PARISH OF ASCENSION

OFFICE OF PLANNING AND DEVELOPMENT

APPENDIX XIII
MAJOR STREET PLAN

Commission	March 13, 2013
Council	April 4, 2013

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ASCENSION PARISH

MAJOR STREET PLAN

The Major Street Plan developed for Ascension Parish documents the existing transportation system; principle of Major Street or thoroughfare planning; existing and future planning variables; and Major Street Plan recommendations.

A Major Street or thoroughfare plan is one of the basic tools of orderly urban and rural development which guides the location and size of new roadways and facilities to meet projected growth. Louisiana State Law (RS33.140.23) recognizes the importance of major street planning and enables municipalities and other government entities to create a Major Street or Thoroughfare Plan and use it to support subdivision regulations and protect and acquire right-of-way for roadway purposes. The Major Street Plan is a means of assuring that basic infrastructure needs and right-of-way will be available when travel demands warrant new or widened roadways and facilities.

Purpose and Benefits of Thoroughfare Plan

Major Street or Thoroughfare planning is a process that can be used by municipalities and other governmental entities to provide for the development of an efficient and appropriate street system to meet existing and future travel needs. The primary purpose is to ensure the orderly and progressive development of the urban and rural street system to serve the mobility and access needs of the public. Major Street planning is interrelated with other components of the planning and development process. The *Major Street Plan* is a local government's adopted general plan for guiding roadway and street system improvements, including the existing and planned extension of city streets and highways. Roadway improvements may or may not include medians, depending on the governing entity's Major Street development policies and standards. The primary objective of the Major Street Plan is to ensure the reservation of adequate right-of-way on appropriate alignments and of sufficient width to allow the orderly and efficient expansion and improvement of the roadway system to serve existing and future transportation needs.

The benefits provided by effective thoroughfare planning are realized by achieving the following objectives:

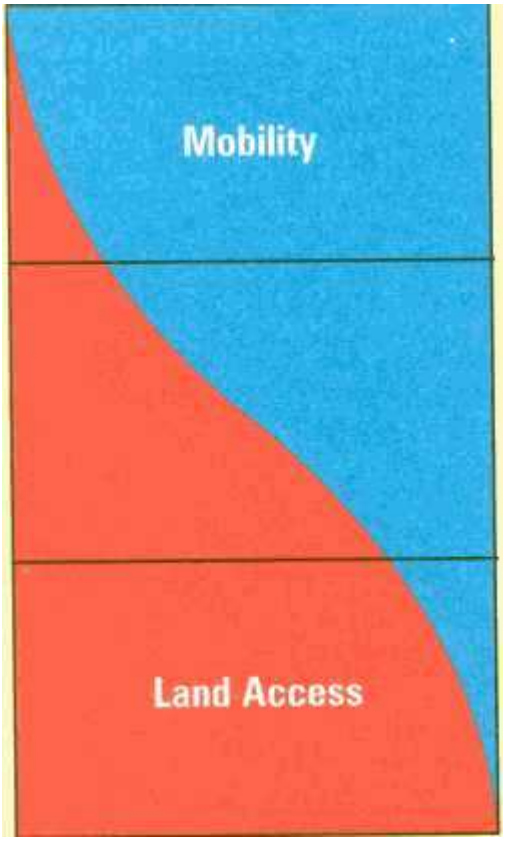
- Reservation of adequate rights-of-way for future long-range transportation improvements;
- Making efficient use of available resources by designating and recognizing the major streets that will likely require design of improvements;
- Minimizing the amount of land required for street and highway purposes;
- Identifying the functional role that each street should be designed to serve in order to promote and maintain the stability of traffic and land use patterns;
- Informing citizens of the streets that are intended to be developed as arterial and collector streets, so that private land use decisions can anticipate which streets will become major traffic facilities in the future;
- Providing information on thoroughfare improvement needs which can be used to determine priorities and schedules in the city's capital improvement program and capital budget; and,
- Minimizing the negative impacts of street widening and construction on neighborhood areas and the overall community, by recognizing where future improvements may be needed and incorporating thoroughfare needs in the city's planning process.

Basic Definition of Street Types or Functional Classification of a Street

Functional classification is the process by which streets and highways are grouped into classes, or systems, according to the character of traffic service that they are intended to provide. There are three highway functional classifications: arterial, collector, and local roads. All streets and highways are grouped into one of these classes, depending on the character of the traffic (i.e., local or long distance) and the degree of land access that they allow.

Functional System	Services Provided
Arterial	Provides the highest level of service at the greatest speed for the longest uninterrupted distance, with some degree of access control.
Collector	Provides a less highly developed level of service at a lower speed for shorter distances by collecting traffic from local roads and connecting them with arterials.
Local	Consists of all roads not defined as arterials or collectors; primarily provides access to land with little or no through movement.

There is a basic relationship between functionally classified highway systems in serving traffic mobility and land access, as illustrated below. Arterials provide a high level of mobility and a greater degree of access control, while local facilities provide a high level of access to adjacent properties but a low level of mobility. Collector roadways provide a balance between mobility and land access.



Arterials
- higher mobility
- low degree of access

Collectors
- balance between mobility and access

Locals
- lower mobility
- high degree of access

Freeways/Expressways - These facilities include interstate highways, freeways, expressways, parkways and loops, and provide for the rapid and efficient movement of large volumes of through traffic between regions and across the urban area. Direct access to abutting property is not an intended function of these facilities. Design characteristics support the function of traffic movement by providing multiple travel lanes, a high degree of access control, and few or no intersections at grade.

Arterial Streets - Arterials primarily provide for traffic movement, with a secondary function being the provision of direct access to abutting property. Primary arterials typically serve as connections between major traffic generators and land use concentrations, and facilitate large volumes of through traffic traveling across the community. Because direct access to abutting property is a secondary function of arterial streets, access should be carefully managed to avoid adverse impacts on the movement and function intended for these facilities.

Collector Streets - Collector streets provide for a balance of the traffic movement and property access functions. Traffic movement is often internal to local areas and to connect residential neighborhoods, parks, churches, etc., with the arterial street system. As compared to arterial streets, collector streets accommodate lower traffic volumes over shorter distances and provide access to abutting property dependent upon the density and specific function of the road.

Local Streets - Local streets function to provide access to abutting property and to collect and distribute traffic between parcels of land and to provide a connection collector or arterial streets. Access is the main role of a local street.

Roadway Design Standards

While street classification reflects the functions that roadways serve as part of the street and highway network, roadway design standards are related to traffic volume, design capacity, and level-of-service. Typical cross sections identify the recommended minimum dimensional criteria for right-of-way and pavement width and configurations for the number of travel lanes, median, sidewalks and on-street parking.

The following terms will be interchangeably throughout all of the roadway classifications:

- **ROW (Right of Way):** A right-of-way is a strip of land that is granted, through an easement or other mechanism, for transportation purposes, such as for a street, trail, driveway, highway or rail line. The right-of-way is reserved for the purposes of maintenance or expansion of existing services with the right-of-way.
- **Corridor Width:** The reserve area on either side of a street, typically from the edge of the paved surface to the edge of the ROW. This area is commonly used for utility placement, drainage, green space, sidewalks and trails.
- **Pavement Width:** The actual width of the paved surface area of the roadway
- **Travel Lane Width:** The width of the designated travel lanes on the pavement. Travel lanes typically vary between 9' and 12' in width.
- **No of Travel Lanes:** The actual number of striped or designated travel lanes. Number of lanes will depend on the functional class of the roadway or travel demand.
- **Shoulder Width:** The striped or designated area outside of the travel lane to the edge of the pavement. The width of shoulders will vary and are typically not shown on arterial streets that have curb and gutter. Shoulders are used more in an open ditch street sections and are sometimes referred to as refuge or emergency areas for motorists.
- **Shoulder Type:** The actual type of surface of the shoulder. Depending on the functional class or use of roadway, the shoulder may be paved with gravel (aggregate) or have an actual asphalt surface.
- **Median:** A median is the portion of a roadway that separates opposing directions of traffic. Medians are highly desirable on arterials carrying four (4) or more lanes of traffic. The principle function of a median is to separate opposing traffic; provide storage for left-hand turning vehicles; provide storage for U-turning vehicles; provide for future lanes; and provide for an area to stop in case of emergency. Additional benefits are an area to provide green space, drainage and a refuge area for pedestrians. Medians can be a raised barrier of some type or a depressed area.

- **Sidewalks:** The paved area on both sides of the roadway within the ROW that is typically used by pedestrians and sometimes bicyclists. Sidewalks will vary in size from 4' to in some cases 10' in width depending on the intended function of the sidewalk.

The following terms are used to describe the land type or area that the street or roadway is serving:

- **Urban:** Urban areas are usually classified according to the density of population and also upon the use of land. The term 'urban' refers to town and main city areas where development may have reached a quite significant stage. Typically the city core with high density residential and mixed commercial uses.

- **Suburban:** Suburban refers to areas which surround the urban area or the core of the city. These areas have a lower density and are considered as the ideal residential areas since they are close to the main part of the city which makes life convenient as well as far enough from the hustle and bustle and heavier traffic of the urban areas.

- **Rural:** The outlying areas surrounding the suburban areas. Much lower density; larger lots or tracts of land; less access to roads and utilities.

Recommended roadway cross section standards for each thoroughfare classification are discussed in the following sections

Arterials (UA-2; SA-1 & SA-2; RA-1 & RA-2) - Arterials are streets and highways that provide a high degree of mobility, serve relatively high traffic volumes, have high operational speeds, and serve a significant portion of through travel or long-distance trips. These facilities generally serve high-volume travel corridors that connect major generators of traffic, but lower volume roadways that are continuous over long distances may also function as arterials, particularly in fringe and rural areas. The cross section of arterials may vary from multi-lane roadways with four or more lanes, down to two-lane roadways in developing fringe and rural areas where traffic volumes have not increased to the point that more travel lanes are needed. Functional classification is not dependent on the existing number of lanes, since the functional role served by a roadway typically remains constant over time, while the roadway's cross section is improved to accommodate increasing traffic volumes.

