



Project Concept Report

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

Project: Florida Blvd. Corridor
Enhancement (I-110 to Airline)

Date: March 22, 2021



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

Project: Florida Blvd. Corridor Enhancement (I-110 to Airline)*

| | |
|--------------------------|--------------|
| MOVEBR Program ID: | CEP-56 |
| Project Length (feet): | 26,500 |
| Estimated Cost: | \$48,000,000 |
| Funded from Proposition: | \$24,000,000 |

**NOTE: Project will be divided into two sections/MOVEBR contracts, but limits of corridor improvements will remain unchanged.*

PROJECT OVERVIEW

This project is proposed to enhance pedestrian and cyclist mobility. Right-of-way space will be considered to identify opportunities to improve sidewalks and provide bicycle accommodations where feasible as well as improve sidewalk access to current transit stops, thereby enhancing multi-modal access throughout the corridor. The CATS Bus Terminal at N. 22nd St., located along this corridor, is a high pedestrian traffic area. There are several areas with disconnected sidewalks, so sidewalk connectivity is also proposed corridor-wide. High visibility crosswalks at all intersections and pedestrian countdown signals at signalized intersections will also be considered. **It should be noted that this MOVEBR project has been broken into segments. The Florida Boulevard Corridor Enhancement – Segment 1 (I-110 to N. 22nd) project limits have been incorporated into the overall scope of the Baton Rouge Bus Rapid Transit (BRT) as the overall BRT route includes this section of roadway.**



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|---------------------|---|
| Current Condition: | Four-lane undivided w/sidewalks (I-110 to N. Beck St.) Six-lane divided w/sidewalks (N. Beck St. to Airline Hwy.) |
| 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 is 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 and will continue to do so. (From I-110 to N. Beck St.)

Existing drainage for the project area utilizes an open (ditch) system, and the proposed drainage system will continue to do so. (From N. Beck St. to Airline Hwy.)

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 and must be reviewed and potentially addressed, which may include Cultural Resources, Underground Storage Tanks needing remediation, and 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 55,500 (east end near Airline Hwy.).

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 |



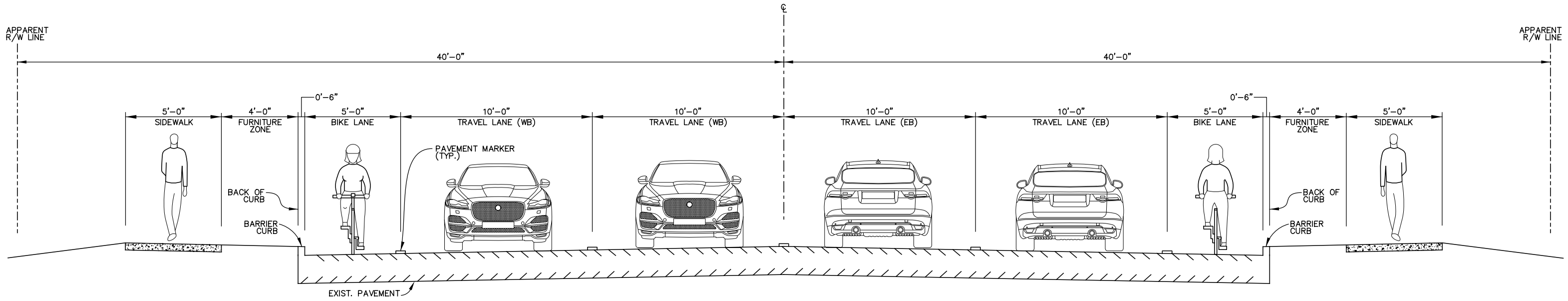
RIGHT OF WAY CONSIDERATIONS

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

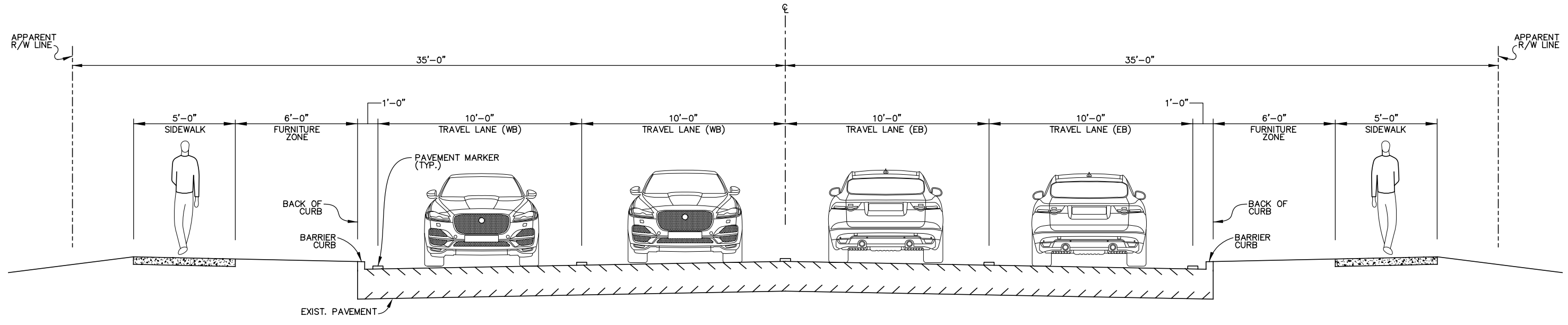
PROJECT CONCEPT PLANS

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 (I-110 TO N. 19TH ST.)
SCALE: 1"=5'



PRELIMINARY CONCEPT ALTERNATE (N. 22ND ST. TO PEACHTREE BLVD.)
SCALE: 1"=5'

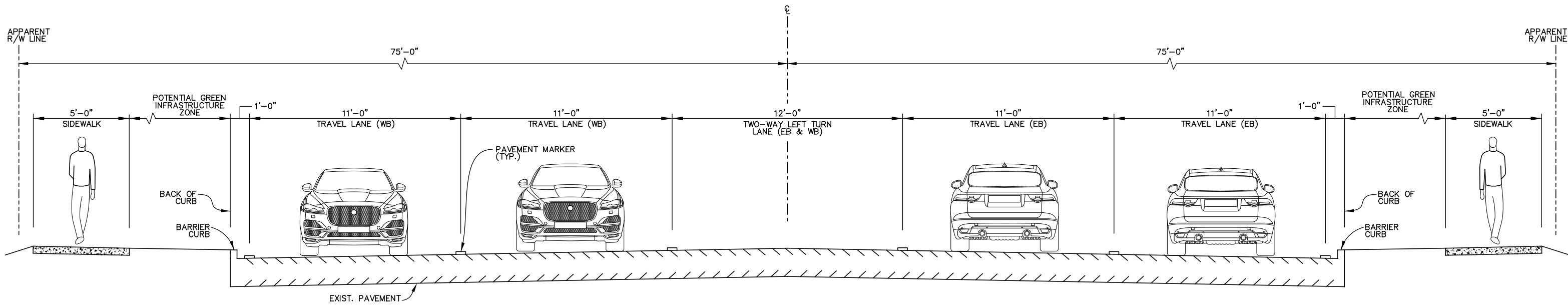
NOTE: OTHER ALTERNATE IMPROVEMENTS WILL BE DEVELOPED AND FINALIZED IN LATER PHASES. THESE COULD INCLUDE OTHER COMPLETE STREETS, GREEN INFRASTRUCTURE, AND LIGHTING APPLICATIONS.



