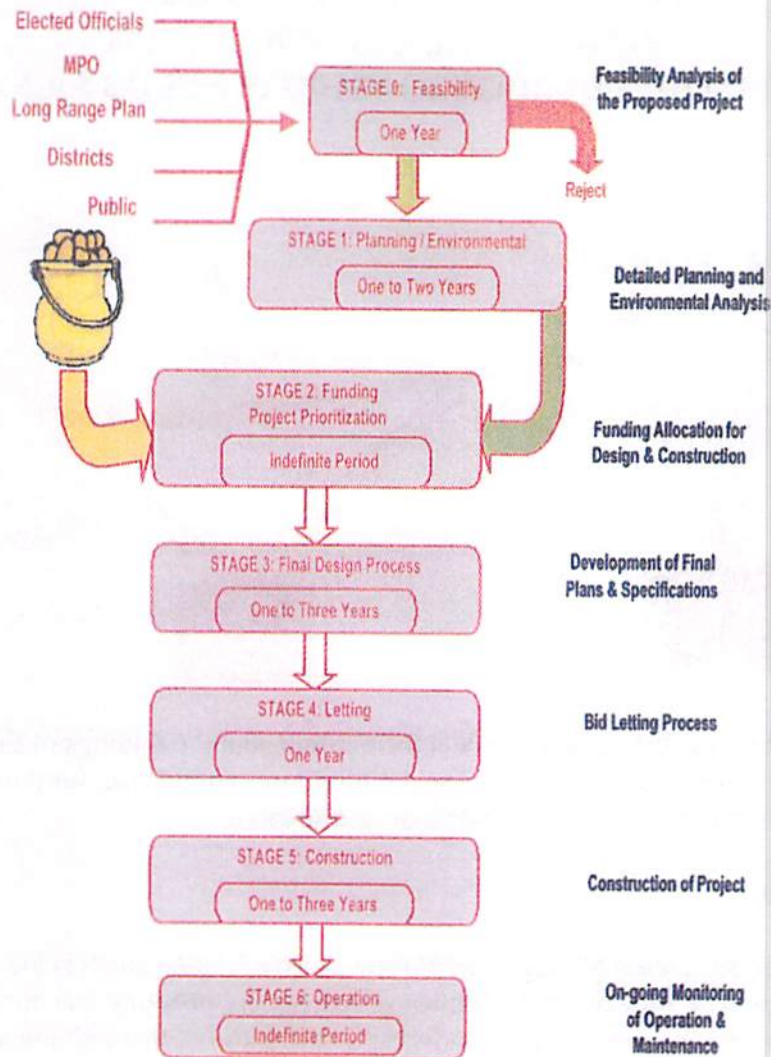
Written statements may be submitted as follows:

- Turned in tonight at the Comment Table,
- Mailed to the address on the back of the Comment form, or
- Emailed to LA6stagezero@neel-schaffer.com

All verbal and written comments submitted at this meeting and written comments postmarked or received electronically no later than **Friday, June 30, 2017** will be part of the meeting summary of this meeting. All comments must include the name and address of the person commenting.

GENERAL PROJECT INFORMATION

This Chart presents an outline of the LADOTD Project Delivery Process. The process is used by the Department to carry a project forward from initial feasibility through environmental clearance, design, construction and operation. Please take a moment to review the process.



The information presented today represents a very conceptual plan. We anticipate that additional work on the project will need to progress through various environmental and engineering stages. Alternatives may be modified and other alternatives may be developed for consideration. Your comments will help us determine how to proceed with the project. Additional stages of the project have not as yet been funded.

Introduction to the Project

This project is a Stage 0 Study considering safety and mobility improvements within the LA 6 corridor extending from just west of its interchange with I-49 east approximately 2.2 miles to its intersection with LA 3278. The Project Study area is shown in Figure 1.