The following types of arterials are recommended for Ascension Parish:

UA-2 (Urban Arterial – 90' ROW) **Figure 1**	
ROW	90'
Corridor Width	20'
Pavement Width	48'
Travel Lane Width	12'
No. of Travel Lanes	4
Shoulder Width	N/A
Shoulder Type	N/A
Median	14'

Curb & Gutter	Yes
Speed Limit	45
Sidewalks	8’
Front Setback from Centerline	

SA-1 (Suburban Arterial – 70’ ROW) Figure 2	
ROW	70’
Corridor Width	34’
Pavement Width	24’
Travel Lane Width	12’
No. of Travel Lanes	2
Shoulder Width	N/A
Shoulder Type	N/A
Median	None
Curb & Gutter	Yes
Speed Limit	50
Sidewalks	8’
Front Setback from Centerline	

SA-2 (Suburban Arterial – 70’ ROW) Figure 3	
ROW	70’
Corridor Width	38’
Pavement Width	24’
Travel Lane Width	12’
No. of Travel Lanes	2
Shoulder Width	5’
Shoulder Type	Paved
Median	None
Curb & Gutter	None
Speed Limit	65
Sidewalks	8’
Front Setback from Centerline	

RA-1 (Rural Arterial – 80’ ROW) Figure 4	
ROW	80’
Corridor Width	48’
Pavement Width	24’
Travel Lane Width	12’
No. of Travel Lanes	2

Shoulder Width	8’
Shoulder Type	Aggregate
Median	None
Curb & Gutter	None
Speed Limit	50
Sidewalks	8’
Front Setback from Centerline	

RA-2 (Rural Arterial – 90’ ROW) Figure 5	
ROW	90’
Corridor Width	46’
Pavement Width	36’
Travel Lane Width	12’
No. of Travel Lanes	3
Shoulder Width	8’
Shoulder Type	Paved
Median	Lane (CLTL)
Curb & Gutter	None
Speed Limit	60
Sidewalks	8’
Front Setback from Centerline	

Collectors (UC-1; SC-1 & SC-3; RC-1 & RC-2) - Collector streets are the connections between arterial and local streets which serve to collect traffic and distribute it to the arterial network. Collectors also serve to provide direct access to a wide variety of residential, commercial, and other land uses, and their design involves site-specific considerations. They provide direct service to neighborhoods and other local areas, and may border or traverse neighborhood boundaries.

Since collectors are used for short distance trips between local streets and arterials, they should be continuous in the spaces between arterials. Collectors may also extend across arterials. Subdivision street layout plans should include collectors as well as local streets in order to provide efficient traffic access and circulation. Operating speeds for collectors are typically about 35 to 40 miles per hour but could be higher in rural or areas of low density. Collectors generally carry higher traffic volumes than local streets, they require a wider roadway cross section and possibly added lanes at intersections with arterials to provide adequate capacity for both through traffic and turning movements.

Collectors serve an important role in collecting and distributing traffic between arterials and local streets. Their identification is essential in planning and managing traffic ingress/egress and movement within residential neighborhoods as well as commercial and industrial areas.

UC-1 (Urban Collector – 80’ ROW) Figure 6	
ROW	80’
Corridor Width	36’
Pavement Width	36’
Travel Lane Width	12’
No. of Travel Lanes	3
Shoulder Width	N/A
Shoulder Type	N/A
Median	Lane (CLTL)
Curb & Gutter	Yes
Speed Limit	40
Sidewalks	8’
Front Setback from Centerline	

SC-1 (Suburban Collector – 58’ ROW) Figure 7	
ROW	58’
Corridor Width	24’
Pavement Width	22’
Travel Lane Width	11’
No. of Travel Lanes	2
Shoulder Width	N/A
Shoulder Type	N/A
Median	None
Curb & Gutter	Yes
Speed Limit	40
Sidewalks	8’
Front Setback from Centerline	

SC-3 (Suburban Collector – 58’ ROW) Figure 8	
ROW	58’
Corridor Width	26’
Pavement Width	24’
Travel Lane Width	12’
No. of Travel Lanes	2
Shoulder Width	8’
Shoulder Type	Paved
Median	None
Curb & Gutter	None
Speed Limit	50
Sidewalks	8’
Front Setback from	

Centerline	

RC-1 (Rural Collector – 60' ROW) Figure 9	
ROW	60'
Corridor Width	26'
Pavement Width	22'
Travel Lane Width	11'
No. of Travel Lanes	2
Shoulder Width	N/A
Shoulder Type	N/A
Median	None
Curb & Gutter	Yes
Speed Limit	40
Sidewalks	8'
Front Setback from Centerline	

RC-2 (Rural Collector – 60' ROW) Figure 10	
ROW	60'
Corridor Width	28'
Pavement Width	24'
Travel Lane Width	12'
No. of Travel Lanes	2
Shoulder Width	5'
Shoulder Type	Mixed
Median	None
Curb & Gutter	None
Speed Limit	50
Sidewalks	8'
Front Setback from Centerline	

Local Streets - Local streets include all other streets and roads that are not included in the higher classes. They include internal and access streets that allow direct access to residential and commercial properties. Direct access to abutting land is their primary role, for all traffic originates from or is destined to abutting land. On-street parking is generally permitted. Traffic volumes and speeds are lower typically 25 to 30 miles per hour and local streets typically comprise about a large percent of the total street system in urban areas.

The minimum cross section of a local street is also dependent upon the density of the adjacent development, which influences traffic volumes and the frequency of on-street parking. A minimum pavement width must allow safe passage of moving traffic in each direction, exclusive of other interferences, such as conventional on-street parking. Because the frequency of on-street parking varies with density of development, cross section standards also vary with development density. Narrower pavement widths are utilized in

single family residential areas, with wider local street pavement widths being utilized near higher density developments, such as apartments and townhouses.

Through traffic and excessive speeds should be discouraged on local streets by using appropriate geometric designs, traffic control devices, curvilinear alignments, and discontinuous streets. Local streets should be designed for low speed traffic with an emphasis on providing access.

UL-2 (Urban Local – 50' ROW) **Figure 11**	
ROW	50'
Corridor Width	16'
Pavement Width	22'
Travel Lane Width	11'
No. of Travel Lanes	2
Shoulder Width	N/A
Shoulder Type	N/A
Median	None
Curb & Gutter	Yes
Speed Limit	30
Sidewalks	8'
Front Setback from Centerline	

RL-1 (Rural Local – 50' ROW) **Figure 12**	
ROW	58'
Corridor Width	22'
Pavement Width	20'
Travel Lane Width	10'
No. of Travel Lanes	2
Shoulder Width	2
Shoulder Type	Aggregate
Median	None
Curb & Gutter	None
Speed Limit	40
Sidewalks	8'
Front Setback from Centerline	

RL-3 (Rural Local – 55' ROW) **Figure 13**	
ROW	55'
Corridor Width	25'
Pavement Width	22'
Travel Lane Width	11'

No. of Travel Lanes	2
Shoulder Width	5’
Shoulder Type	Aggregate
Median	None
Curb & Gutter	None
Speed Limit	50
Sidewalks	8’
Front Setback from Centerline	

Corridor Preservation

Corridor preservation is the first action in the corridor management process. Corridor preservation techniques are important tools for local, state, and federal agencies to protect needed future right-of-way for proposed transportation facilities. AASHTO defines corridor preservation as a “concept utilizing the coordinated application of various measures to obtain control of or otherwise protect right-of-way for a planned transportation facility.

Corridor preservation techniques should be applied as early as possible after the transportation corridor is identified either along a new alignment, or along an existing facility to:

- prevent inconsistent development;
- minimize or avoid environmental, social, and economic impacts;
- reduce displacement;
- prevent the foreclosure of desirable location options;
- permit orderly project development; and,
- reduce costs

Successful corridor preservation actions require cooperation and a working relationship between numerous public agencies, private developers, and public interest groups. Agencies and groups which should be included in corridor preservation activities include the following:

- **Federal:** FHWA and Resource Agencies (EPA, Corps of Engineers, etc.);
- **State:** DOTD, State Legislature, and, Resource Agencies;
- **Local:** City Council, Mayors and Executives, Planning Commissions, City Planning and Public Works Departments, Metropolitan Planning Organizations, Economic Development Offices;
- **Private:** Land Owners, Developers, Chamber of Commerce, and Bankers; and,
- **Citizens:** Corridor Neighborhood and Civic Groups, Umbrella Public Interest Groups, and Environmental Activists.

Establishing means of corridor preservation for the implementation of the Master Street Plan is important. Before a new facility is constructed, all sections throughout the route should have protected right-of-way to assure ultimate development of the entire facility Preservation techniques definitely ensure that right-of-way is, or will be, available for a transportation facility when needed. Preservation techniques include such measures as fee simple acquisition, landowner donations, and development easement acquisitions.

Access Management

Access Management is another important component of the corridor preservation. Access management is defined as the protecting of the capacity of existing transportation routes and systems by controlling access from adjacent properties. Access management techniques serve to limit and separate vehicle (and pedestrian) conflict points, reduce locations requiring vehicle deceleration, remove vehicle turning movements from through lanes, create intersection spacing that facilitate signal progression, and provide adequate on-site capacity to accommodate ingress and egress traffic movements.

Access management techniques are extremely important for managing congestion on existing transportation facilities. The implementation of access management can eliminate the need for expensive roadway widening or potential right-of-way acquisitions. In many cases, controlling access and tuning movements can have the same affect on capacity that can be obtained by widening a four-lane divided arterial to six lanes.

Also, safety will be increased and congestion reduced to a greater extent than by the roadway widening. Research has consistently shown that access management helps to reduce the rate and severity of traffic accidents and improves pedestrian and bicycle safety. From a land development perspective, access management assists in the orderly layout and use of land and helps to discourage poor subdivision and site design. Poorly designed entrances and exits to major developments not only present a traffic hazard, but also cause increased congestion which can create a negative image of the development. In addition, access management techniques such as reducing the number and frequency of driveways and median openings improve the appearance of major corridors. Scenic and environmental features can be increased, which improves the image of streetscapes and can attract additional economic development.

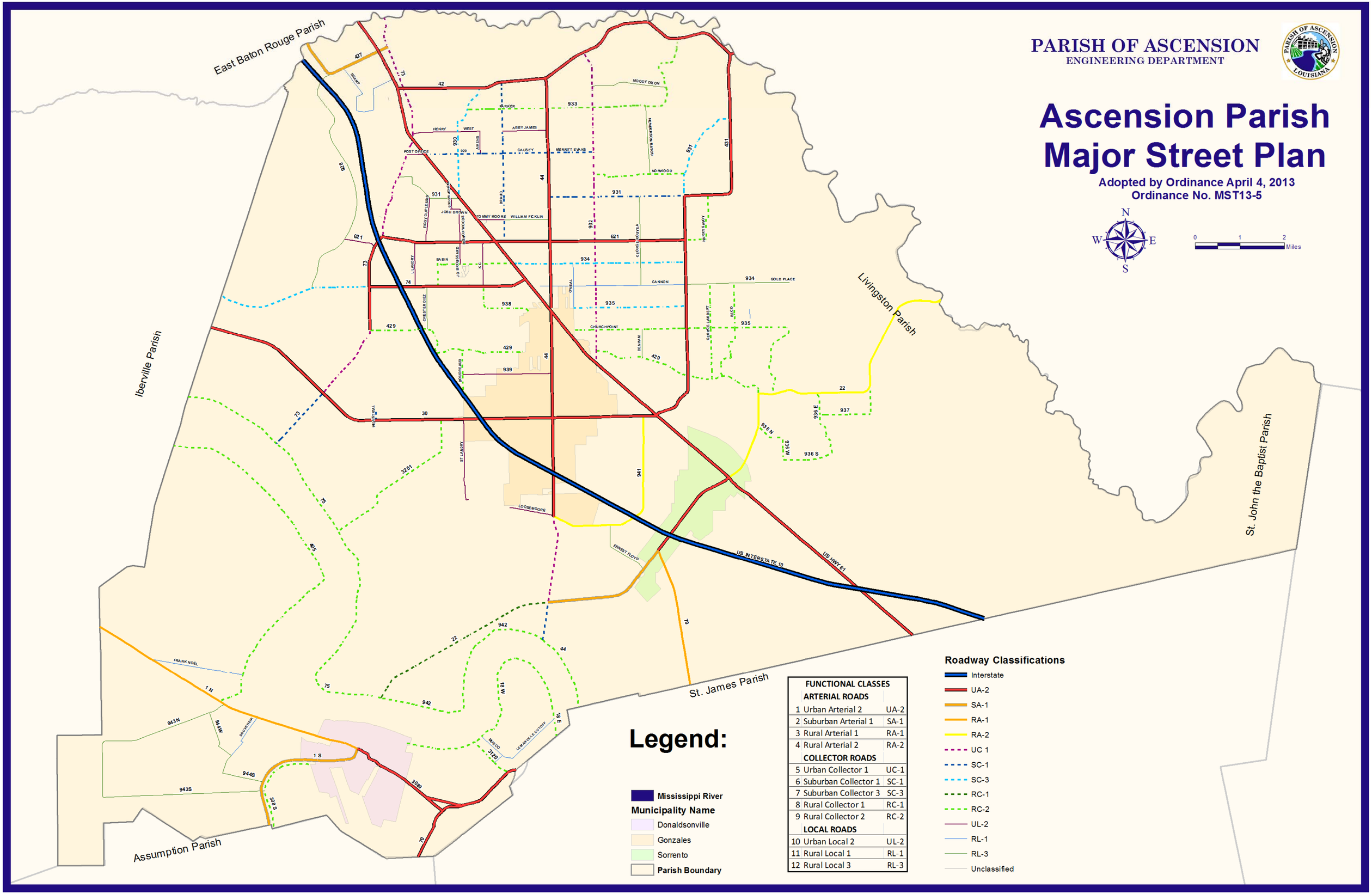
Access management relies on a variety of access control techniques to promote efficient vehicular movements. These include the following:

- Limit number of conflict points;
- Separate conflict points;
- Limit deceleration;
- Remove turning vehicles from through lanes;
- Space major intersections to facilitate progressive travel speeds along arterials;
- Provide adequate on-site storage to accommodate both ingress and egress traffic.

PARISH OF ASCENSION
ENGINEERING DEPARTMENT

Ascension Parish Major Street Plan

Adopted by Ordinance April 4, 2013
Ordinance No. MST13-5



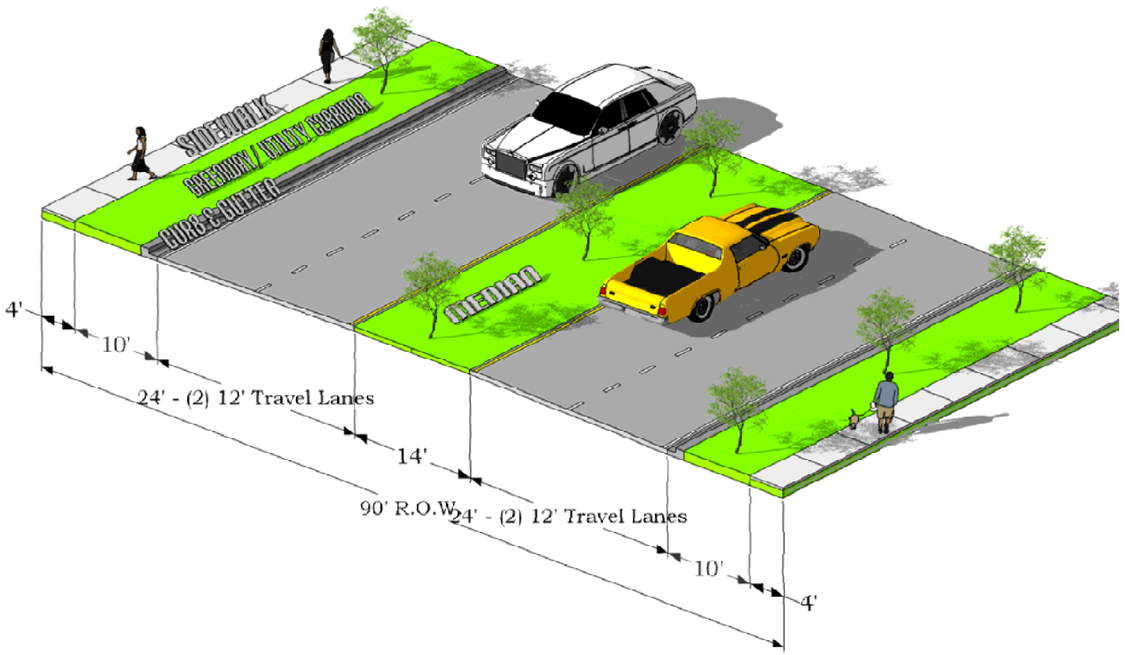
FUNCTIONAL CLASSES		
	ARTERIAL ROADS	
1	Urban Arterial 2	UA-2
2	Suburban Arterial 1	SA-1
3	Rural Arterial 1	RA-1
4	Rural Arterial 2	RA-2
	COLLECTOR ROADS	
5	Urban Collector 1	UC-1
6	Suburban Collector 1	SC-1
7	Suburban Collector 3	SC-3
8	Rural Collector 1	RC-1
9	Rural Collector 2	RC-2
	LOCAL ROADS	
10	Urban Local 2	UL-2
11	Rural Local 1	RL-1
12	Rural Local 3	RL-3

PARISH OF ASCENSION
ENGINEERING DEPARTMENT

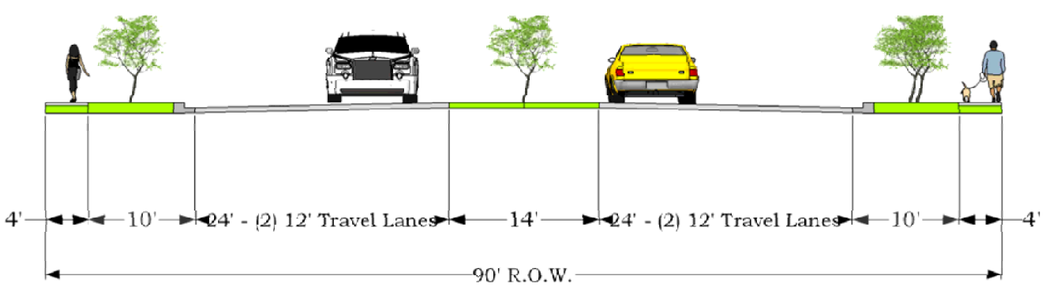
TOMMY MARTINEZ
PARISH PRESIDENT

Ascension Parish Roadway Section Urban Arterial 90' ROW

UA-2



UA-2 Classified Roadways	
Miles =	72.33
Airline Hwy	17.17
E Hwy 30	1.21
John LeBlanc Blvd	1.91
La Hwy 22	0.43
La Hwy 30	7.53
LA HWY 30	1.99
La Hwy 3089	2.70
La Hwy 42	2.36
La Hwy 431	9.63
La Hwy 44	0.76
La Hwy 70	3.19
La Hwy 74	3.54
Marcand St	0.05
Marchand Dr	0.36
Marchand St	0.25
N Airline Hwy	1.44
N Burnside Ave	6.20
Oak Grove-Port Vinc	5.98
Old Jefferson Hwy	2.22
S Airline Hwy	0.41
S Burnside Ave	3.01



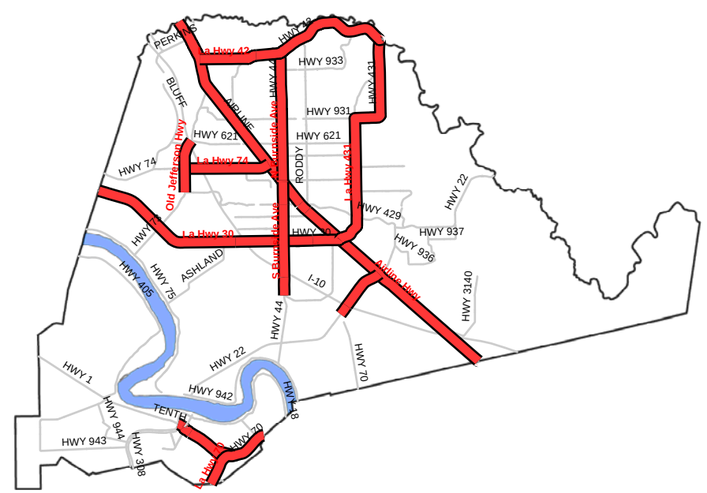


FIGURE 1

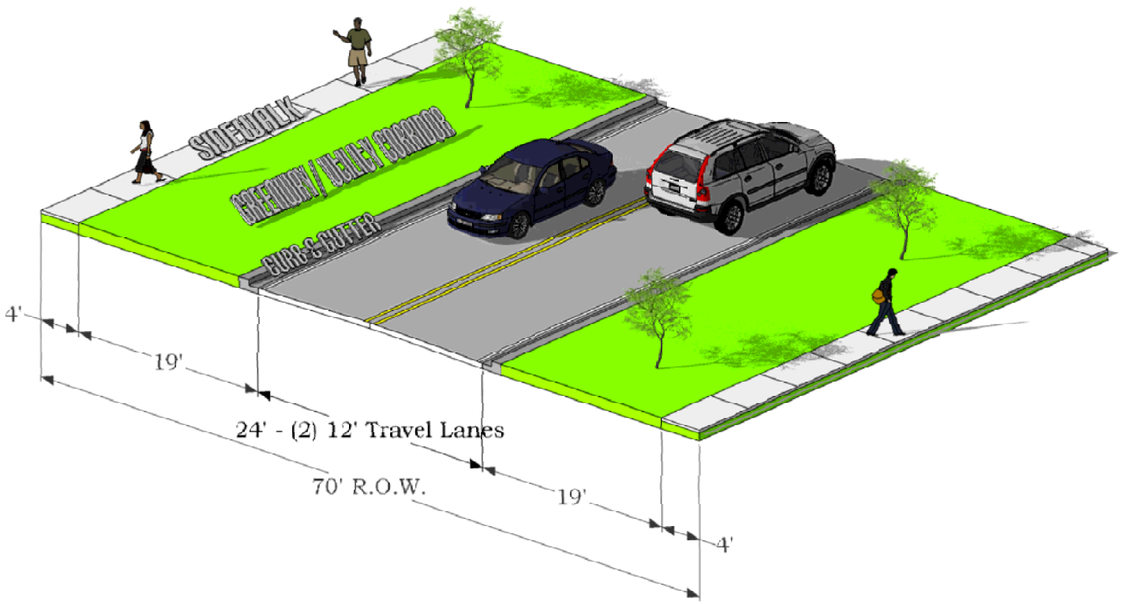
Urban Arterial - 90' ROW (UA-2)	
ROW	90'
Corridor Width	20'
Pavement Width	48'
Travel Lane Width	12'
No. of Travel Lanes	4
Shoulder Width	N/A
Shoulder Type	N/A
Median	14'
Curb and Gutter	Yes
Speed Limit	45 mph
Sidewalks	8'
Front Setback from centerline	65'
ADT	
Level of Service	

