



Project Concept Report

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

Project: Plank Rd. Corridor
Enhancement (N. 22nd St. to Harding
Blvd.)

Date: November 21, 2019

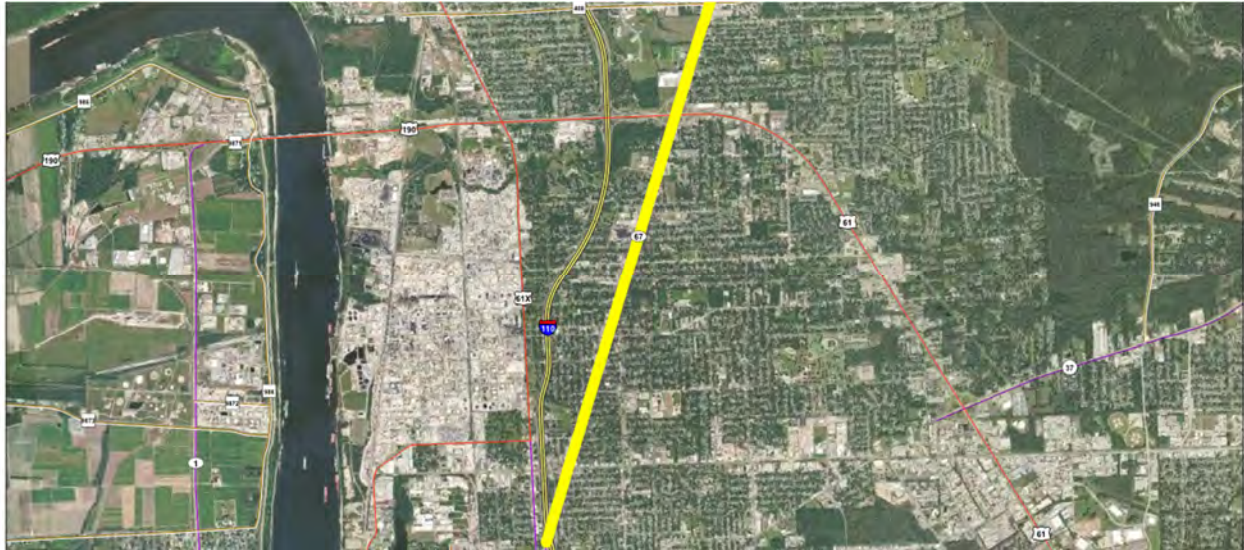


Image above represents broad outline of the project area as shown in 2018 MOVEBR tax plan proposition

Project: Plank Rd. Corridor Enhancement (N. 22nd St. to Harding Blvd.)

MOVEBR Program ID:	CEP-52
Project Length (feet):	23,000
Estimated Cost:	\$15,000,000
Funded from Proposition:	\$15,000,000

PROJECT OVERVIEW

This project proposes to enhance pedestrian and cyclist mobility. Right-of-way space will be considered to identify opportunities to improve sidewalks and provide bicycle accommodates where feasible as well as improve sidewalk access to current transit stops, thereby enhancing multi-modal access throughout the corridor. Plank Rd. has one of the highest bus ridership totals in the parish and is also part of the potential Bus Rapid Transit route. High visibility crosswalks at all intersections and pedestrian countdown signals at major intersections will be considered. Access management principles will also be considered to better control access to current public facilities and commercial businesses. Signalized intersection improvements may also be required at major intersections. Findings from both the Plank-Nicholson Bus Rapid Transit study and the Plank Road Master Plan must be taken into consideration for this project.

Current Condition:	Four-lane undivided w/sidewalks (I-110 to Evangeline St.) Four-lane w/two-way left turn lane and sidewalks (Evangeline St. to Sumrall Dr.) Four-lane divided w/sidewalks (Sumrall Dr. to Harding Blvd.)
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 Flood Zone AE, which is considered 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 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;

Environmental considerations have been identified including potential Cultural Resources, Underground Storage Tanks needing remediation, and Railroad impacts 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 52,000 (north of Airline).

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
Sanitary Sewer	●	TBD
Telephone	●	TBD
CATV/Fiber	●	TBD
Gas Distribution	●	TBD
Gas HP Pipeline	●	TBD

RIGHT OF WAY CONSIDERATIONS

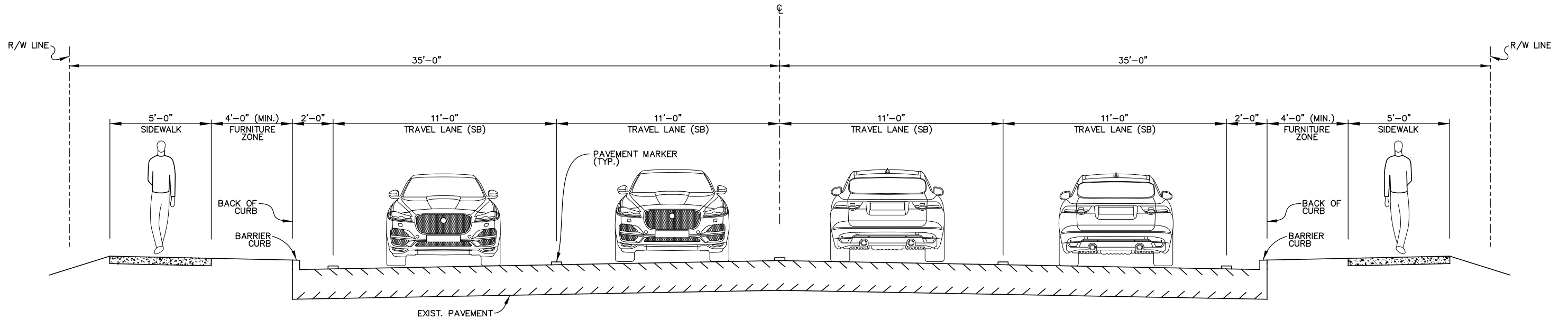
Minimal residential or commercial right of way acquisitions are anticipated at this time.



PROJECT CONCEPT MAP

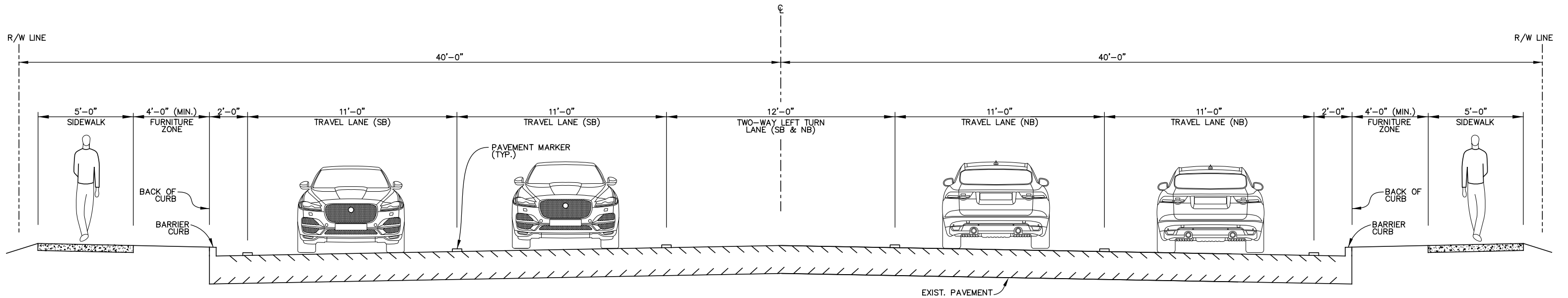
The following pages provide a potential solution(s) for the proposed project. The project features and layouts, shown within the typical section(s) and concept plans, will be further refined through planning and design phases of the project.





PRELIMINARY CONCEPT ALTERNATE 1 (N 22ND ST. TO EVANGELINE ST.)

SCALE: 1"=5'



PRELIMINARY CONCEPT ALTERNATE 1 (EVANGELINE ST. TO AIRLINE HWY.)

