



Project Concept Report

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

Project: Lee Drive (Highland Road - Perkins Road)

Date: November 12, 2019

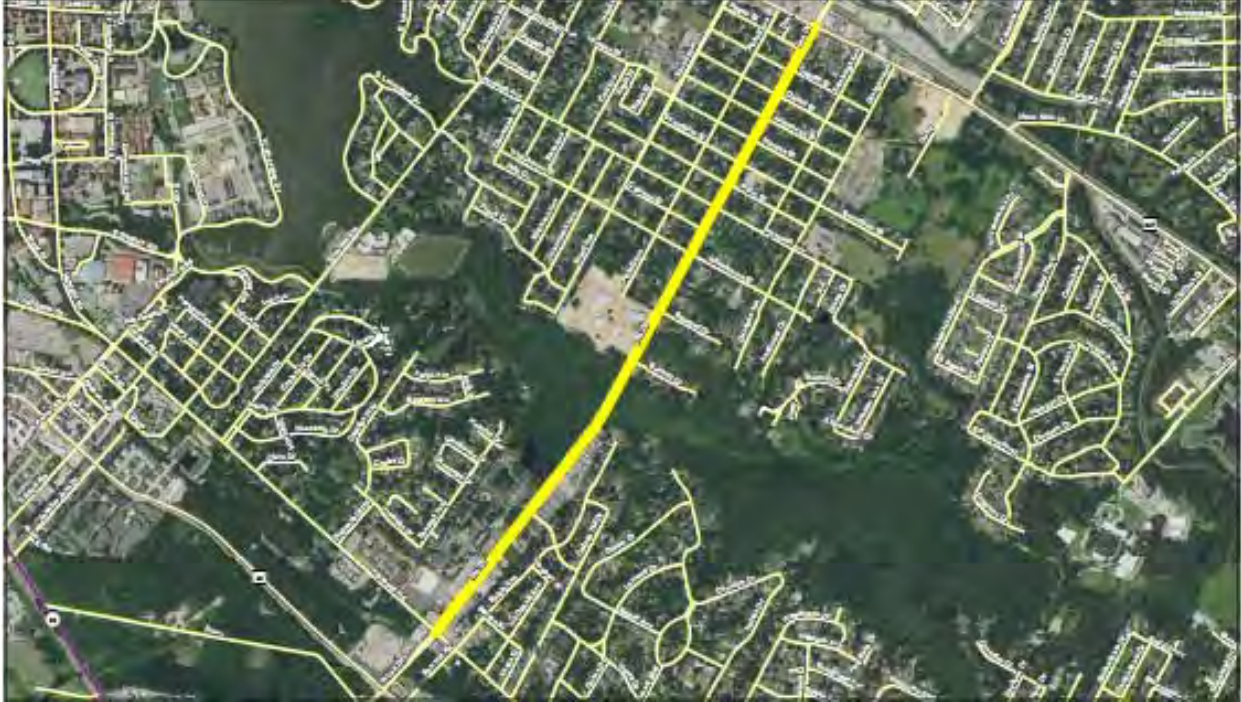


Image above represents broad outline of the project area as shown in 2018 MOVEBR tax plan proposition

PROJECT: Lee Drive (Highland Road - Perkins Road)

MOVEBR Program ID: 31
Project Length (miles): 1.6
Estimated Cost: \$35,000,000
Funded from Proposition: \$35,000,000

