



Project Concept Report

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

Project: Drusilla Ln. (Jefferson Hwy. to Old Hammond Hwy.)

Date: November 21, 2019

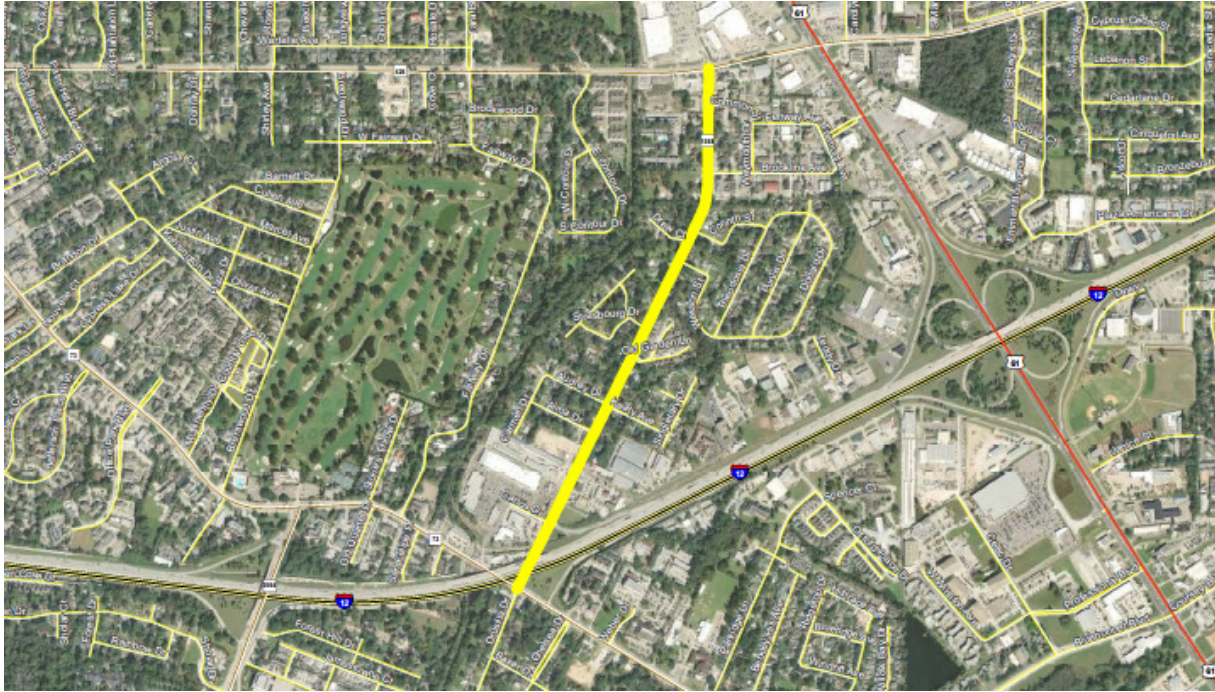


Image above represents broad outline of the project area as shown in 2018 MOVEBR tax plan proposition

Project: Drusilla Ln. (Jefferson Hwy. to Old Hammond Hwy.)

MOVEBR Program ID:	CEP-49
Project Length (feet):	5,500
Estimated Cost:	\$7,000,000
Funded from Proposition:	\$7,000,000

PROJECT OVERVIEW

This project is to provide access management and turning lane improvements along Drusilla Ln. This project will also enhance pedestrian and bicycle mobility.

Current Condition:	Two-lane undivided
Proposed Condition:	See Typical Sections for Preliminary Concept Alternates. During later phases, other alternate improvements will be developed and finalized with input from the public.



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 pedestrians, bicyclists, and transit users, regardless of age and ability.

DRAINAGE AND GREEN INFRASTRUCTURE CONSIDERATIONS

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 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.

The project budget will consider 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 (potential Cultural Resources) and must be reviewed and potentially addressed.