SCALE: 1"=5'

NOTE: OTHER ALTERNATE IMPROVEMENTS WILL BE DEVELOPED AND FINALIZED IN LATER PHASES. THESE COULD INCLUDE OTHER COMPLETE STREETS, GREEN INFRASTRUCTURE, AND LIGHTING APPLICATIONS.



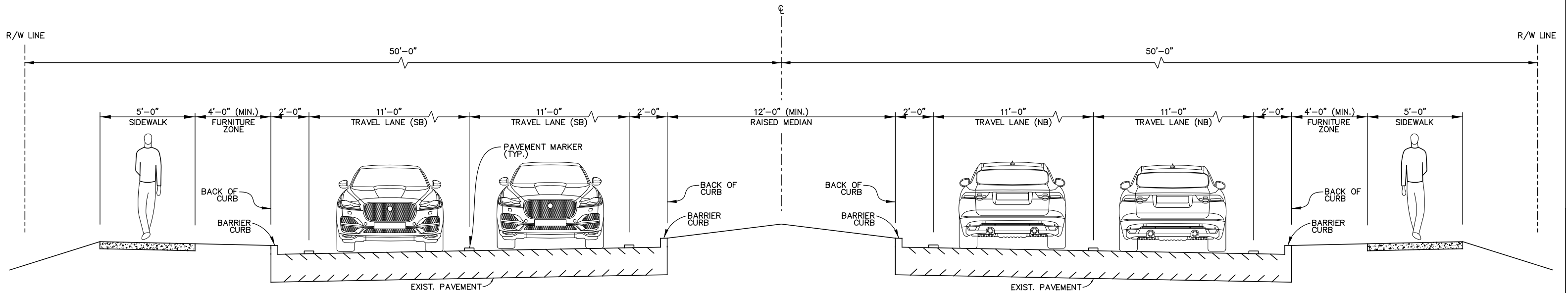
PLANK ROAD TYPICAL SECTIONS



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PRELIMINARY CONCEPT ALTERNATE 1 (AIRLINE HWY. TO HARDING BLVD.)
 SCALE: 1"=5'

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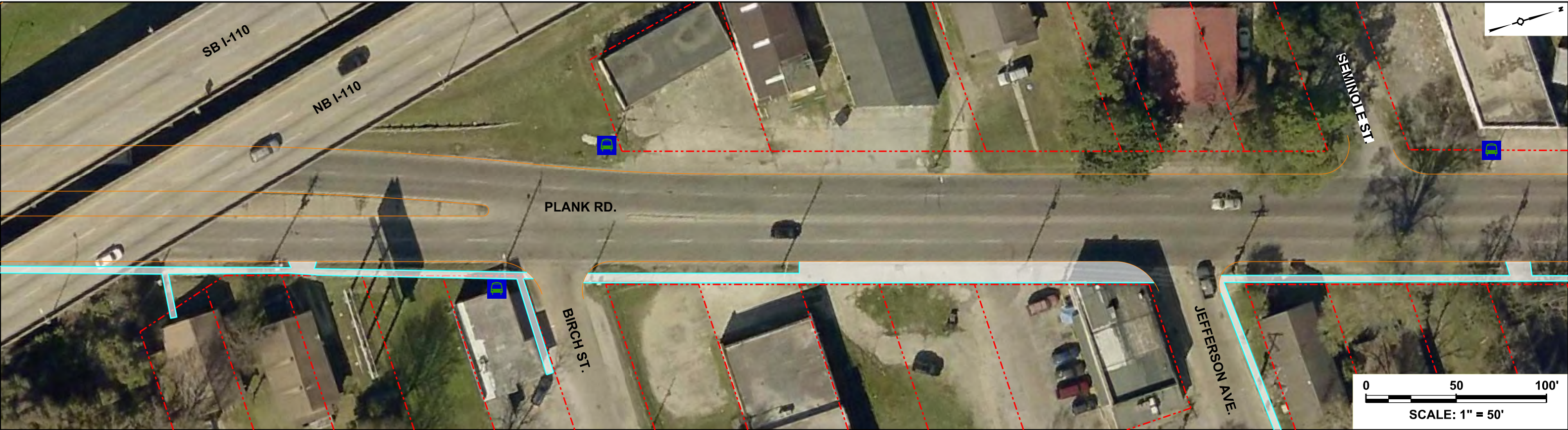
PLANK ROAD TYPICAL SECTIONS



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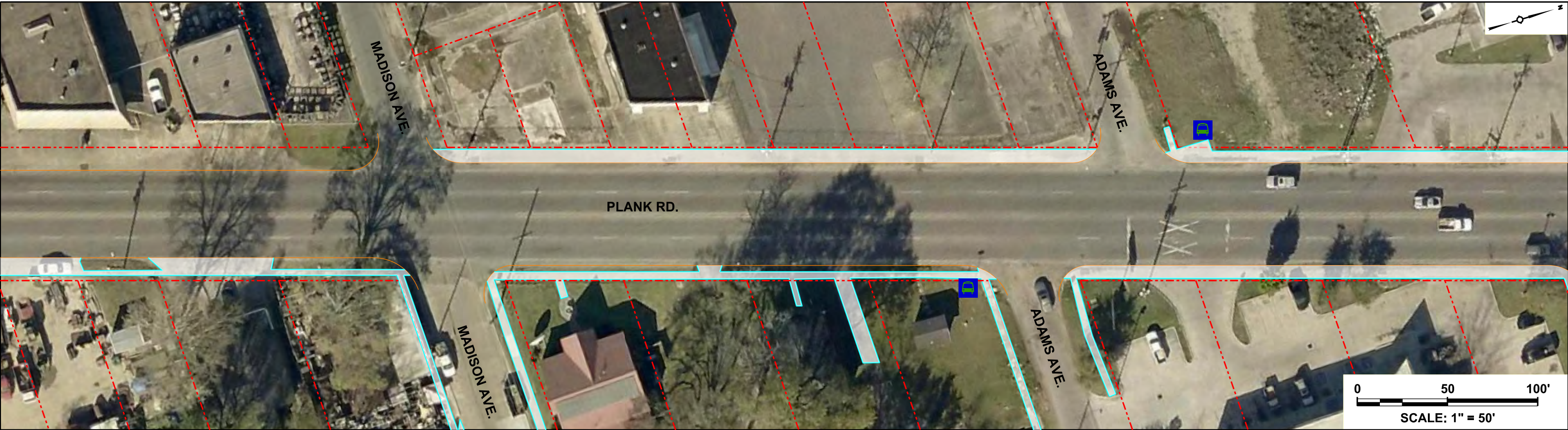
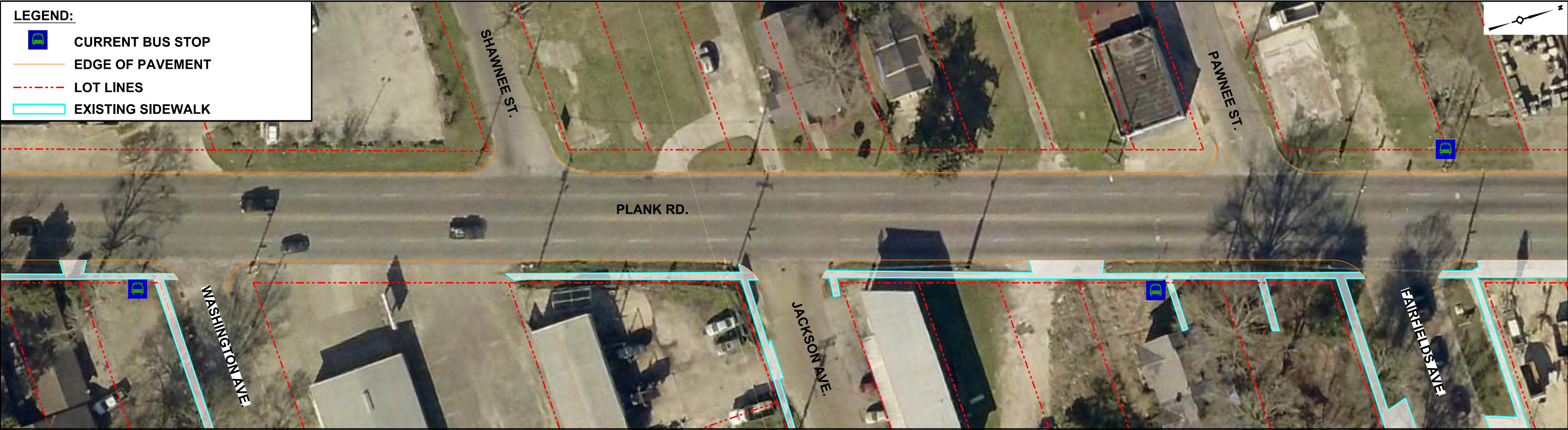
PLANK RD. CORRIDOR ENHANCEMENT
(N. 22ND ST. TO HARDING BLVD.)