PARISH OF ASCENSION
ENGINEERING DEPARTMENT

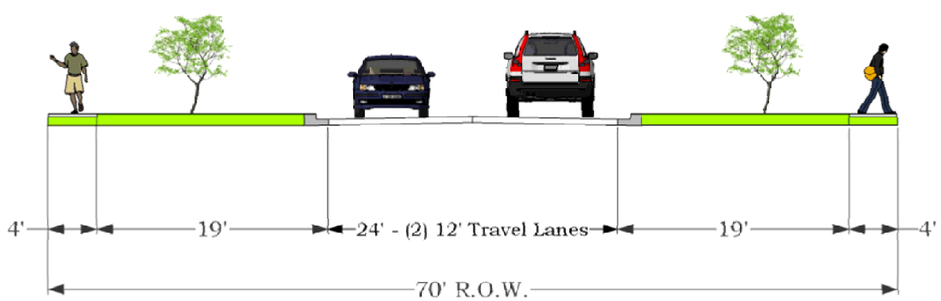
TOMMY MARTINEZ
PARISH PRESIDENT

Ascension Parish Roadway Section Suburban Arterial 70' ROW

SA-1



SA-1 Classified Roadways	
Miles =	15.58
La Hwy 1 S	3.49
La Hwy 22	2.96
La Hwy 621	6.82
Perkins Rd	2.31



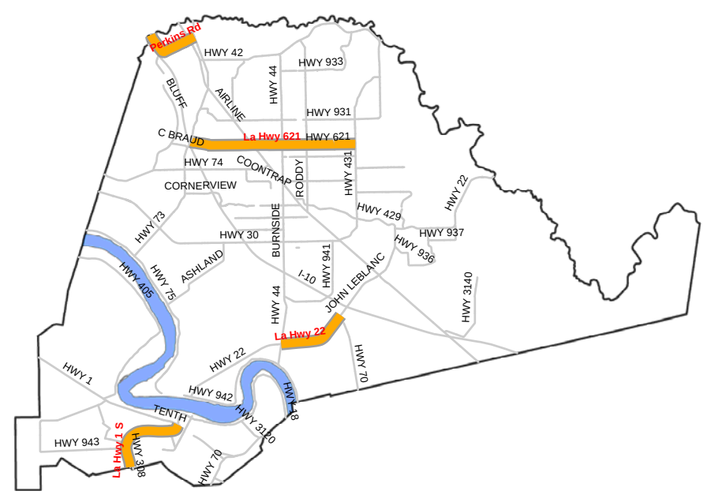


FIGURE 2

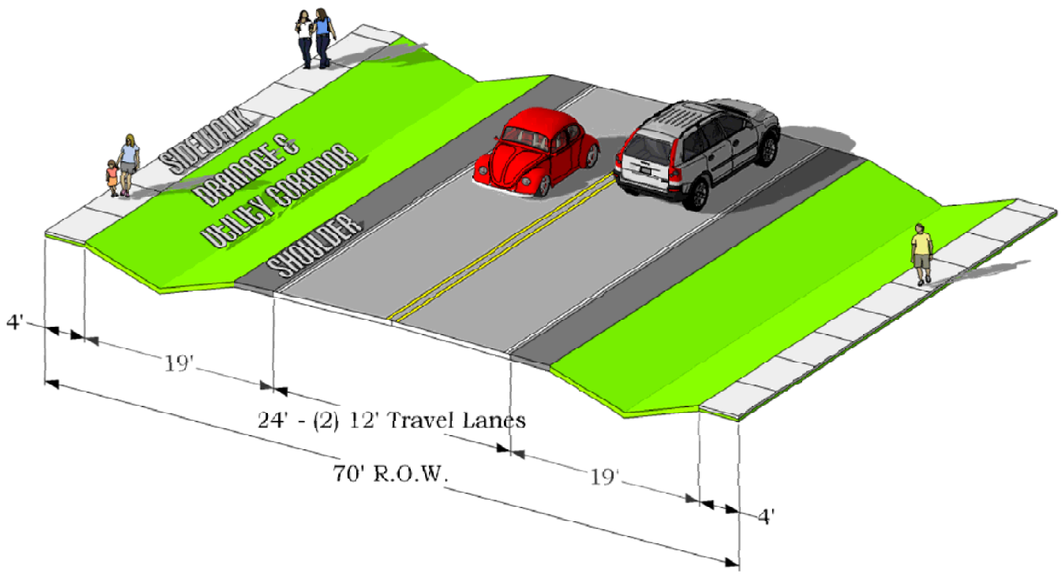
Suburban Arterial - 70' ROW (SA-1)	
ROW	70'
Corridor Width	34'
Pavement Width	24'
Travel Lane Width	12'
No. of Travel Lanes	2
Shoulder Width	N/A
Shoulder Type	N/A
Median	None
Curb and Gutter	Yes
Speed Limit	50 mph
Sidewalks	8'
Front Setback from centerline	55'
ADT	
Level of Service	

PARISH OF ASCENSION
ENGINEERING DEPARTMENT

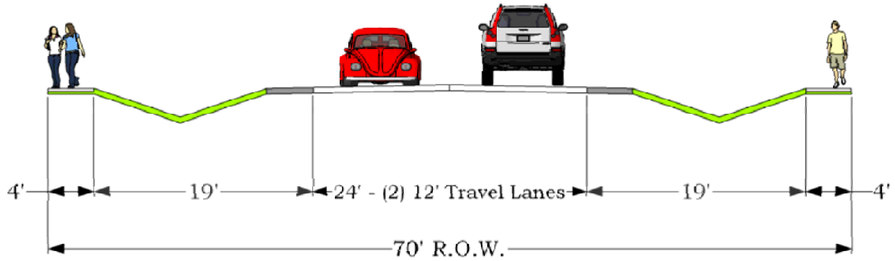
TOMMY MARTINEZ
PARISH PRESIDENT

Ascension Parish Roadway Section Suburban Arterial 70' ROW

SA-2



SA-2 Classified Roadways	
Miles =	0.00
None at this time	0.00



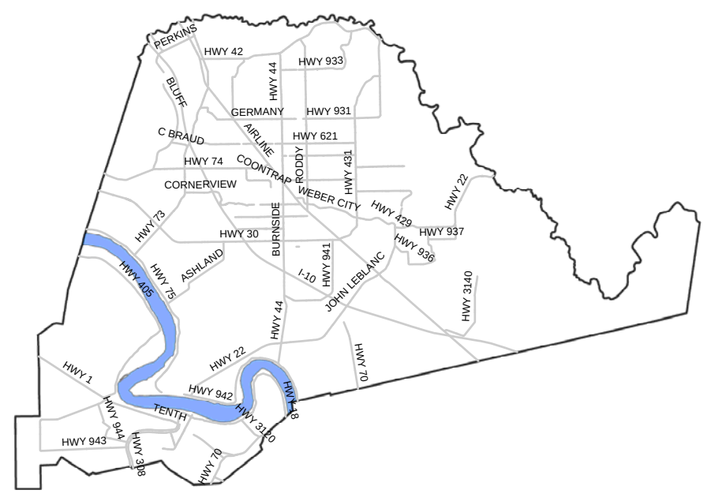


FIGURE 3

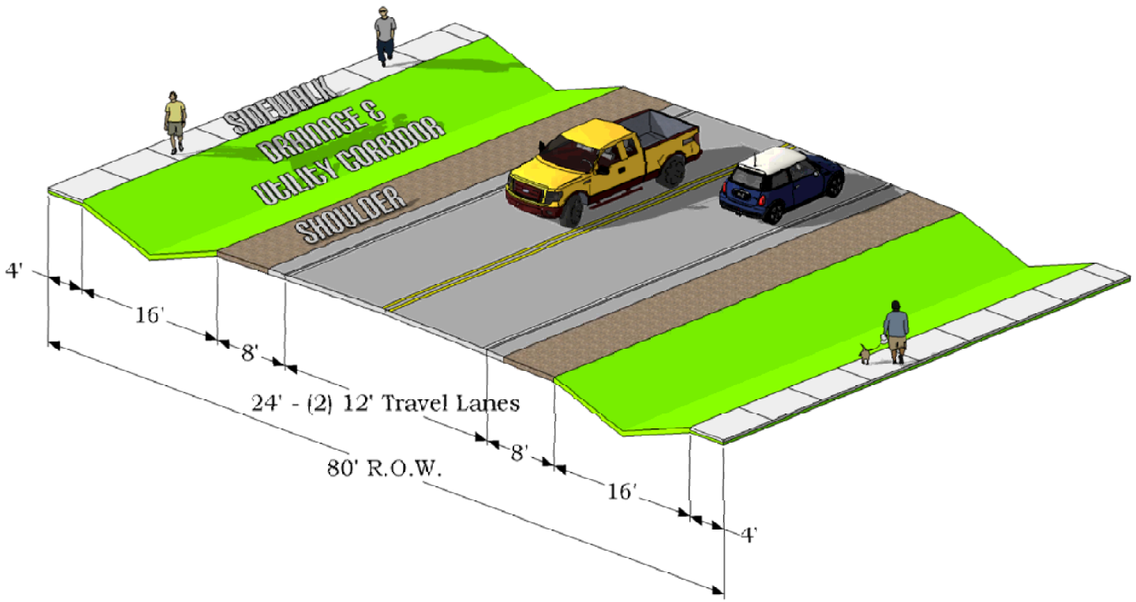
Suburban Arterial - 70' ROW (SA-2)	
ROW	70'
Corridor Width	38'
Pavement Width	24'
Travel Lane Width	12'
No. of Travel Lanes	2
Shoulder Width	5'
Shoulder Type	Paved
Median	None
Curb and Gutter	None
Speed Limit	65 mph
Sidewalks	8'
Front Setback from centerline	55'
ADT	
Level of Service	

PARISH OF ASCENSION
ENGINEERING DEPARTMENT

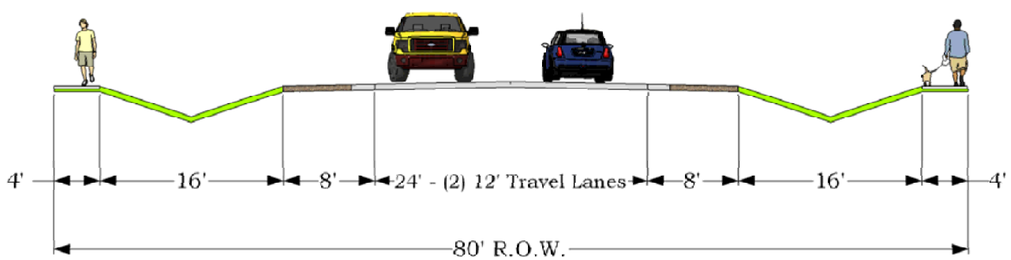
TOMMY MARTINEZ
PARISH PRESIDENT

Ascension Parish Roadway Section Rural Arterial 80' ROW

RA-1



RA-1 Classified Roadways	
Miles =	9.64
Crawford Leblanc Bl	0.35
La Hwy 1 N	5.52
La Hwy 70	2.82
W Tenth St	0.95