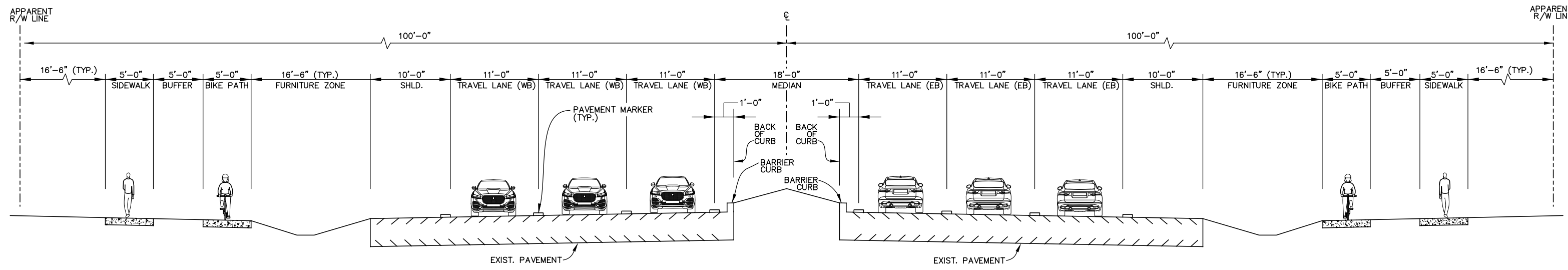
**FLORIDA BOULEVARD
TYPICAL SECTIONS**



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PRELIMINARY CONCEPT ALTERNATE 1 (PEACHTREE BLVD. TO N. FOSTER DR.)
SCALE: 1"=5'



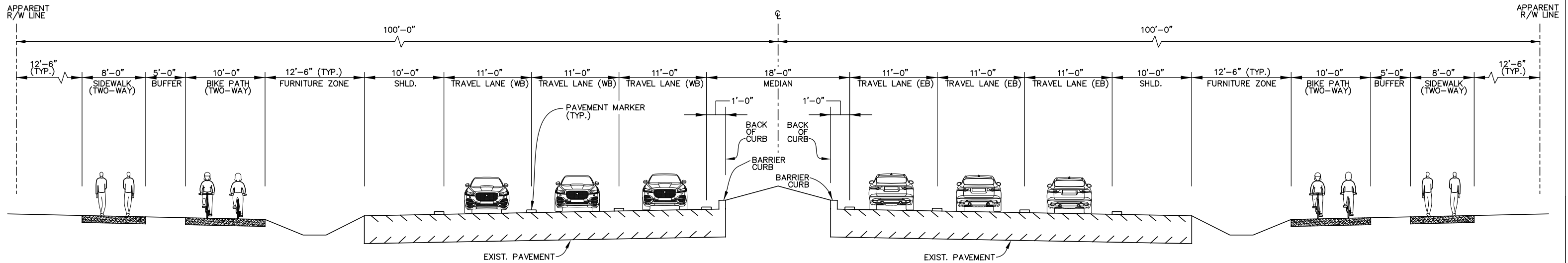
PRELIMINARY CONCEPT ALTERNATE 1 (N. FOSTER DR. TO WOODDALE BLVD.)
SCALE: 1"=12'

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FLORIDA BOULEVARD TYPICAL SECTIONS





PRELIMINARY CONCEPT ALTERNATE 2 (N. FOSTER DR. TO WOODDALE BLVD.)

SCALE: 1"=12'

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**FLORIDA BOULEVARD
TYPICAL SECTIONS**







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LEGEND:

-  CURRENT BUS STOP
-  EDGE OF PAVEMENT
-  LOT LINES
-  EXISTING SIDEWALK

NOTE:
 THIS MOVEBR PROJECT HAS BEEN BROKEN INTO TWO SEGMENTS. THE FLORIDA BOULEVARD CORRIDOR ENHANCEMENT - SEGMENT 1 (I-110 - N. 22ND) PROJECT LIMITS HAVE BEEN INCORPORATED INTO THE OVERALL SCOPE OF THE BATON ROUGE BUS RAPID TRANSIT PROJECT (BRT) AS THE OVERALL BRT ROUTE INCLUDES THIS SECTION OF ROADWAY.



FLORIDA BLVD. CORRIDOR ENHANCEMENT
 (I-110 TO AIRLINE)



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FLORIDA BLVD. CORRIDOR ENHANCEMENT
(I-110 TO AIRLINE)

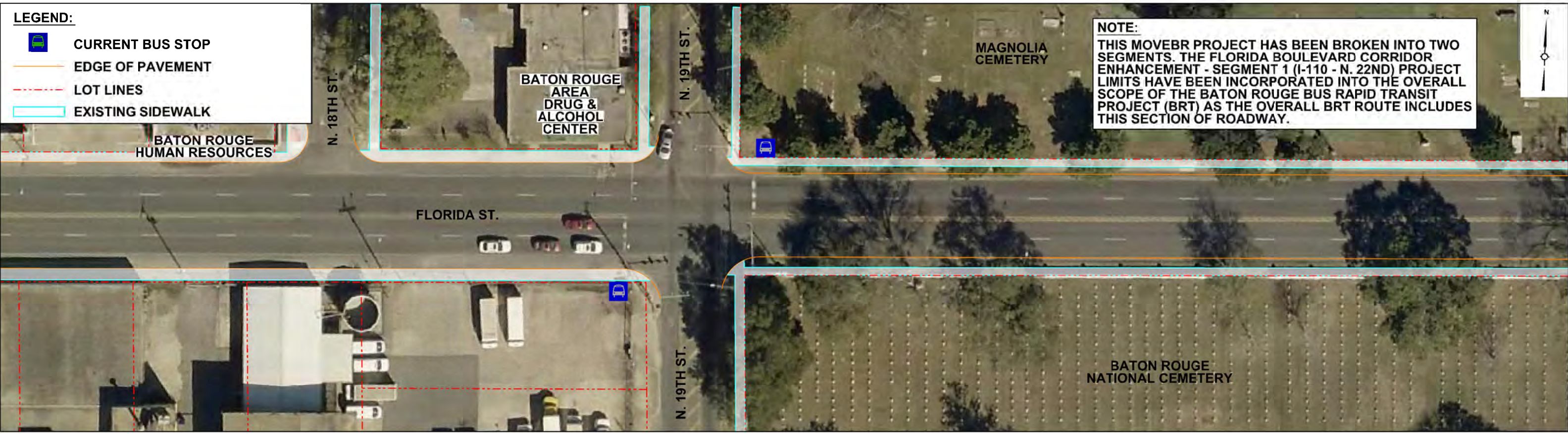


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LEGEND:

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-  EDGE OF PAVEMENT
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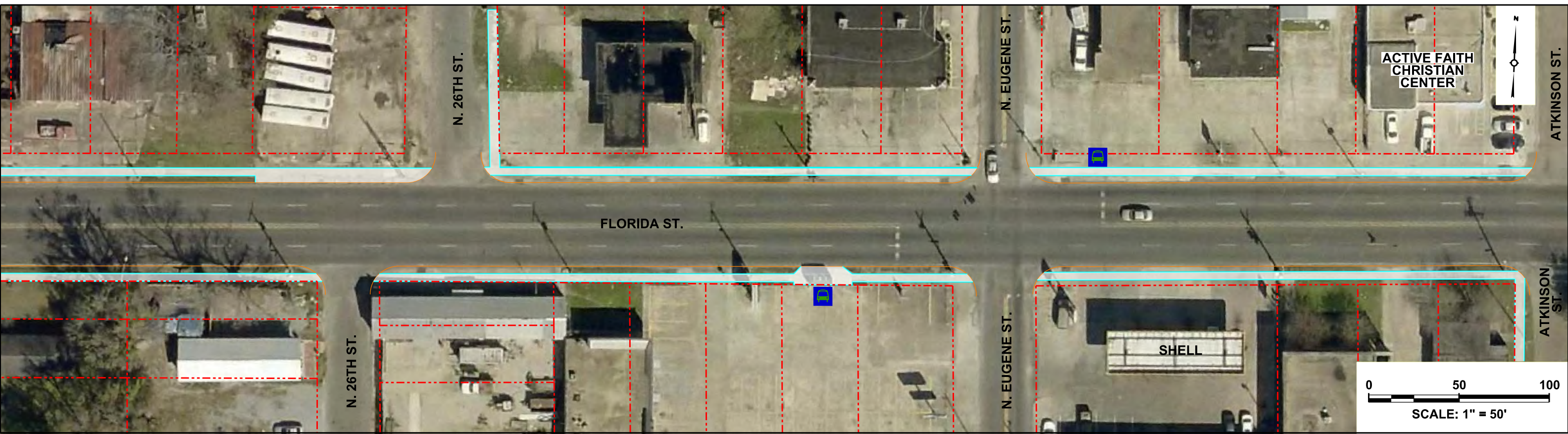
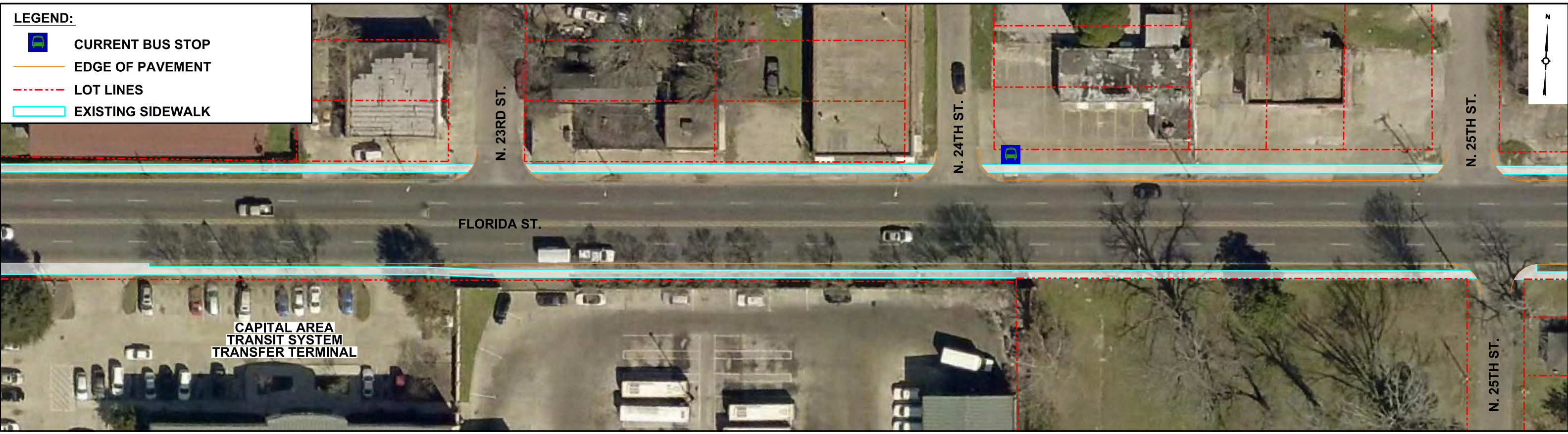
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FLORIDA BLVD. CORRIDOR ENHANCEMENT
 (I-110 TO AIRLINE)



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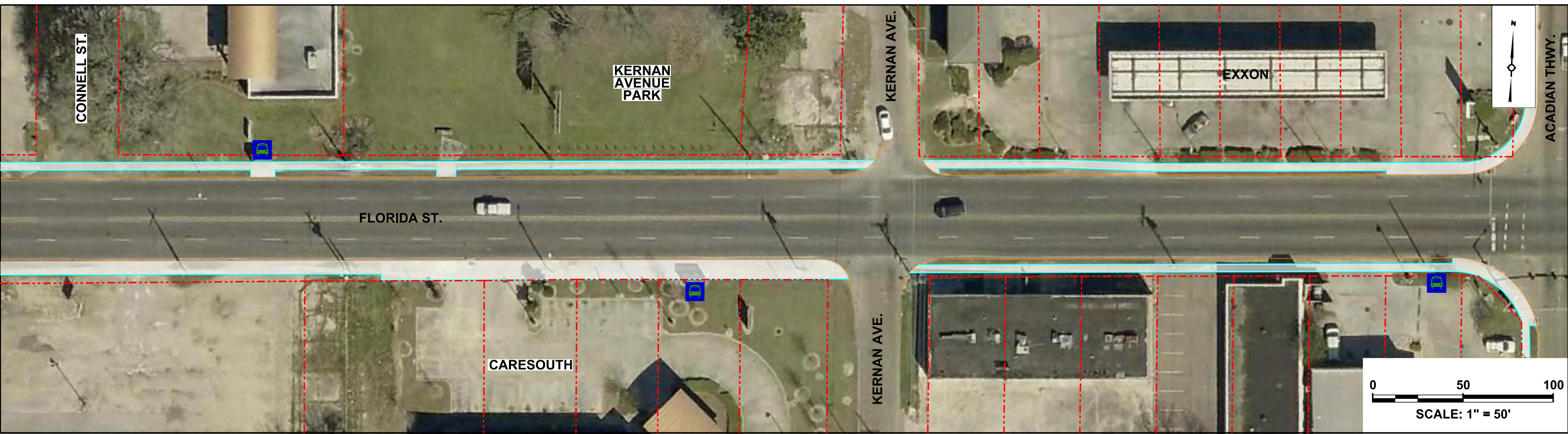
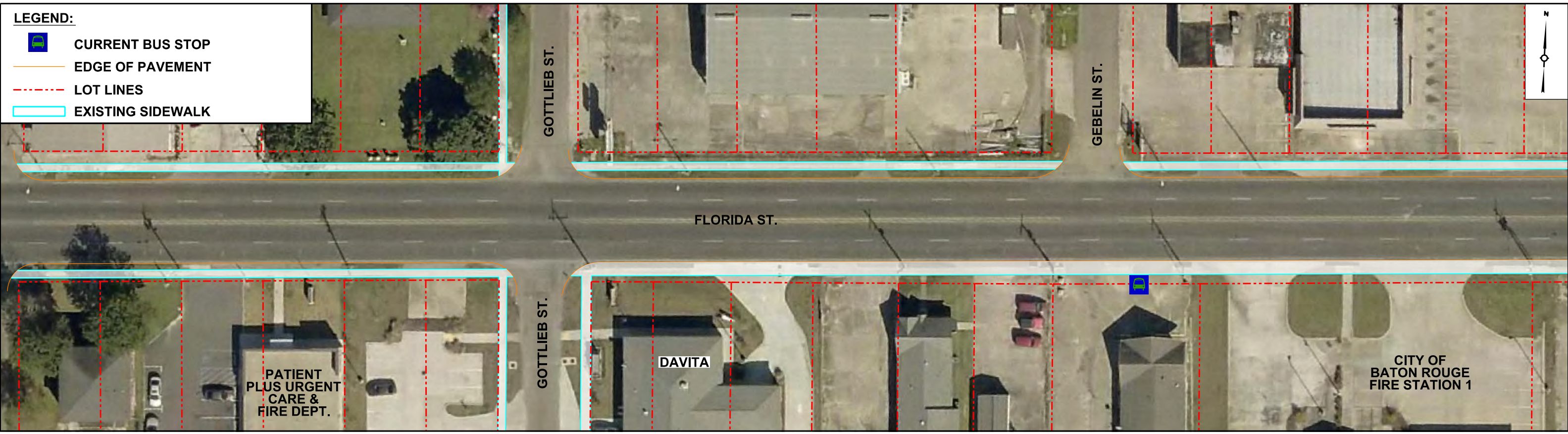
FLORIDA BLVD. CORRIDOR ENHANCEMENT
(I-110 TO AIRLINE)