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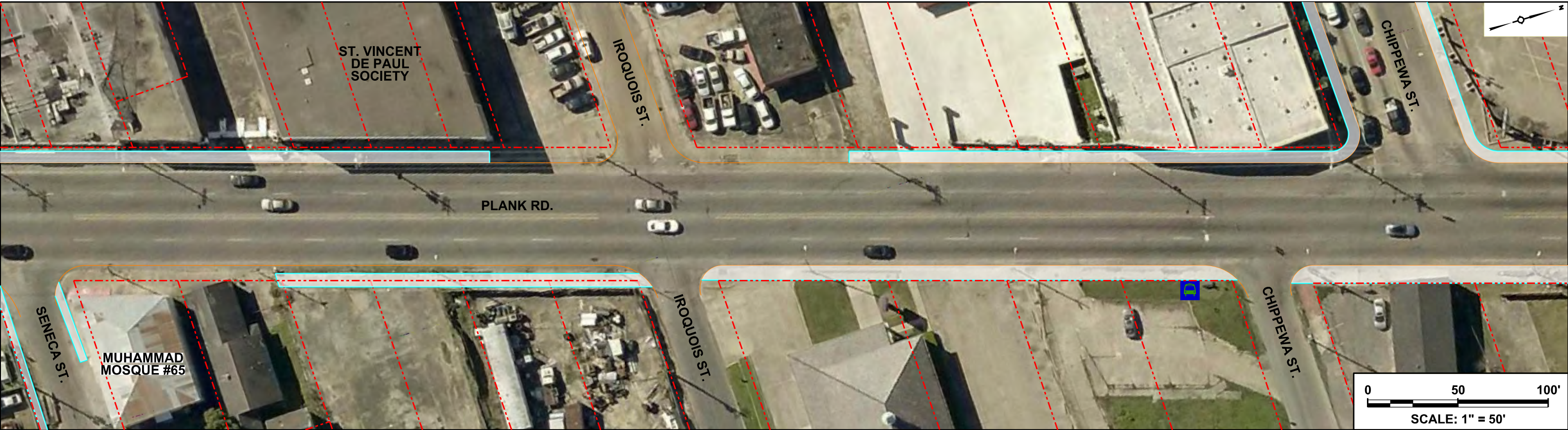
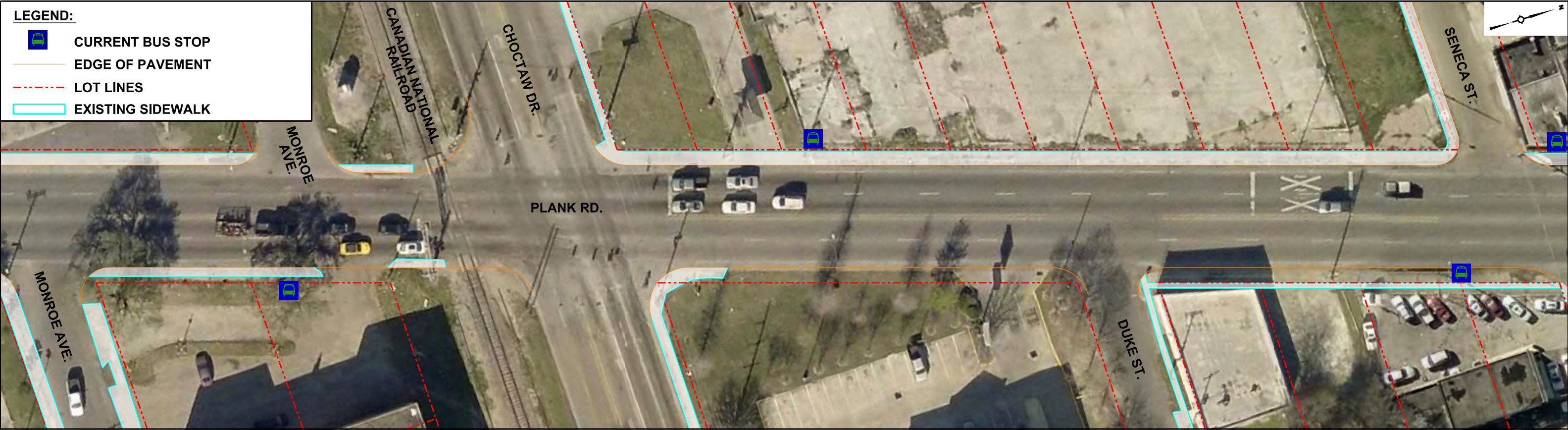
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PLANK RD. CORRIDOR ENHANCEMENT
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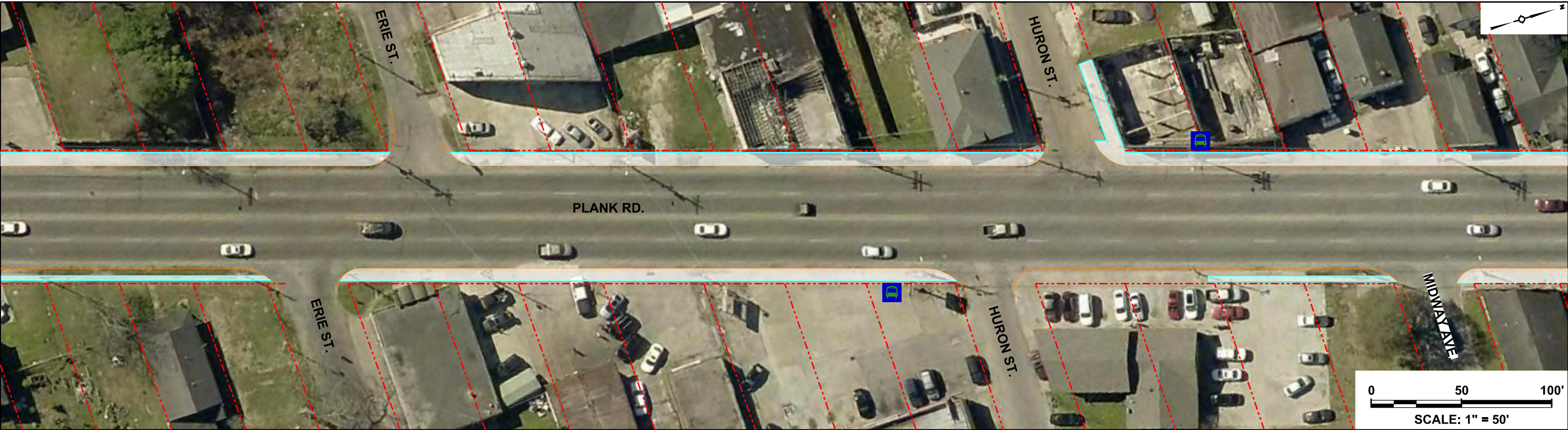
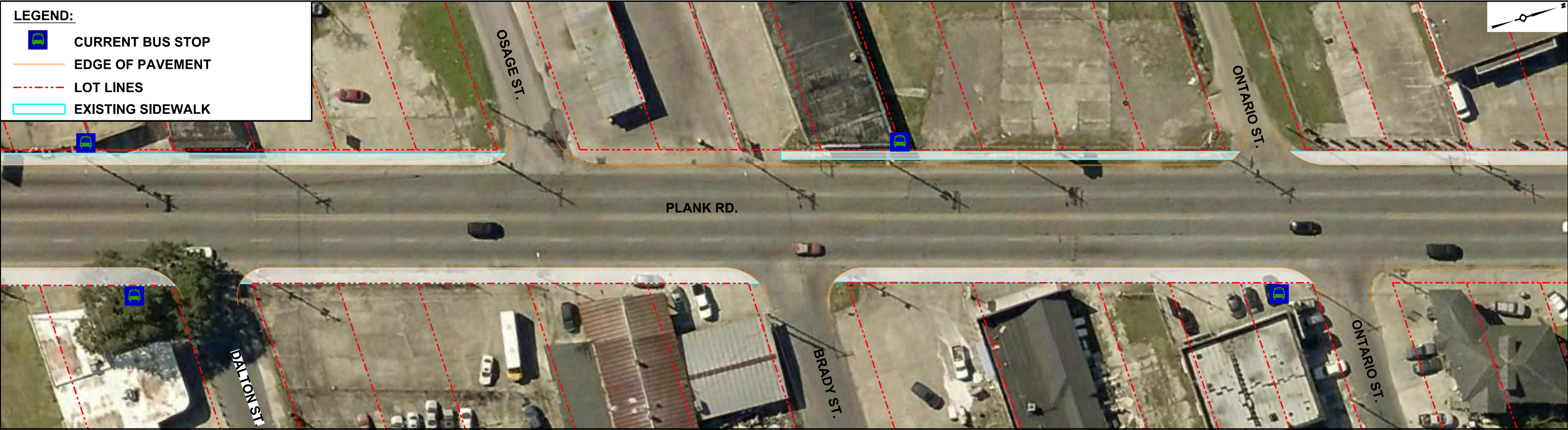