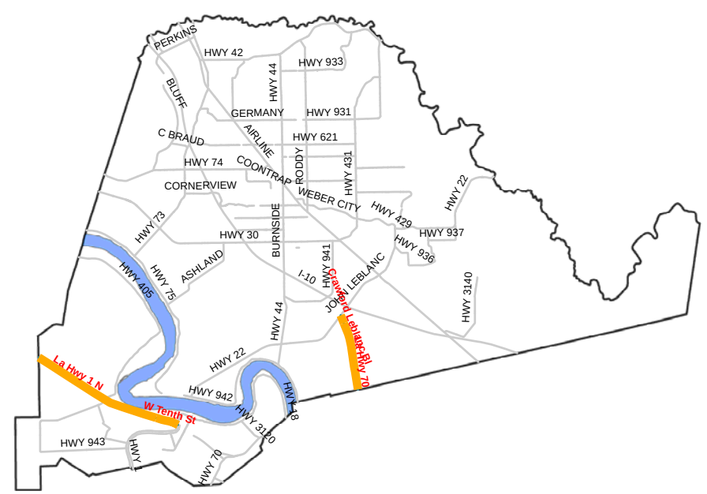


FIGURE 4

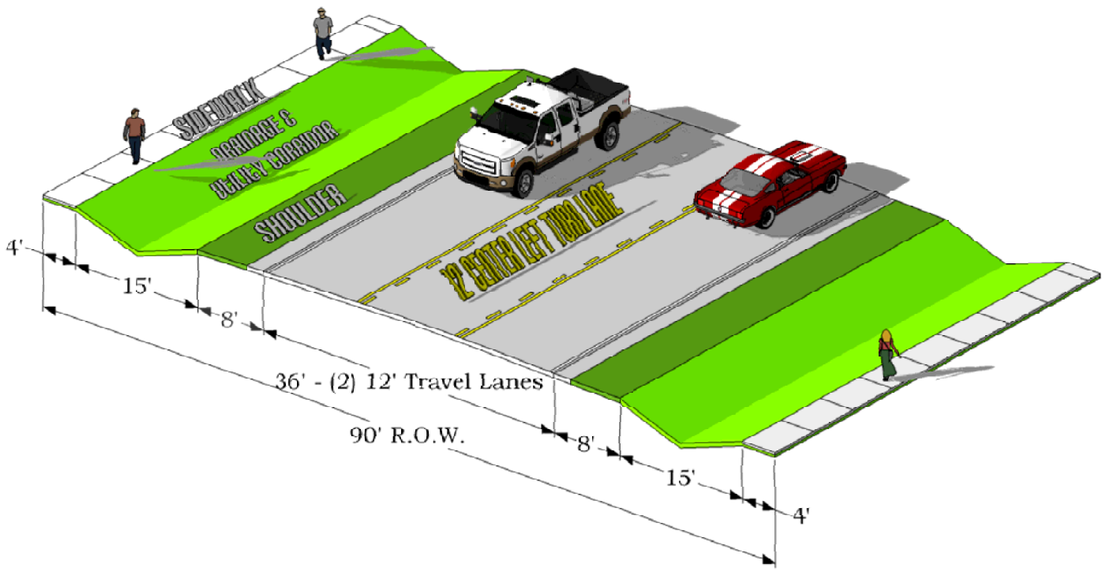
Rural Arterial - 80' ROW (RA-1)	
ROW	80'
Corridor Width	48'
Pavement Width	24'
Travel Lane Width	12'
No. of Travel Lanes	2
Shoulder Width	8'
Shoulder Type	Aggregate
Median	None
Curb and Gutter	None
Speed Limit	50 mph
Sidewalks	8'
Front Setback from centerline	60'
ADT	< 5,000
Level of Service	

PARISH OF ASCENSION
ENGINEERING DEPARTMENT

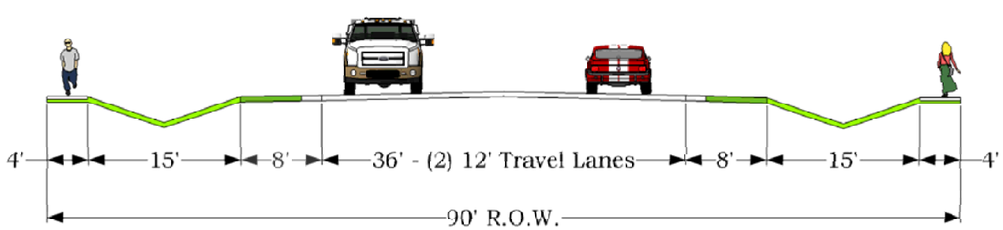
TOMMY MARTINEZ
PARISH PRESIDENT

Ascension Parish Roadway Section Rural Arterial 90' ROW

RA-2



RA-2 Classified Roadways	
Miles =	12.26
La Hwy 22	7.40
La Hwy 941	4.32
Main St	0.51
River Highlands Dr	0.04



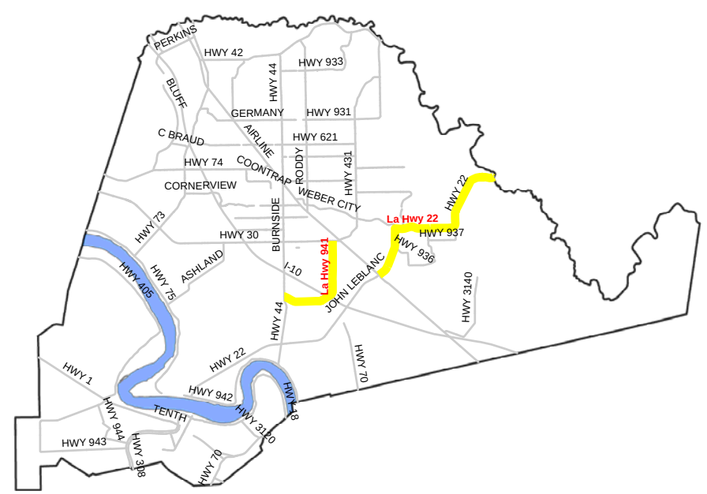


FIGURE 5

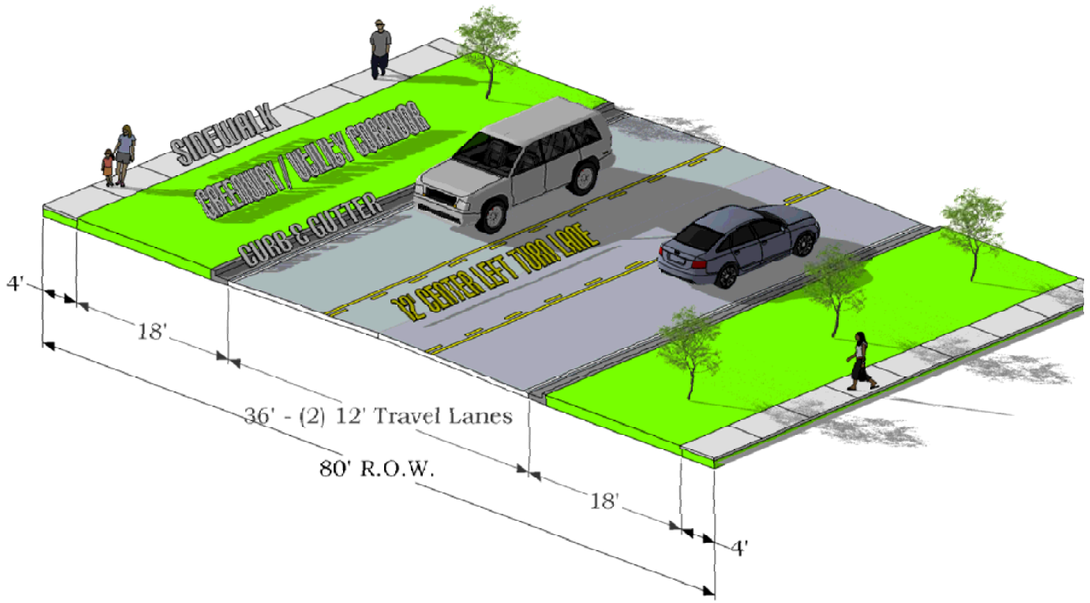
Rural Arterial - 90' ROW (RA-2)	
ROW	90'
Corridor Width	46'
Pavement Width	36'
Travel Lane Width	12'
No. of Travel Lanes	3
Shoulder Width	8'
Shoulder Type	Paved
Median	Lane
Curb and Gutter	None
Speed Limit	60 mph
Sidewalks	8'
Front Setback from centerline	65'
ADT	> 5,000
Level of Service	