**FIGURE 1 – PROJECT STUDY AREA
FUNCTIONAL CLASSIFICATION
(SOURCE: LADOTD HIGHWAY NEEDS FILE)**



The purpose of tonight's meeting is to provide information about the findings of the study, to share information on proposed project alternatives; to solicit your comments about the alternatives and answer questions you may have about right-of-way acquisition.

Access Management

LADOTD has adopted an Access Management Policy. Access Management is the careful planning of access connections to roadways and highways. Access connections can include driveways, streets, and other means of connecting to a roadway. One method of maintaining access is through the use of a median.

To the extent practicable, this policy would be implemented through the use of a raised median; right-in / right-out only (i.e. no left-out turns) from residential and business driveways as well as adjacent roadways. Restricted Crossing U-Turn (RCUT) intersections would be constructed along the route. Only right turns would be permitted from connecting streets and driveways. Other turning movements would be routed through the RCUT intersections.

Traffic Conditions

Figure 2 shows existing Year 2016 average daily traffic (ADT). The percentages noted reflect the percentage of the traffic that is composed of trucks.

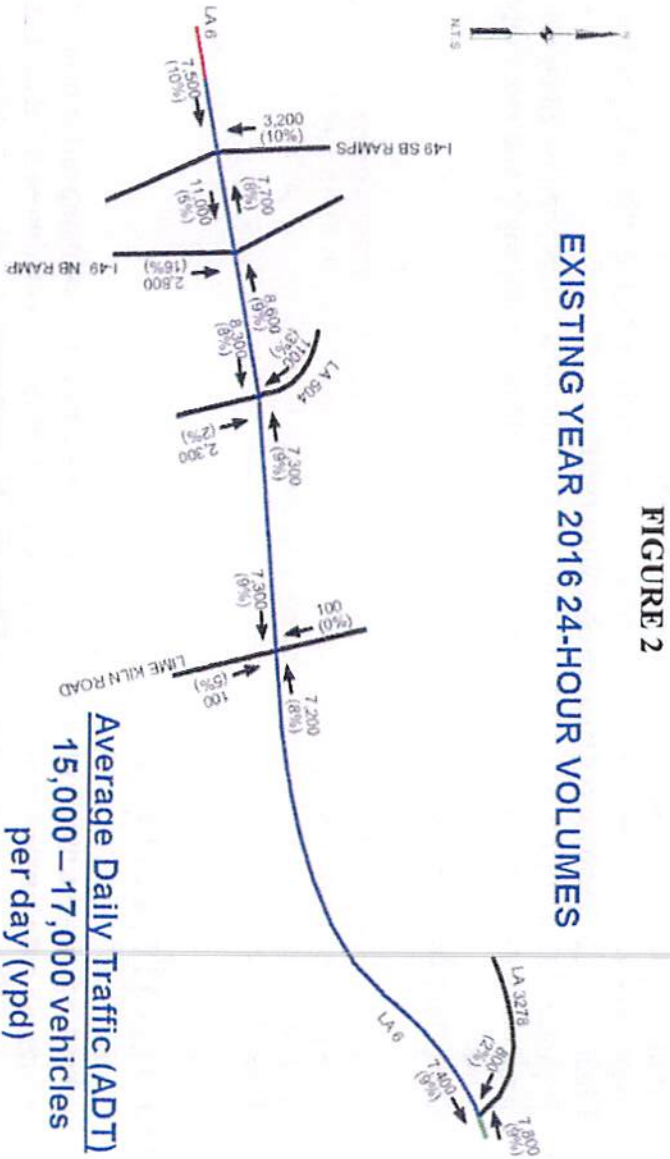


FIGURE 2

Figure 3 shows forecast average daily traffic for years 2018 and 2038.



FIGURE 3

Crash History

The safety study evaluated the history of crashes, as well as the types of collisions on roadway segments and intersections as compared with state averages.