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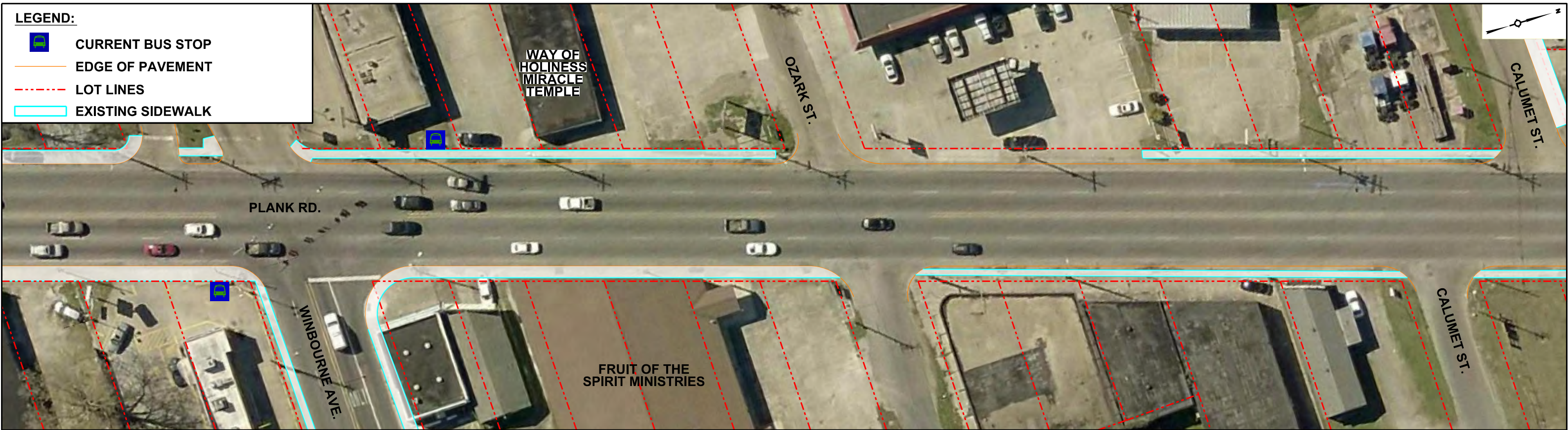
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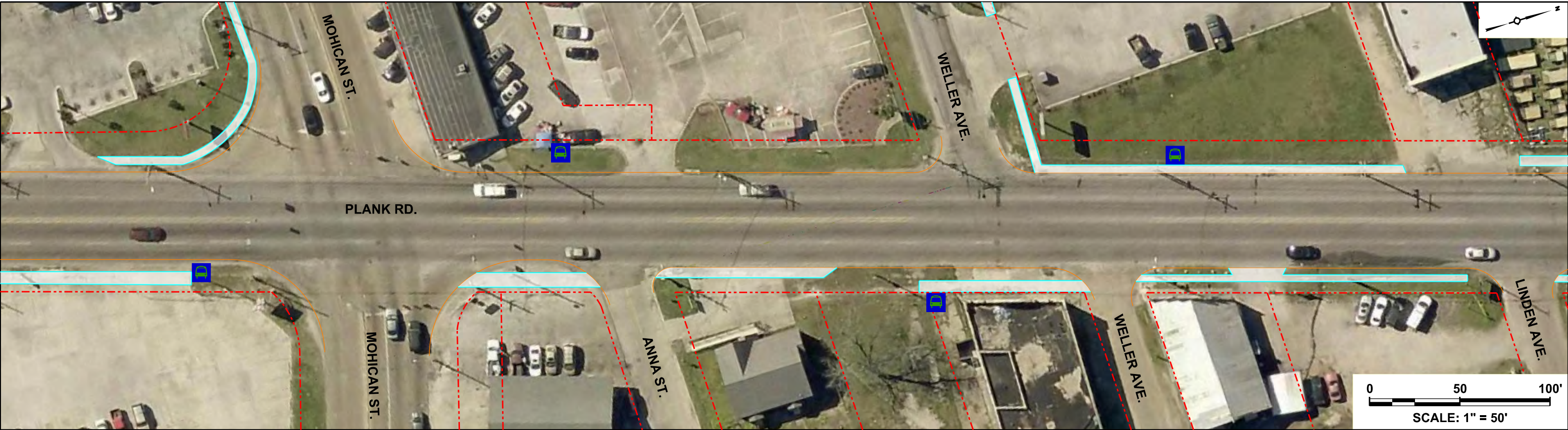
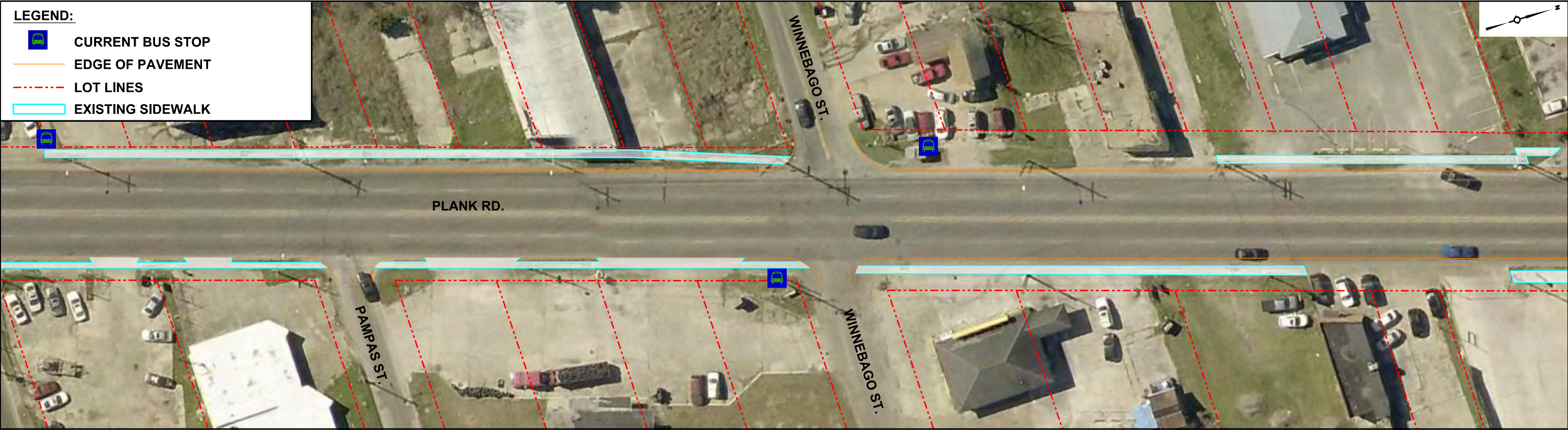
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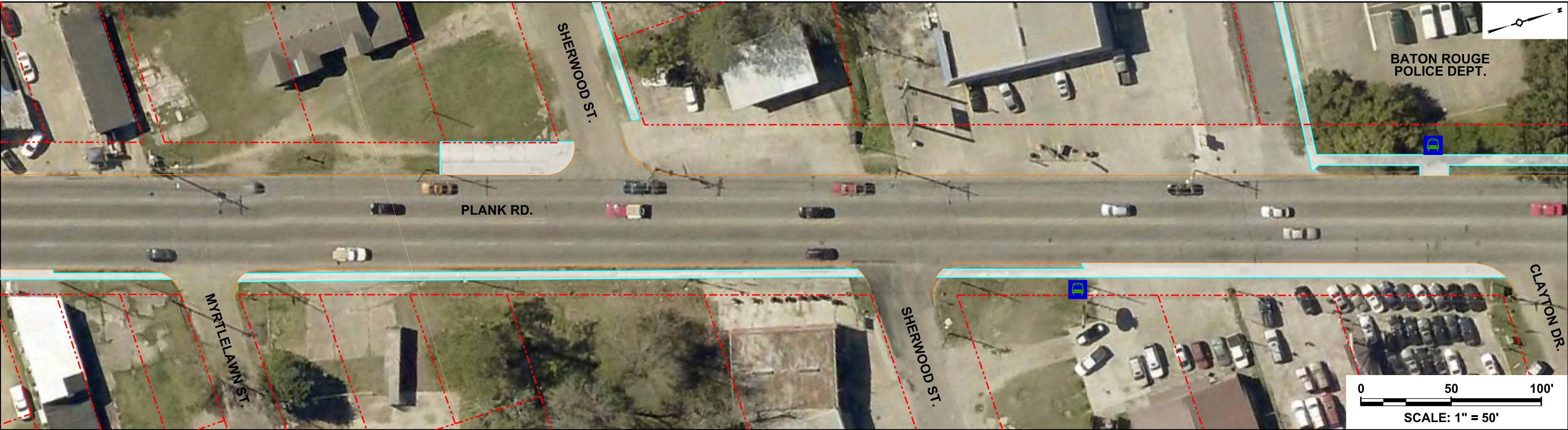