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

TRAFFIC & SIGNALIZATION INTERSECTIONS

The Projected Average Daily Traffic (ADT) for year 2042 is 16,500.

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
Overhead Electric	●	TBD
Underground Electric	●	TBD
Water	●	TBD
Telephone	●	TBD
CATV/Fiber	●	TBD
Gas Distribution	●	TBD

RIGHT OF WAY CONSIDERATIONS

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

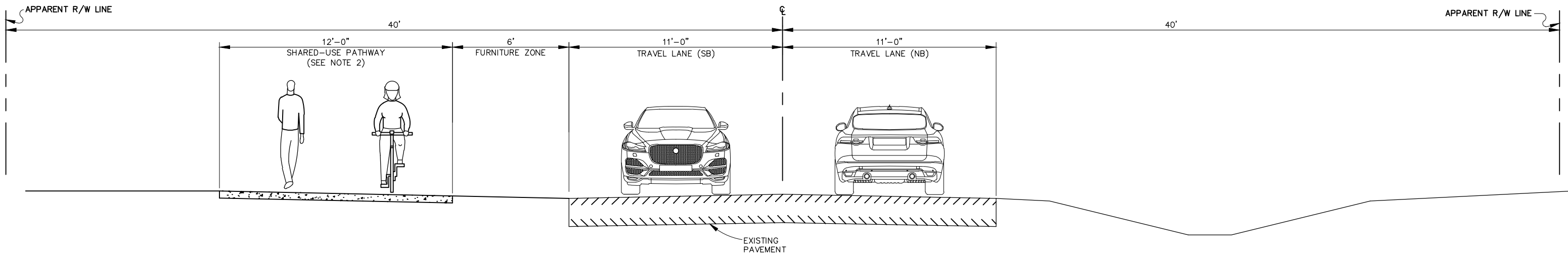




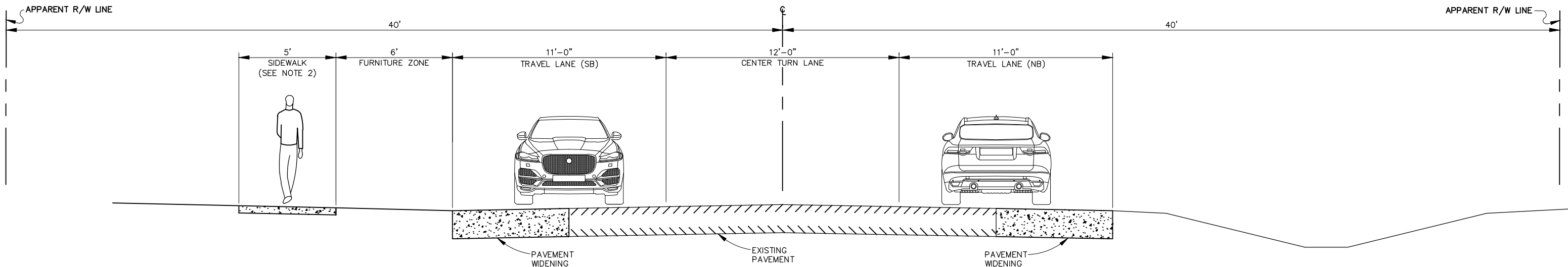
PROJECT CONCEPT PLANS

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





PRELIMINARY CONCEPT
ALTERNATE 1
SCALE: 1"=5'



PRELIMINARY CONCEPT
ALTERNATE 2
SCALE: 1"=5'

NOTES:

1. OTHER ALTERNATE IMPROVEMENTS WILL BE DEVELOPED AND FINALIZED IN LATER PHASES. THESE COULD INCLUDE COMPLETE STREETS, GREEN INFRASTRUCTURE, AND LIGHTING APPLICATIONS.
2. SHARED USE PATH/SIDEWALK MAY BE CONSTRUCTED ON NB OR SB SIDE OF ROAD BASED ON THE DESIGN STUDY.