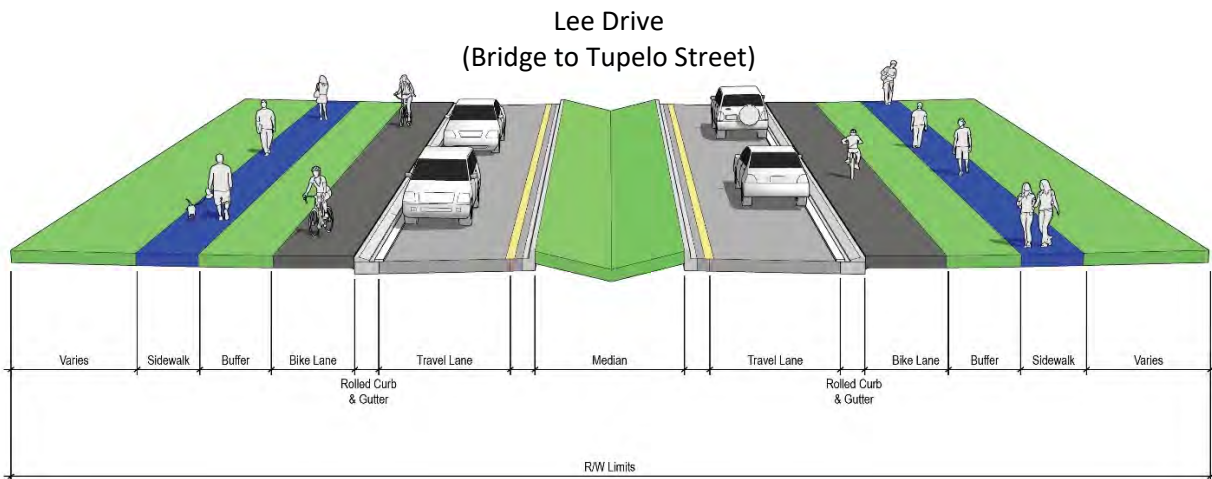
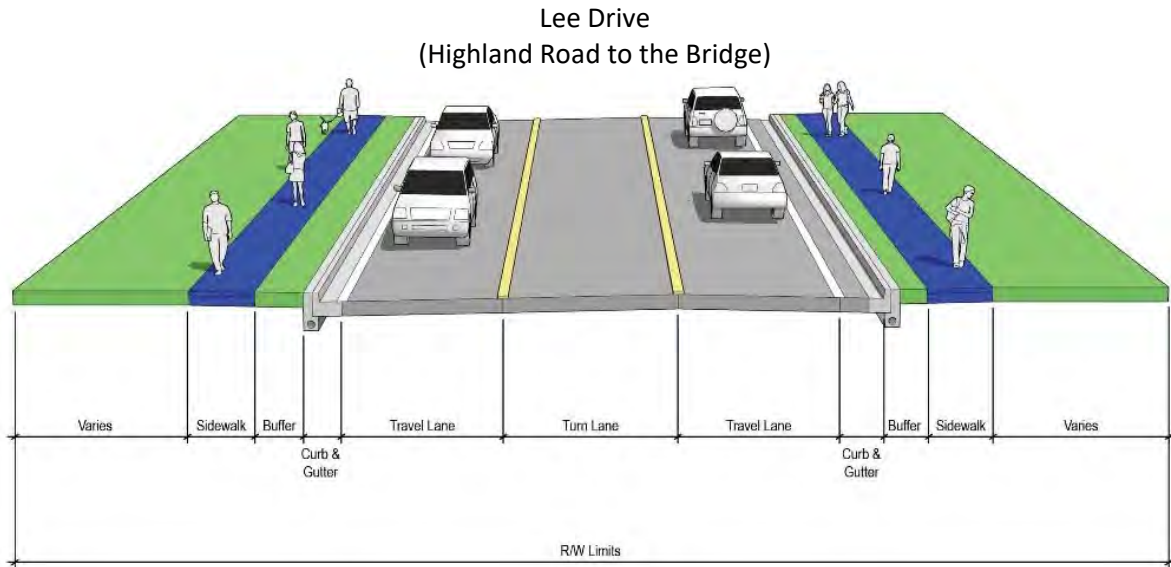
PROJECT OVERVIEW

The proposition scope of work includes capacity and turning movements. Lee Drive is a five-lane section from the intersection with Highland Road for approximately 400 feet and then is a two-lane roadway to Perkins Road. A bridge crosses over Bayou Duplantier just south of Lee High School on the west side of the corridor. From Lee High to Perkins Road, Lee Drive is a residential corridor. Christ Covenant Church is on the east side of the roadway. Several sections will be considered as proposed improvements, the concept included in this report shows a two-lane boulevard down the existing centerline of the roadway.



TYPICAL SECTION

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



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:

A portion or all of this project is located within a Special Flood Hazard Area (SFHA).

This project location was 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:

Significant considerations have been identified and must be reviewed and potentially addressed. This includes:

- Wetlands possibly requiring mitigation
- Cultural resources (cemeteries, historic structures, archaeological considerations)
- Underground storage tanks needing remediation

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

TRAFFIC & SIGNALIZATION INTERSECTIONS

The Projected Average Daily Traffic (ADT) for year 2042 is 28,000 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 | No |
| Overhead Electric Transmission | Yes | Yes |
| Water | Yes | Yes |
| Sanitary Sewer | Yes | Yes |
| Communication | Yes | Yes |
| CATV | Yes | Yes |
| Gas Distribution | Yes | No |
| Pipeline | No | No |



RIGHT OF WAY CONSIDERATIONS

Significant 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.