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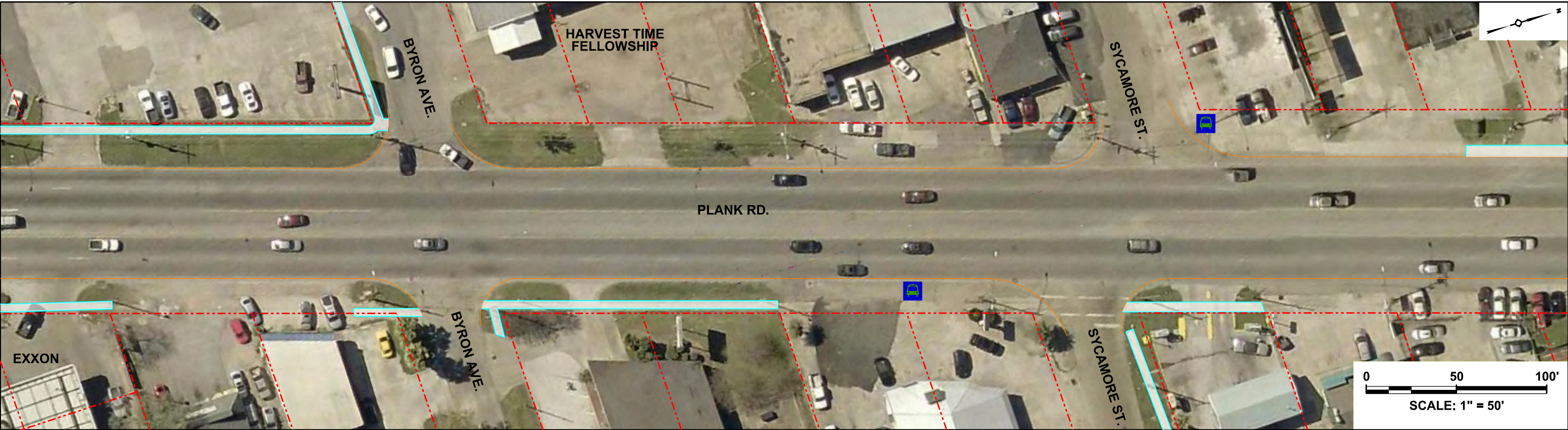
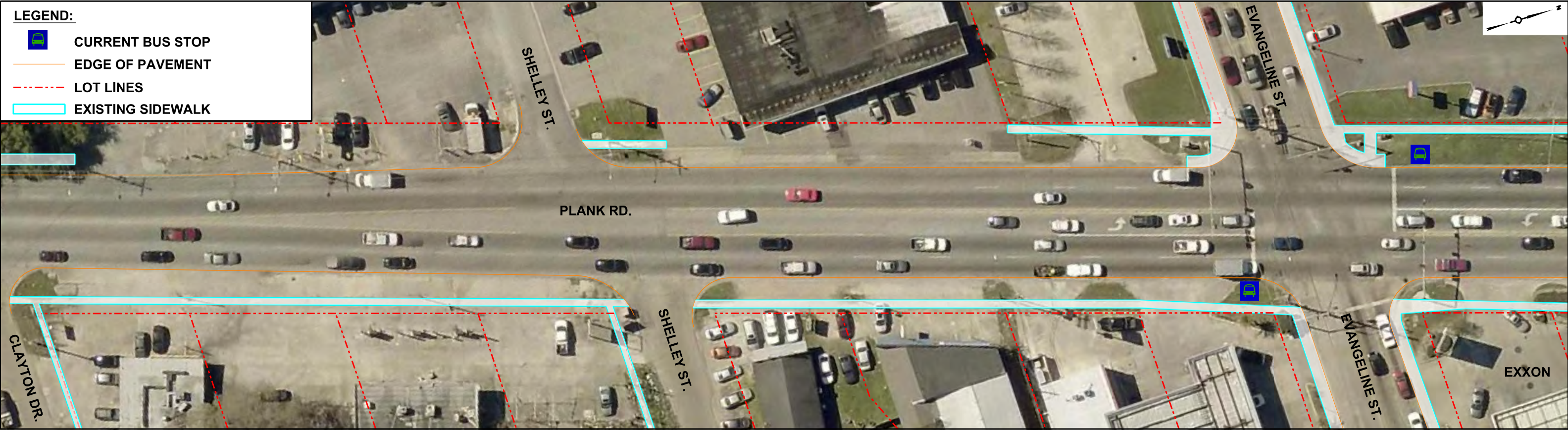
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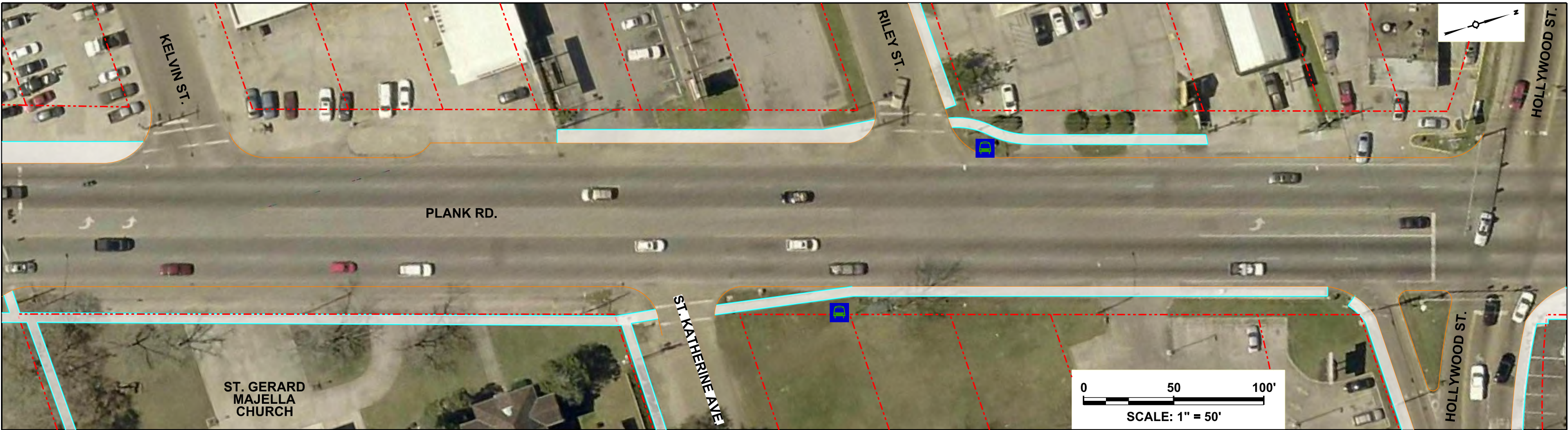
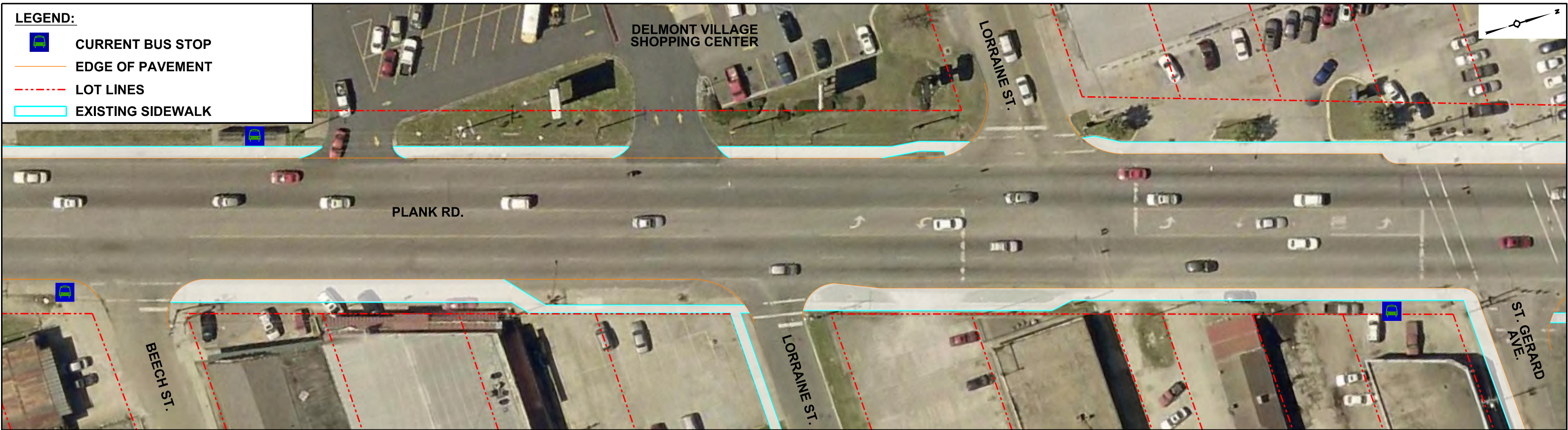