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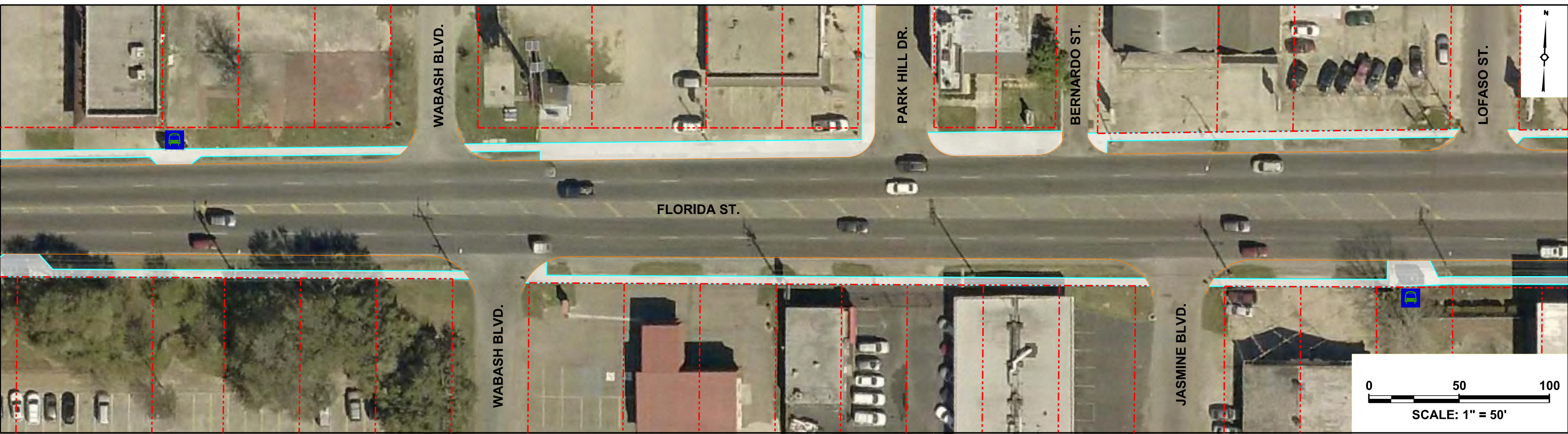
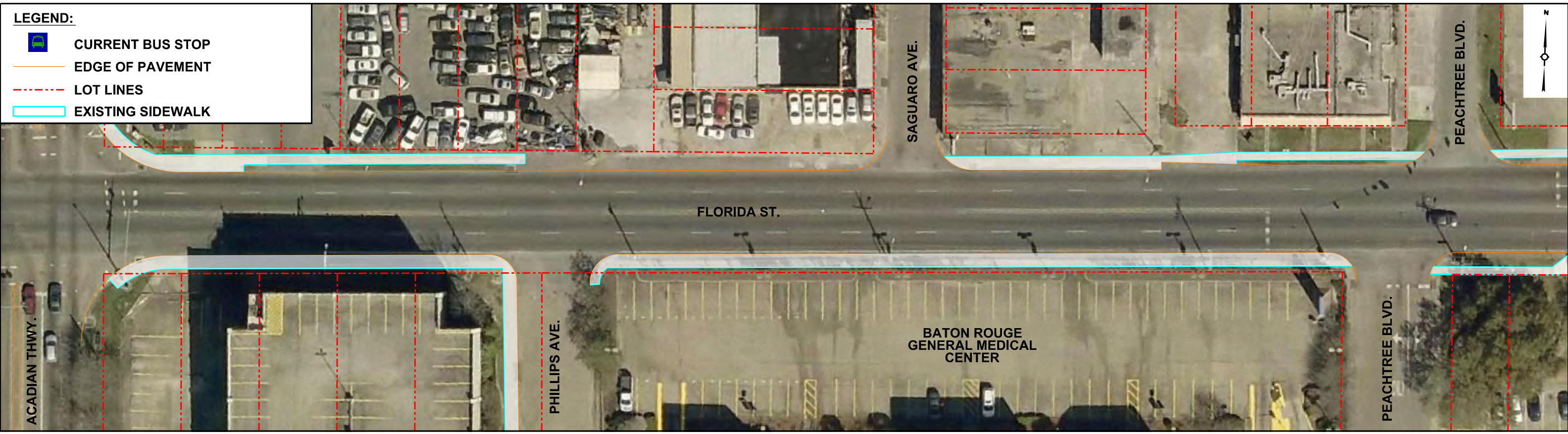
-  CURRENT BUS STOP
-  EDGE OF PAVEMENT
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FLORIDA BLVD. CORRIDOR ENHANCEMENT
(I-110 TO AIRLINE)