PARISH OF ASCENSION
ENGINEERING DEPARTMENT

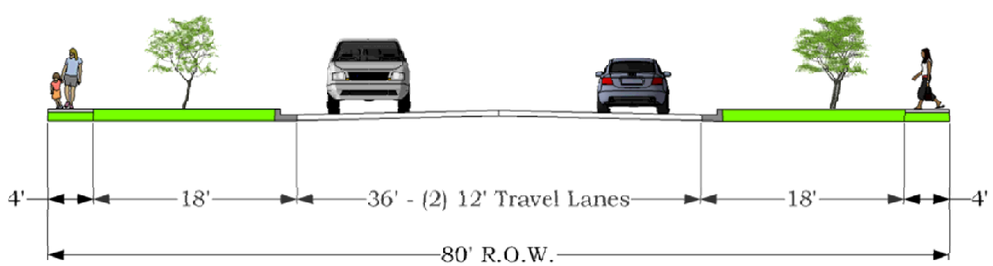
TOMMY MARTINEZ
PARISH PRESIDENT

Ascension Parish Roadway Section Urban Collector 80' ROW

UC-1



UC-1 Classified Roadways	
Miles =	9.01
La Hwy 44	2.00
Old Jefferson Hwy	7.01



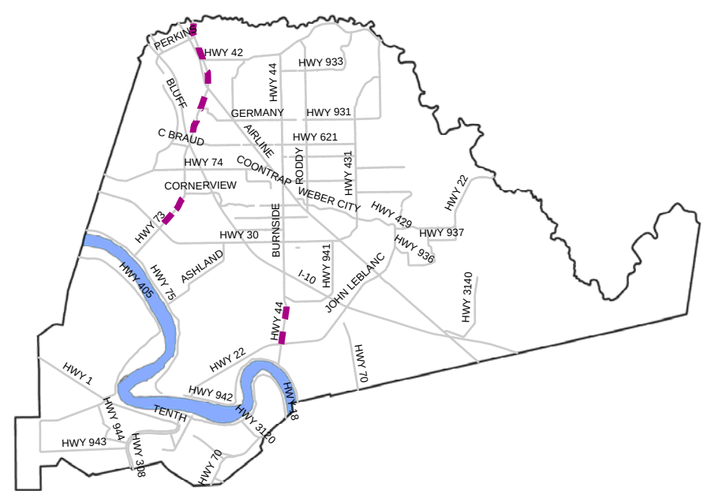


FIGURE 6

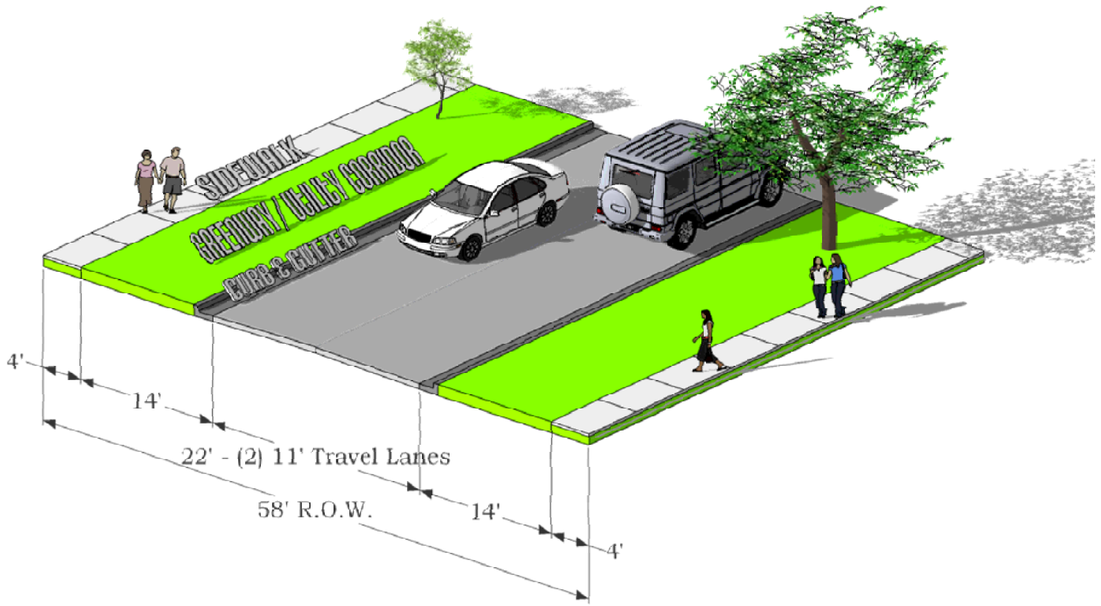
Urban Collector - 80' ROW (UC-1)	
ROW	80'
Corridor Width	36'
Pavement Width	36'
Travel Lane Width	12'
No. of Travel Lanes	2
Shoulder Width	N/A
Shoulder Type	N/A
Median	12' Lane
Curb and Gutter	Yes
Speed Limit	40
Sidewalks	8'
Front Setback from centerline	60'
ADT	
Level of Service	

PARISH OF ASCENSION
ENGINEERING DEPARTMENT

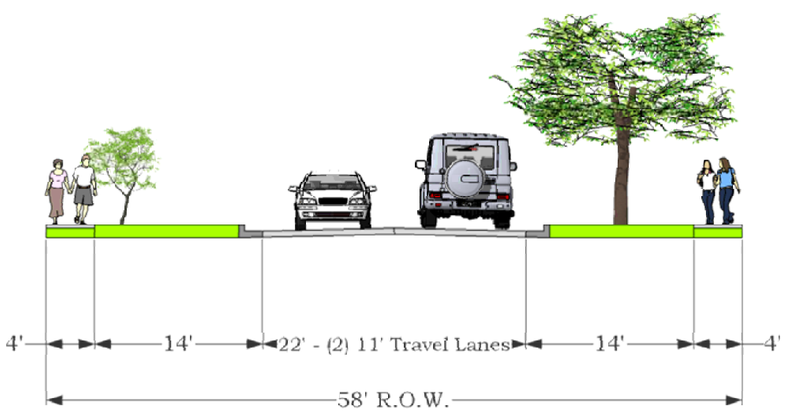
TOMMY MARTINEZ
PARISH PRESIDENT

Ascension Parish Roadway Section Suburban Collector 58' ROW

SC-1



SC-1 Classified Roadways	
Miles =	13.08
AP Hwy 929	3.39
Braud Rd	2.01
Causey Rd	1.02
Industrial Dr	0.19
La Hwy 44	0.86
La Hwy 931	3.03
Merritt Evans Rd	1.01
Old Jefferson Hwy	1.56



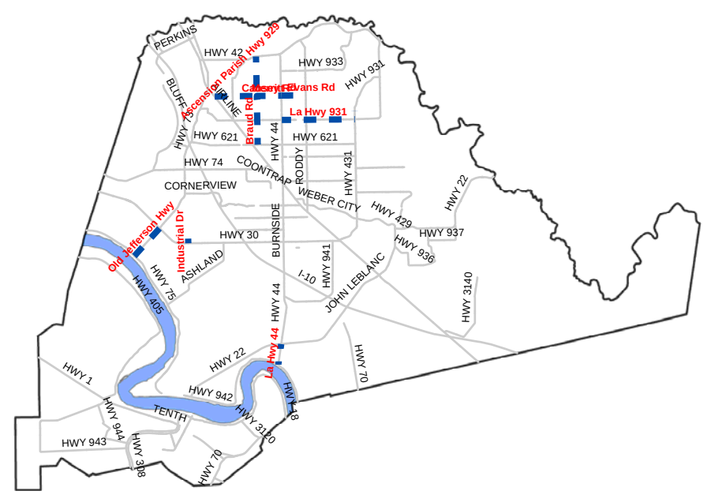


FIGURE 7

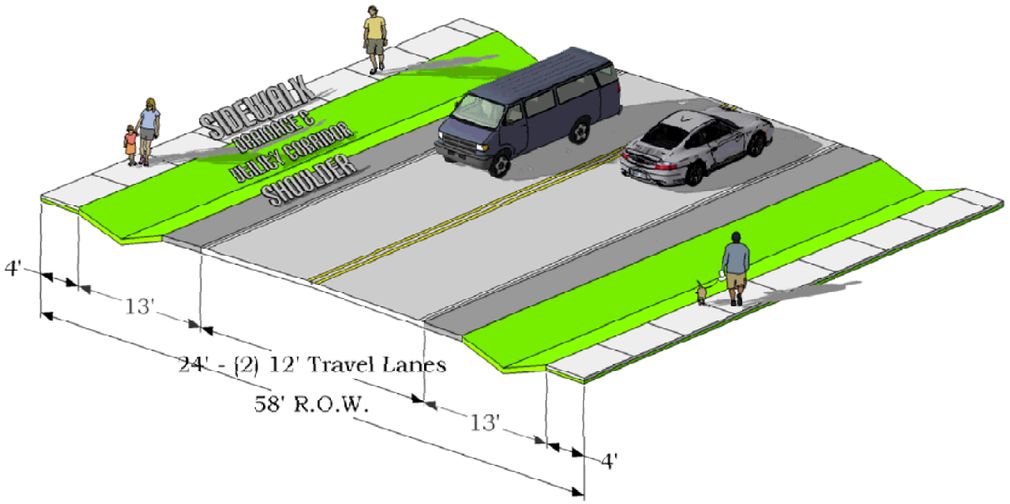
Suburban Collector - 58' ROW (SC-1)	
ROW	58'
Corridor Width	24'
Pavement Width	22'
Travel Lane Width	11'
No. of Travel Lanes	2
Shoulder Width	N/A
Shoulder Type	N/A
Median	None
Curb and Gutter	Yes
Speed Limit	40 mph
Sidewalks	8'
Front Setback from centerline	49'
ADT	
Level of Service	

PARISH OF ASCENSION
ENGINEERING DEPARTMENT

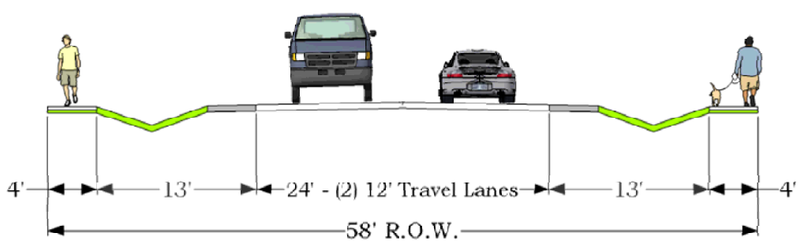
TOMMY MARTINEZ
PARISH PRESIDENT

Ascension Parish Roadway Section Suburban Collector 58' ROW

SC-3



SC-3 Classified Roadways	
Miles =	14.84
Bayou Narcisse Rd	2.53
Black Bayou Rd	3.03
Black Bayou Rd Ext	0.84
Daigle Rd	0.97
La Hwy 74	3.46
La Hwy 930	1.75
La Hwy 931	2.26



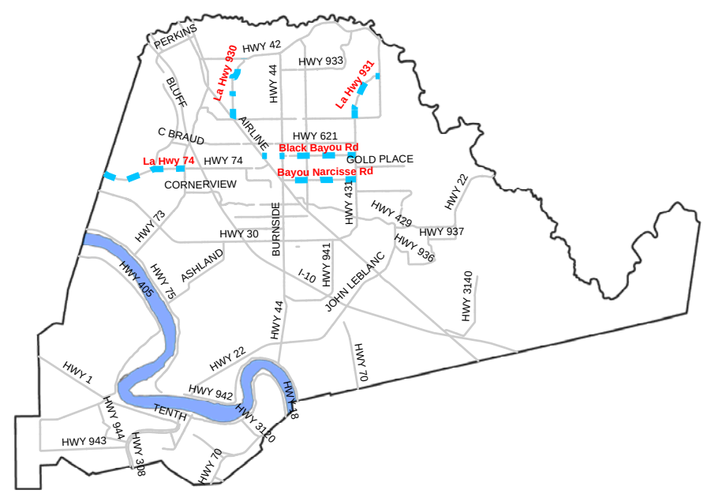


FIGURE 8

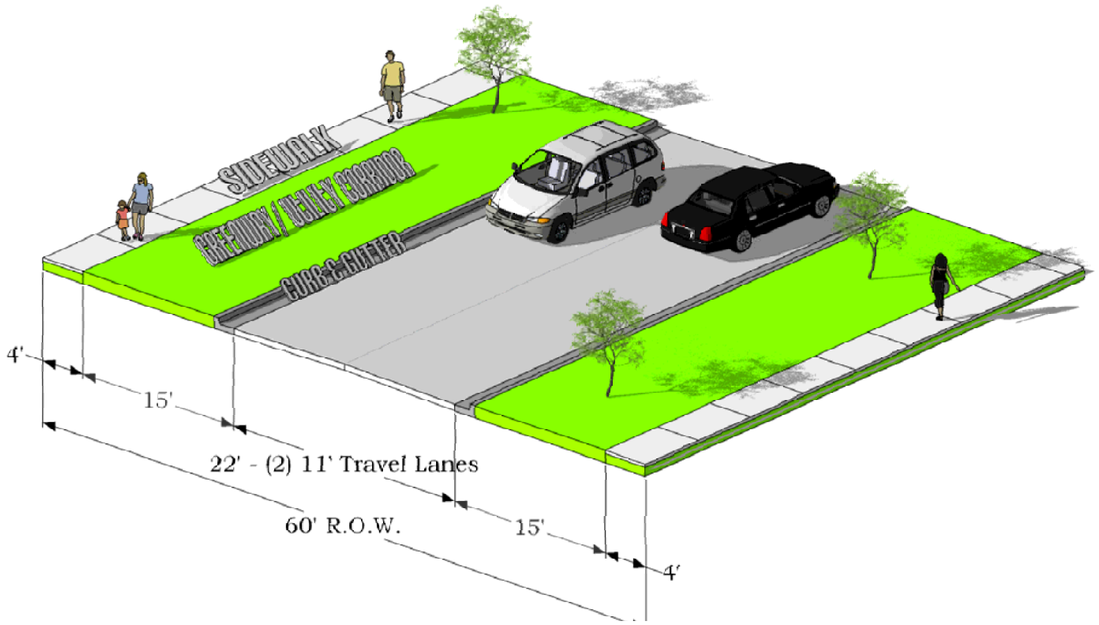
Suburban Collector - 58' ROW (SC-3)	
ROW	58'
Corridor Width	26'
Pavement Width	24'
Travel Lane Width	12'
No. of Travel Lanes	2
Shoulder Width	8'
Shoulder Type	Paved
Median	None
Curb and Gutter	None
Speed Limit	50 mph
Sidewalks	8'
Front Setback from centerline	49'
ADT	
Level of Service	

