



# Jefferson Parish Thoroughfare Plan

RPC Contract No. JP-CEA-CP / Resolution Nos. 100087 & 104785, Jefferson Parish Council

*Executive Summary*

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## **Appendix A**

### Parish Constraints Analysis

## Jefferson Parish Thoroughfare Plan

### TECHNICAL MEMORANDUM

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#### Constraints

The environment in which the major thoroughfare plan has been developed includes many constraints that have been recognized as major influences in the shape and type of development options that the Parish will experience. These constraints fall into two categories, items which cannot be addressed, and items which can be addressed through project-based mitigation and planning. As shown on Map 1, these constraints include the following items:

#### Items which cannot be addressed:

- *Jean Lafitte National Park, Barataria Preserve* – the Parish contains approximately 20,000 acres of the Barataria Preserve. The Preserve is the land mass which wraps around the existing developed and developing areas along the Kerner/Lafitte-Larose Highway and Barataria Boulevard, south and west of the hurricane protection levee. The Parish's Future Land Use Map depicts this area as "recreation". Potential environmental issues make new roadway construction through this area infeasible. However, it would not preclude making improvements to access to park activities areas or within existing identified right-of-way.
- *Landfill Sites* – the Parish has a concentration of operating landfills along the US 90 corridor, west of Avondale which cannot be crossed presently by new roadway construction. These sites have been identified on the Future Land Use Map within the Heavy Industrial land use category.

#### Items which can be addressed:

- *Mississippi River* – the Parish is divided into two land masses by the Mississippi River. Currently, the only crossing of the River in Jefferson Parish is under construction to be widened to a 6-lane span. Improving the access to this span's approaches is considered a priority. At this point, there are no plans for including an additional span location within this Plan for Jefferson Parish. The 1981 Westbank Major Thoroughfare Plan identified a location which connected Hickory Avenue with US Highway 90 through Avondale Shipyards. This suggestion, while benefiting traffic flow, would present significant impacts on adjacent land uses and the Parish's largest employer. Before a decision is made on a location for such a crossing, the community at-large needs to be engaged in the discussion and decision making process.
- *Hurricane Protection Levee* – the Parish's developed and developable area is surrounded by a combination of levees that form the backbone of the hurricane protection system. Maintaining the integrity of this system is a priority to local residents. Therefore, any new levee crossing locations will need to be confirmed with the appropriate authorities to minimize conflicts with current levee construction plans.
- *Navigable Commercial Waterways* – the Parish has a significant maritime industry component that is oriented to several key waterways that cross through the Parish's

## Jefferson Parish Thoroughfare Plan

### TECHNICAL MEMORANDUM

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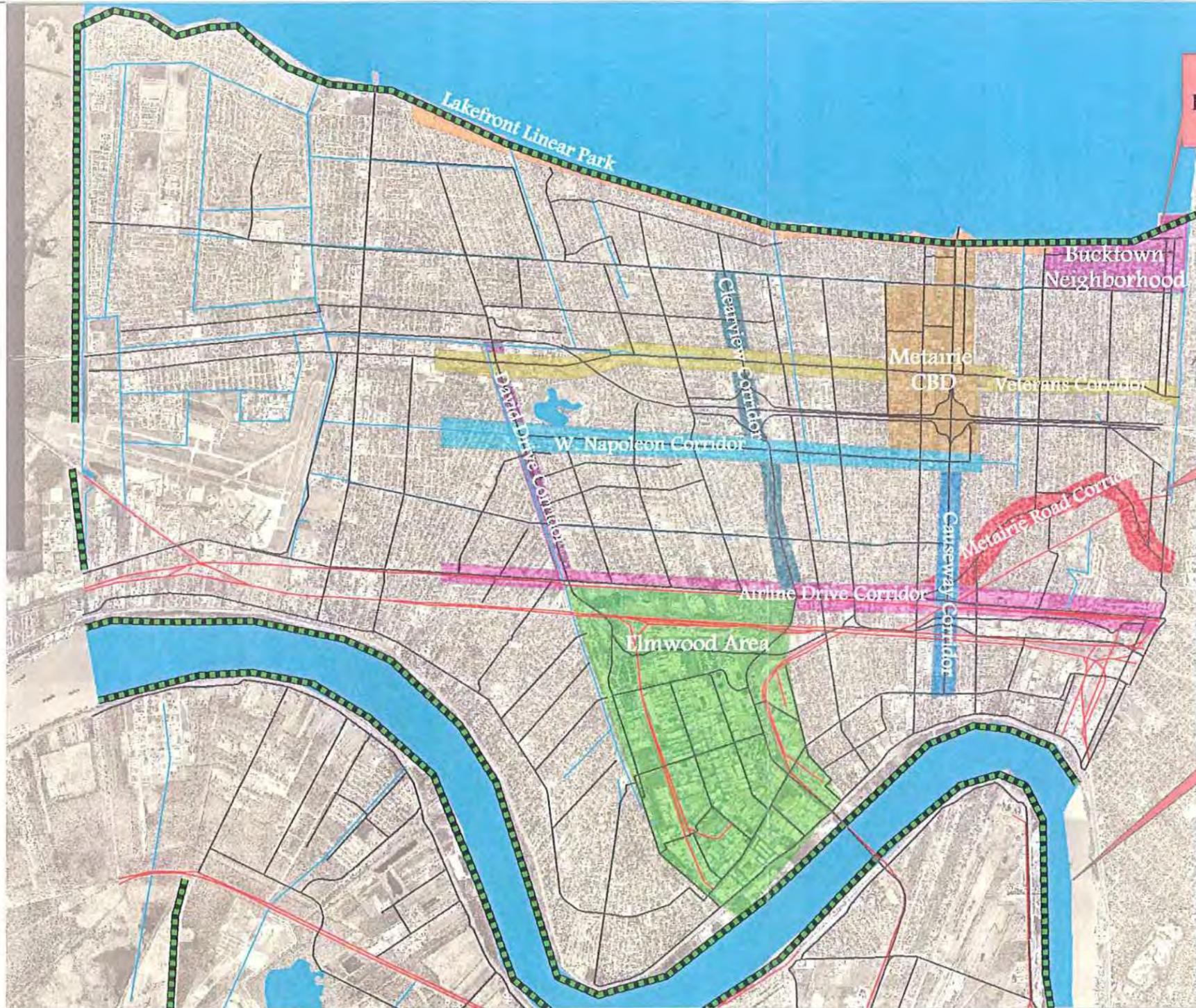
unincorporated area. These include several waterways which would appear to be easily crossed including the Harvey Canal, Bayou Barataria and Bayou Segnette. All have existing bridge crossings, with either fixed or moveable spans to accommodate marine commerce. From a land use perspective, all are forecast to remain centers of intense industrial development, which will require any future roadways crossing these bodies include a bridge span which meets US Coast Guard criteria for marine access and clearance.

- *Existing Drainage Canals and Features* – the Parish’s storm drainage system includes a series of open canals that connect to stations which pump water outside of the hurricane protection levee system. Roadways which cross canals will need to incorporate box culverts at these locations.
- *Future Drainage Canals* – as the Parish develops, it is anticipated that the system of drainage canals and structures would continue to expand. Should decisions made about the location of new structures place them in a future major thoroughfare corridor, the standard cross section for that corridor would need to be modified to accommodate the drainage feature. This is suggested since the current roadway cross sections may not accommodate the Parish’s required canal section in some areas.
- *Apparent Right-of-Way Opportunities in Areas of Existing Development* – the Parish’s developed areas present numerous obstacles to roadway widening and new construction. The combination of aerial photography and field verification has been utilized to make sure that corridor locations minimize potential impacts on known developed areas created as a result of displacements.
- *Railroad Corridors* – the Parish is crossed by several rail corridors serving local industry, the Port of New Orleans, and passenger rail service. These rail lines can be found along Airline Drive on the Eastbank; River Road, 4<sup>th</sup> Street and Peters Road on the Westbank. In addition, there are 3 railroad intermodal yards and 1 rail switching yard in the Parish where truck traffic and cargo staging occurs on a regular basis. As a result of existing agreements identified during the Technical Advisory Committee process, future thoroughfares which include new rail crossings will need to either incorporate a grade separation or institute the closure of an at-grade crossing elsewhere in the Parish.
- *Subarea Planning Efforts* – Envision Jefferson’s implementation plan has identified a series of subarea or neighborhood plans which would engage a citizen-based land use, design and facilities planning process which may result in the refinement of the items depicted on the final Major Thoroughfare Plan map. As identified in the Comprehensive Plan document, 21 locations have been identified for additional planning, two of which have engaged a subarea planning process.<sup>1</sup>

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<sup>1</sup> Pg. 7-8 and 7-9, Implementation and Administration, Exhibit 7-1: Plan Implementation Table, *Jefferson Parish Comprehensive Plan*, December 2003.

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Constraint:  
Hurricane Protection  
Levee/Floodwall

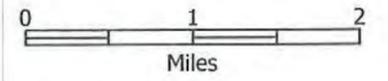
Constraint:  
Drainage Canals

Constraint:  
Railroad Corridors

Constraint:  
Mississippi River

**Legend**

- Railroads
- ▬ Levee or Floodwall
- Water Bodies
- Canals
- Sub Areas**
- Airline Drive Corridor
- Bucktown
- Causeway Corridor
- Clearview Corridor
- David Drive Corridor
- Elmwood
- Lakefront Linear Park
- Metairie CBD
- Metairie Corridor
- Veterans Corridor
- W. Napoleon Corridor



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**Jefferson Parish Thoroughfare Plan**  
Item 3B/3C Map 1. Planning Constraints -  
East Bank

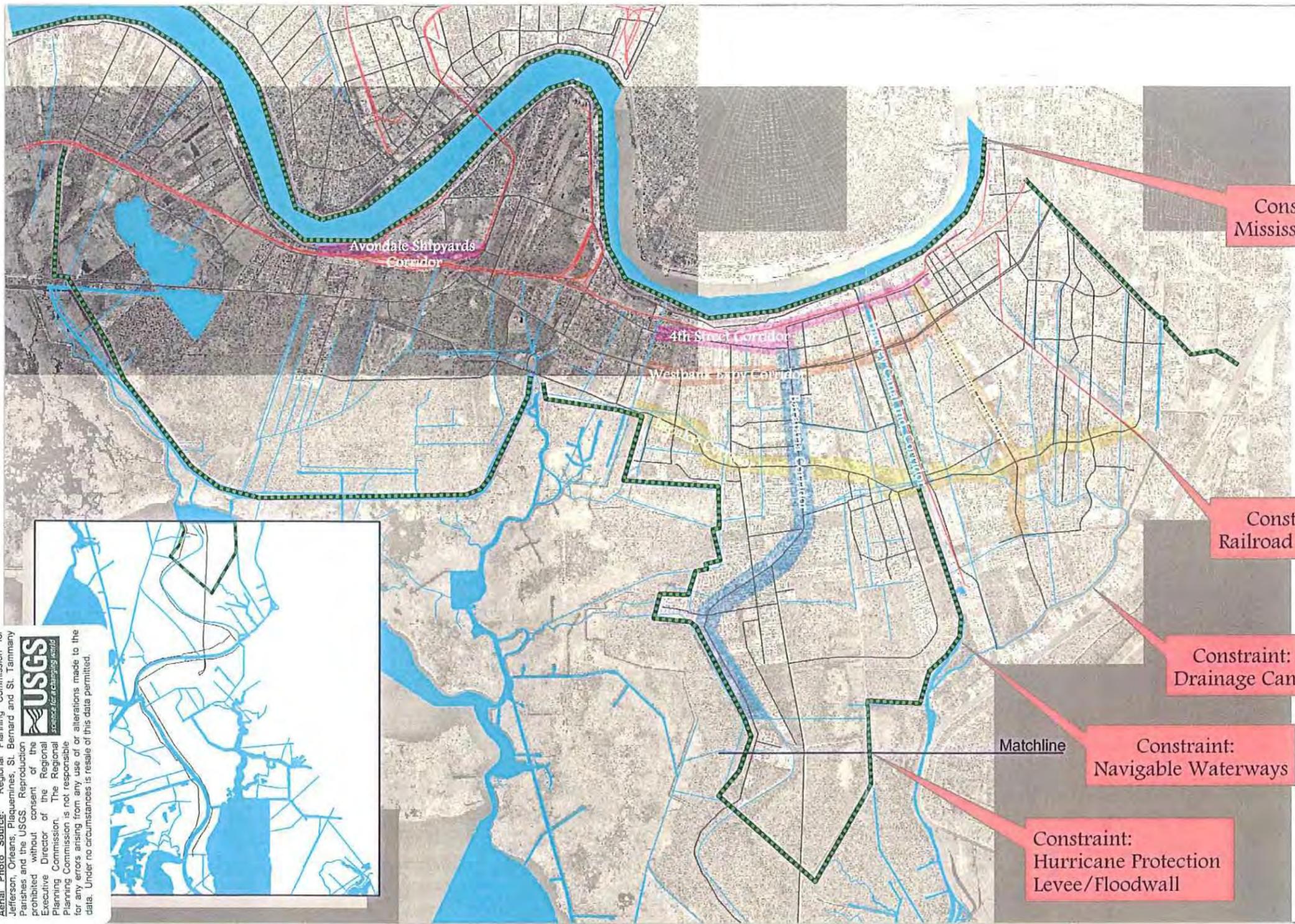


Envision 2020 Jefferson



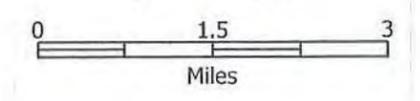
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July 2005  
BKI 10185-02

Data Sources:  
Jefferson Parish  
Regional Planning Commission  
US Bureau of the Census



### Legend

- Railroads
  - Levee or Floodwall
  - Water Bodies
  - Canals
- Subareas (Westbank)
- 4th Street Corridor
  - Avondale Shipyards
  - Barataria Corridor
  - Harvey Canal Corridor
  - Lapalco Corridor
  - Manhattan Corridor
  - Westbank Expy Corridor



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## Jefferson Parish Thoroughfare Plan