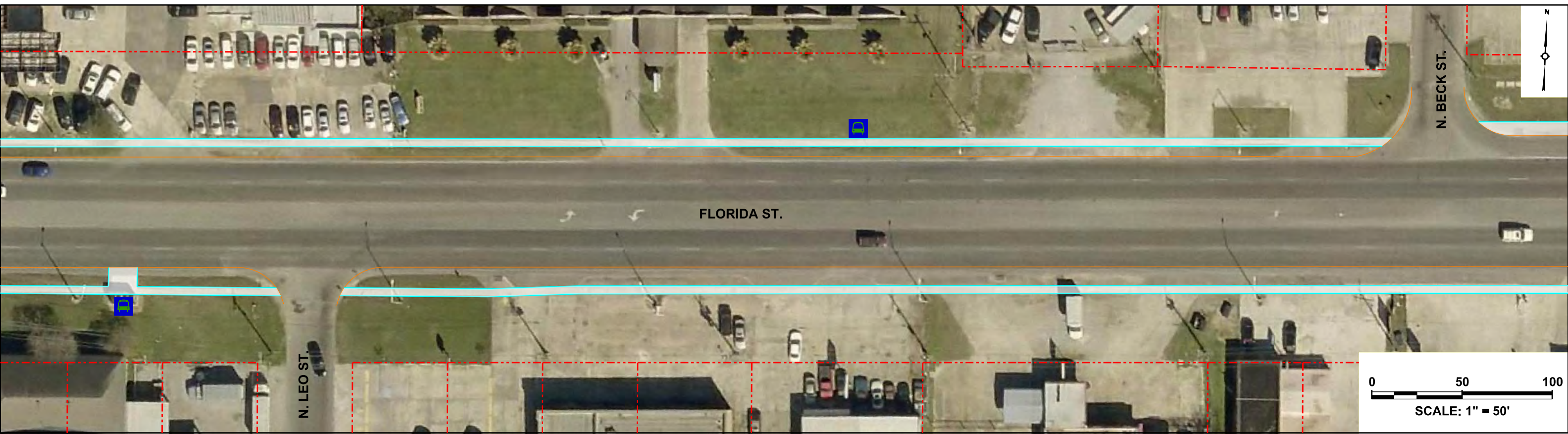
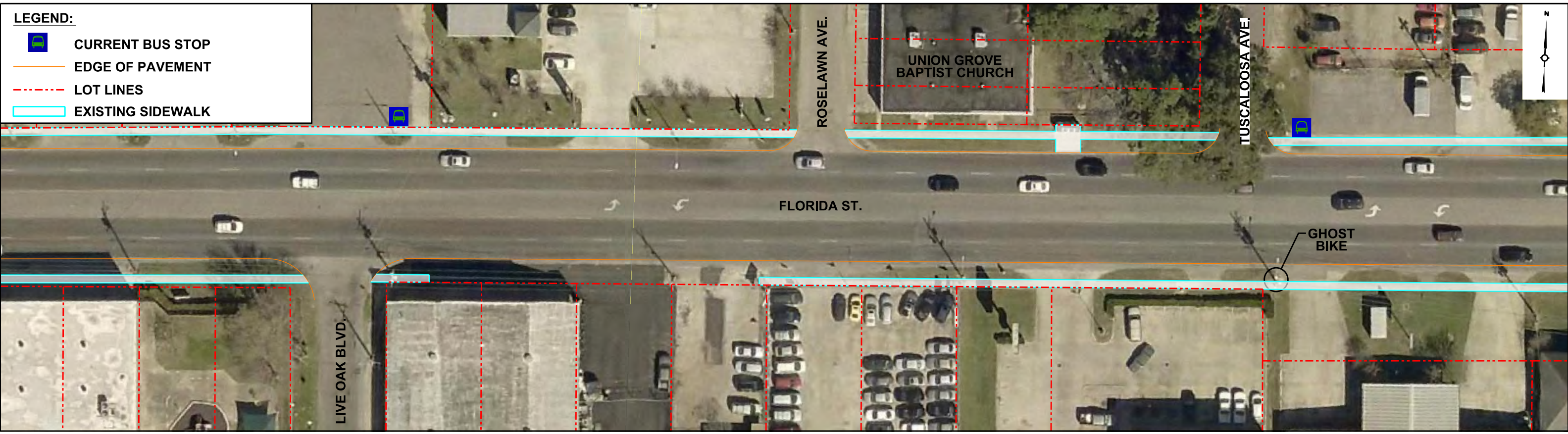


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(I-110 TO AIRLINE)









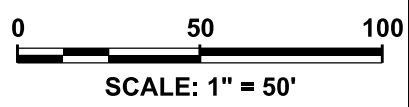
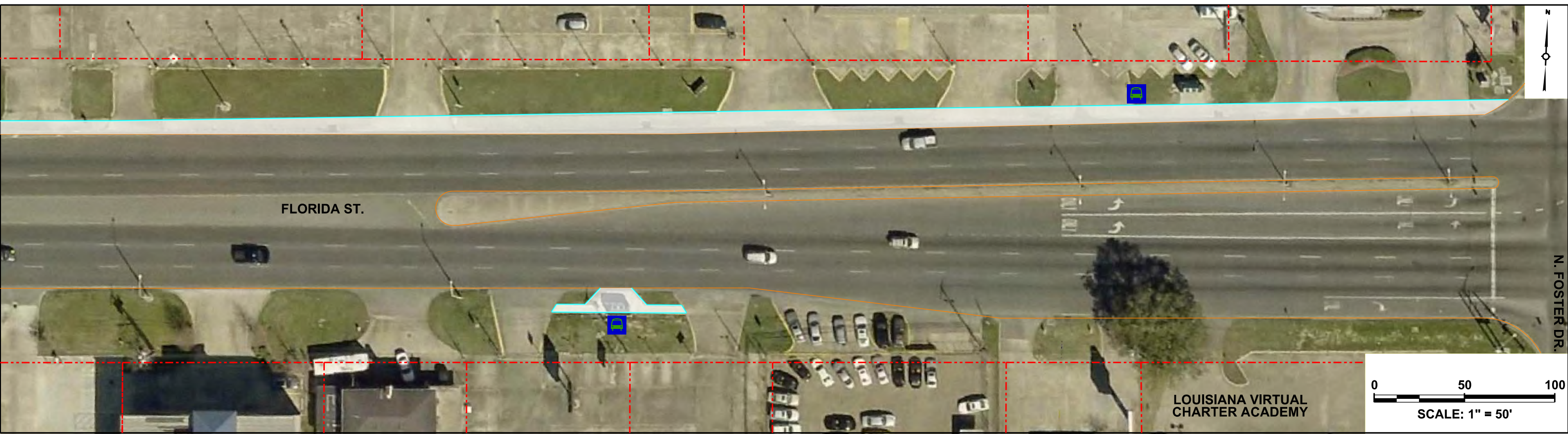
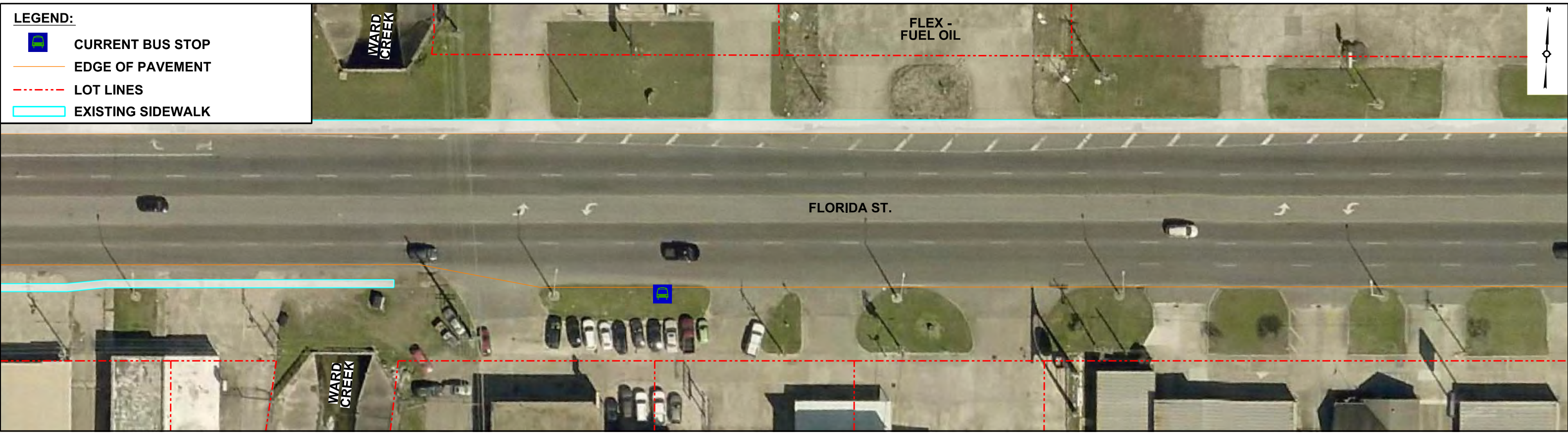
FLORIDA BLVD. CORRIDOR ENHANCEMENT
(I-110 TO AIRLINE)



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LEGEND:

-  CURRENT BUS STOP
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(I-110 TO AIRLINE)







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LEGEND:

-  CURRENT BUS STOP
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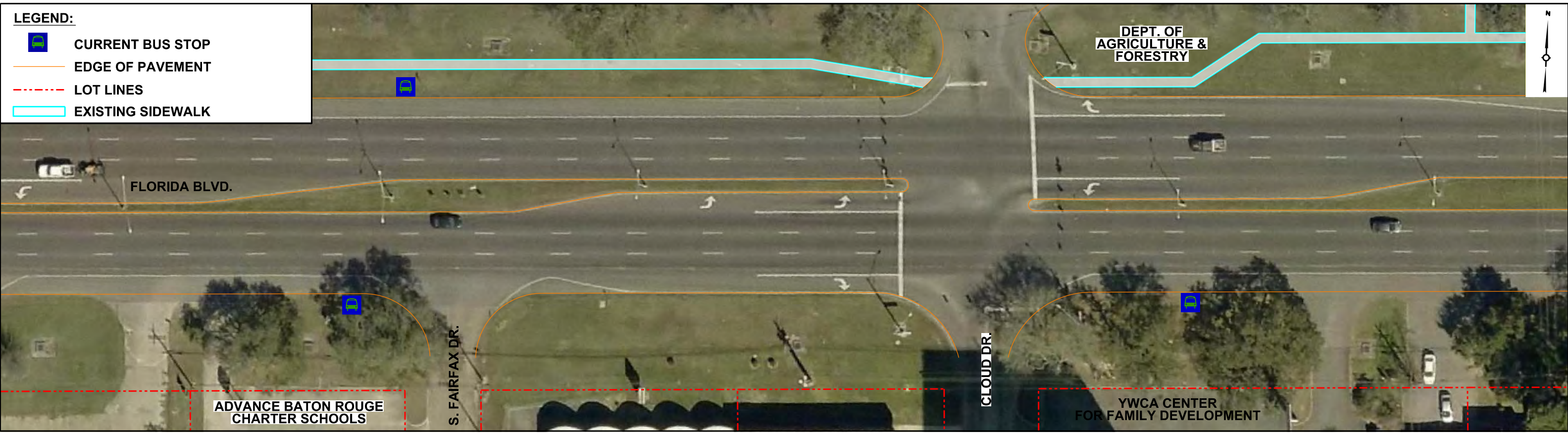
**FLORIDA BLVD. CORRIDOR ENHANCEMENT
(I-110 TO AIRLINE)**