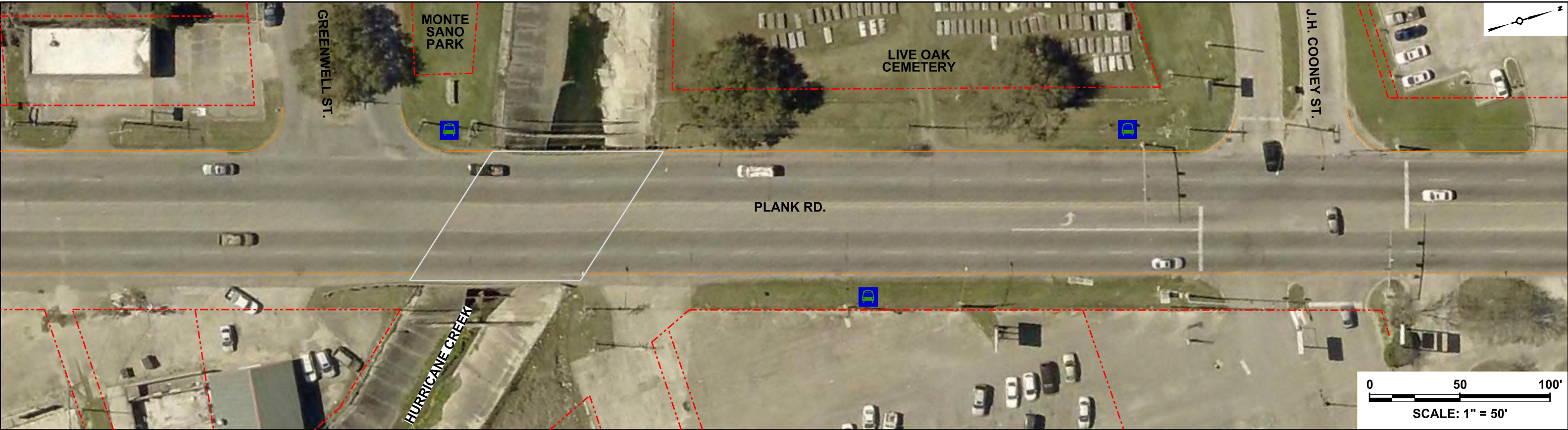
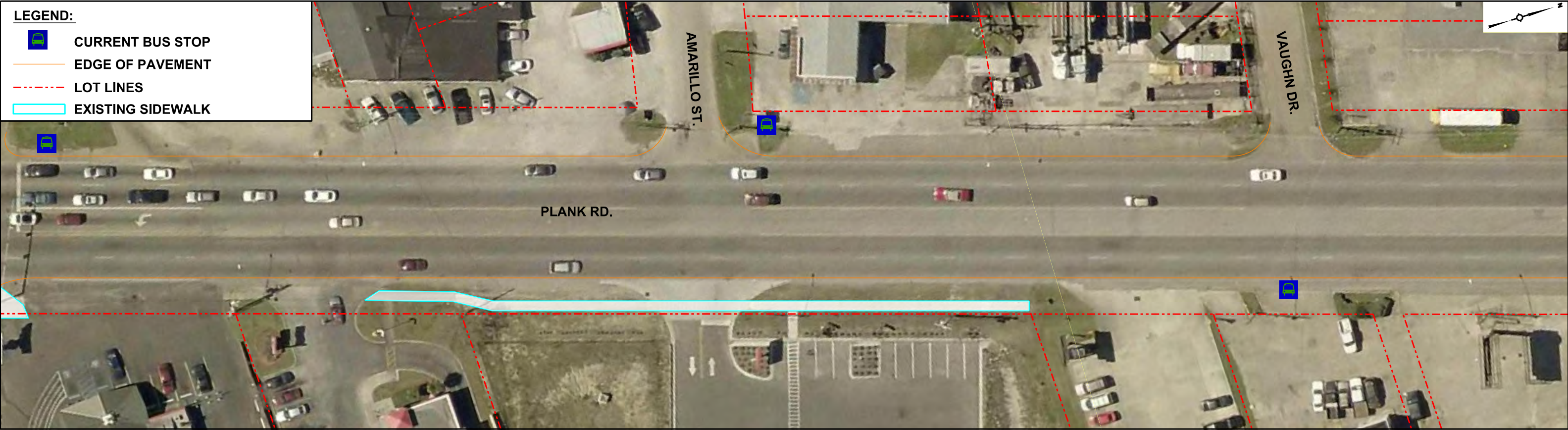
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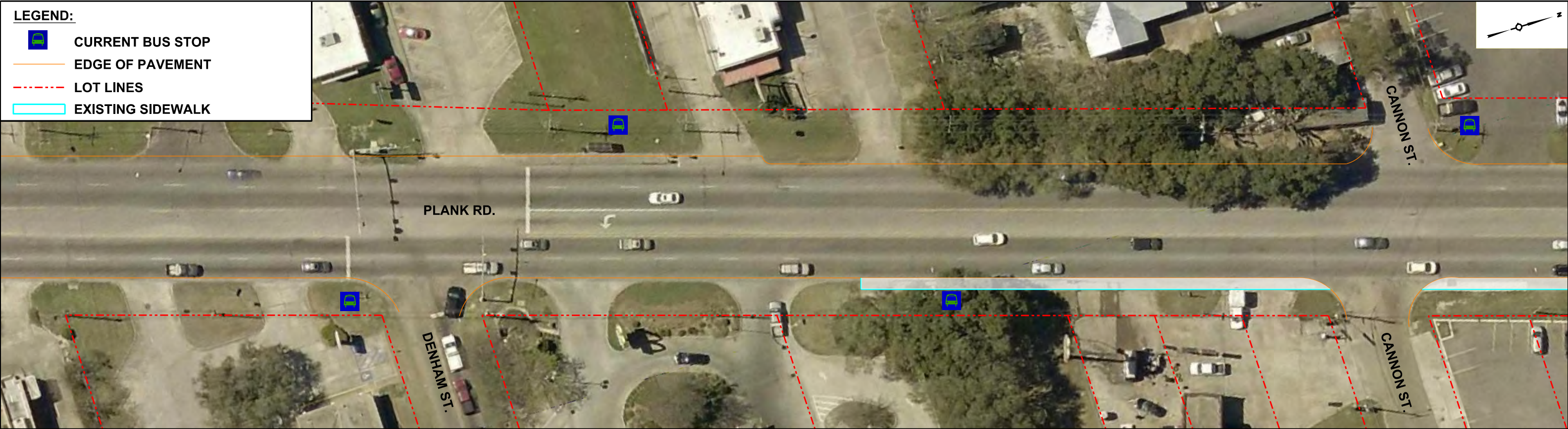
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