PARISH OF ASCENSION
ENGINEERING DEPARTMENT

TOMMY MARTINEZ
PARISH PRESIDENT

Ascension Parish Roadway Section Rural Collector 60' ROW

RC-1



RC-1 Classified Roadways	
Miles =	4.45
La Hwy 22	4.45

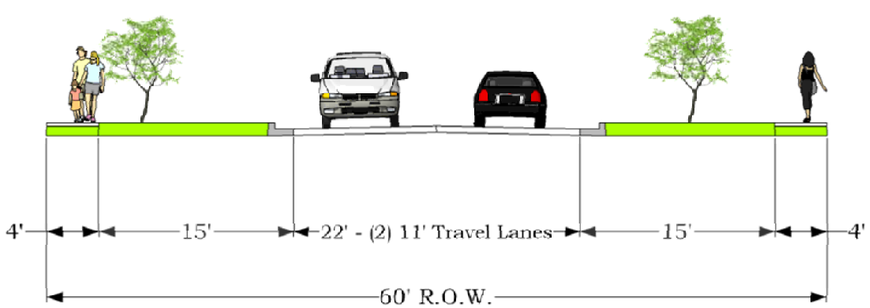


FIGURE 9

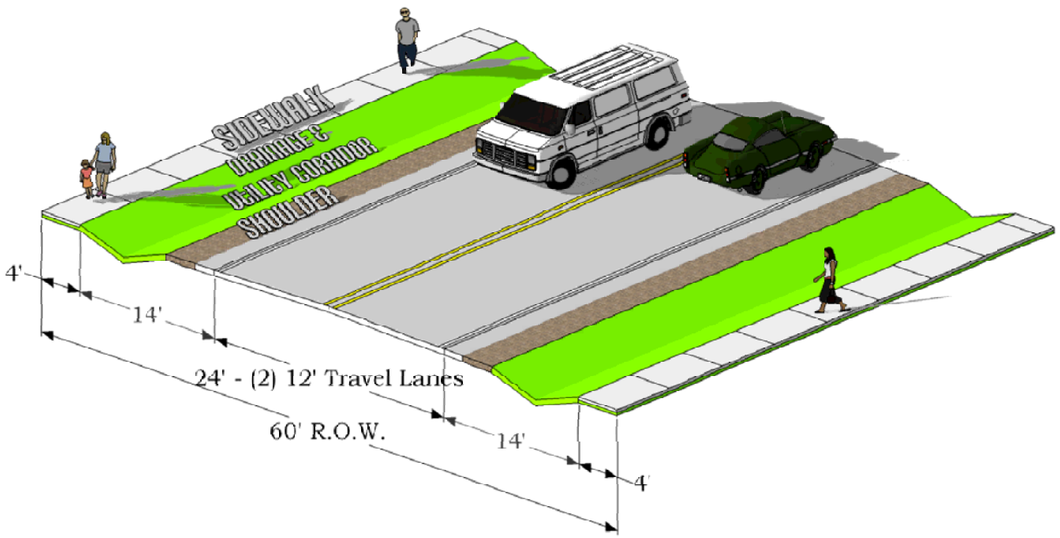
Rural Collector - 60' ROW (RC-1)	
ROW	60'
Corridor Width	26'
Pavement Width	22'
Travel Lane Width	11'
No. of Travel Lanes	2
Shoulder Width	N/A
Shoulder Type	N/A
Median	None
Curb and Gutter	Yes
Speed Limit	40 mph
Sidewalks	8'
Front Setback from centerline	50'
ADT	
Level of Service	

PARISH OF ASCENSION
ENGINEERING DEPARTMENT

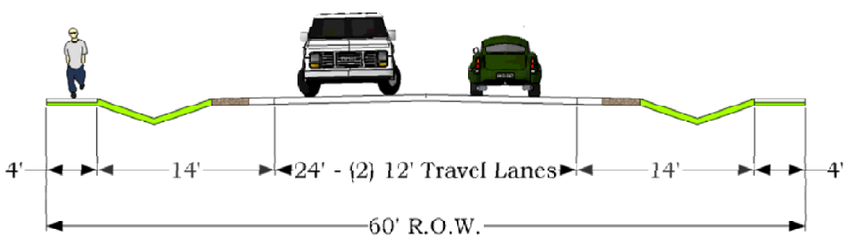
TOMMY MARTINEZ
PARISH PRESIDENT

Ascension Parish Roadway Section Rural Collector 60' ROW

RC-2



RC-2 Classified Roadways	
Miles =	85.60
Ashland Rd	3.77
Babin Rd	2.23
Beco Rd	2.44
Boudreaux Rd	1.11
Churchpoint Rd	2.53
Coontrap Rd	1.49
Cornerview Rd	4.00
George Lambert Rd	2.19
Harry Savoy Rd	1.54
Joe Sevario Rd	3.36
La Hwy 18	0.27
La Hwy 18 E	1.89
La Hwy 18 W	3.99
La Hwy 308	0.68
La Hwy 308 S	1.55
La Hwy 3120	1.02
La Hwy 405	8.70
La Hwy 429	1.81
La Hwy 933	4.47
La Hwy 936 E	1.49
La Hwy 936 N	0.64
La Hwy 936 S	1.13
La Hwy 936 W	0.51
La Hwy 937	1.74
La Hwy 942	5.11
Norwood Rd	2.08
Parker Rd	1.78
River Rd	12.04
Roddy Rd	3.81
Stringer Bridge Rd	4.03
Weber City Rd	2.19



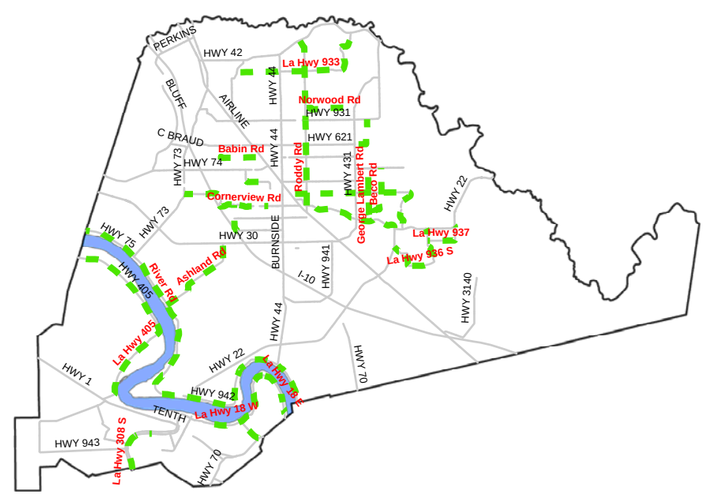


FIGURE 10

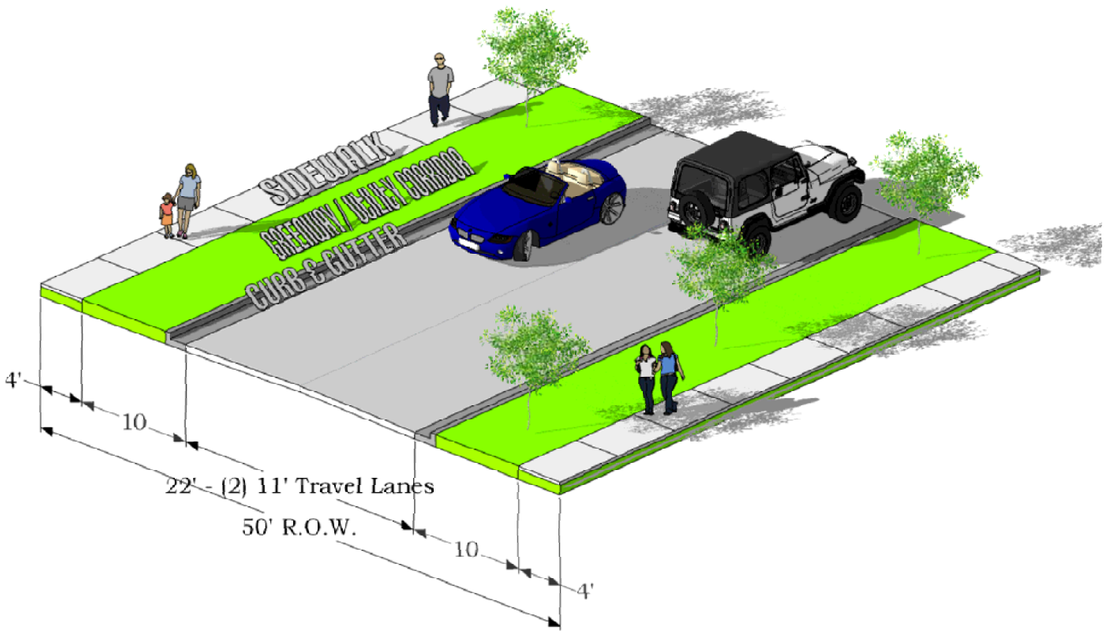
Rural Collector - 60' ROW (RC-2)	
ROW	60'
Corridor Width	28'
Pavement Width	24'
Travel Lane Width	12'
No. of Travel Lanes	2
Shoulder Width	5'
Shoulder Type	Mixed
Median	None
Curb and Gutter	None
Speed Limit	50 mph
Sidewalks	8'
Front Setback from centerline	50'
ADT	
Level of Service	

PARISH OF ASCENSION
ENGINEERING DEPARTMENT

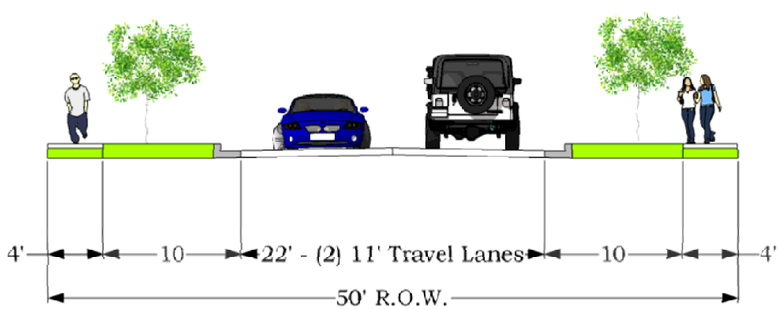
TOMMY MARTINEZ
PARISH PRESIDENT

Ascension Parish Roadway Section Urban Local 50' ROW

UL-2



UL-2 Classified Roadways	
Miles =	14.50
Abby James Rd	1.01
Aikens Rd	0.51
Bishop Woods Rd	1.01
C Braud Rd	0.72
Henry Rd	1.02
J D Broussard Rd	0.51
Josh Brown Rd	0.23
K C Rd	1.02
L Landry Rd	1.01
Loosemoore Rd	1.02
Post Office Rd	0.41
S St Landry Ave	1.91
Tiggy Duplessis Rd	1.03
Tommy Moore Rd	0.60
W Worthy St	2.00
West Ln	0.50