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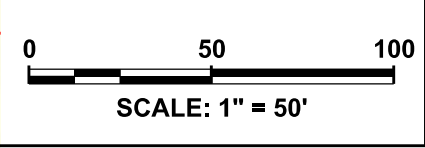
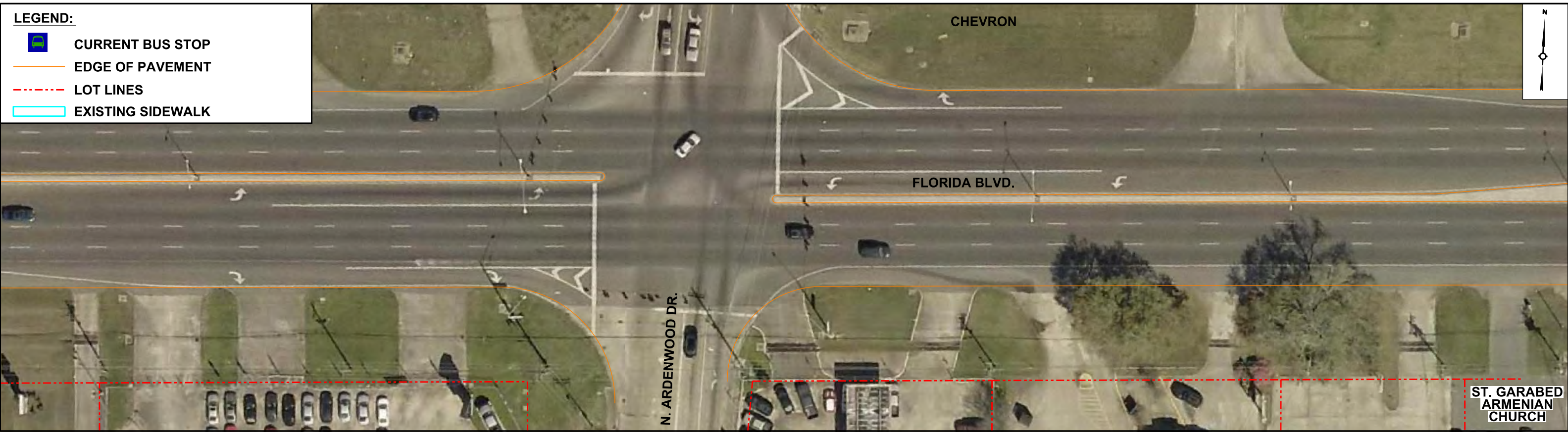
**FLORIDA BLVD. CORRIDOR ENHANCEMENT
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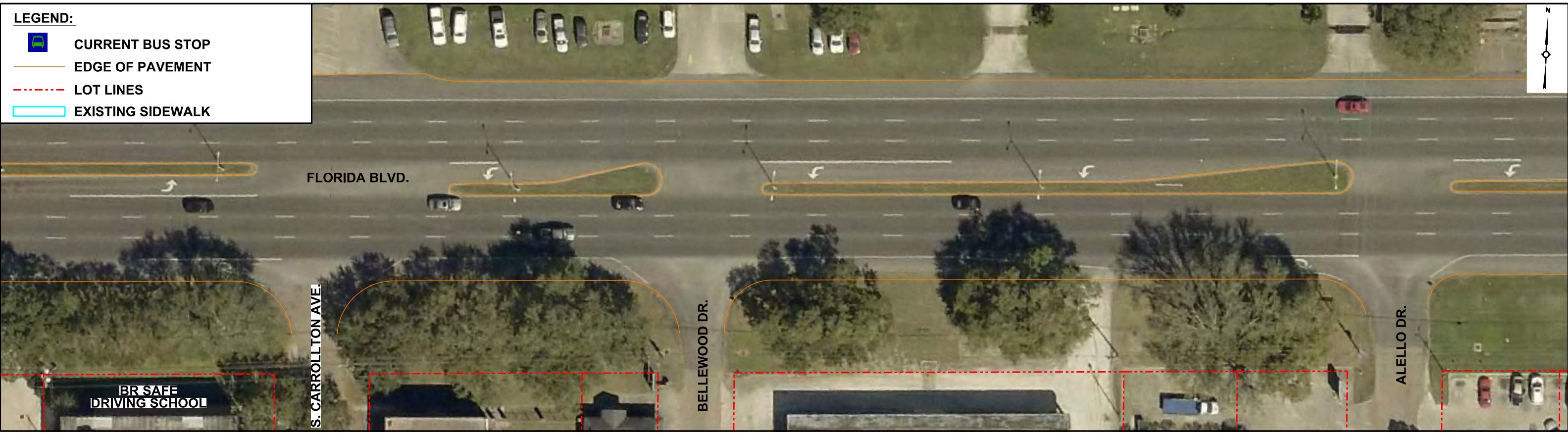
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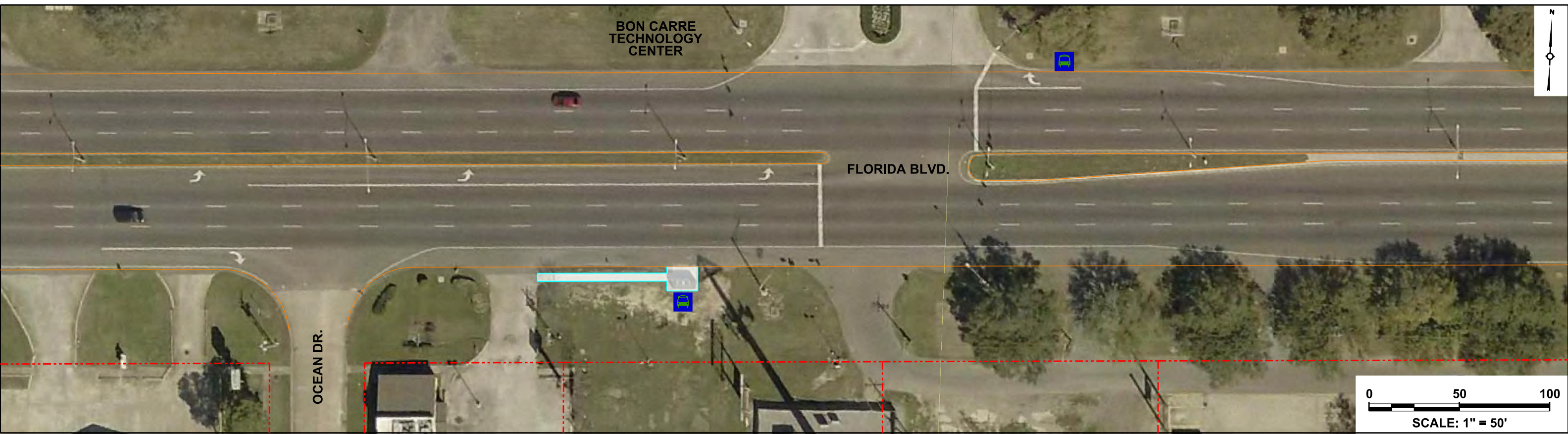
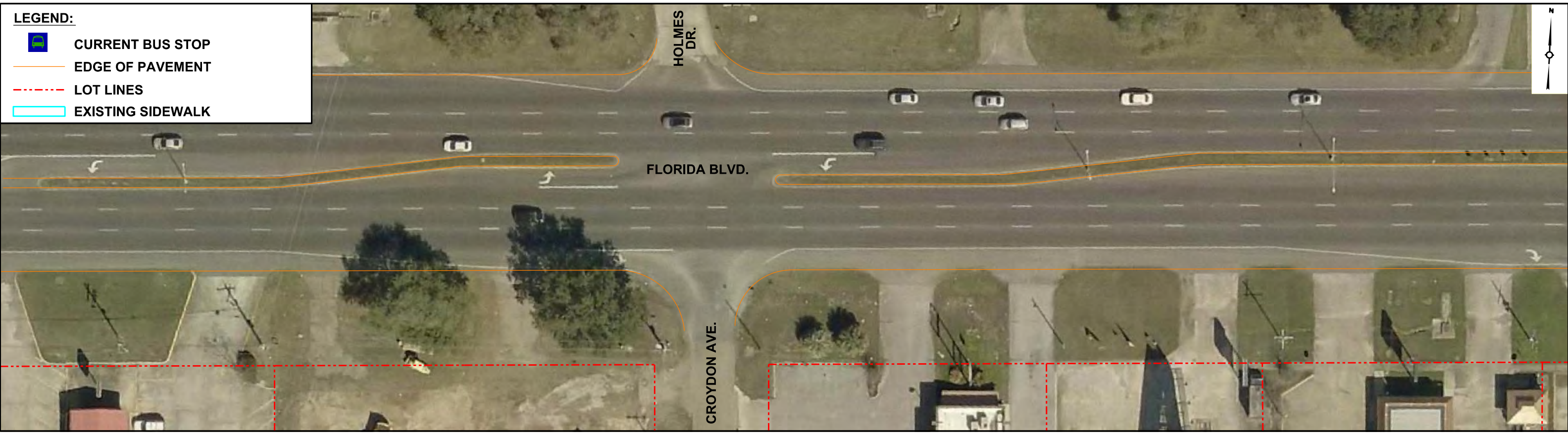
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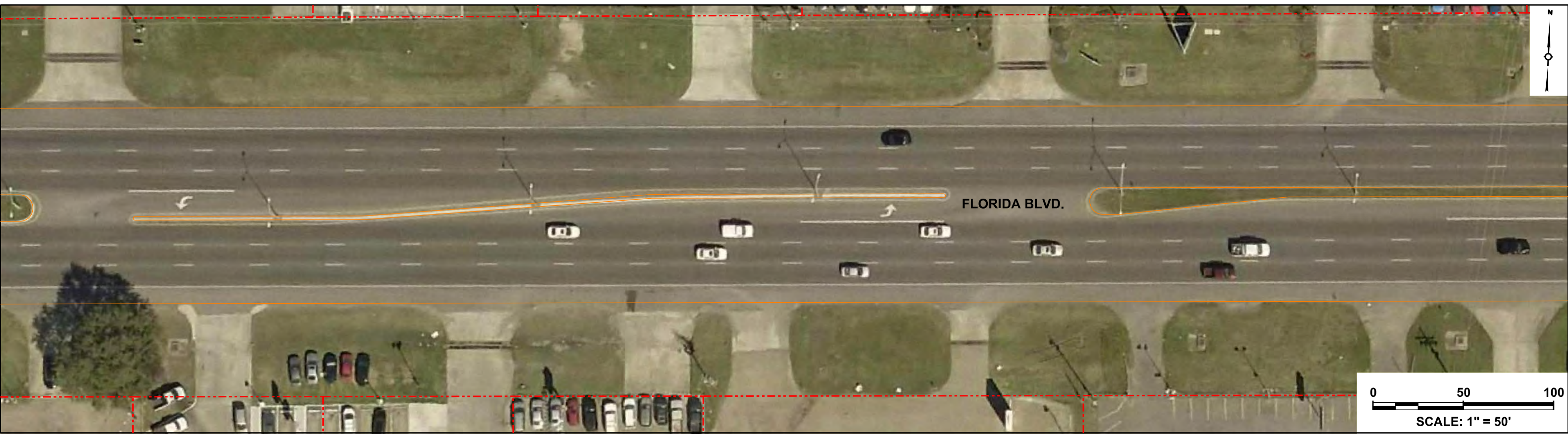