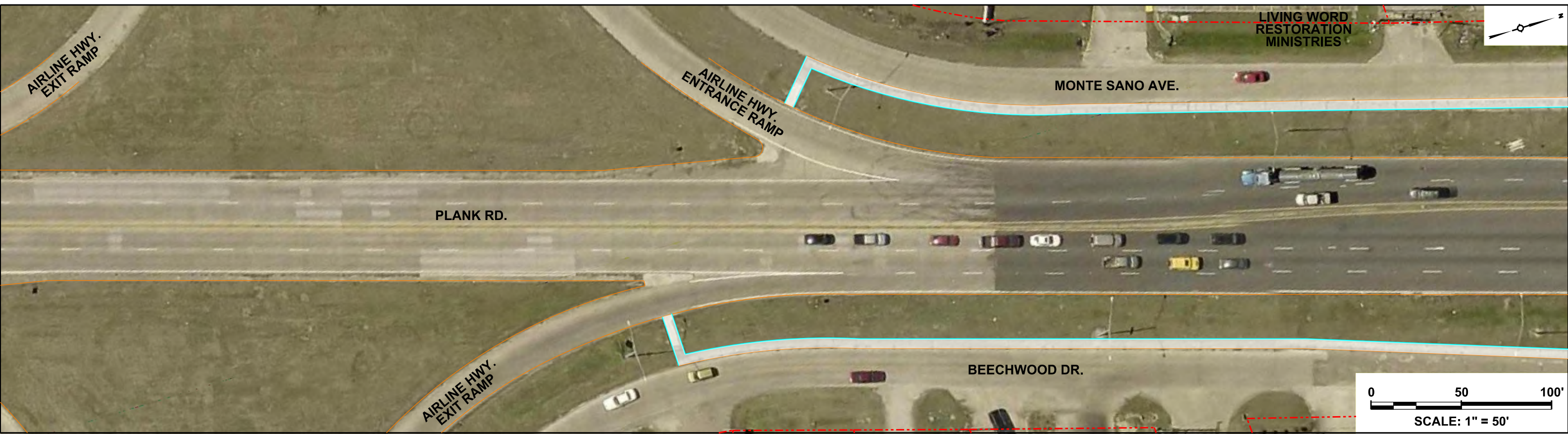
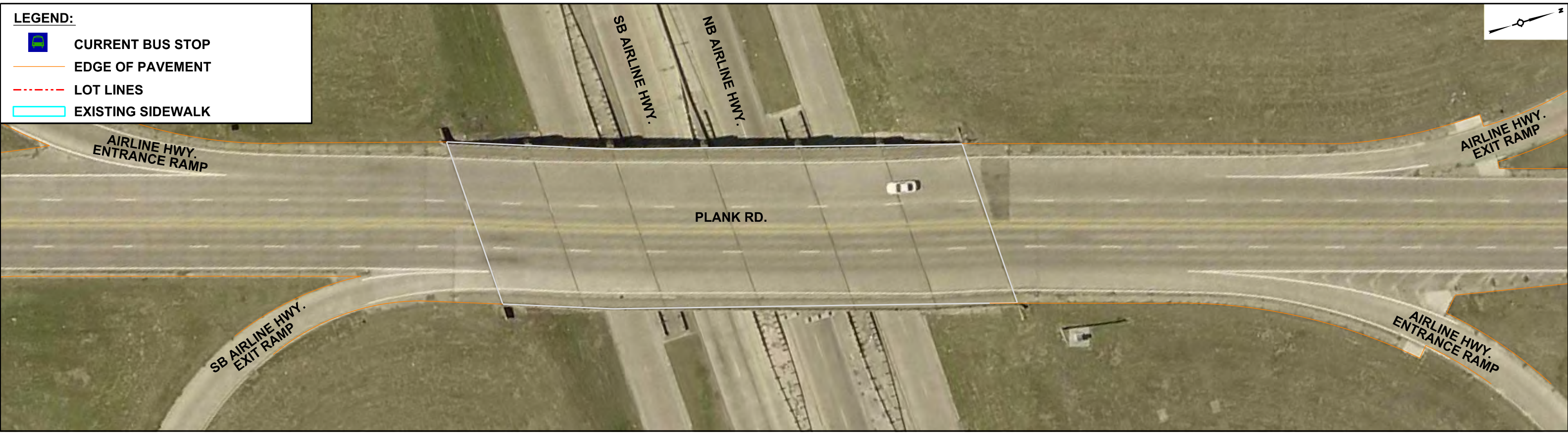
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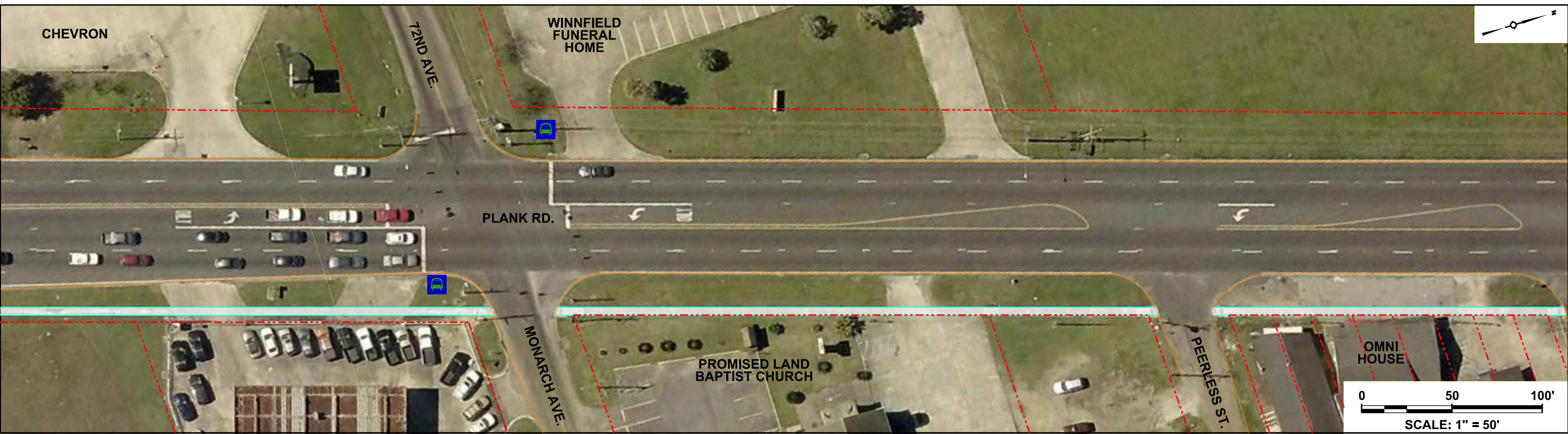