Item 3B/3C Map 2. Planning Constraints - West Bank



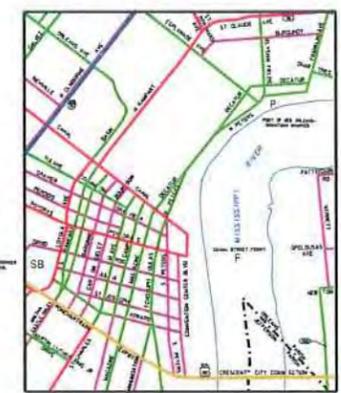
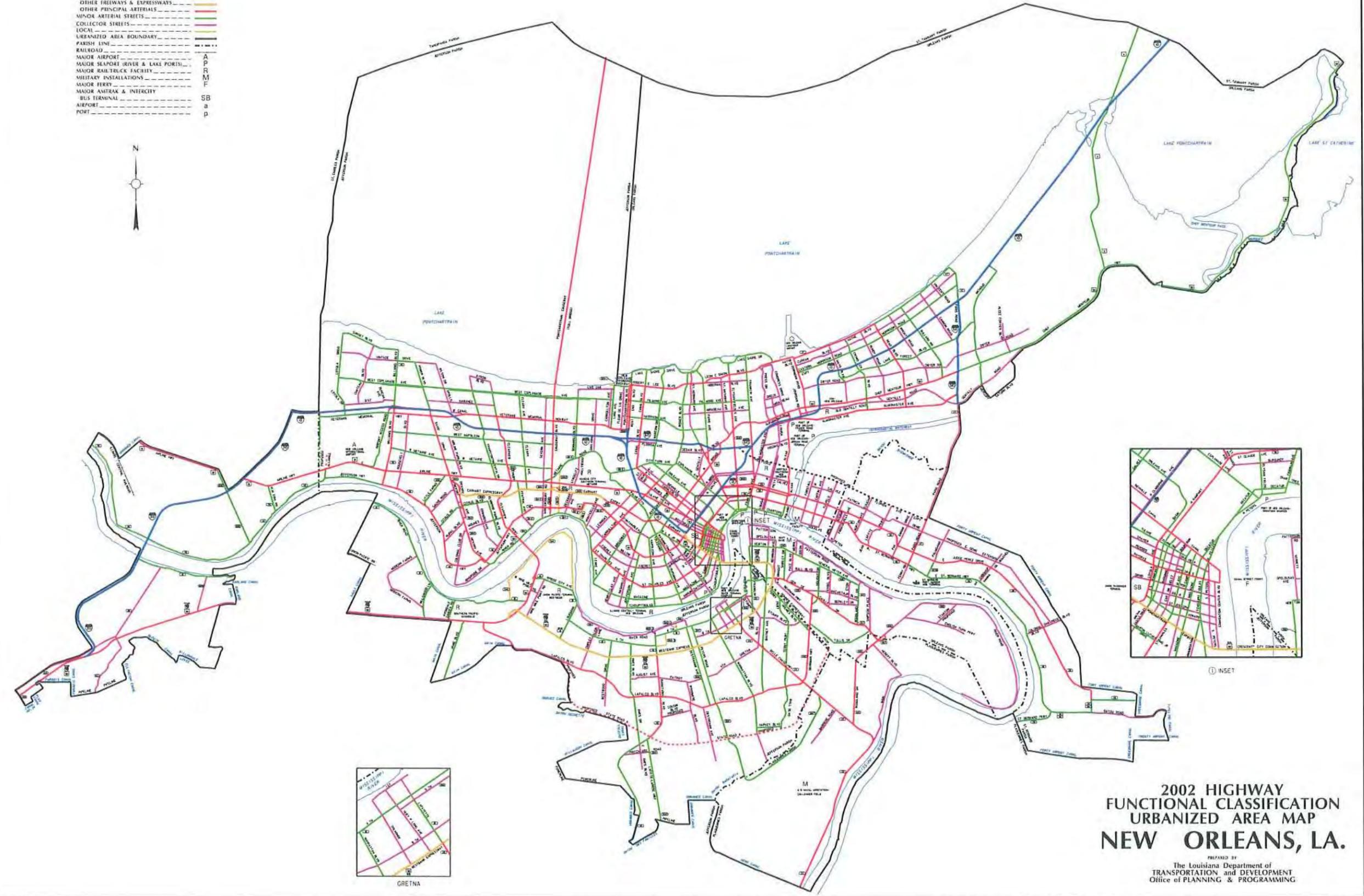
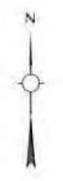
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 July 2005  
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Data Sources:  
 Jefferson Parish  
 Regional Planning Commission  
 US Bureau of the Census

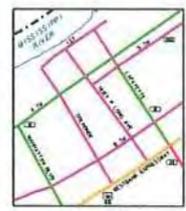


**Appendix B**  
LADOTD Functional Classification Map 2002

- LEGEND**
- INTERSTATE \_\_\_\_\_
  - PRINCIPAL ARTERIALS \_\_\_\_\_
  - OTHER FREEWAYS & EXPRESSWAYS \_\_\_\_\_
  - OTHER PRINCIPAL ARTERIALS \_\_\_\_\_
  - MINOR ARTERIAL STREETS \_\_\_\_\_
  - COLLECTOR STREETS \_\_\_\_\_
  - LOCAL \_\_\_\_\_
  - URBANIZED AREA BOUNDARY \_\_\_\_\_
  - FARISH LINE \_\_\_\_\_
  - RAILROAD \_\_\_\_\_
  - MAJOR AIRPORT \_\_\_\_\_ A
  - MAJOR SEAPORT (RIVER & LAKE PORTS) \_\_\_\_\_ P
  - MAJOR RAILTRUCK FACILITY \_\_\_\_\_ R
  - MILITARY INSTALLATIONS \_\_\_\_\_ M
  - MAJOR FERRY \_\_\_\_\_ F
  - MAJOR AMTRAK & INTERCITY \_\_\_\_\_
  - BUS TERMINAL \_\_\_\_\_ SB
  - AIRPORT \_\_\_\_\_ a
  - PORT \_\_\_\_\_ p



① INSET



GRENA

**2002 HIGHWAY  
FUNCTIONAL CLASSIFICATION  
URBANIZED AREA MAP  
NEW ORLEANS, LA.**

PREPARED BY  
The Louisiana Department of  
TRANSPORTATION and DEVELOPMENT  
Office of PLANNING & PROGRAMMING



**Appendix C**  
LADOTD Design Standards

# Roadway Design Procedures and Details

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Louisiana Department of Transportation  
and Development



## **CHAPTER 2 DESIGN POLICIES AND STANDARDS**

### **2.1 GENERAL DESIGN POLICY INFORMATION**

#### **2.1.1 Establishment of Design Policies and Procedures**

The authority of the Department has been defined over the years by legislation. The Louisiana Legislature has enacted various state statutes that outline the administrative and technical responsibilities of DOTD. Louisiana Revised Statutes (LRS) 48:35 is a key statute pertaining to the establishment of design policies and procedures for the Department and reads, in part: .

The Office of Highways of the Department of Transportation and Development shall adopt minimum safety standards with respect to highway design, construction and maintenance. These standards shall correlate with and, so far as possible, conform to the system then current as approved by the American Association of State Highway and Transportation Officials. Hereafter, the state highway system and all public roads, highways and streets under the jurisdiction of any political subdivision of this state shall conform to such safety standards.

In response, the Department has adopted highway design policies and procedures that conform to the most recent guidelines developed by AASHTO.

#### **2.1.2 Sources of Design Policies and Procedures**

The Department uses several sources for the development of design policies and procedures for highway projects. These primary sources are:

- AASHTO A Policy on Geometric Design of Highways and Streets (Green Book)
- AASHTO Roadside Design Guide (RDG)
- Transportation Research Board Highway Capacity Manual (HCM)
- FHWA Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD)
- DOTD Engineering Directives and Standards Manual (EDSM)

These publications form the basis for the Design Standards adopted by the Department. They also guide the Department on policies and procedures related to all facets of highway design and plan development. More detail on each of these publications can be found in Section 1.1.4.

## **2.2 DESIGN STANDARDS FOR FREEWAYS, ARTERIALS, COLLECTORS, AND LOCAL ROADS**

### **2.2.1 General Information**

The Department has developed and adopted Design Standards that define the critical design elements for each functional system of roadway. The adopted DOTD Design Standards for the different categories are shown in Figures 2-1 through 2-4. For each highway project, the current Design Standards that apply should be obtained from the Road Design Section prior to the Pre-Design Conference and placed in the project files for future reference.

As shown in the Design Standards, a range of values is given for some items. For these items, the Designer should strive to provide the desirable value. If conditions on a project will not allow the use of a desirable value, a value less than desirable, but greater than or equal to the minimum, may be used. Written justification explaining why the desirable value could not be met should be prepared and placed in the project file. Use of a value less than the minimum shown in the Design Standards will require a Design Exception, as discussed in Section 2.3.

### **2.2.2 Roadway Classification**

Design Standards have been developed for the different functional systems of roadways. In order to qualify for federal highway funds, FHWA requires that each state categorize the state routes within its jurisdiction by functional classification into one of these systems. The FHWA has published Highway Functional Classification: Concepts, Criteria, and Procedures, which guide the Department in this effort. A detailed discussion on the concept of functional classification and the characteristics of the different functional systems can be found in Chapter 1 of the Green Book.

Based on FHWA requirements, the Department has assigned all Louisiana state highways to a functional system. Rural and urban functional systems have been classified separately because of the fundamental differences in their characteristics. The categories of functional systems used by the Department are:

- **Rural and Urban Principal Arterial** (including freeways)
- **Rural and Urban Minor Arterial**
- **Rural and Urban Collector** (major or minor)
- **Rural and Urban Local Road**

The designation of each section of state highway can be found in the Louisiana Department of Transportation and Development Summary Log.

As seen in Figures 2-1 through 2-4, the Department has further subdivided the eight functional systems. For rural highways and streets, the appropriate Design Standard is selected based on the functional category of the roadway and the traffic volume. The appropriate Design Standard classification for urban highways and streets is selected in order to obtain the highest practical design speed as given in the urban standards, based on the limiting conditions of the corridor. This should be discussed at the pre-design conference, and agreement should be reached on the applicable standard. An example of this selection process is given in Section 2.2.3.

The state highways included in the TIME program are on the state arterial system and on the National Highway System (NHS).

### 2.2.3 Example: Selection of Design Standards

Described below is an example of the process used to select the appropriate Design Standard for a section of highway. This example refers to the Design Standards found in Figures 2-1 through 2-4 and a portion of the 1998 Louisiana Department of Transportation and Development Summary Log for District 07 shown in Figure 2-5. The Designer should ensure that the most recent version of the Design Standards and Summary Log are used for each project.

**Given:** *A project has been programmed for US 165 in Allen Parish. The project begins approximately 3 miles south of the Kinder city limits and extends through Kinder to a point approximately 5 miles north of the city limits. Traffic count projections at the site show the existing 2-lane roadway has an estimated ADT of 8000 vehicles per day during the year construction is anticipated to be complete. The 20-year projected ADT is 12,100 vehicles per day. Other traffic data of concern is Directional Distribution (D)=55%, Design Hourly Volume Factor (K)=10%, and Percent Trucks (T)=13%. DOTD has committed to construct an urban roadway section with curb and gutter throughout the city limits, and a rural roadway section outside the city limits. In the rural location, the existing 2-lane pavement is in good condition and, if four-lanes are required, 2-lanes will be added to the existing 2-lanes.*

**Solution:** Outside of the city limits, US 165 is also classified as a Rural Principal Arterial, as shown in Figure 2-5. As a result, Figure 2-2, Design Standards for Arterial Roads and Streets, would apply to these sections also. Four rural classifications are given in this standard. To determine which one to use, the Design Hourly Volume (DHV) should be calculated by multiplying K times the 20-year Projected ADT (as counted and given above). The resulting DHV is 1210 vehicles per hour. This falls within the range given for two classifications shown on Figure 2-2: RA-3 and RA-4. Note number 2 states that the RA-3 standard is to be used when adding two-lanes to an existing

two-lane roadway. Therefore, the RA-3 Design Standards would apply to the rural limits of this project.

#### **2.2.4 Other Project Types**

LRS 48:35 allows DOTD to develop standards with values less than those given in AASHTO publications for other types of projects where all work is contained within the existing right-of-way. The Department has developed and adopted additional Design Standards for these situations. These types of projects include:

- Overlay or Widening and Overlay Projects
- Resurfacing, Restoration, and Rehabilitation (3R) Projects
- Interstate Maintenance Projects

If needed, copies of the Design Standards developed for these projects can be obtained from the Road Design Section. Other projects, such as bridge replacement, urban systems or intersection improvement projects, should meet the applicable Design Standards discussed in Section 2.2.1 if possible. Any Design Exceptions required should follow the procedures outlined in Section 2.3.

### **2.3 EXCEPTIONS TO DESIGN STANDARDS AND POLICIES**

Every effort should be made to meet the approved DOTD Design Standards for all roadway or bridge projects. However, in some cases, this may not be feasible. A project may have certain conditions where the minimum values listed in the Design Standards cannot be met. On other projects, economic, social, environmental or political considerations may require a modification to the Design Standards. For these situations, a Design Exception may be appropriate.

Each variance to the Design Standards should be thoroughly studied (including accident data relating to the proposed exception), justified, and documented. To request a Design Exception, a letter is sent to the Chief Engineer asking his consideration and approval. The letter should state the exception requested and summarize the justification. Supporting documentation should be attached as required. Figure 2-6 shows example tables typically used to document where variances to the standards occur on a project. Other information, such as accident history, may be attached if appropriate. If the Chief Engineer approves the exception, the request is forwarded to FHWA for their consideration and approval on federally funded projects.

After the Design Exception has been approved, it is essential that it be properly recorded. A copy of the approval letter from the Chief Engineer, and FHWA if required, should be sent to General Files to be included in the project file. Also, a note should be placed on the plan sheet in the area affected by the exception. The note should include:

- description of the exception
- date the exception was approved
- name of person who approved the exception

Exceptions to other Department policies or the EDSM must be processed in the same manner with final approval obtained from the Chief Engineer.