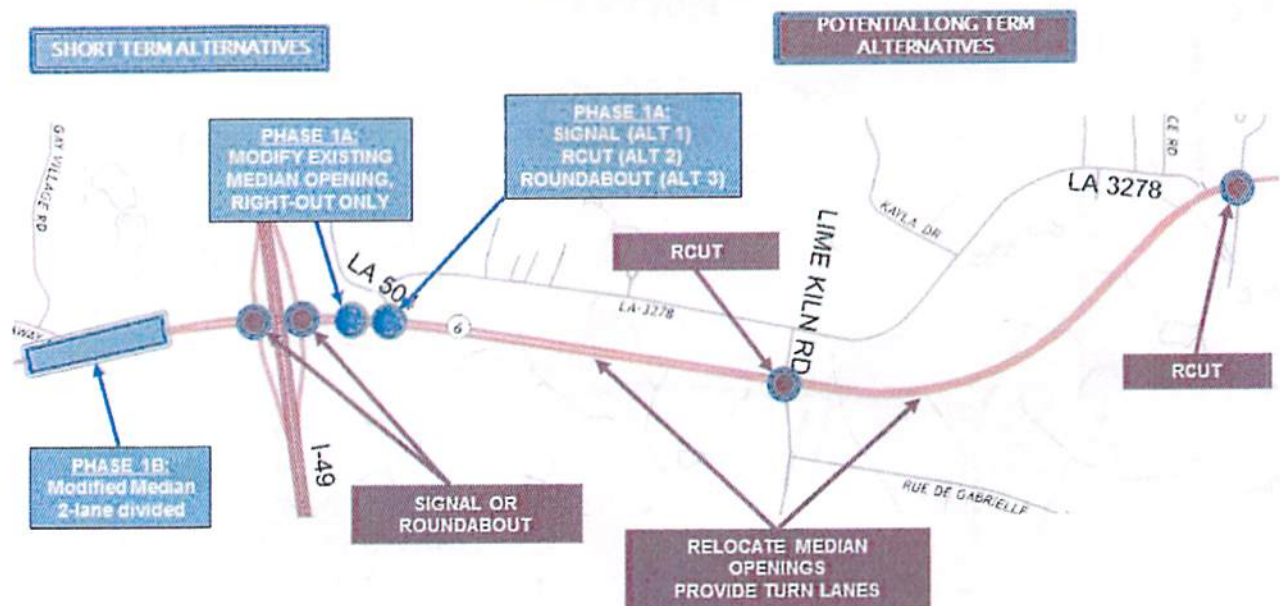
- ▶ Crash analysis was performed for years 2012 – 2014
- ▶ Overrepresented crashes along the corridor include Left Turn, Non Collision, Right Turn, Right Angle, Side Swipe (OD), and Side Swipe (SD).
- ▶ The intersection of LA 6 at LA 504 is considered an abnormal intersection based on the crash rate with overrepresented crashes of left turn, right turn, right angle, and side swipe crashes.
- ▶ One (1) fatality crash occurred in 2012.

This document and the information contained herein is prepared solely for the purpose of identifying, evaluating and planning safety improvements on public roads which may be implemented utilizing federal aid highway funds; and is therefore exempt from discovery or admission into evidence pursuant to 23 U.S.C. 409.