DRUSILLA LN. (JEFFERSON HWY. TO OLD HAMMOND HWY.)
TYPICAL SECTIONS







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1 of 1

11/21/19

LEGEND:

-  CURRENT BUS STOP
-  EDGE OF PAVEMENT
-  LOT LINES
-  EXIST. S/W







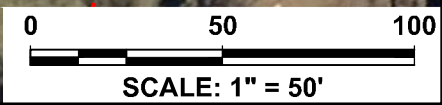
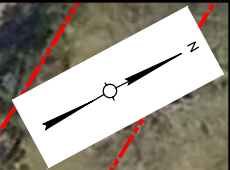
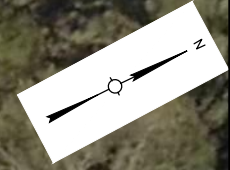
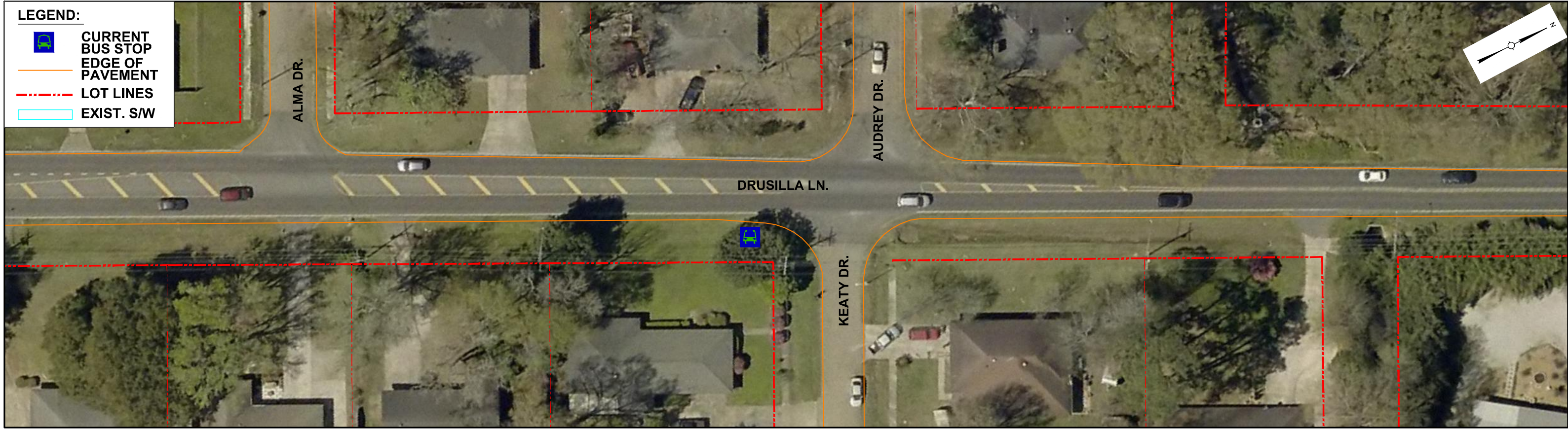
**DRUSILLA LANE CORRIDOR ENHANCEMENT
(JEFFERSON HWY. TO OLD HAMMOND HWY.)**



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11/21/19

LEGEND:

-  CURRENT BUS STOP
-  EDGE OF PAVEMENT
-  LOT LINES
-  EXIST. S/W







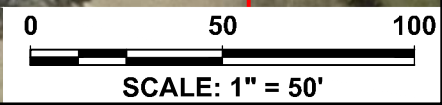
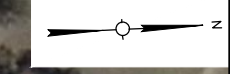
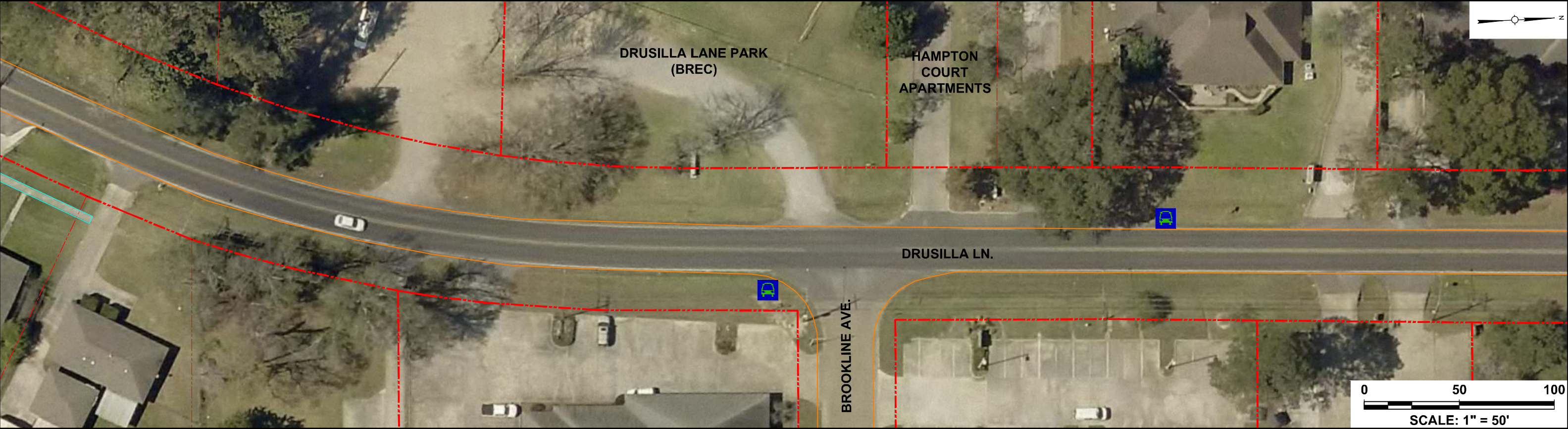
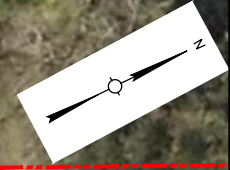
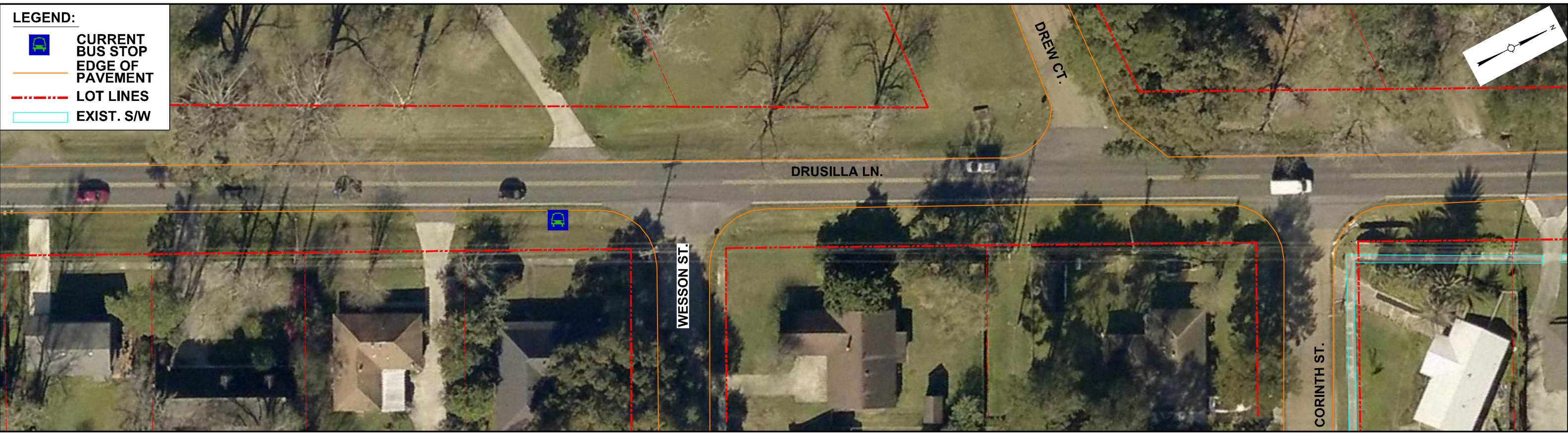
**DRUSILLA LANE CORRIDOR ENHANCEMENT
(JEFFERSON HWY. TO OLD HAMMOND HWY.)**



