



## Project Concept Report

*This is a conceptual report. The project features and layouts will be further refined through planning and design phases.*

Project: Hennessy Boulevard – Perkins  
Road Connector

Date: November 12, 2019

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*Image above represents broad outline of the project area as shown in 2018 MOVEBR tax plan proposition*

**PROJECT: Hennessy Boulevard - Perkins Road Connector**

MOVEBR Program ID: 30  
Project Length (miles): N/A  
Estimated Cost: \$30,000,000  
Funded from Proposition: \$30,000,000

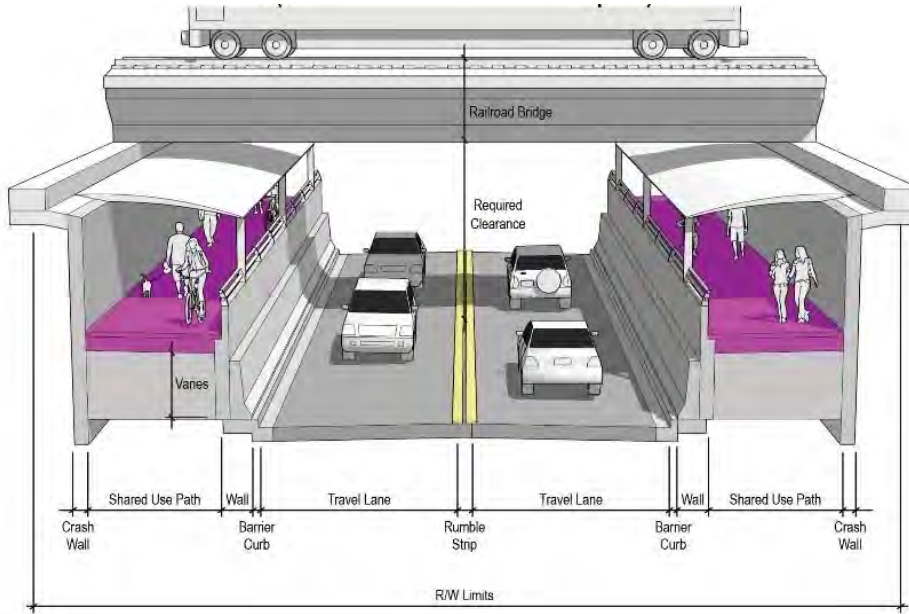
**PROJECT OVERVIEW**

The proposition scope of work includes a railroad underpass. One Perkins Place (Hennessy - Perkins Connector) is a two-lane roadway with an at-grade railroad crossing. Pedestrian facilities are present but not fully connected. The proposed improvements include depressing the roadway under the railroad track to provide separation from the railroad. Shared use paths are included on both sides of the roadway to Perkins Road.



**TYPICAL SECTION**

The graphic below provides a conceptual view of the potential proposed improvements that will be considered for the project at the railroad underpass.



**PROJECT STATUS**

This project is currently in the planning phase.

**COMPLETE STREETS**

The MOVEBR Program has developed design guidelines that aim to institutionalize the Complete Streets policy by accommodating people walking, biking or accessing transit, regardless of age and ability. Examples of complete streets policy elements are on-street bike lanes, wide shoulders, one-way cycle tracks, sidewalks, shared use paths, bus stop platforms, and crosswalks.

**DRAINAGE AND GREEN INFRASTRUCTURE CONSIDERATIONS**

Fill mitigation, which serves to maintain overall floodplain storage, will occur on this project. Stormwater detention areas tying to the drainage system are being developed in conjunction with each new MOVEBR project.



Among the drainage considerations for this specific project are the following:

This project is located entirely in flood zone X, which is outside of the Special Flood Hazard Area (SFHA).

This project location is NOT in an area identified as an “estimated inundation area” from the 2016 floods. This map can be viewed at <https://www.arcgis.com/home/webmap/viewer.html?webmap=cb332217bdab4572b4930e02d6655f84>

Existing drainage for this project area utilizes an open (ditch) system, and the proposed drainage will utilize a closed (sub-surfaced) system.

Each project budget includes funding for green infrastructure to improve water quality and mitigate impacts of stormwater runoff. Examples of green infrastructure include but are not limited to porous pavement, creation or maintenance of a tree canopy, bioswales, planter boxes, rain gardens, and land conservation efforts.

## **ENVIRONMENTAL CONSIDERATIONS**

Initial reviews support the following:

Minimal environmental considerations have been identified and must be reviewed and potentially addressed. This includes railroad impacts.

*\*Note that this is not exhaustive of possible future environmental considerations.*

## **TRAFFIC & SIGNALIZATION INTERSECTIONS**

The Projected Average Daily Traffic (ADT) for year 2042 is 5,000 vehicles per day.

The current concept supports turn lanes at major intersections for budget purposes. Future traffic studies will identify locations for turn lanes, median openings and connections (driveways, side streets etc.).

Signal systems will be upgraded as a part of future projects if required due to future configurations.

**UTILITIES CONSIDERATIONS**

A preliminary assessment of the project area provides for the utilities listed below. Potential utility relocation costs will be included in the project budget if the infrastructure is located within the utility's own servitude.

Possible Utilities	Existing	Adjust/Relocate
Underground Electric	No	No
Overhead Electric	Yes	Yes
Overhead Electric Transmission	Yes	Yes
Water	No	No
Sanitary Sewer	Yes	Yes
Communication	Yes	Yes
CATV	Yes	Yes
Gas Distribution	Yes	Yes
Pipeline	No	No

**RIGHT OF WAY CONSIDERATIONS**

Minimal residential or commercial right of way acquisitions are anticipated at this time.

**PROJECT CONCEPT PLANS**

The following pages provide a potential solution for the proposed project. The initial project features and layouts, shown within the concept plans, will be further refined through planning and design phases of the project.





**LEGEND**

- Curb
- Pavement and Lane Striping
- Parcels
- Shared Use Path



# HENNESSY - PERKINS CONNECTOR



Sheet No.

1 of 1

11/06/2019