PHASE 1 ALTERNATIVES

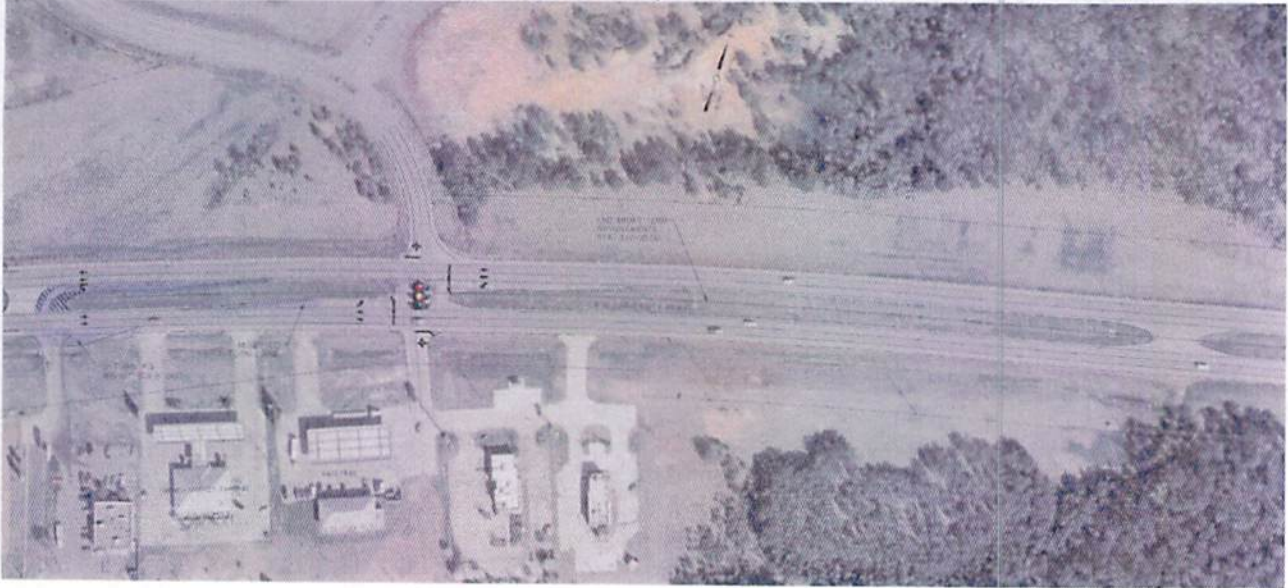
The concepts in this presentation have been reviewed, but are subject to continuing refinement. As shown in Figure 4, two improvements have been identified for implementation in the short term. Phase 1A and Phase 1B improvements (in blue) will be implemented first. The other noted improvements (in brown) are part of the corridor master plan, and these are presented as future improvements.

FIGURE 4 – PROPOSED IMPROVEMENT CONCEPTS



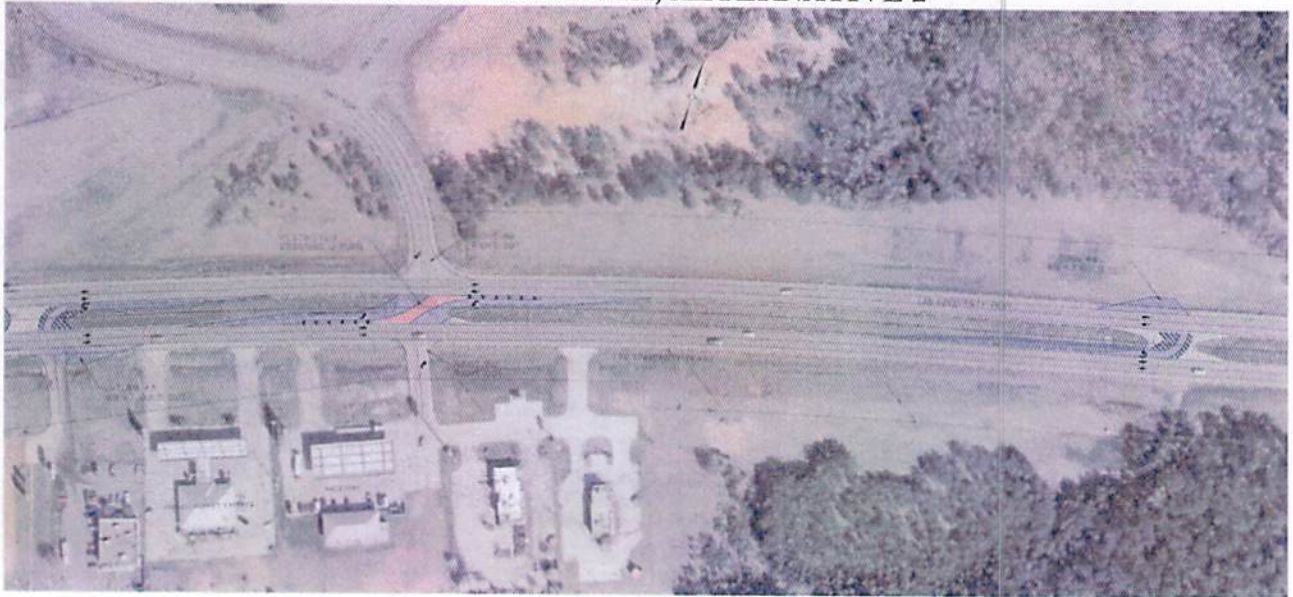
Phase 1A: Three alternative have been developed to improve safety and capacity at the LA 6 intersection with LA 504. Alternative 1 is shown in Figure 5. Alternative 1 shows the intersection operating as a signalized intersection. A U-turn is also provided to assure continued convenient access to commercial developments located on the side of the highway.