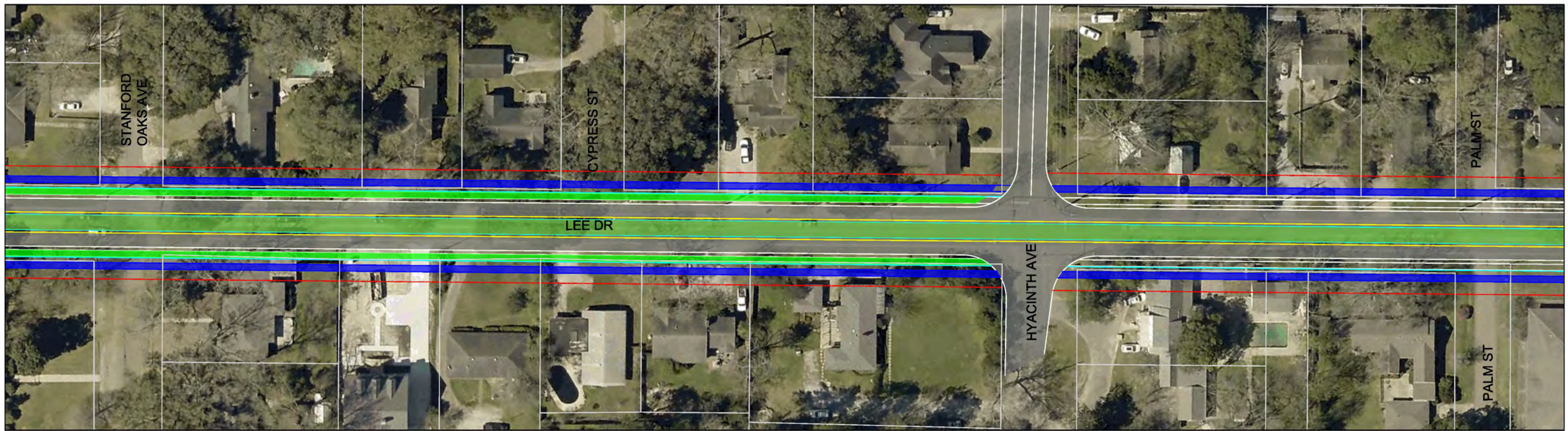
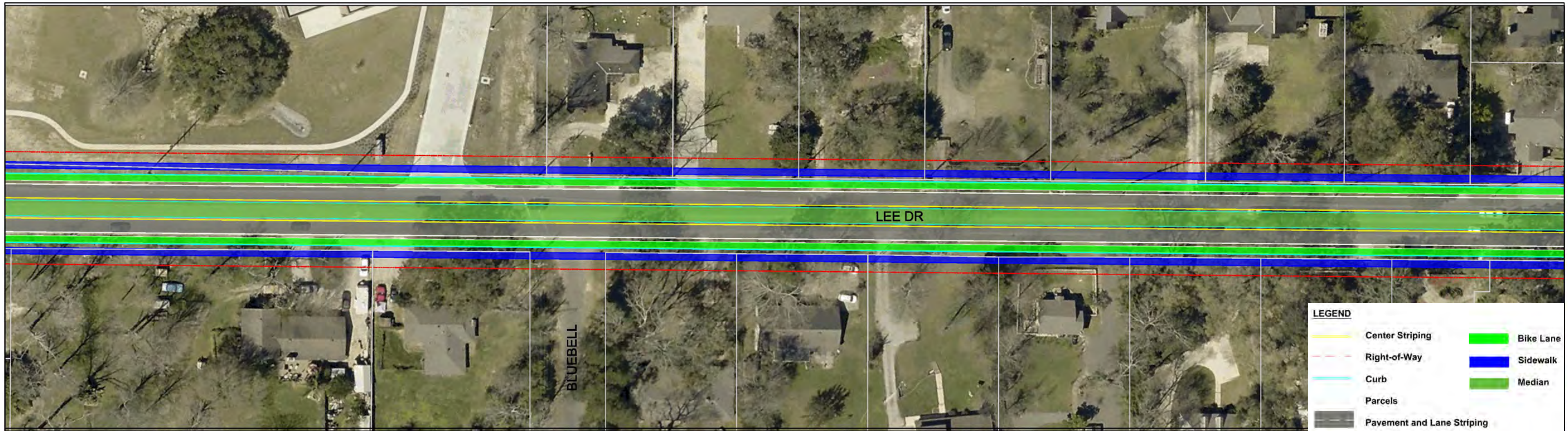
LEE DRIVE
(HIGHLAND RD TO PERKINS RD)