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT  
Design Standards for Freeways

Item No.	Item	Urban		Rural
		F-1	F-2	F-3 <sup>1</sup>
1	Design Speed (mph)	50	60	70
2	Level of Service	C <sup>3</sup>	C <sup>3</sup>	E <sup>2</sup>
3	Number of Lanes (minimum)	4	4	4
4	Width of Travel Lanes (ft)	12	12	12
5	Width of Shoulders (ft)			
	(a) Inside <sup>4</sup>	6	6	6
	(b) Outside <sup>5</sup>	10	10	10
6	Shoulder Type	Paved	Paved	Paved
7	Width of Median (minimum) (ft)			
	(a) Depressed	50	68 (min) - 100 (des)	72 (min) - 100 (des)
	(b) Continuous barrier (4 lane) <sup>6</sup>	15	15	15
	Continuous barrier (6 lane) <sup>6</sup>	27	27	27
8	Fore Slope (vertical - horizontal)	1:4 to 1:6	1:6	1:6
9	Back Slope (vertical - horizontal)	1:4	1:4	1:4
10	Pavement Cross Slope (%) <sup>7</sup>	2.5	2.5	2.5
11	Stopping Sight Distance (ft)	425	570	730
12	Maximum Superelevation (%) <sup>8</sup>	10	10	10
13	Minimum Radius (ft) <sup>9</sup> (with 10% superelevation)	700	1,100	1,700
14	Maximum Grade (%) <sup>10</sup>	4	3	3
15	Minimum Vertical Clearance (ft) <sup>11</sup>	16	16	16
16	Width of Right-of-Way (ft)			
	(a) Depressed median	As Needed	As Needed	Varies <sup>12</sup>
	(b) Median barrier	As Needed	As Needed	As Needed
	(c) Minimum from edge of bridge structure <sup>13</sup>	15 - 20	15 - 20	15 - 20
17	Bridge Design Live Load <sup>14</sup>	AASHTO	AASHTO	AASHTO
18	Minimum Width of Bridges (face to face of bridge rail at gutter line) (ft)	Roadway Width	Roadway Width	Roadway Width
19	Horizontal Clearance (from edge of travel lane) (ft)			
	(a) 1:4 Fore slope	30	N/A	N/A
	(b) 1:6 Fore slope	22	32	34

Approved William A. Temple  
Chief Engineer

3-5-03  
Date

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT  
Footnotes for Freeway Design Standards

1. These standards may be used in urban areas.
2. Level of Service C can be used in urban areas.
3. Level of Service D can be used in heavily developed urban areas.
4. 4 feet to be paved – 10 feet to be paved on 6 lane facilities – 12 feet to be paved on 6 lane facilities with truck DDHV greater than 250.
5. 12 feet paved when truck DDHV is greater than 250.
6. For larger medians two barriers may be required. The maximum offset of 15 feet from barrier to edge of travel lane shall not be exceeded.
7. 2 percent permissible for rehabilitation projects.
8. In Districts 04 and 05, where ice is more frequent, superelevation should not exceed 8 percent from the  $e_{max} = 10\%$  table.
9. It may be necessary to increase the radius of the curve and/or increase the shoulder width (maximum of 12 feet) to provide adequate stopping sight distance on structure.
10. Grades 1 percent higher may be used in urban areas.
11. An additional 6 inches should be added for additional future surfacing. 17 feet is required for trusses and pedestrian overpasses.
12. As needed for urban projects: 300 feet to 330 feet for rural projects depending on median width.
13. 25 feet shall generally be provided in accordance with EDSM II.1.1.1.
14. For LFD and ASD designs a HST-18 vehicle should be included as one of the live load vehicles.

General Note:

Overlay design standards (separate sheet) shall be applicable to those projects for which the primary purpose is to improve the riding surface.

Approved *H. Tenzler*  
Chief Engineer

3-5-03  
Date

**LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT**  
**Design Standards for Local Roads and Streets**

Item No.	Item	Rural			Urban	
		RL-1	RL-2	RL-3	UL-1	UL-2
1	Design Speed (mph) <sup>1</sup>	30	40	50	20	30
2	Average Daily Traffic	0 - 250	250 - 400	Over 400	N/A	N/A
3	Typical Number of Lanes	2	2	2	2	2
4	Minimum Width of Travel Lanes (ft)	9	9	11 - 12 <sup>2</sup>	10 - 11 <sup>3</sup>	10 - 11 <sup>3</sup>
5	Minimum Width of Shoulders (ft) <sup>4</sup>	2	2	5 - 8 <sup>5</sup>	When used <sup>6</sup>	When used <sup>6</sup>
6	Shoulder Type	Aggregate	Aggregate	Aggregate	Paved	Paved
7	Minimum Width of Parking Lanes (where used) (ft)	N/A	N/A	N/A	7 - Residential 8 - Industrial	7 - Residential 8 - Industrial
8	Minimum Width of Sidewalk (where used) (ft)					
	(a) Offset from curb	N/A	N/A	N/A	4	4
	(b) Adjacent to curb	N/A	N/A	N/A	6	6
9	Fore Slope (vertical - horizontal)	1:3 <sup>7</sup>	1:3 <sup>7</sup>	1:4	1:3	1:3
10	Back Slope (vertical - horizontal)	1:2	1:2	1:3	1:2	1:2
11	Pavement Cross Slope (%) <sup>8</sup>	2.5	2.5	2.5	2.5	2.5
12	Stopping Sight Distance (ft)	200	305	425	115	200
13	Maximum Superelevation (%)	10 <sup>9</sup>	10 <sup>9</sup>	10 <sup>9</sup>	4	4
14	Minimum Radius (ft) <sup>10, 11</sup>					
	(a) With normal crown (-2.5% cross slope)	7,585	11,625	16,700	100	325
	(b) With 2.5% superelevation	1,930	3,250	5,000	85	250
	(c) With full superelevation	250	450	700	80	235
15	Maximum Grade (%) <sup>12</sup>	7	7	6	10	9
16	Minimum Vertical Clearance (ft)	15	15	15	15	15
17	Minimum Horizontal Clearance (ft)					
	(a) From edge of travel lane	10 <sup>7</sup>	10 <sup>7</sup>	Varies <sup>13</sup>	7 - Shoulder facilities	10 - Shoulder facilities
	(b) From back of curb	N/A	N/A	N/A	1 (min) - 6 (des)	1 (min) - 6 (des)
18	Bridge Design Load Live <sup>14</sup>	AASHTO	AASHTO	AASHTO	AASHTO	AASHTO
19	Minimum Width of Bridges (face to face of bridge rail at gutter line)	Traveled way plus 4' <sup>2</sup>	Traveled way plus 4' <sup>2</sup>	Traveled way plus 6' <sup>15</sup>	Traveled way plus 8' <sup>16, 17</sup>	Traveled way plus 8' <sup>18, 17</sup>
20	Bridge End Treatment	Yes	Yes	Yes	<sup>16</sup>	<sup>16</sup>

Approved: W. H. Taylor  
 Chief Engineer

3-5-03  
 Date

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT  
Footnotes for Local Road and Street Design Standards

- 1- The design speed may not be less than the current posted speed of the overall route.
- 2- For ADT greater than 2000, use 12-foot lane widths.
- 3- Lane widths in residential areas may be reduced to 9 feet if necessary. 12-foot lane widths are preferred in industrial areas.
- 4- Where bicycles are prevalent, a paved 4-foot shoulder should be provided.
- 5- For ADT less than 1500, the minimum shoulder width may be reduced to 4 feet if necessary. For ADT 1500 to 2000, use 6-foot shoulders. For ADT over 2000, use 8-foot shoulders.
- 6- Select the shoulder width that corresponds to the ADT shown in the rural local standards.
- 7- The value shown should be provided on new roadways. A lesser value may be used on existing roads depending on soil stability, right-of-way constraints, the safety record of the road, and the size vehicles using the road. Guidance is available in the publication entitled 'AASHTO Guidelines for Geometric Design of Very Low Volume Local Roads (ADT  $\leq$  400)'.
- 8- 2 percent acceptable for rehabilitation projects.
- 9- In Districts 04 and 05, where ice is more frequent, superelevation should not exceed 8 percent from the  $e_{max} = 10\%$  table.
- 10- It may be necessary to increase the radius of the curve and/or increase the shoulder width (maximum of 12 feet) to provide adequate stopping sight distance on structure.
- 11- On roadways with an ADT  $\leq$  400, a sharper radius may be used on fully superelevated roadways if necessary. For specific values refer to the publication entitled 'AASHTO Guidelines for Geometric Design of Very Low Volume Local Roads (ADT  $\leq$  400)'. Different radii apply at divisional islands.
- 12- Grades 2 percent higher may be used in rural rolling terrain.
- 13- Varies from 14 feet to 28 feet. Refer to the Roadside Design Guide for the applicable value. For spot replacement projects refer to the applicable part of footnote 7.
- 14- For LFD and ASD designs a HST-18 vehicle should be included as one of the live load vehicles.
- 15- For ADT greater than 2000, use roadway width.
- 16- Refer to EDSM II.3.1.4 when sidewalks will be provided and for guardrail requirements.
- 17- When shoulders are provided, the minimum bridge width shall be the larger of that shown or the roadway width.

**General Local Road Notes:**

These standards shall not apply to:

- a. Dead end roads (open at one end only).
- b. Roads that are dependent on dead end roads for access.

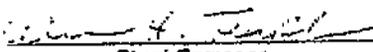
Urban standards may be applied to any street for which curb is to be used and the posted speed is less than 50 mph, or any street for which a posted speed of 30 mph or less would be appropriate.

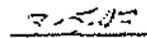
On spot replacement projects the existing geometry and superelevation may remain providing there are no safety problems.

The appropriate local governing body is authorized to make design exceptions for specific items listed in these standards, with proper engineering justification.

**General Note:**

Overlay design standards (separate sheet) shall be applicable to those projects for which the primary purpose is to improve the riding surface.

Approved:   
Chief Engineer

  
Date

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT  
Design Standards for Rural Arterial Roads

Item No.	Item	Rural		
		RA-1	RA-2	RA-3
1	Design Speed (mph)	50 <sup>1</sup>	60 <sup>2</sup>	70
2	Number of Lanes (minimum) <sup>3</sup>	2	2	4
3	Width of Travel Lanes (ft)	11 - 12 <sup>4</sup>	12	12
4	Width of Shoulders (minimum) (ft)			
	(a) Two Lane	8 <sup>5</sup>	8 <sup>5</sup>	N/A
	(b) Divided facilities			
	(1) Inside	4 (Paved)	4 (Paved)	4 <sup>6</sup> (Paved)
	(2) Outside	8 <sup>5</sup>	8 <sup>5</sup>	8 - 10 <sup>7</sup>
5	Outside Shoulder Type	Aggregate (2' min paved)	Aggregate (2' min paved)	Paved
6	Parking Lane Width (ft)	N/A	N/A	N/A
7	Width of Median on Divided Facilities (ft)			
	(a) Depressed	42 - 60	42 - 60	60
	(b) Raised	N/A	N/A	N/A
	(c) Two way left turn lane	N/A	N/A	N/A
8	Fore slope (vertical - horizontal)	1:6	1:6	1:6
9	Back slope (vertical - horizontal)	1:4	1:4	1:4
10	Pavement Cross-slope (%) <sup>8</sup>	2.5	2.5	2.5
11	Stopping Sight Distance (ft)	425	570	730
12	Maximum Superelevation (%) <sup>9</sup>	10	10	10
13	Minimum Radius (ft) <sup>10</sup> (with full superelevation)	700	1,100	1,700
14	Maximum Grade (%) <sup>11</sup>	4	3	3
15	Minimum Vertical Clearance (ft) <sup>12</sup>	16	16	16
16	Minimum Horizontal Clearance (ft) (from edge of travel lane)	20	30 <sup>13</sup>	34
17	Bridge Design Live Load <sup>14</sup>	AASHTO	AASHTO	AASHTO
18	Width of Bridges (min) (face to face of bridge rail at gutter line) (ft)	Roadway width	Roadway width	Roadway width

Approved W. H. Trenchard  
Chief Engineer

3-5-03  
Date

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT  
Footnotes for Rural Arterial Design Standards

1. The design speed may not be less than the current posted speed of the overall route.
2. Consider using RA-3 criteria (except Item No. 3) for roadways that will be widened in the future.
3. Consider increasing to a 4-lane facility if design volume is greater than 6,000 vehicles per day and 6 lanes if design volume is greater than 25,000 vehicles per day. If more than two lanes are to be provided, outside shoulders should be paved.
4. 12 feet required when design ADT is 1,500 or greater.
5. 6-foot shoulders are allowed if design volume is between 400 - 2,000 vehicles per day. 4-foot shoulders allowed if design volume is less than 400 vehicles per day.
6. 8 to 10 feet on 6 lane facilities.
7. Consider using 10-foot outside shoulders where trucks are greater than 10 percent or if large agricultural vehicles use the roadway.
8. 2 percent acceptable on rehabilitation projects.
9. In Districts 04 and 05, where ice is more frequent, superelevation should not exceed 8 percent from the  $e_{max} = 10\%$  table.
10. It may be necessary to increase the radius of the curve and/or increase the shoulder width (maximum of 12 feet) to provide adequate stopping sight distance on structure.
11. Grades 1 percent higher are permissible in rolling terrain.
12. An additional 6 inches should be added for additional future surfacing.
13. On multilane facilities, use 32 feet.
14. For LFD and ASD designs a HST-18 vehicle should be included as one of the live load vehicles.

**General Note:**

Overlay design standards (separate sheet) shall be applicable to those projects for which the primary purpose is to improve the riding surface.

Approved Wm. L. Temple  
Chief Engineer

3-5-03  
Date

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT  
Design Standards for Rural Collector Roads

Item No.	Item	Rural		
		RC-1	RC-2	RC-3
1	Average Daily Traffic <sup>1</sup>	Under 400	400 - 2000	Over 2000
2	Design Speed (mph)	40 - 60 <sup>2</sup>	50 - 60 <sup>2</sup>	60
3	Number of Lanes	2	2	2 - 4 <sup>3</sup>
4	Width of Travel Lanes (ft)	11	11 - 12 <sup>4</sup>	12
5	Width of Shoulders (ft)			
	(a) Inside on multilane facilities	N/A	N/A	4
	(b) Outside	2 <sup>5</sup>	4 - 5 <sup>6</sup>	8
6	Shoulder Type	Paved	Aggregate (2' min paved)	Aggregate (2' min paved) (4' min paved on 4-lane facilities)
7	Width of Parking Lanes (ft)	N/A	N/A	N/A
8	Width of Median on multilane facilities (ft)			
	(a) Depressed	N/A	N/A	42 - 60
	(b) Raised	N/A	N/A	N/A
	(c) Two way left turn lane	N/A	N/A	N/A
9	Width of Sidewalk (minimum) (ft)			
	(a) Offset from curb	N/A	N/A	N/A
	(b) Adjacent to curb	N/A	N/A	N/A
10	Fore Slope (vertical - horizontal)	1:4	1:4	1:6
11	Back Slope (vertical - horizontal)	1:4 <sup>7</sup>	1:4	1:4
12	Pavement Cross Slope (%) <sup>8</sup>	2.5	2.5	2.5
13	Stopping Sight Distance (ft)	305 (40 mph)	425 (50 mph) 570 (60 mph)	570
		425 (50 mph)		
		570 (60 mph)		
14	Maximum Superelevation (%) <sup>9</sup>	10	10	10
15	Minimum Radius (ft) <sup>10</sup> (with full superelevation)	450 <sup>11</sup>	700 <sup>12</sup>	1,100
16	Maximum Grade (%)	7 (40 mph)	6 (50 mph) 5 (60 mph)	5
		6 (50 mph)		
		5 (60 mph)		
17	Minimum Vertical Clearance (ft) <sup>13</sup>	15	15	15
18	Minimum Horizontal Clearance (ft) (from edge of travel lane)	10, 14, 24 <sup>14</sup>	26 (50 mph) 32 (60 mph)	30
19	Bridge Design Live Load <sup>15</sup>	AASHTO	AASHTO	AASHTO
20	Minimum Width of Bridges (face to face of bridge rail at gutter line) (ft)	30	Roadway width	Roadway width

Approved *Clarence H. Trench*  
Chief Engineer

3-5-03  
Date

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT  
Footnotes for Rural Collector Design Standards

- 1- Current traffic may be used to determine the appropriate classification.
- 2- The design speed may not be less than the current posted speed of the overall route.
- 3- For rolling terrain, limited passing sight distance and high percentage trucks, further analysis should be made to determine if additional lanes are required when ADT is above 7,000.
- 4- For design speeds greater than 50 mph and ADT greater than 1,500 use 12-foot lanes.
- 5- Where bicycle activity is observed, a 4-foot shoulder should be provided.
- 6- For ADT greater than 1,500 use 6 foot shoulders.
- 7- 1:3 back slopes are allowed where right-of-way restrictions dictate.
- 8- 2 percent acceptable for rehabilitation projects.
- 9- In Districts 04 and 05, where ice is more frequent, superelevation should not exceed 8 percent from the  $E_{max} = 10\%$  table.
- 10- It may be necessary to increase the radius of the curve and/or increase the shoulder width (maximum of 12 feet) to provide adequate stopping sight distance on structure.
- 11- Radius based on 40 mph. Radii for 50 mph and 60 mph are shown under the RC-2 and RC-3 classifications respectively.
- 12- Radius based on 50 mph. The radius for 60 mph is shown under the RC-3 classification.
- 13- Where the roadway dips to pass under a structure, a higher vertical clearance may be necessary. An additional 6 inches should be added for additional future surfacing.
- 14- The lower value is based on a 40 mph design speed, the middle value for 50 mph and the upper value for 60 mph.
- 15- For LFD and ASD designs a HST-18 vehicle should be included as one of the live load vehicles.