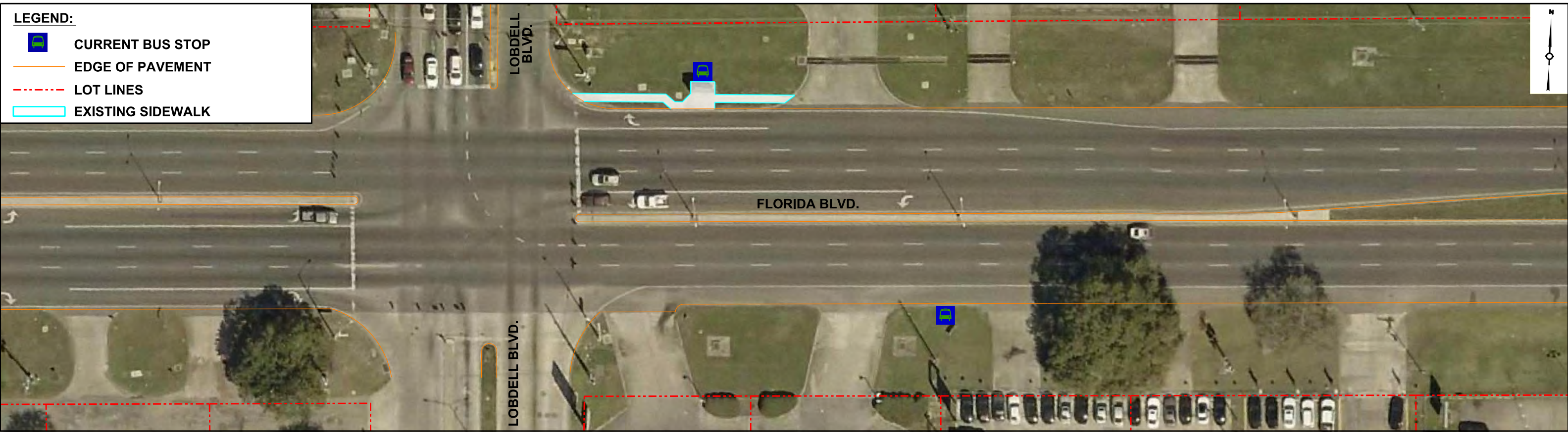
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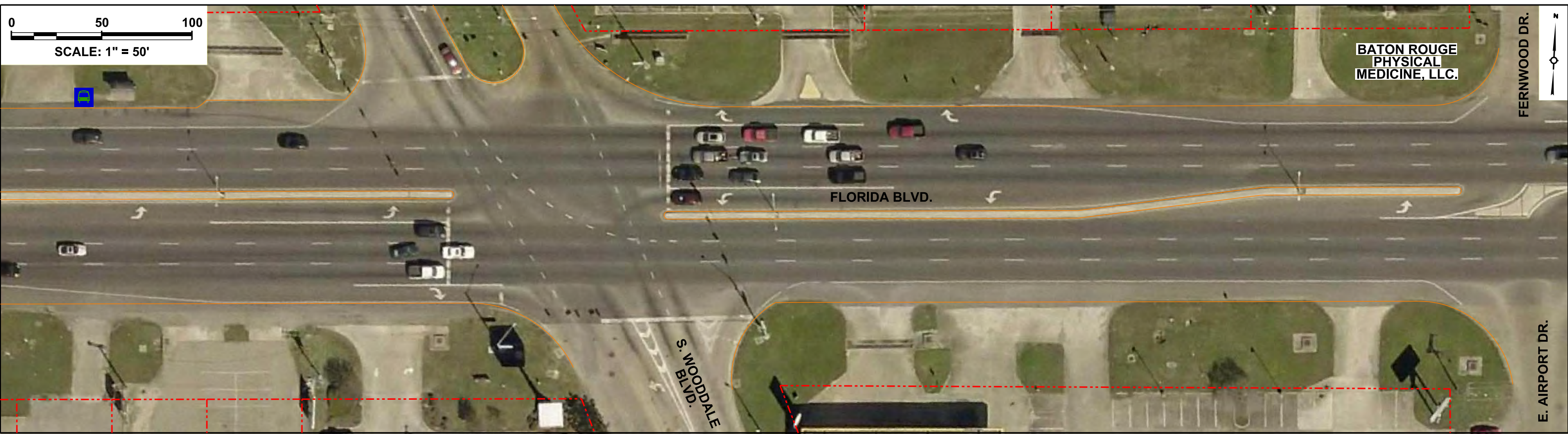
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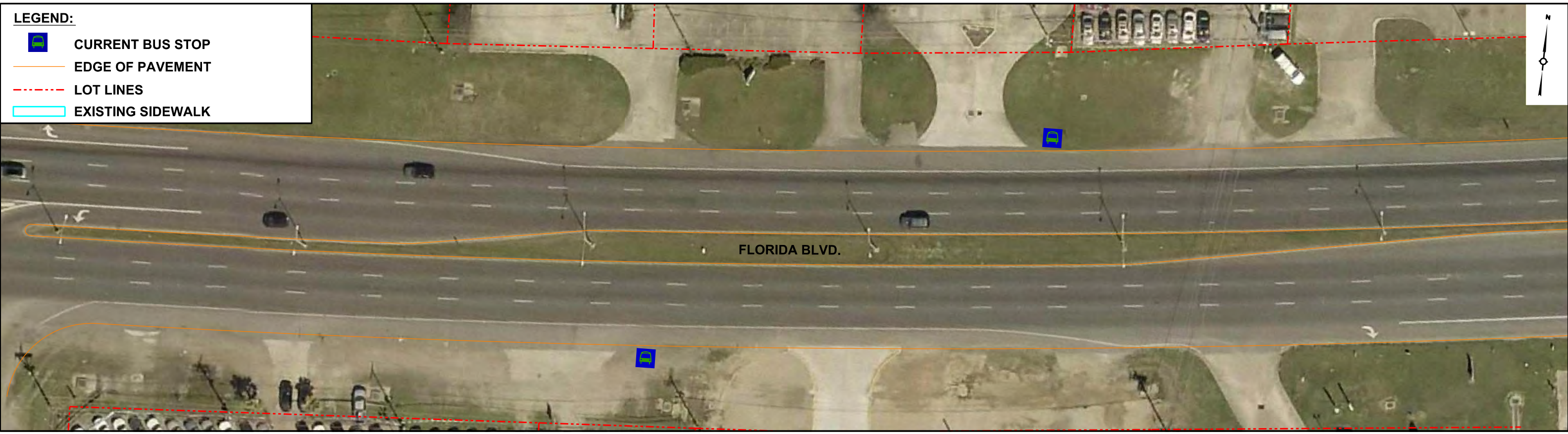
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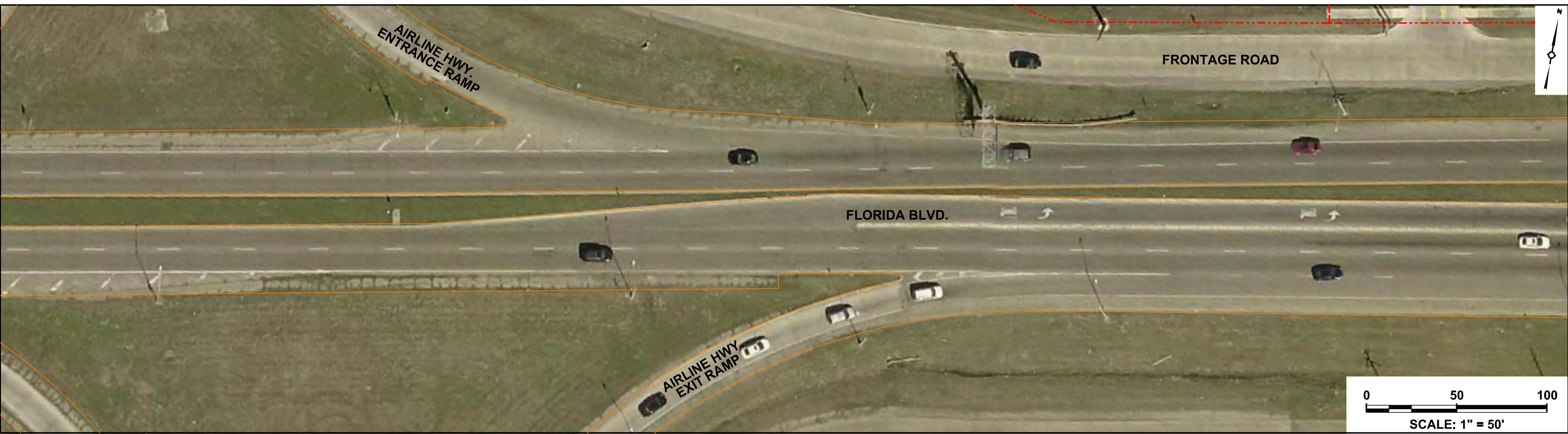
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**FLORIDA BLVD. CORRIDOR ENHANCEMENT
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