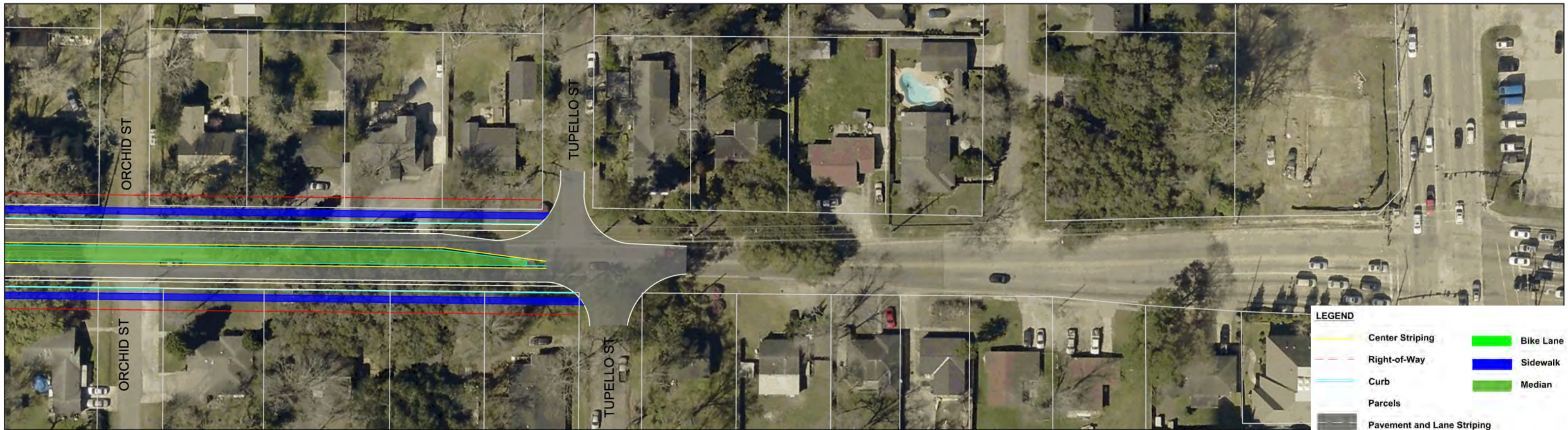
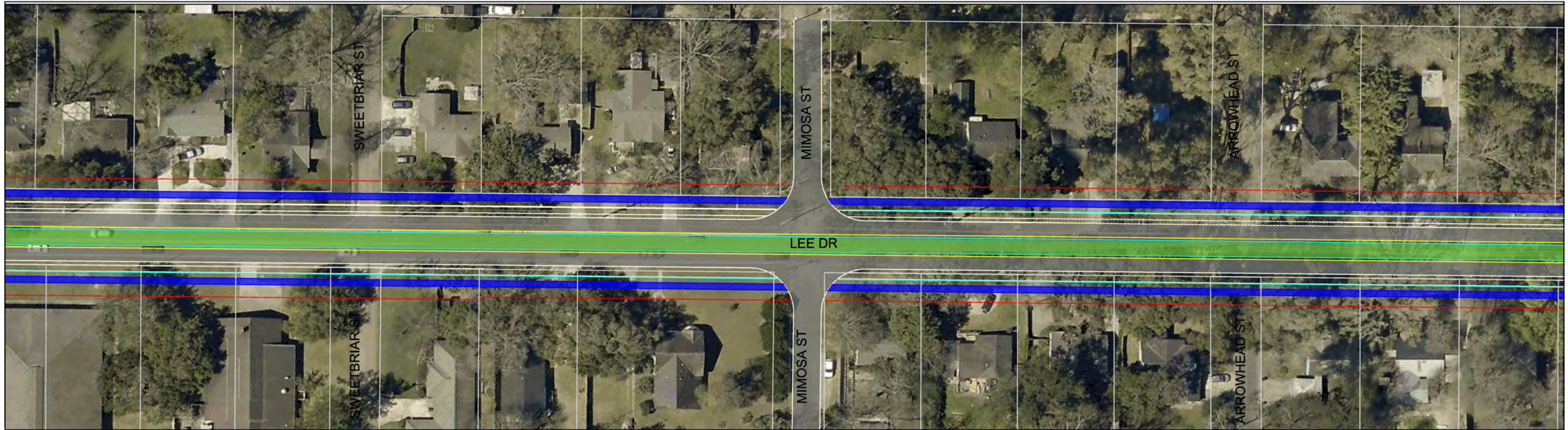


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LEGEND

| | |
|----------------------------|-----------|
| Center Striping | Bike Lane |
| Right-of-Way | Sidewalk |
| Curb | Median |
| Parcels | |
| Pavement and Lane Striping | |



LEE DRIVE
(HIGHLAND RD TO PERKINS RD)



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