**General Note:**

Overlay design standards (separate sheet) shall be applicable to those projects for which the primary purpose is to improve the riding surface.

Approved *William Tavel*  
Chief Engineer

3-5-03  
Date

**LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT**  
**Design Standards for Urban and Suburban Arterial Roads and Streets**

Item No.	Item	Urban			Suburban	
		UA-1	UA-2	UA-3	SA-1	SA-2
1	Design Speed (mph)	40	45	50	50	55
2	Level of Service	C <sup>2</sup>	C <sup>2</sup>	C <sup>2</sup>	C	C
3	Number of Lanes	2 (min) - 4 (typ)	2 (min) - 4 (typ)	2 (min) - 4 (typ)	2 (min) - 4 (typ)	2 (min) - 4 (typ)
4	Width of Travel Lanes (ft)	11	11 - 12	12	12	12
5	Width of Shoulders (minimum) (ft) <sup>3</sup>					
	(a) Inside on multilane facilities	N/A	N/A	4	4	4
	(b) Outside	8	8	8	8	8
6	Shoulder Type	Paved	Paved	Paved	Paved	Paved
7	Parking Lane Width (ft)	10 - 12	10 - 12	N/A	N/A	N/A
8	Width of Median on Multilane Facilities (ft)					
	(a) Depressed	N/A	N/A	30	30 - 42	42
	(b) Raised	6 - 30 <sup>4</sup>	6 - 30 <sup>4</sup>	30	30	30
	(c) Two way left turn lane	11 - 14 typ.	11 - 14 typ.	N/A	N/A	N/A
9	Width of Sidewalk (minimum) (where used) (ft) <sup>5</sup>					
	(a) Offset from curb	4	4	4	4	4
	(b) Adjacent to curb	6	6	N/A	N/A	N/A
10	Fore slope (vertical - horizontal)	1:3 (min) - 1:4 (des)	1:3 (min) - 1:4 (des)	1:4	1:4 to 1:6	1:6
11	Back slope (vertical - horizontal)	1:3	1:3	1:3	1:3	1:4
12	Pavement Cross-slope (%) <sup>6</sup>	2.5	2.5	2.5	2.5	2.5
13	Stopping Sight Distance (ft)	305	360	425	425	495
14	Maximum Superelevation (%)	4	4	4	4	6
15	Minimum Radius (ft) <sup>7, 8</sup>					
	(a) With normal crown (-2.5% cross-slope)	700	1,000	16,700	16,700	19,700
	(b) With 2.5% superelevation	550	750	3,500	3,500	5,250
	(c) With full superelevation	500	700	1,000	1,000	1,100
16	Maximum Grade (%)	7	6	6	4 <sup>9</sup>	4
17	Minimum Vertical Clearance (ft) <sup>10</sup>	16	16	16	16	16
18	Minimum Horizontal Clearance (ft)					
	(a) From edge of travel lane	18 <sup>11</sup>	25 <sup>11</sup>	28	20 - 28 <sup>12</sup>	24
	(b) Outside (from back of curb) (when curb is used)	6 (min) - 15 (des)	6 (min) - 15 (des)	19	10 (1:6) 18 (1:4)	14
	(c) Median (from back of curb) (when curb is used)	4 (min) - 15 (des)	4 (min) - 15 (des)	15	12	18
19	Bridge Design Live Load <sup>13</sup>	AASHTO	AASHTO	AASHTO	AASHTO	AASHTO
20	Width of Bridges (minimum) (face to face of bridge rail at gutter line) <sup>14</sup>					
	(a) Curbed facilities (without sidewalks)	Traveled way plus 8' <sup>16</sup>	Traveled way plus 8' <sup>15</sup>	Roadway width	Roadway width	Roadway width
	(b) Shoulder facilities	Roadway width	Roadway width	Roadway width	Roadway width	Roadway width
21	Guardrail Required at Bridge Ends	Yes <sup>15</sup>	Yes <sup>15</sup>	Yes	Yes	Yes

Approved William L. Tompkins  
 Chief Engineer

3.5.03  
 Date

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT  
Footnotes for Urban and Suburban Arterial Design Standards

- 1- These standards may be used only on a rural roadway section that adjoins a roadway section currently classified as urban. The standard selected should be based on the posted speed.
- 2- Level of service D allowable in heavily developed urban areas.
- 3- Curb may be used in place of shoulders on UA-1 and UA-2 facilities. If used on suburban facilities, it shall be placed at the edge of shoulder on two lane facilities and 1 foot beyond the edge of the shoulders on multilane facilities. If used on UA-3 facilities, it shall be placed at the edge of the shoulder. For design speeds greater than 45 mph, curb will not be placed in front of guardrail.
- 4- The minimum median width may be reduced to 4 feet if curb offsets are not provided. On principal arterials, particularly at intersections, the upper limit should be considered.
- 5- If shoulders are used, sidewalks should be separated from the shoulder.
- 6- 2 percent acceptable for rehabilitation projects.
- 7- It may be necessary to increase the radius of the curve and/or increase the shoulder width (maximum of 12 feet) to provide adequate stopping sight distance on structure.
- 8- Different radii apply at divisional islands.
- 9- Grades 1 percent higher are permissible in rolling terrain.
- 10- An additional 6 inches should be added for additional future surfacing.
- 11- Applies to facilities with shoulders. Refer to the Roadside Design Guide when 1:3 fore slopes are used.
- 12- Use the larger value when 1:4 fore slopes are used.
- 13- For LFD and ASD designs a HST-18 vehicle should be included as one of the live load vehicles.
- 14- For suburban roads with shoulders and curbs, consider widening each bridge 8 feet to allow for a future lane and 4 foot offsets to bridge rail.
- 15- Refer to EDSM II.3.1.4 when sidewalks will be provided and for guardrail requirements.

**General Note:**

Overlay design standards (separate sheet) shall be applicable to those projects for which the primary purpose is to improve the riding surface.

Approved *William H. Tomblin*  
Chief Engineer;

7-5-02  
Date

**LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT**  
**Design Standards for Urban and Suburban Collector Roads and Streets**

Item No.	Item	Urban		Suburban <sup>1</sup>		
		UC-1	UC-2	SC-1	SC-2	SC-3
1	Average Daily Traffic	N/A	N/A	N/A	N/A	N/A
2	Design Speed (mph)	30-40	45	40	45	50
3	Number of Lanes (minimum)	2-4	2-4	2-4	2-4	2-4
4	Width of Travel Lanes (ft)	11-12	12	11	11	11-12 <sup>2</sup>
5	Width of Shoulders (ft)					
	(a) Inside on multilane facilities	N/A	N/A	N/A	N/A	4 <sup>3</sup>
	(b) Outside	8 <sup>2,4</sup>	8 <sup>2,4</sup>	4-5 <sup>4</sup>	4-5 <sup>4</sup>	6, 8 <sup>5</sup>
6	Shoulder Type	Paved	Paved	Paved	Paved	Paved
7	Width of Parking Lanes (where used) (ft)	7-10 <sup>6</sup>	11	7-10 <sup>6</sup>	11	N/A
8	Width of Median on multilane facilities (ft)					
	(a) Depressed	N/A	N/A	N/A	N/A	30
	(b) Raised	4 (min) - 30 (des)	26			
	(c) Two way left turn lane	11-14 typ.	11-14 typ.	11-14 typ.	11-14 typ.	N/A
9	Width of Sidewalk (minimum) (where used) (ft) <sup>7</sup>					
	(a) Offset from curb	4	4	4	4	4
	(b) Adjacent to curb	6	6	6	6	N/A
10	Fore Slope (vertical - horizontal)	1:3 - 1:4 <sup>8</sup>	1:3 - 1:4 <sup>8</sup>	1:4	1:4	1:4
11	Back Slope (vertical - horizontal)	1:3 <sup>9</sup>	1:3	1:3	1:3	1:3
12	Pavement Cross Slope (%) <sup>10</sup>	2.5	2.5	2.5	2.5	2.5
13	Stopping Sight Distance (ft)	200 (30 mph) 305 (40 mph)	360	305	360	425
14	Maximum Superelevation (%)	4	4	4	4	6
15	Minimum Radius (ft) <sup>11, 12</sup>					
	(a) With normal crown (-2.5% cross slope)	325 (30 mph) 700 (40 mph)	1,000	700	1,000	16,700
	(b) With 2.5% superelevation	250 (30 mph) 550 (40 mph)	750	550	750	4,400
	(c) With full superelevation	235 (30 mph) 500 (40 mph)	700	500	700	900
16	Maximum Grade (%)	9	8	7	6	6
17	Minimum Vertical Clearance (ft) <sup>13</sup>	15	15	15	15	15
18	Minimum Horizontal Clearance (ft)					
	(a) From edge of travel lane	10	10	10	10	26-28 <sup>14</sup>
	(b) Outside (from back of curb) (when curb is used)	1 (min) - 6 (des)	6 (min) - 15 (des)	1 (min) - 6 (des)	6 (min) - 15 (des)	17-19 <sup>15</sup>
	(c) Median (from back of curb) (when curb is used)	1 (min) - 6 (des)	4 (min) - 15 (des)	1 (min) - 6 (des)	4 (min) - 15 (des)	13
19	Bridge Design Live Load <sup>16</sup>	AASHTO	AASHTO	AASHTO	AASHTO	AASHTO
20	Minimum Width of Bridges (face to face of bridge rail at gutter line)					
	(a) Curbed facilities (without sidewalks)	Traveled <sup>17</sup> way plus 3'	Roadway width			
	(b) Shoulder facilities	Roadway width	Roadway width	Roadway width	Roadway width	Roadway width
21	Guardrail Required at Bridge Ends	<sup>17</sup>	<sup>17</sup>	<sup>17</sup>	<sup>17</sup>	Yes

Approved *William H. Treadwell*  
 Chief Engineer

*3-5-03*  
 Date

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT  
Footnotes for Urban and Suburban Collector Design Standards

- 1- These standards may be used only on a rural roadway section that adjoins a roadway section currently classified as urban. The standard selected should be based on the posted speed.
- 2- For ADT less than 2,000 refer to Exhibit 6-5 on page 429 in the 'AASHTO 2001 Policy on Geometric Design of Highways and Streets'.
- 3- Applicable to depressed medians only.
- 4- Curb may be used instead of shoulder. Where bicycle activity is observed, a bike lane should be considered.
- 5- If curb will not be used, shoulder widths may be reduced, see footnote 2. When curb is used on multilane facilities, it shall be placed at the edge of shoulder. When curb is used on two-lane facilities, 8 foot shoulders will be required if a future center turn lane will be added. Curb will not be placed in front of guardrail.
- 6- 7 and 8-foot widths are limited to residential areas for 30 and 40 mph respectively.
- 7- If shoulders are used, sidewalks should be separated from shoulder.
- 8- Where shoulders are used, 1:4 minimum fore slopes are required through the limits of horizontal clearance.
- 9- 1:2 back slopes are allowed where right of way restrictions dictate.
- 10- 2 percent acceptable for rehabilitation projects.
- 11- It may be necessary to increase the radius of the curve and/or increase the shoulder width (maximum of 12 feet) to provide adequate stopping sight distance on structure.
- 12- Different radii apply at divisional islands.
- 13- Where the roadway dips to pass under a structure, a higher vertical clearance may be necessary. An additional 6 inches should be added for additional future surfacing.
- 14- The higher value is applicable to roadways with an ADT greater than 6,000.
- 15- These values apply to roadways with 8-foot shoulders. See footnote 15.
- 16- For LFD and ASD designs a HST-18 vehicle should be included as one of the live load vehicles.
- 17- Refer to EDSM II.3.1.4 when sidewalks will be provided and for guardrail requirements.

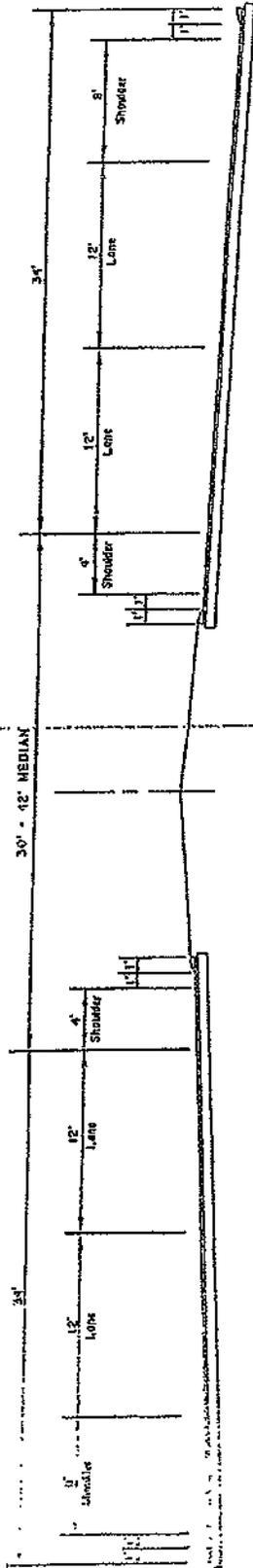
**General Note:**

Overlay design standards (separate sheet) shall be applicable to those projects for which the primary purpose is to improve the riding surface.