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LEGEND:

-  CURRENT BUS STOP
-  EDGE OF PAVEMENT
-  LOT LINES
-  EXIST. S/W







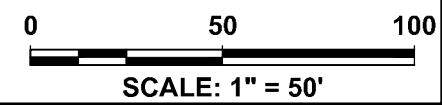
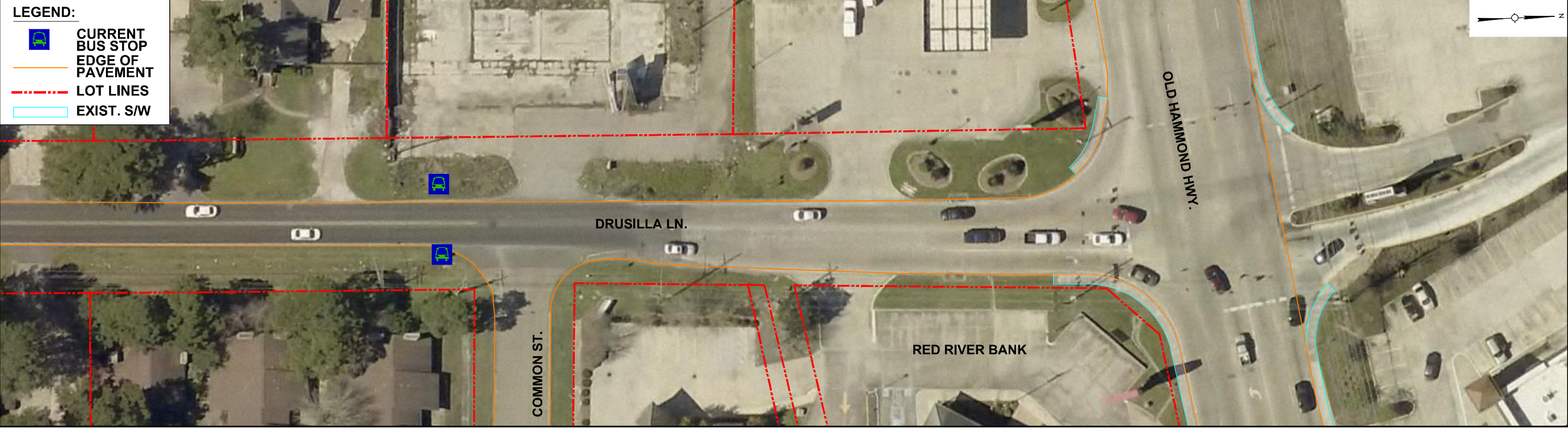
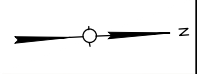
**DRUSILLA LANE CORRIDOR ENHANCEMENT
(JEFFERSON HWY. TO OLD HAMMOND HWY.)**



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11/21/19

LEGEND:

-  CURRENT BUS STOP
-  EDGE OF PAVEMENT
-  LOT LINES
-  EXIST. S/W



**DRUSILLA LANE CORRIDOR ENHANCEMENT
(JEFFERSON HWY. TO OLD HAMMOND HWY.)**



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11/21/19

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