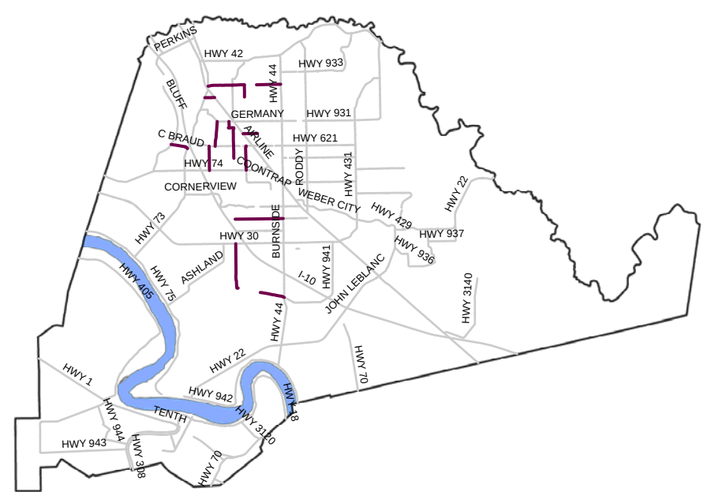


FIGURE 11

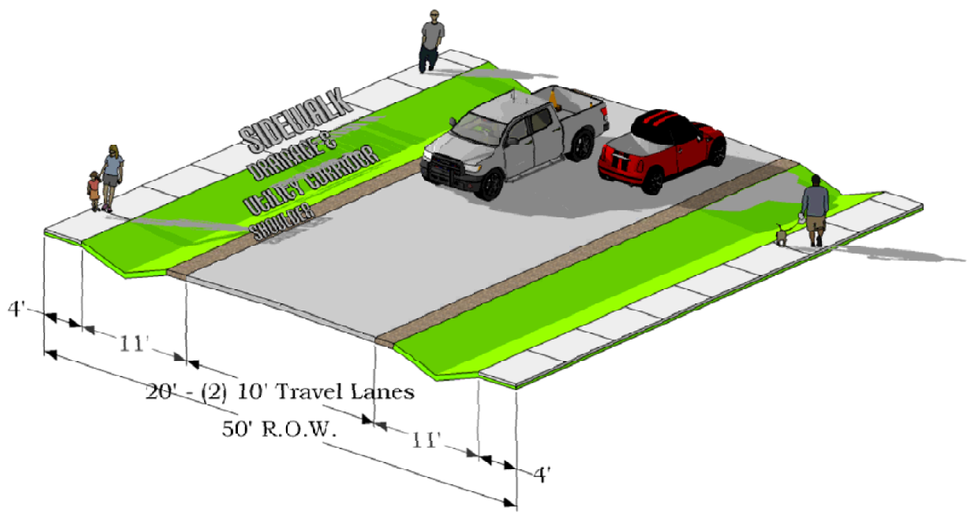
Urban Local - 50' ROW (UL-2)	
ROW	50'
Corridor Width	16'
Pavement Width	22'
Travel Lane Width	11'
No. of Travel Lanes	2
Shoulder Width	N/A
Shoulder Type	N/A
Median	None
Curb and Gutter	Yes
Speed Limit	30 mph
Sidewalks	8'
Front Setback from centerline	45'
ADT	
Level of Service	

PARISH OF ASCENSION
ENGINEERING DEPARTMENT

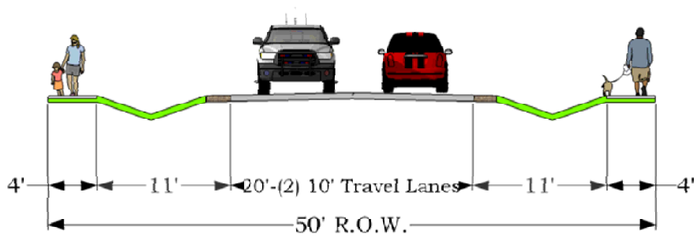
TOMMY MARTINEZ
PARISH PRESIDENT

Ascension Parish Roadway Section Rural Local 50' ROW

RL-1



RL-1 Classified Roadways	
Miles =	12.49
Cannon Rd	3.29
Frank Noel Rd	2.07
Lemanville Cutoff Rd	1.79
Musco Ln	0.63
O'Neal Rd	1.01
Souveneir Rd	1.12
Swamp Rd	1.22
Swamp Rd E	0.48
Swamp Rd N	0.17
Swamp Rd S	0.39
Swamp Rd W	0.31



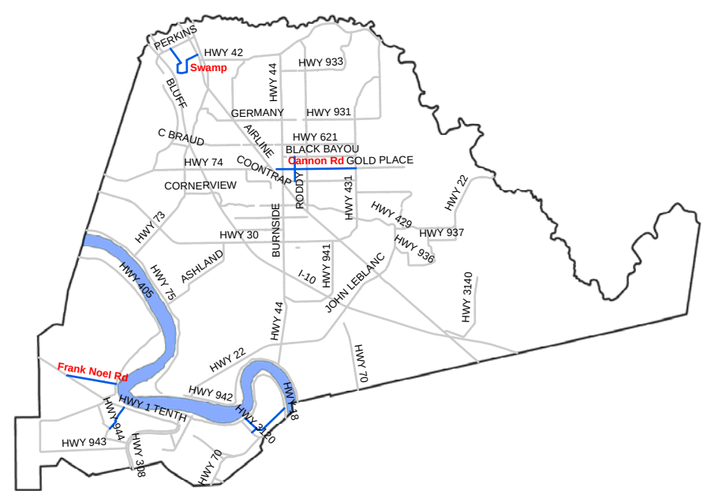


FIGURE 12

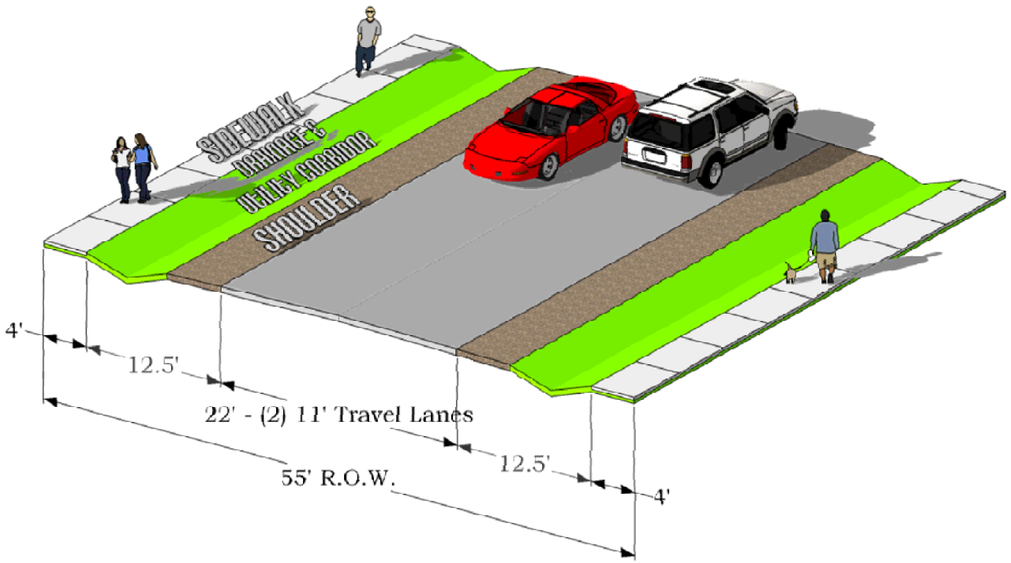
Rural Local - 50' ROW (RL-1)	
ROW	50'
Corridor Width	22'
Pavement Width	20'
Travel Lane Width	10'
No. of Travel Lanes	2
Shoulder Width	2'
Shoulder Type	Aggregate
Median	None
Curb and Gutter	None
Speed Limit	40 mph
Sidewalks	8'
Front Setback from centerline	45'
ADT	< 400
Level of Service	

PARISH OF ASCENSION
ENGINEERING DEPARTMENT

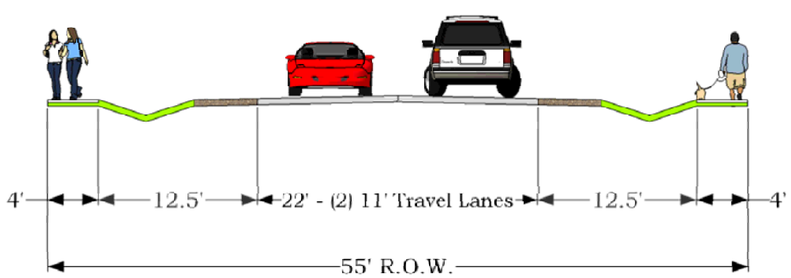
TOMMY MARTINEZ
PARISH PRESIDENT

Ascension Parish Roadway Section Rural Local 55' ROW

RL-3



RL-3 Classified Roadways	
Miles =	29.37
Bluff Rd	5.69
Chester Diez Rd	0.97
Denham Rd	0.65
Duplessis Rd	1.65
Ernest Floyd Rd N	0.50
Ernest Floyd Rd S	0.91
George Rouyea Rd	2.03
Gold Place Rd	2.33
Henderson Bayou Rd	1.57
La Hwy 943 N	4.16
La Hwy 943 S	3.66
La Hwy 944 S	0.87
La Hwy 944 W	1.68
Moody Dixon Rd	1.68
William Ficklin Rd	1.02



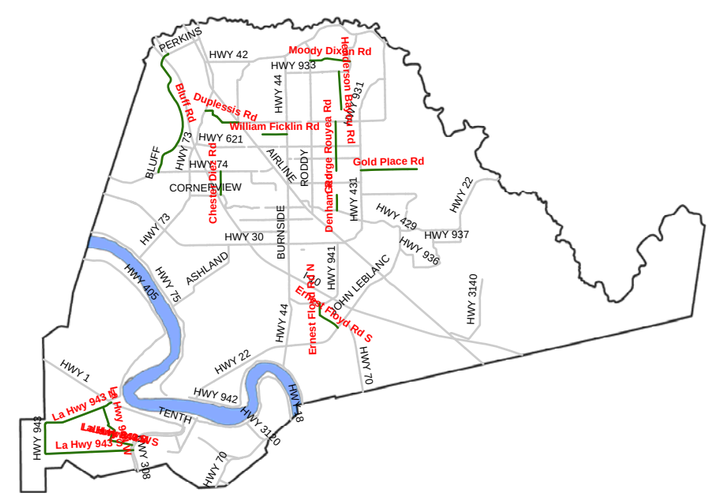


FIGURE 13

Rural Local - 55' ROW (RL-3)	
ROW	55'
Corridor Width	25'
Pavement Width	22'
Travel Lane Width	11'
No. of Travel Lanes	2
Shoulder Width	5'
Shoulder Type	Aggregate
Median	None
Curb and Gutter	None
Speed Limit	50 mph
Sidewalks	8'
Front Setback from centerline	48'
ADT	> 400
Level of Service	