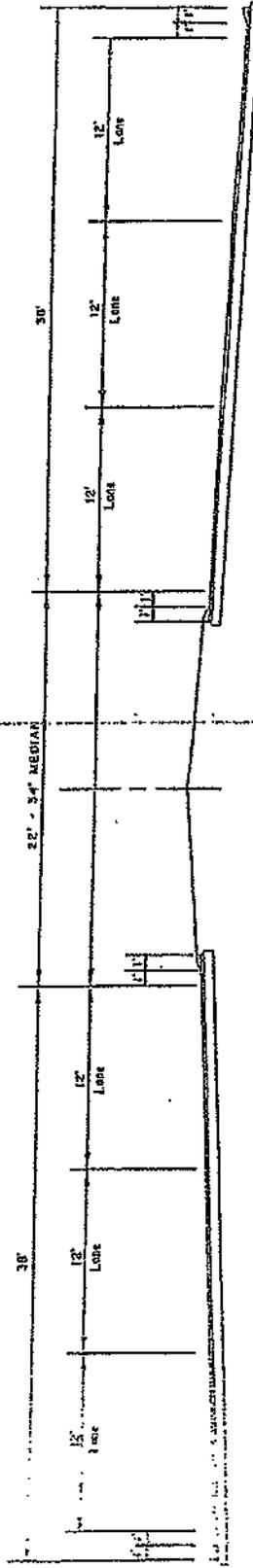
Approved William J. Touch  
Chief Engineer

3-5-03  
Date

# SUBURBAN ARTERIAL

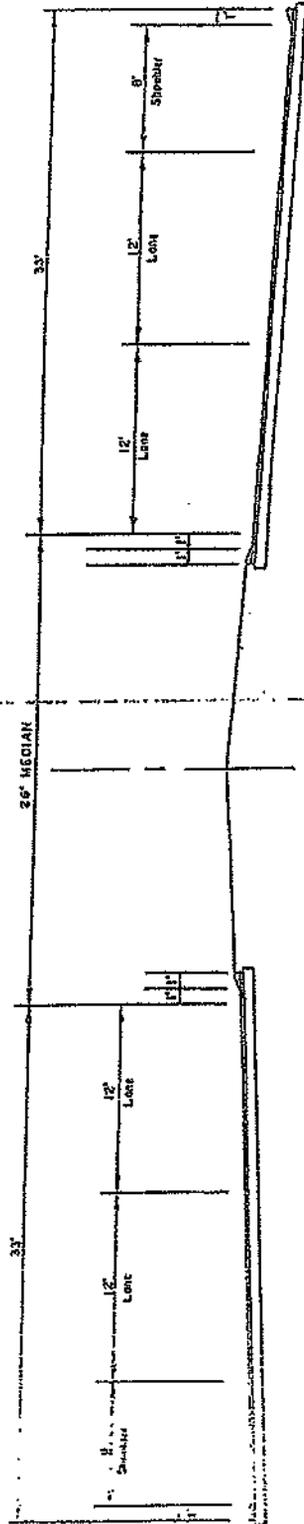


INITIAL CONSTRUCTION

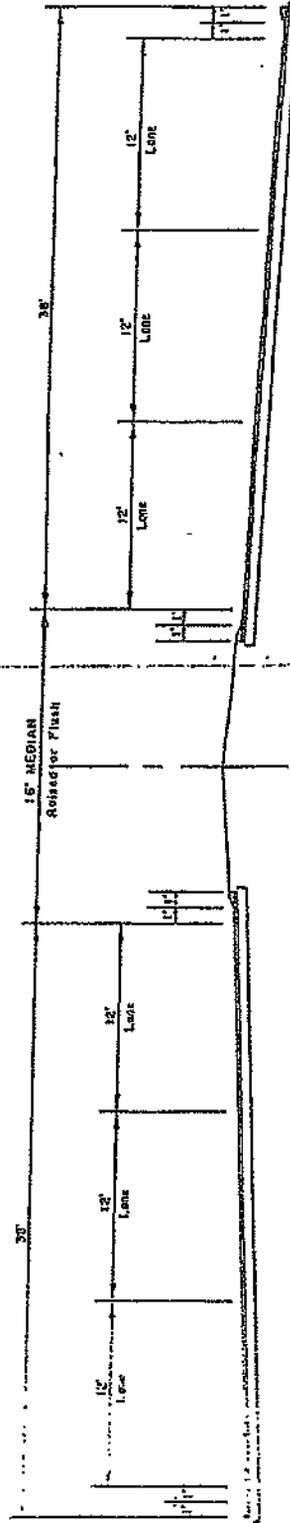


FUTURE SECTION

# SUBURBAN COLLECTOR



INITIAL CONSTRUCTION



FUTURE SECTION  
(Raised Showrt)

## **Appendix D**

### Corridor Preservation Information

**Table D.1**  
Corridor Preservation Techniques

Type	Technique	General Description	Advantages	Disadvantages
Fee Simple Acquisition	Protective Purchase	Advance acquisition of property to prevent imminent development or increased cost	Prevents development from occurring in potential ROW	Protective purchase must not influence EA, EIS (when necessary), extenuating circumstances may be required, number of parcels may be limited, great capital outlay
	Hardship Acquisition	Advanced acquisition of property due to distress circumstances either related to the health, safety or welfare of the property owner or financial hardship related to the public knowledge of the project	Hardship acquisition provides relief to distressed owners	Circumstantial
	Donations	Landowners dedicate property in exchange for access that will optimize property value	Donations are advantageous because they require the least expenditure by the Parish, while the land owner receives tax benefits and can negotiate access, increasing the value of their land	Coercion can arise, owners must be made aware of their right to fair compensation
Less than Fee-simple Property Rights Acquisition	Options	Contract between buyer and seller which gives the agency the right to purchase the property for a fixed price by a certain date	Land remains in Private ownership until needed thereby remains on tax roles, initial capital investment is lower "right of first refusal"	Small initial investment could be lost if property isn't acquired, capital costs can increase over time
	Purchase of Development Rights	The purchase of an easement or development rights allows the landowner to keep their land in an undeveloped state	Prevents property development; has lower cost initially, the land stays in private ownership thereby remaining on tax roles	Still necessary to acquire land, most appropriate in rapidly growing areas to prevent development, however, in these same areas, development rights can be very near fee simple cost
	Property Exchange	'land swaps'	Low cost to parish; may allow Parish to dispose of burdensome property ownership where unnecessary	Circumstantial
Land Use Regulation	Setback Regulations	Prohibit construction within a certain distance	Preserve land for future road widening while keeping land in private ownership until it is needed	Can be seen as inappropriate use of police power, still necessary to acquire land
	Site Plan Review and Subdivision control	Ensure adequate infrastructure and access	Allows for negation between developers and parish	Developers and property owners have the right to the full use and enjoyment of their property as allowed by zoning
	Conditional Use Permits and Interim Uses	Low intensity interim uses (allowed by conditional use or variance) allow low intensity used to utilize land temporarily	Reduce the likelihood of takings issues arising by allowing interim use of property, thus remains on tax roles	Requires extensive coordination at the local government level for implementation
	Dedications and Exactions	An impact fee in the form of land (instead of cash) which requires new development to share the burden of infrastructure costs that are created by their development	Substantially reduces the capital outlay required	Must meet rational nexus, must have measurable standards to ensure reasonable relationship exists between the impact of the development and the exaction being imposed
	Transfer of Development Rights	The creation of incentives to transfer development rights from one property to another	Preserves land in an undeveloped state while property owners get to enjoy full use of their zoning	Requires extensive coordination at the local government level for implementation, still necessary to acquire land
	Zoning Ordinances	Allows government to regulate the intensity of land use	Reduce the likelihood of takings issues arising by allowing interim use of property, thus remains on tax roles	Zoning with acquisatory intent is intentionally rezoning parcels to reduce their value and make price lower.

Source: South Dakota Department of Transportation, Office of Research. Assessment of Techniques for Corridor Preservation in South Dakota, March 2002. Online. Available at: [http://www.state.sd.us/Applications/HR19Research Projects/Projects%5CSD2001\\_11\\_final\\_report.pdf](http://www.state.sd.us/Applications/HR19Research%20Projects/Projects%5CSD2001_11_final_report.pdf)  
Compiled by Burk-Kleinpeter, Inc., 2005

**Table D.2**  
**Right-of-Way Deficiencies for Existing Major Thoroughfares**  
 Jefferson Parish Thoroughfare Plan

Street Segment Name	From	To	Proposed Classification	Speed Limit	# of Lanes	Apparent ROW	Length
18th Street	Division Ave	Severn Ave	Collector	unknown	unknown	42 ft	0.3 miles
4th Street	Gretna City Limits	Destrehan Ave	Minor Arterial	35	4	60 ft	1.1 miles
4th Street	Destrehan Ave	Barataria Blvd	Minor Arterial	35	2	60 ft	1 miles
4th Street	Barataria Blvd	Westwego City Limits	Minor Arterial	35	2	60 ft	1.9 miles
4th Street	Louisiana Ave	Westwego City Limits	Incorporated	35	2	50 ft	1.1 miles
Belle Chasse Highway	Whitney Ave	Piaquemines Parish Line	Major Arterial	unknown	unknown	unknown	2.1 miles
Bridge City Avenue	US Highway 90	Westwego City Limits	Minor Arterial	30	2	50 ft	1 miles
Carrollton Avenue	Metairie-Hammond	Veterans Blvd	Neighborhood Collector	20	2	46 ft	0.5 miles
Central Avenue	Airline Hwy	RR tracks	Minor Arterial	30	2	40 ft	0.3 miles
Central Avenue	RR Tracks	Jefferson Hwy	Minor Arterial	30	2	40 ft	0.8 miles
Citrus Boulevard	Dickory Dr	Clearview Pky	Minor Arterial	35	4	90 ft	1.3 miles
Clearview Parkway	River Road	Jefferson Hwy	Major Arterial	unknown	unknown	40 ft	0.5 miles
Clearview Parkway	Jefferson Hwy	Airline Hwy	Major Arterial	unknown	unknown	100 ft	1.8 miles
Division Avenue	W. Esplanade	N. I-10 Service Rd	Collector	20	2	40 ft	1.1 miles
Edwards Avenue	Citrus Blvd	Jefferson Hwy	Minor Arterial	35	2	70 ft	1.6 miles
Elimwood Park Boulevard	Cirtus Blvd	Jefferson Hwy	Minor Arterial	unknown	unknown	70 ft	1.3 miles
Harvey Boulevard	Manhattan Blvd	Wall Blvd	Major Arterial	30	2	120 ft	0.8 miles
Harvey Boulevard	Jupiter Dr	Manhattan Blvd	Major Arterial	30	2	140 ft	0.3 miles
Hord Street	Humpries	Jefferson Hwy	Collector	unknown	unknown	40 ft	0.5 miles
Houma Boulevard	W. Esplanade Ave	I-10 Service Rd	Collector	20	2	40 ft	1.2 miles
Humphries	Hickory Ave	Edwards Ave	Collector	unknown	unknown	60 ft	0.7 miles
Jefferson Highway	Orleans Parish Line	Causeway Blvd	Major Arterial	35	4	110 ft	2 miles
Jefferson Highway	Clearview Pky	Hickory Ave	Major Arterial	35	4	110 ft	2 miles
Kerner/Lafitte Larose	Barataria Blvd	Destrehan Ave Ext.	Major Arterial	55	4	139 ft	1.4 miles



**Table D.2**  
**Right-of-Way Deficiencies for Existing Major Thoroughfares**  
 Jefferson Parish Thoroughfare Plan

Street Segment Name	From	To	Proposed Classification	Speed Limit	# of Lanes	Apparent ROW	Length
Kerner/Lafitte Larose	Destrehan Ave	V Levee	Major Arterial	55	4	139 ft	2.9 miles
Kerner/Lafitte Larose	V Levee	terminus	Major Arterial	55	4	139 ft	3.5 miles
L & A Road	Labarre Rd	Dakin St	Minor Arterial	20	2	60 ft	1.5 miles
Lake Avenue	Metairie-Hammond	Veterans Blvd	Minor Arterial	20	2	30 ft	0.5 miles
Manhattan Boulevard	Gretna Blvd	Lapalco Blvd	Major Arterial	35	4	122 ft	1 miles
Manhattan Boulevard	Lapalco Blvd	Harvey Blvd	Major Arterial	35	4	122 ft	1 miles
Mounes Street	Hickory Ave	Elmwood Park Blvd	Minor Arterial	35	4	70 ft	0.9 miles
Mounes Street	Elmwood Park Blvd	Clearview Pky	Minor Arterial	35	4	70 ft	0.3 miles
Nicolle Boulevard	S. Jamie Blvd	Lapalco Blvd	Minor Arterial	30	2	100 ft	2.6 miles
Nine Mile Point Rd	Bridge City Ave	US Highway 90	Minor Arterial	35	2	50 ft	1.3 miles
Peters Road	Lapalco Blvd	Bayou Barataria	Major Arterial	35	2	50 ft	2.6 miles
Peters Road	4th St	Westbank Expy	Major Arterial	35	2	49 ft	0.7 miles
Peters Road	Westbank Expy	Lapalco Blvd	Major Arterial	35	2	49 ft	1.9 miles
River Road	Avondale Gardens	LA Highway 541	Minor Arterial	35	2	35 ft	1.8 miles
River Road	LA Highway 541	US Hwy 90	Minor Arterial	35	2	35 ft	0.5 miles
Severn Avenue	W. Esplanade Ave	I-10 Service Rd	Minor Arterial	35	4	100 ft	1.1 miles
US Highway 90	US Highway 90B	Lapalco Blvd	Major Arterial	50	4	100 ft	1.2 miles
US Highway 90	Lapalco Blvd	Avondale Gardens	Major Arterial	50	4	100 ft	1.2 miles
US Highway 90	Avondale Gardens	Live Oak Boulevard	Major Arterial	50	4	100 ft	1.1 miles
US Highway 90	Live Oak Boulevard	St. Charles Parish Line	Major Arterial	50	4	100 ft	2.5 miles
US Highway 90	Bridge City Ave	US Highway 90B	Major Arterial	50	4	80 ft	0.4 miles
W. Nine Mile Point Rd	Nine Mile Point Rd	US Highway 90	Major Arterial	35	2	100 ft	0.2 miles

Compiled by Burk-Kleinpeter, Inc., 2005.

