


PHOTOGRAPHIC DISPLAY PANELS


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NICHOLSON DR. @ BRIGHTSIDE LANE/WEST LEE DR. INTERSECTION IMPROVEMENT PROJECT


ENGINEERS: FORTE & TABLADA, INC., Baton Rouge, LA
OWNER: EAST BATON ROUGE PARISH, Baton Rouge, LA
 LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT, Baton Rouge, LA




Completed intersection looking toward southwest.




Traversing W. Lee to Brightside.
Highlighting improved sight distance over the track.



Before new intersection. Viewing south toward the intersection from east side of Nicholson Drive. Bus pulled on shoulder for passenger on/off loading. Note incline at the track crossing.



Looking south toward the intersection from east side of Nicholson Drive. Bus stop has moved. Note abrupt grade change at tracks has been eliminated.







Viewing south from west side of Nicholson Drive. Note grade improvement at railroad.

The Nicholson Drive (LA 30) and Brightside Lane/W. Lee Drive Intersection Improvement Project in Baton Rouge, with its implementation of both congestion relief and safety improvements, has aided the motoring public as well as pedestrians and cyclists. The Nicholson Corridor, with roughly 10% truck traffic and nearly 30,000 vehicles per day (vpd) and 15,000 vpd on Brightside/W. Lee, required a significant reconstruction. The project team worked closely with stakeholders to ensure the needs of the community were met. The existing 2 lanes in all directions became 5 lanes in all directions.

The original intersection included a sharp, abrupt incline leading to the railroad crossing on Brightside, which created a dangerous approach to the intersection by obstructing the necessary sight distance for traffic. To enhance safety, the project team was tasked with the necessity to raise the grade at the center of the intersection by approximately 4 feet to gain better sight distance in the east/west movement across the existing railroad crossing. This requirement was accomplished through an unconventional construction practice, which proved to help facilitate traffic flow and constructability during the construction process.

Immediately south of the intersection, there was an existing bridge over an unnamed bayou. The hydraulic analysis proved the existing channel crossing could be accomplished as effectively with a box culvert, and therefore, a bridge was not warranted. The alternative for box culvert design saved hundreds of thousands in cost to the project.

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