

## **Conclusions**

### ***Section 1: Ormond Boulevard at Airline Highway***

Analyses indicate an unsatisfactory LOS F for the westbound approach during the PM peak. Analysis was performed with the addition of a dual left turn lane on this approach. The results indicate an improvement in level of service and delay conditions with an overall LOS C.

### ***Section 2: Ormond Boulevard between Airline Highway and Railroad Tracks***

After evaluation of this study area, the lack of access management causes an undesirable number of conflict points. Redesign of the median through this area can reduce the number of conflict points and channelize turning traffic.

### ***Section 3: Ormond Boulevard at Stanton Hall Drive***

This intersection meets several traffic signal warrants. Analysis shows that adding a southbound left turn lane and signaling this intersection will improve its overall LOS.

A site visit determined that untrimmed bushes in the median of Ormond Boulevard obstruct sight distance for turning vehicles.

### ***Section 4: Ormond Boulevard at Plantation Road***

This intersection met the peak hour warrant of the traffic signal warrant analysis. The hours met are at the opening and closing of the school located on Plantation Road. During these hours a St. Charles Parish sheriff is currently on duty at the intersection.

Potential sight distance obstructions are present at this intersection for vehicles approaching westbound looking south for oncoming traffic.

### ***Section 5: Ormond Boulevard as a cut through***

Ormond Boulevard is used as a cut through between River Road and Airline Highway in the area even though shorter alternate routes are available. Improvements to the aesthetics and functionality of these alternate routes may lower the number of drivers that use Ormond Boulevard as a cut through.

## **Recommendations**

### ***Section 1: Ormond Boulevard at Airline Highway***

It is recommended that an additional left turn lane be added to the Airline Highway westbound approach. This will result in this approach having dual left turns. If the left turn lane is added it is recommended that the signal timing be adjusted to accommodate it.

### ***Section 2: Ormond Boulevard between Airline Highway and railroad tracks***

It is recommended that the median of Ormond Boulevard be redesigned to control turning movements and eliminate conflict points. The proposed design would turn the southbound left lane of Ormond Boulevard into a left turn lane into the Winn-Dixie shopping center, changing the entrance to the CVS into a right in right out entrance, and altering a u-turn to only accommodate left turners leaving the McDonalds/shopping center going northbound on Ormond Boulevard.

### ***Section 3: Ormond Boulevard at Stanton Hall Drive***

It is recommended that the improvements to this intersection be approached in two phases. Phase 1 would be to add a left turn lane on Ormond Boulevard southbound and to remove the bushes in the median to improve sight distance. Phase 2 would be to perform an analysis of the intersection six to twelve months after the installment on the left turn lane to determine if a traffic signal is warranted.

### ***Section 4: Ormond Boulevard at Plantation Road***

It is recommended that no changes be made to this intersection. There are signs on Ormond Boulevard just south of the intersection that should be removed to provide adequate sight distance.

### ***Section 5: Ormond Boulevard as a cut through***

It is recommended that improvements be made to Harding Boulevard to make it more appealing to drivers traveling from River Road to Airline and to make it acceptable to be used as another evacuation route. These improvements included converting the drainage to subsurface and adding curb and gutter bottom, repaving and widening the entire roadway, re-striping the pavement markings to make them more visible, improving the lighting along the roadway, and installing a traffic signal at the intersection of Harding Street at Airline Highway. Improvements to River Road between Ormond Boulevard and I-310 are being addressed by other parties.