**Table D.3**

**Right-of-Way Requirements for New Roadway Construction**  
Jefferson Parish Thoroughfare Plan

Proposed Major Thoroughfare	Approximate Limits		Proposed Classification	Linear Feet	Corridor Miles (est)	ROW Width	Improvement Type	General Location
	From	To						
David Drive	Veterans Boulevard	Airline Drive	Major Arterial	10,461	1.98 mi	154 ft	New Road	parallel to existing David Drive
Extension of Hickory Avenue	Current terminus	Jefferson Highway	Major Arterial	5,685	1.08 mi	154 ft	Extension of Existing Road	extension of existing Hickory Drive
Extension of Harvey Boulevard	Plaquemines Parish Line	Destrehan Avenue	Major Arterial	8,956	1.70 mi	154 ft	Extension of Existing Road	Harvey Boulevard
Extension of LA Hwy 541 South	LA 541/River Road	US Hwy 90 at Lapalco	Major Arterial	6,458	1.22 mi	154 ft	Extension of Existing Road	Bridge City Area
Extension of 4th Street West	Nine Mile Point Road	Louisiana Avenue (Westwego)	Minor Arterial	6,672	1.26 mi	130 ft	Extension of Existing Road	Bridge City Area
Extension of Ames Boulevard	Ames Boulevard	Kerner/Lafitte-Larose Highway	Minor Arterial	593	0.11 mi	130 ft	Extension of Existing Road	Destrehan Area
Extension of Brown Avenue	Current terminus	Lapalco Boulevard	Minor Arterial	8,018	1.52 mi	130 ft	Extension of Existing Road	South New Orleans Area
Extension of proposed Churchill TBP Access Road	Westbank Expwy at Nine Mile Point Rd	Proposed Road J	Minor Arterial	10,200	1.93 mi	130 ft	New Road	Churchill Farms/West of Westwego
Proposed Business Bypass of Manhattan Boulevard	Manhattan Boulevard	Westbank Expressway	Minor Arterial	8,881	1.68 mi	130 ft	New Road	Manhattan Bypass
Extension of Nicolle Boulevard	Current terminus	US Hwy 90	Minor Arterial	8,578	1.62 mi	130 ft	Extension of Existing Road	Churchill Farms/West of Westwego
Parc Des Families Parkway, Part I	Destrehan Avenue	Kerner/Lafitte-Larose Highway	Minor Arterial	8,508	1.61 mi	130 ft	New Road	Destrehan Area
Proposed Road G	Pipeline Canal Road	Destrehan Avenue	Minor Arterial	5,184	0.98 mi	130 ft	New Road	Destrehan Area
Proposed Road H	Kerner/ Lafitte Larose	Pipeline Canal Road	Minor Arterial	5,663	1.07 mi	130 ft	New Road	Destrehan Area
Proposed Road J	Extension of Nicolle Boulevard	Churchill TBP Parkway	Minor Arterial	24,044	4.55 mi	130 ft	New Road	Churchill Farms/West of Westwego
Proposed Road M	Nicolle Boulevard	Proposed Road J	Minor Arterial	5,367	1.02 mi	130 ft	New Road	Churchill Farms/West of Westwego



**Table D.3**  
**Right-of-Way Requirements for New Roadway Construction**  
 Jefferson Parish Thoroughfare Plan

Proposed Major Thoroughfare	Approximate Limits From To	Proposed Classification	Linear Feet	Corridor Miles (est)	ROW Width	Improvement Type	General Location
Extension of Segnette Boulevard East	Bridge City Avenue Extension of 4th Street West	Minor Arterial	5,028	0.95 mi	130 ft	Extension of Existing Road	Bridge City Area
Extension of Whitney Avenue	Lapalco Boulevard Belle Chasse Highway	Minor Arterial	7,823	1.48 mi	130 ft	Extension of Existing Road	Whitney Extension
Bayou Des Families Parkway	Ames Boulevard Proposed Road F	Collector	4,649	0.88 mi	66 ft	New Road	Destrehan Area
Extension of Bent Tree Boulevard	Current terminus Proposed Road A	Collector	1,231	0.23 mi	66 ft	Extension of Existing Road	Destrehan Area
Extension of Cousins Avenue	Woodmere Boulevard Lapalco Boulevard	Collector	1,463	0.28 mi	66 ft	Extension of Existing Road	Destrehan Area
Extension of Dandelion Avenue	Current terminus Live Oak Boulevard	Collector	1,985	0.38 mi	66 ft	Extension of Existing Road	Waggaman/Avondale Area
Extension of E. Ames Boulevard	Current terminus Proposed Road C	Collector	303	0.06 mi	66 ft	Extension of Existing Road	Destrehan Area
Extension of Greina Boulevard	Greina Boulevard Brown Ave	Collector	693	0.13 mi	66 ft	Extension of Existing Road	South New Orleans Area
Extension of Homeplace	Current terminus Extension of Nicolle Boulevard	Collector	2,963	0.56 mi	66 ft	Extension of Existing Road	Churchill Farms/West of Westwego
Extension of Jelfer Drive	Current terminus Proposed Road L	Collector	801	0.15 mi	66 ft	Extension of Existing Road	Waggaman/Avondale Area
Extension of Laitigue Road	Current terminus Proposed Road L	Collector	572	0.11 mi	66 ft	Extension of Existing Road	Waggaman/Avondale Area
Parc Des Families Parkway, PH II	Parc Des Families Pkwy (Minor Arterial) Kemer/Lafitte-Larose Highway	Collector	10,772	2.04 mi	66 ft	New Road	Destrehan Area
Pipeline Canal Road	Cousins Boulevard Destrehan Avenue	Collector	11,454	2.17 mi	66 ft	New Road	Destrehan Area
Proposed Road C	Ames Boulevard Kemer/Lafitte-Larose Highway	Collector	2,242	0.42 mi	66 ft	New Road	Destrehan Area
Proposed Road D	Ames Boulevard Kemer/Lafitte-Larose Highway	Collector	1,533	0.29 mi	66 ft	New Road	Destrehan Area
Proposed Road E	Kemer/Lafitte-Larose Highway Destrehan Avenue	Collector	7,882	1.49 mi	66 ft	New Road	Destrehan Area

**Table D.3**  
**Right-of-Way Requirements for New Roadway Construction**  
 Jefferson Parish Thoroughfare Plan

Proposed Major Thoroughfare	Approximate Limits		Proposed Classification	Linear Feet	Corridor Miles (est)	ROW Width	Improvement Type	General Location
	From	To						
Proposed Road F	Barataria Boulevard	Kerner/Lafitte-Larose Highway	Collector	4,510	0.85 mi	66 ft	New Road	Destrehan Area
Proposed Road I	US Hwy 90	Nicolle Boulevard	Collector	6,060	1.15 mi	66 ft	New Road	Churchill Farms/West of Westwego
Proposed Road K	Modern Farms Road	Williswood Drive	Collector	4,362	0.83 mi	66 ft	New Road	Waggamani/Avondate Area
Proposed Road L	Rivet Boulevard	Latigue Road	Collector	5,440	1.03 mi	66 ft	New Road	Waggamani/Avondate Area
Proposed Road N	Road M	Churchill TBP Parkway	Collector	6,986	1.32 mi	66 ft	New Road	Churchill Farms/West of Westwego
Connection of Rue Louis Philippe, Location 1	At Westwood Drive		Collector	230	0.04 mi	66 ft	Connection of Existing Road	Rue Louis Phillip
Connection of Rue Louis Philippe, Location 2	At Sauvage Street		Collector	479	0.09 mi	66 ft	Connection of Existing Road	Rue Louis Phillip
South NO Road 1	Greina Boulevard	Lapalco Avenue	Collector	6,283	1.19 mi	66 ft	New Road	South New Orleans Area
South NO Road 2	Brown Ave	South NO Road 1	Collector	1,701	0.32 mi	66 ft	New Road	South New Orleans Area
South NO Road 3	South NO Road 1	Manhattan Boulevard	Collector	1,663	0.31 mi	66 ft	New Road	South New Orleans Area
Extension of Azalea Drive	Current terminus	Proposed Road L	Neighborhood Collector	521	0.10 mi	66 ft	Extension of Existing Road	Waggamani/Avondate Area
Extension of Dolores Drive	Current terminus	Jeffer Drive	Neighborhood Collector	1,126	0.21 mi	66 ft	Extension of Existing Road	Waggamani/Avondate Area
Extension of Marie Drive	Current terminus	Proposed Road I	Neighborhood Collector	1,647	0.31 mi	66 ft	Extension of Existing Road	Destrehan Area
Proposed Road A	Bent Tree Blvd Extension	Destrehan Avenue	Neighborhood Collector	5,316	1.01 mi	66 ft	New Road	Destrehan Area
Proposed Road B	Proposed Road G	Destrehan Avenue	Neighborhood Collector	5,589	1.06 mi	66 ft	New Road	Destrehan Area

Compiled by Burk-Kleinpeter, Inc., 2005.





## Jefferson Parish Thoroughfare Plan

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### Traffic Calming Procedure

#### Traffic Calming In Lieu of Stop Signs

The purpose of this traffic control procedure is to define a method by which Jefferson Parish can effectively evaluate the installation of traffic calming to address neighborhood-based traffic and circulation issues identified by local residents or by Parish staff in response to traffic engineering evaluations.

While traffic calming can be used in the mid-block of streets, its application in lieu of stop signs at local street or local street/neighborhood collector intersections should also be evaluated.

This evaluation should occur when it is determined, through completion of a *Manual for Uniform Traffic Control Devices*<sup>1</sup> warrant study that a stop sign is deemed not appropriate to address the identified problems.

Should it be determined that a traffic calming measure would be appropriate for installation, the process for installation should follow the outlines that most closely resembles the source of the request for the stop sign: Option 1, if requested by citizens or neighborhood groups, or Option 2, if identified by Parish staff.

#### **Option 1 - Request from Neighborhood Groups or Citizens for Local Streets (See Figure A.1 for outline of process)**

The following establishes a procedure for the Parish to use for the installation of traffic calming devices on local streets. Ideally, the installation of such devices would result from a review of conditions, determination of need or warrant, documentation of community support and approval for the identified device. The Parish's existing traffic calming manual shall apply to provide specific detail on device design standards.

##### **I. Request for Consideration**

A property owner or civic association representative may contact the Parish (Traffic Engineering or Council District office) to consider the installation of a traffic calming device on a designated street. The applicant or designated contact person(s) will receive an information packet which includes a description of the approval process and an application. The application shall provide opportunity for the applicant to document the location through photographs and diagrams. Also included in this packet is a form that will need to be completed by property owners immediately adjacent to the site or

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<sup>1</sup> Chapter 2B. Regulatory Signs, Manual on Uniform Traffic Control Devices (MUTCD) for Streets and Highways, US Department of Transportation, Federal Highway Administration.



## Jefferson Parish Thoroughfare Plan

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intersection proposed for traffic calming installation. This shall be used to document the location of any structures, driveways and parking areas in reference to the proposed traffic calming site. It will also indicate to that property owner that a roadway providing access to their site is the subject of a traffic calming study.

### II. Traffic Calming Petition

Once a complete application package is received by the Parish, a traffic calming petition will be provided to the applicant for the purposes of documenting community support. The Traffic Engineering staff will work with the petitioner (applicant) to determine the boundaries of the traffic calming installation study area; however, it shall not exceed a ¼ mile radius of the proposed site installation. Once these boundaries are determined, the applicant is responsible for distributing the petition (indicating approval or disapproval) to the property owners within the said boundaries. The petition must be returned within 120 days and signed by at least 25% of the owners within the defined study area. Once the petition is returned to Traffic Engineering or Council District office, work will commence on the traffic calming study. Prior to the start of the study, Traffic Engineering will erect signs in the general study area which identify the area as under study for traffic calming, as well as provide an information phone number which the public can use to call the Traffic Engineering Department for information on the study. The sign will remain posted through the period of study. If the petition is not successful, then no further action will be taken on the request for a period of six months. At that time, the request will expire and the applicant will need to start over.

### III. Data Collection and Analysis

Traffic Engineering will collect traffic data on those corridors within the vicinity of the specific site where the traffic calming device would be installed. The types of data collected would include, but would not be limited to average daily traffic counts, traffic turning movement counts, vehicle speed data, accident reports, roadway widths, and regulatory signage.

The data would be used to determine if the streets meet or exceed established evaluation criteria which could be addressed by traffic calming. These criteria include:

- **Evidence of cut-through traffic** – this would be determined by comparing the number of trips generated by the land uses adjacent to the analysis corridors against the average daily traffic volume found within the count data.
- **Evidence of excessive vehicle speeds** – this would be determined by comparing data from a speed study against the posted speed for the corridor. If the data reveals a high percentage of vehicles (85<sup>th</sup> percentile) are going 10 or more miles per hour over the speed limit, this would meet a criteria for installation of traffic calming.



## Jefferson Parish Thoroughfare Plan

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- **Evidence of vehicle accidents** – this would be determined by comparing the data from accident reports and whether, under a traditional Manual on Uniform Control Devices (MUCD)<sup>2</sup> warrant analysis, an adjustment in traffic control would diminish the potential for accidents.

If it is determined that a need for installation is not met, further work on the study will be terminated with no further action on the project taken for a period of at-least six (6) months.

### **IV. Data Results and Community Review**

Traffic Engineering staff will provide the results of their analysis to the applicant who initiated the traffic calming petition. Should the analysis reveal that the current condition does not meet the traffic calming criteria listed in Step III, the request will not be processed and no further action will be taken on this site for a period of no less than six (6) months.

Should the results of the analysis reveal that the location meets or exceeds one or more of the identified criteria, Traffic Engineering staff will report the findings of the request to the appropriate Parish Council district representative and request approval for a next step meeting. Following receipt of this approval, Traffic Engineering will meet with the initial applicant, a representative sample of the petitioners and the Council District liaison to discuss the results. Notice of this meeting will be made to all petitioners as well as those property owners immediately adjacent to the site or intersection being considered for an installation.

### **V. Installation of a Temporary Calming Structure**

During the review meeting, Traffic Engineering staff will identify a variety of temporary calming structures and/or methods aimed at addressing the immediate problem defined in Task III. With the agreement of the petitioners and property owners adjacent to the installation site, the temporary structure will be proposed for the site. At the close of this

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<sup>2</sup> *Manual on Uniform Control Devices for Streets and Highways*, US Department of Transportation, Federal Highway Administration.



## Jefferson Parish Thoroughfare Plan

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period, Traffic Engineering will be expected to conduct a review of the site following the procedures used from Task III to see if the criteria for the installation identified in Task III have been successfully addressed.

Report of this proposed installation, along with copies of the data, report recommendations, petition and record of community review will be made to Parish Council within a general funding request. Should approval for funding be granted by Council, the traffic calming structure shall be installed on a provisional basis for a period not to exceed 120 days. During this period, periodic monitoring of traffic operations within a ¼ mile radius of the installation will be conducted by the Parish. This will include the street segments leading to the traffic calming device, as well as those segments parallel to the device in order to determine if its installation is creating traffic impacts in other areas.