FIGURE 5 – PHASE 1A, ALTERNATIVE 1



Alternative 2 is shown in Figure 6. Alternative 2 shows the intersection operating as an RCUT (Restricted Crossing U-Turn) intersection. U-turns are also provided east and west of the intersection to assure fluid east west access as well as continued convenient access to properties abutting the highway.

FIGURE 6 - PHASE 1A, ALTERNATIVE 2



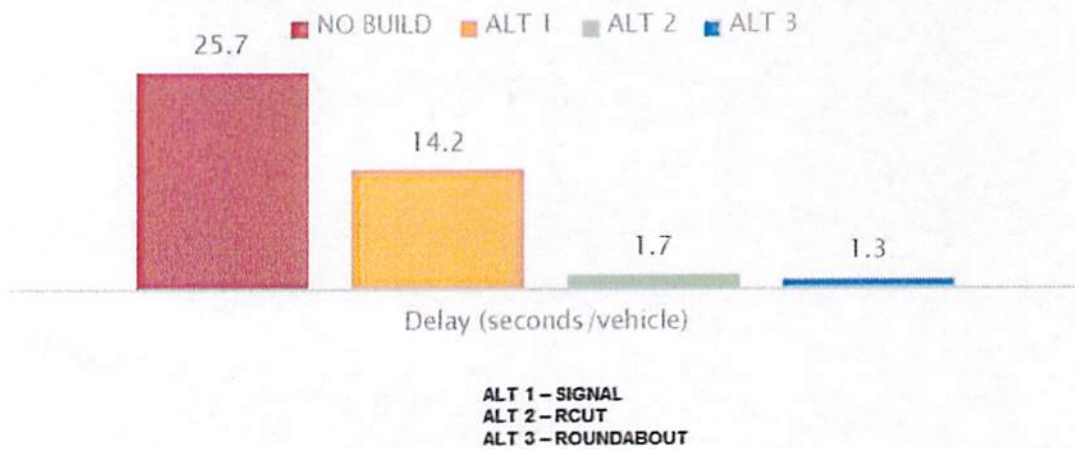
Alternative 3 is shown in Figure 7. Alternative 3 shows the intersection operating as a roundabout geometry intersection. As with Alternative 1, a U-turn is also provided to assure continued convenient access to commercial developments located on the side of the highway. There may be a very small area of right of way to be acquired at the southern leg to the roundabout.