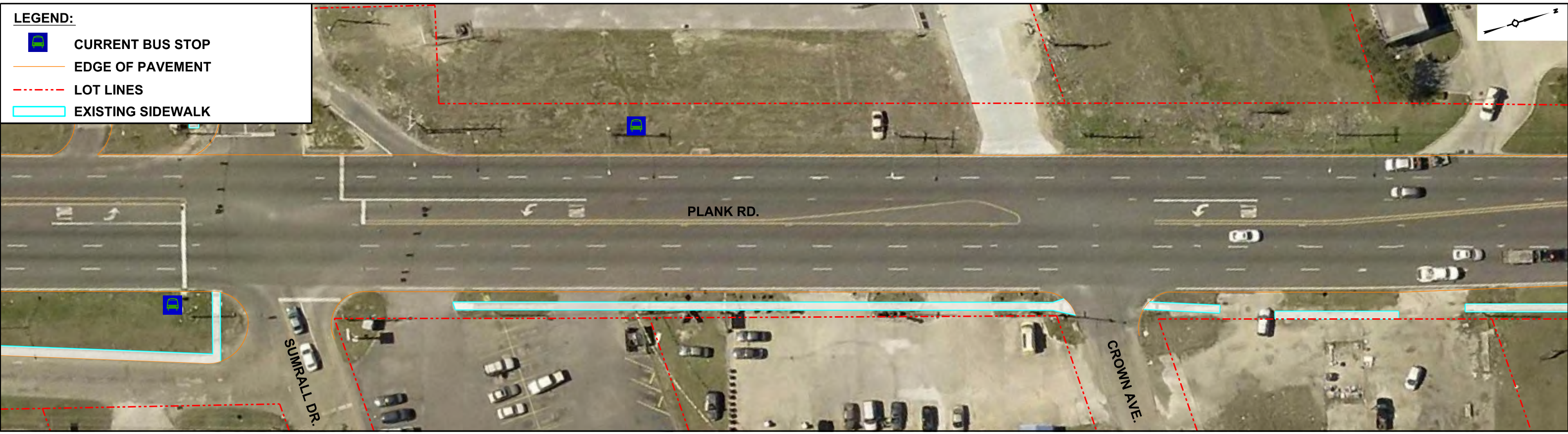
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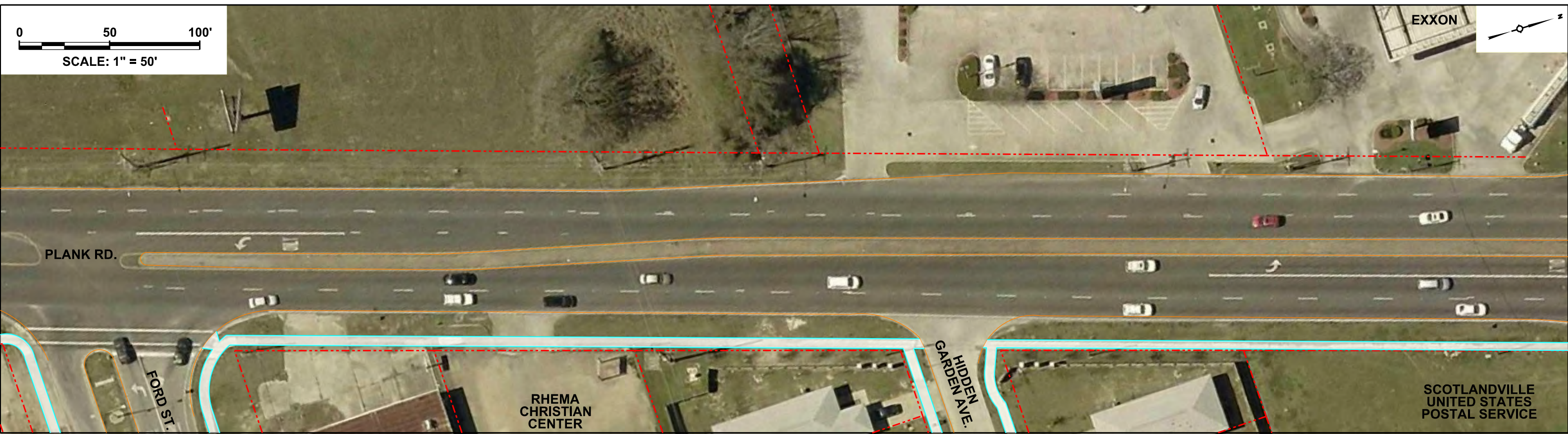
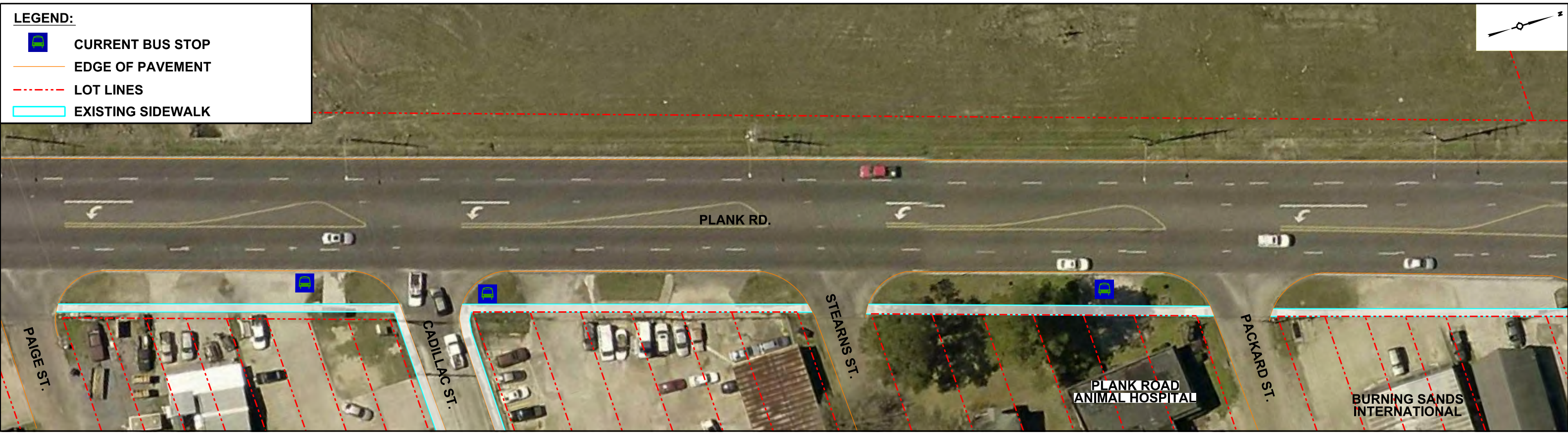
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