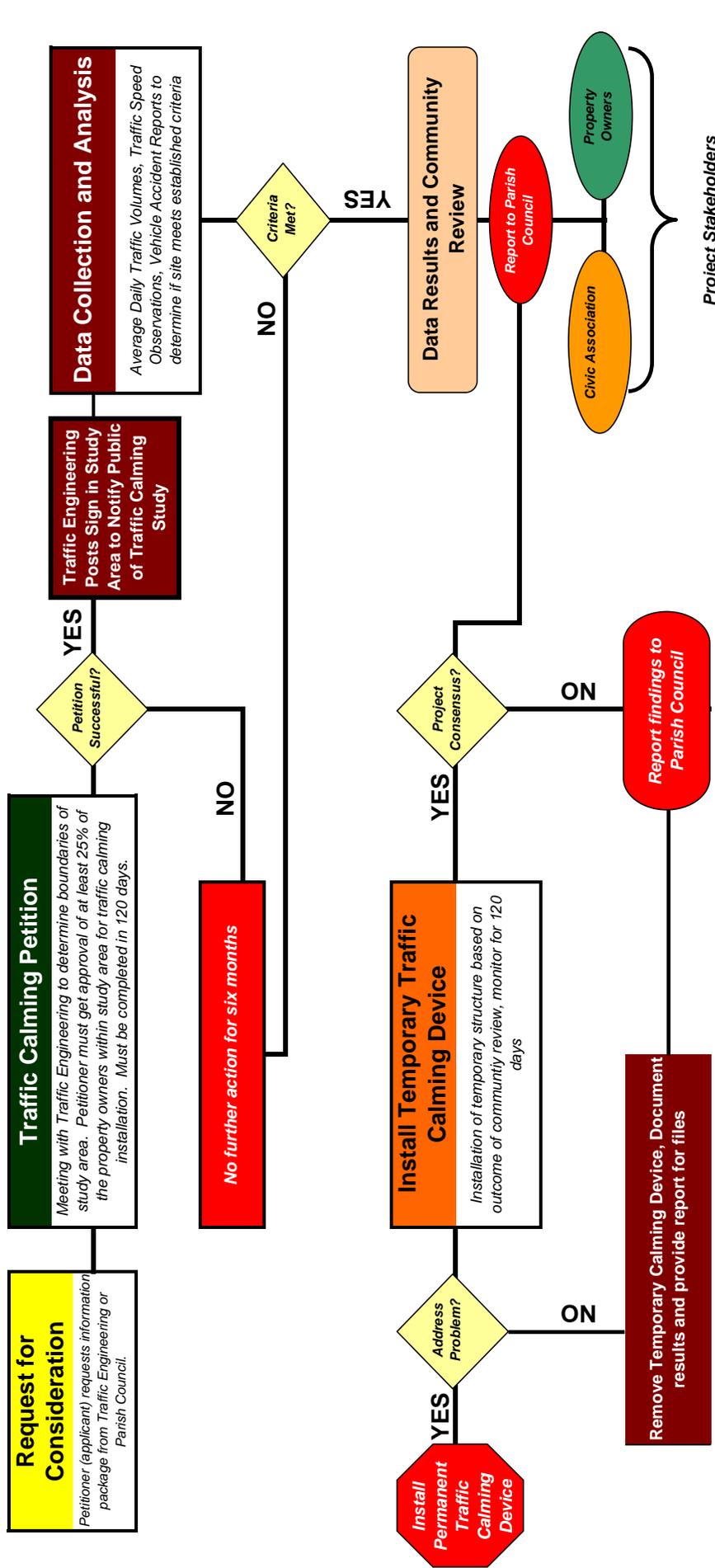
If consensus cannot be attained through this process, further activity on the proposal will cease, with a final report made to the Parish Council on the remaining issues which need to be addressed in order to arrive at a consensus.

### **VI. Installation of a Permanent Traffic Calming Structure**

Should the results of the evaluation determine that the traffic calming device addresses the identified traffic problem and does not create an impact on adjacent areas, Traffic Engineering will commence with the process for permanent installation.

Notification of a potential permanent installation will be made by Traffic Engineering; which will include a mailing and website posting of potential action. Report of the same will be made via the regular Parish Council agenda. Advanced notification of the time and place for this announcement will be made to the petitioners to allow them the opportunity to provide comments and input on the proposed permanent installation.

Permanent installations will contain landscape features to the extent practicable, given that such features do not adversely impact its operation or the traffic operations of the surrounding areas. Adoption of landscaped features by civic associations and others for maintenance will be required, with all landscaping and similar features approved prior to installation by the appropriate Parish Departments.



**Jefferson Parish Major Thoroughfare Plan**

**Figure A.1 - Summary Outline for Traffic Calming Procedure**  
 Neighborhood Groups or Citizen Request for Local Streets  
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Please see text of procedure for complete description.  
 See [www.fhwa.dot.gov/environment/traffic/calming/part2.htm](http://www.fhwa.dot.gov/environment/traffic/calming/part2.htm) for description of traffic calming devices and techniques.





## Jefferson Parish Thoroughfare Plan

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### Option #2 - Initiated by Traffic Engineering for Neighborhood Collectors or Local Streets (See Figure A.2 for outline of process)

The following establishes a procedure for the Parish to use for the installation of traffic calming devices on neighborhood collectors or local streets. The suggestion for installation would come as a result of Traffic Engineering's review of traffic conditions and operations within a corridor or corridor segment. Installation of any device would come following a review of conditions and determination of need or warrant. The Parish's existing traffic calming manual shall apply to provide specific detail on device design standards. Prior to the start of the study, Traffic Engineering will erect signs in the general study area which identify the area as under study for traffic calming, as well as provide an information phone number which the public can use to call the Traffic Engineering Department for information on the study. The sign will remain posted through the period of study.

#### I. Data Collection and Analysis

Traffic Engineering, through review of its traffic data collection program within the Parish, has identified that a location in the Parish may benefit from installation of traffic calming. The data collection would document the location through photographs and diagrams, as well as data documenting traffic volume, splits, speeds, pedestrian volumes and accidents. Determination of need will be based upon one or more of the following criteria including:

- **Evidence of cut-through traffic** – this would be determined by comparing the number of trips generated by the land uses adjacent to the analysis corridors against the average daily traffic volume found within the count data.
- **Evidence of excessive vehicle speeds** – this would be determined by comparing data from a speed study against the posted speed for the corridor. If the data reveals a high percentage of vehicles (85<sup>th</sup> percentile) are traveling 10 or more miles per hour over the speed limit, this would meet a criteria for installation of traffic calming.
- **Evidence of vehicle accidents** – this would be determined by comparing the data from accident reports and whether, under a traditional Manual on Uniform Control Devices (MUCD)<sup>3</sup> warrant analysis, an adjustment in traffic control would diminish the potential for accidents.

If it is determined that a need for installation is not met, further work on the study will be terminated with no further action on the project taken for a period of at least six (6) months.

#### II. Data Results and Community Review

Traffic Engineering staff will present their findings of the analysis and request approval for a next step meeting to the appropriate Parish Council district representative. Should the analysis reveal that the current condition does not meet the traffic calming criteria listed in

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<sup>3</sup> *Manual on Uniform Control Devices for Streets and Highways*, US Department of Transportation, Federal Highway Administration.



## Jefferson Parish Thoroughfare Plan

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Step I, the request will not be processed and no further action will be taken on this site for a period of no less than six (6) months.

Should the data analysis reveal that needs are met, Traffic Engineering and Parish Council staff will organize a community meeting to discuss the results with residents adjacent to the area of the traffic calming device's installation. Notice of this meeting will be made to the public through the Parish's current public meeting posting procedure, to the appropriate civic association representatives and to the property owners immediately adjacent to site of the device's installation.

During the community review meeting, Traffic Engineering staff will identify a variety of temporary calming structures or methods aimed at addressing the immediate problem defined in Task I. With the consensus of those in attendance, the temporary structure will be proposed for the site. At the close of this period, Traffic Engineering will conduct a review of the site following the procedures used from Task I to determine if the criteria for the installation identified in Task I have been successfully addressed.

If consensus cannot be identified through this process, further activity on the proposal will cease, with a final report made to the Parish Council on the remaining issues that need to be addressed in order to reach consensus.

### **III. Installation of a Temporary Calming Structure**

Report of this proposed installation, along with copies of the data, report recommendations, petition and record of community review will be made to Parish Council within a general funding request. Should the Council approve funding, the calming structure shall be installed on a provisional basis for a period not to exceed 120 days. During this time, periodic monitoring of traffic operations within a ¼ mile radius of the installation will be conducted by the Parish. This will include the street segments leading to the traffic calming device, as well as those segments parallel to the device in order to determine if its installation is creating traffic impacts (positive or negative) in other areas.

### **IV. Installation of a Permanent Traffic Calming Structure**

Should the results of the evaluation determine that the traffic calming device addresses the identified traffic problem and does not create an impact (positive or negative) on adjacent areas, Traffic Engineering will commence with the process for a permanent installation.

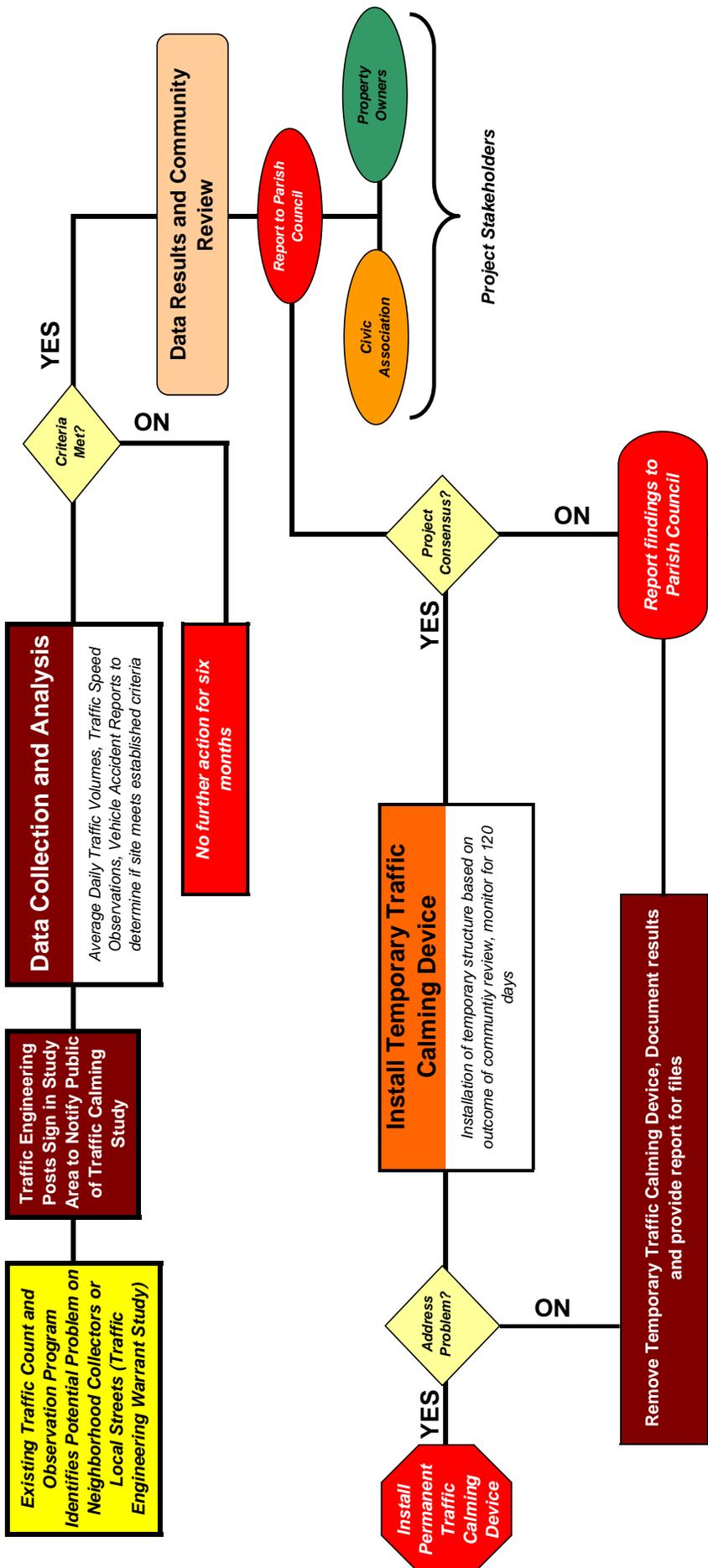
Notification of a potential permanent installation will be made by Traffic Engineering, which will include a mailing and website posting of potential action. Report of the same will be made via the regular Parish Council agenda. Advanced notification of the time and place for this announcement will be made to the petitioners to allow them the opportunity to provide comments and input on the proposed permanent installation.



## **Jefferson Parish Thoroughfare Plan**

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Permanent installations will contain landscape features to the extent practicable, given that such features do not adversely impact its operation or the traffic operations of the surrounding areas. Adoption of landscaped features by civic associations and others for maintenance would be suggested, with all landscaping and similar features approved prior to installation by the appropriate Parish Departments.



Please see text of procedure for complete description.  
 See [www.fhwa.dot.gov/environment/traffic calming/part2.htm](http://www.fhwa.dot.gov/environment/traffic calming/part2.htm) for description of traffic calming devices and techniques.

**Jefferson Parish Major Thoroughfare Plan**  
**Figure A.2 - Summary Outline for Traffic Calming Procedure**  
 Initiated by Traffic Engineering for Neighborhood Collectors  
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## **Jefferson Parish Thoroughfare Plan**

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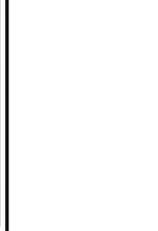
### **Descriptions and Pictures of Traffic Calming Devices and Techniques Federal Highway Administration**

**For information purposes only**

**Traffic Calming**

**Traffic Calming Measures**

Descriptions and Pictures of	
Devices and Techniques	Descriptions
Traffic Calming Devices and Techniques	
Bike Lanes	A portion of a roadway which has been designated by striping, signing, and pavement markings for the preferential or exclusive use of bicyclists.
Bulbouts/Neckdowns/ Chokers	Curb extensions at intersections that reduce curb-to-curb roadway travel lane widths.
Center Islands	Raised islands located along the centerline of a roadway that narrow the width at that location.
Chicanes/Lateral Shifts	Curb extensions that alternate from one side of the roadway to the other, forming s-shaped curves.
Closures (Cul-de-sacs)	Barriers placed across roadways to completely close through vehicle traffic.
Diverter	Barriers placed diagonally across an intersection, blocking certain movements.