FIGURE 7 - PHASE 1A, ALTERNATIVE 3

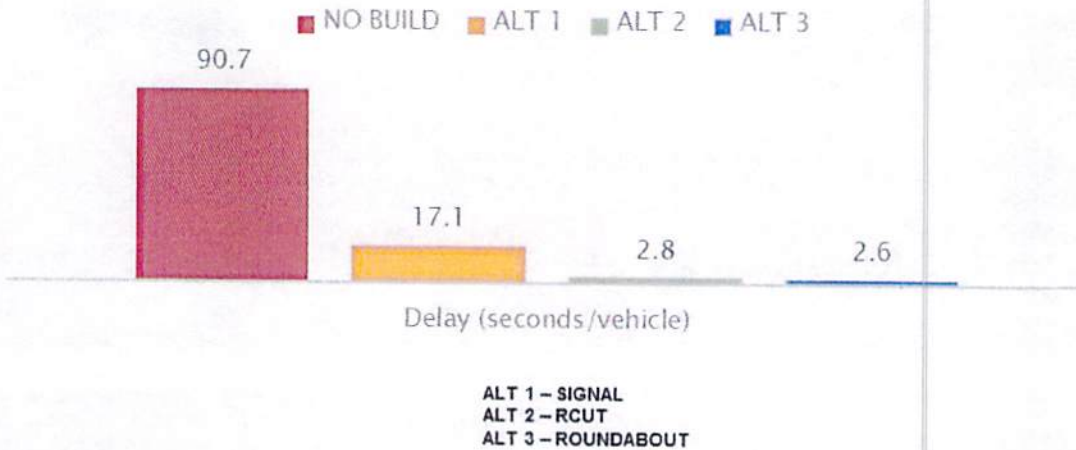


Considering Year 2038 AM and PM peak traffic projections, Figures 8 and 9 show the changes in delay associated with each alternative compared to leaving the intersection operating in its existing geometry, which is referenced as the No-Build. Note that the Alternative 3 roundabout geometry intersection offers the best performance, followed closely by the Alternative 2 RCUT (Restricted Crossing U-Turn) intersection.

**FIGURE 8
CAPACITY ANALYSIS (SECONDS / VEHICLE) AM PEAK**



**FIGURE 9
CAPACITY ANALYSIS (SECONDS / VEHICLE) PM PEAK**



Project benefits include potential savings associated with reductions in travel time and potential savings associated with the reduction of crashes. Reductions in average vehicle delay were for each alternative. The value of the reduced travel delay is used to measure 20-year life operations savings. The improvements associated with each alternative over time reduce the number and intensity of crashes at the intersection. These reductions can be quantified and valued using Federal Highway Administration (FHWA) statistical tools, resulting in estimates of 20-year safety savings associated with the operation of each intersection alternative. Table 1 summarizes the potential projected costs and savings. This table presents both the estimated construction costs and potential savings associated with the operation and safety benefits of each intersection alternative over a 20-year term. The roundabout geometry intersection provides the greater savings over a 20-year operations life.

**TABLE 1
PHASE 1A COSTS
COMPARED WITH 20-YEAR FORECAST BENEFITS**

CONSTRUCTION COST		Potential Savings for 20 years net cost
Alternative	Estimated Cost	
Alt 1 - Signal	\$445,000	\$8,000,000
Alt 2 – Restricted Crossing U-turn	\$1,350,000	\$9,200,000
Alt 3 - Roundabout	\$2,400,000	\$11,800,000

Phase 1B: The second short-term alternative focuses on the segment of LA 6 immediately west of I-49. LA 6 is improved with a median. The proposed Phase 1B improvements institute LADOTD policies relating to access management. A pair of U-turns is installed in association with median improvements. The U-turn pair routes local traffic in a manner which limits vehicle conflicts associated with entering and exiting abutting commercial properties. There is a very small area in proximity to the westernmost U-turn which requires additional right-of-way.

Figure 10 presents the proposed improvement to LA 6 west of I-49.

**FIGURE 10
BUILD ALTERNATIVE WEST OF I-49**



Table 2 presents the estimated construction cost and potential savings associated with the reduction in crashes over 20 years.

**TABLE 2
PHASE 1B COSTS
COMPARED WITH 20-YEAR FORECAST BENEFITS**

CONSTRUCTION COST		Potential Savings for 20 Years Net Cost
Scenario	Estimated Cost	
Widening to 4-lane	\$3,650,000	\$430,000

**LA 6 Feasibility Study
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