		
<p>Education</p>	<p>Instructions given to the residents on safe on-street vehicle travel.</p>	
<p>Forced Turn Lanes</p>	<p>Raised islands located on approaches to an intersection that block certain movements.</p>	
<p>Median Barriers</p>	<p>Raised islands located along the centerline of a roadway and continuing through an intersection to block cross traffic.</p>	
<p>Police Enforcement</p>	<p>Involve employing the services of law enforcement agencies to impose the local safe vehicle laws, including those for posted speeds and traffic signal/signs.</p>	
<p>Realigned Intersections</p>	<p>Changes in alignments that convert T-intersections with straight approaches into curving roadways meeting at right angles.</p>	
<p>Roundabouts</p>	<p>Barriers placed in the middle of an intersection, directing all traffic in the same direction.</p>	
<p>Speed Humps</p>	<p>Rounded raised pavement devices placed across roadways to slow and/or discourage traffic</p>	

		
<p>Speed Tables/ Textured Pavement/ Raised Crossings</p>	<p>Flat-topped speed humps often constructed with a brick or other textured material to slow traffic</p>	
<p>Traffic Circles</p>	<p>Barriers placed in the middle of an intersection, directing all traffic in the same direction. Usually larger than roundabouts.</p>	

Sources: *Traffic Calming, Selected Practices, Lessons Learned and Reed Ewing, Rutgers University, Center for Urban Policy Research.*

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United States Department of Transportation - **Federal Highway Administration**



Envision 2020 Jefferson



## **Jefferson Parish Thoroughfare Plan**

# **Standards for Codification**

**August 2006**

## Introduction and Purpose

The Jefferson Parish Thoroughfare Plan is the formal document used by the parish government for the unincorporated areas of Jefferson Parish to provide for the development of an efficient and appropriate thoroughfare system to meet existing and future travel needs. The purpose of this plan is to ensure the preservation of adequate rights-of-way on appropriate alignments of sufficient width to allow the orderly and efficient expansion and improvement of the thoroughfare system to serve existing and future transportation needs.

The plan was developed as part of the implementation strategy of the *Envision Jefferson 2020 Comprehensive Plan* with the guidance of the Thoroughfare Plan Technical Advisory Committee, comprised of Jefferson Parish department and state agency representatives, as well as the Citizens Advisory Committee, comprised of citizens appointed by local elected officials. Community meetings and open houses were also held at convenient locations throughout the parish to solicit input from parish residents as well as to provide updates on the thoroughfare plan's progress.

## Components of the Thoroughfare Plan

The Thoroughfare Plan is comprised of three components which identify specific areas for improvement and set standards for consistency, as well as form the basis for a comprehensive and cohesive thoroughfare system designed to meet the current and future travel needs of the Parish. These components are as follows:

- **Component One: Thoroughfare Map and Functional Classification** – this section includes the map with existing and future roadway alignments along with their functional classification.
- **Component Two: Cross Sections** – this section includes cross sections which feature minimum right-of-way width requirements as well as design standards for selected road classifications – collectors, minor arterials, major arterials, and expressways.
- **Component Three: Amendment Procedure** – this section contains the policies and procedures that shall be followed regarding changes or amendments to the adopted Thoroughfare Plan.

## **Component One: Thoroughfare Map and Functional Classification**

### **Thoroughfare Map**

The map contains existing as well as future or proposed roadway alignments along with their functional classification for both the Eastbank and Westbank of the parish.

### **Functional Classification**

Functional classification is a method of classifying roads according to the type of service they provide as part of the overall road network. Basic to this process is the recognition that individual routes do not serve travel independently in any major way. Rather, most travel involves movement through a network of roads. Transportation planning uses functional classification to determine how travel can be channelized within the network in a logical and efficient manner. Functional classification defines the part that any particular route should serve in serving the flow of trips through a highway network.

**Local** - a street constructed to established standards to provide direct property access.

**Minor Arterial** - a state or parish-maintained street primarily designed to move traffic from neighborhoods through an area. These streets have traffic signals at intersections with other minor arterials, collectors, large driveways or local streets. These streets occasionally form boundaries for neighborhood areas. In some locations, these streets may have on-street parking, loading or unloading areas.

**Major Arterial** - a state or parish-maintained street primarily designed to move traffic between cities or parishes. These streets have traffic signals at intersections with other arterials, collectors, driveways or local streets. These streets may be higher speed, provide access to the interstate highway network within cities and may run through downtown areas. On-street parking, loading and unloading of vehicles is generally to be discouraged along these streets.

**Neighborhood Collector** - a parish-maintained street which provides access to residences, public facilities such as schools, recreational centers, fire and police sub stations, and parks located within neighborhoods.

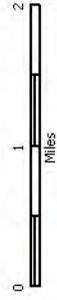
**Collector** - a parish-maintained street which moves traffic between neighborhoods or from the core of the neighborhood to its edge. In a typical suburban area, these streets may carry some through traffic if located adjacent to a community facility (school, park, library, community center, fire station). These streets generally have no traffic signals, and may have either stop sign or signal control. Signals may be found at an intersection with a minor or major arterial.

**Interstate (Freeway)** - a federally-maintained and designated high speed, limited access corridor. Access to these corridors is highly controlled. No direct property access is provided to these corridors. Their primary function is to move high volumes of traffic between cities, parishes and states.

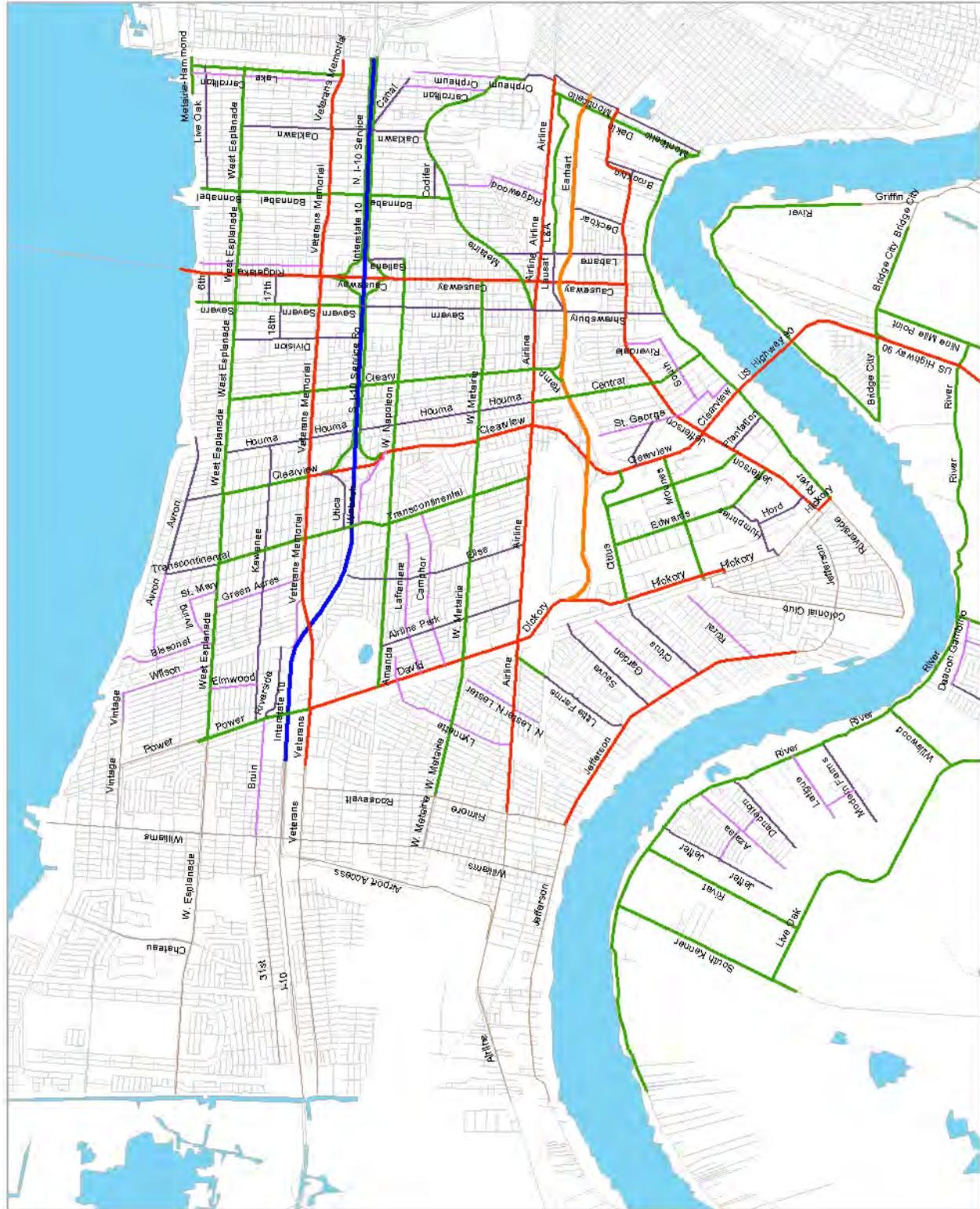
**Legend**

**Existing Major Thoroughfares**

- █ Interstate
- █ Freeway
- █ Major Arterial
- █ Minor Arterial
- █ Collector
- █ Neighborhood Collector
- █ Incorporated
- █ Local Roads



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**Jefferson Parish Thoroughfare Plan**  
 Figure 1. Existing Major Thoroughfare Network - Eastbank

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 August 2006  
 BKJ 10185-02



Data Sources:  
 Jefferson Parish  
 Regional Planning Commission  
 US Bureau of the Census

**Table 1**  
Major Thoroughfares  
Existing Roadways, Jefferson Parish Eastbank

No.	Street Name	Boundary (Unincorporated Jefferson)		Highway Number (State/Federal)	Classification Criteria			Classification Assignment			
		From	To		Existing Classified Road	Land Use Decisions	Community Connectivity	Community Consensus	Proposed Classification	Current Classification	Reason for Changed Classification
1	6th Street	N. Causeway Blvd	Severn Ave			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		Collector		
2	17th Street	Severn Ave	N. Causeway Blvd			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		Collector		
3	18th Street	Division St.	Severn Ave			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		Collector		
4	Airline Drive	Orleans Parish Line	Kenner City Limits	US Hwy 61	<input checked="" type="checkbox"/>				Major Arterial	Major Arterial	
5	Airline Park Boulevard	W. Napoleon Ave	Airline Dr		<input checked="" type="checkbox"/>				Collector	Collector	
6	Amanda Street	Eisenhower Dr	David Dr			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		Neighborhood Collector		
7	Avron Boulevard	Bissonet Dr.	Lake Villa Dr.		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		Neighborhood Collector/ Collector	Collector	Extended
8	Bissonet Drive	Cleveland Pl	W. Esplanade			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		Neighborhood Collector		
9	Bloomfield Street	St. George St.	Clearview Parkway			<input checked="" type="checkbox"/>			Collector		
10	Bonnabel Boulevard	Lake Pontchartrain	Metairie Rd		<input checked="" type="checkbox"/>				Minor Arterial	Minor Arterial	
11	Brooklyn Avenue	River Road	Jefferson Hwy	LA Hwy 611-5	<input checked="" type="checkbox"/>				Collector	Collector	
12	Bruin Drive	Williams Blvd	David Dr			<input checked="" type="checkbox"/>			Neighborhood Collector		
13	Camphor Street	David Dr.	Transcontinental Dr				<input checked="" type="checkbox"/>		Neighborhood Collector		
14	Canal Road	S. I-10 Service Rd	Lake Ave				<input checked="" type="checkbox"/>		Collector		
15	Carrollton Avenue	Metairie Hammond	Metairie Road		<input checked="" type="checkbox"/>				Neighborhood Collector	Collector	
16	Causeway Boulevard	Lake Pontchartrain	Jefferson Hwy		<input checked="" type="checkbox"/>				Major Arterial	Major Arterial	
17	Central Avenue	Airline Dr	River Road	LA Hwy 48	<input checked="" type="checkbox"/>				Minor Arterial	Minor Arterial	
18	Cicero Street	Jefferson Hwy	Brooklyn Ave	LA Hwy 611-6	<input checked="" type="checkbox"/>				Collector	Collector	
19	Citrus Boulevard	Dickory Dr	Clearview Pkwy		<input checked="" type="checkbox"/>				Minor Arterial	Minor Arterial	
20	Citrus Road	Hickory Av	Jefferson Hwy		<input checked="" type="checkbox"/>				Collector	Minor Arterial	Downgraded
21	Clearview Parkway	Avron Blvd	Jefferson Hwy	LA Hwy 3152 (part)	<input checked="" type="checkbox"/>				Minor Arterial/ Major Arterial/ Collector	Minor Arterial/ Major Arterial/ Collector	
22	Clary Avenue	West Esplanade Ave	Earhart Expwy		<input checked="" type="checkbox"/>				Minor Arterial	Minor Arterial	

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No.	Street Name	Boundary (Unincorporated Jefferson)		Highway Number (State/Federal)	Classification Criteria			Classification Assignment		
		From	To		Existing Classified Road	Land Use Decisions	Community Connectivity	Community Consensus	Proposed Classification	Current Classification
23	Codifer Boulevard	Bonnabel Blvd	Metairie Rd			<input checked="" type="checkbox"/>		Collector		
24	Dakin Street	River Rd	Airline Dr			<input checked="" type="checkbox"/>		Minor Arterial		
25	David Drive	Veterans Mem Blvd	Airline Dr		<input checked="" type="checkbox"/>			Major Arterial	Major Arterial	
26	Deckbar Avenue	Jeff Highway	Earhart Expwy		<input checked="" type="checkbox"/>			Collector	Collector	
27	Dickory Street	Earhart Expwy	Airline Dr		<input checked="" type="checkbox"/>			Major Arterial	Major Arterial	
28	Division Street	W. Esplanade	N. I-10 Service Rd			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Collector		
29	Earhart Expressway	Monticello Ave	Hickory Ave	LA Hwy 3139	<input checked="" type="checkbox"/>			Freeway	Freeway	
30	Edwards Avenue	Citrus Blvd	Jefferson Hwy		<input checked="" type="checkbox"/>			Minor Arterial	Collector	Upgraded
31	Elise Avenue	Airline Dr	Marcie St			<input checked="" type="checkbox"/>		Collector		
32	Elmwood Park Boulevard	Citrus Boulevard	Jefferson Hwy		<input checked="" type="checkbox"/>			Minor Arterial	Minor Arterial	
33	Elmwood Parkway	West Esplanade Ave	Kawanee			<input checked="" type="checkbox"/>		Neighborhood Collector		
34	Galleria Boulevard	S. I-10 Service Rd	W. Napoleon Ave			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Collector		
35	Garden Road	Harahan City Limits	Jefferson Hwy			<input checked="" type="checkbox"/>		Neighborhood Collector		
36	Green Acres Road	Veterans Mem Blvd	W. Esplanade Ave			<input checked="" type="checkbox"/>		Neighborhood Collector		
37	Hickory Avenue	Dickory Dr	River Road	LA Hwy 3154 (part)	<input checked="" type="checkbox"/>			Major Arterial	Major Arterial	
38	Hollywood Drive	Metairie Rd	Stroelitz		<input checked="" type="checkbox"/>			Neighborhood Collector	Collector	
39	Hord Street	Jefferson Hwy	Humphries			<input checked="" type="checkbox"/>		Collector		
40	Houma Boulevard	W. Esplanade	Airline Dr.			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Collector	Collector	
41	Humphries Street	Hickory	Edwards			<input checked="" type="checkbox"/>		Collector		
42	Interstate 10	17th Street Canal	Kenner City Limits	Interstate 10	<input checked="" type="checkbox"/>			Interstate	Interstate	
43	Irving Street	St. Mary St.	Bissonet Dr			<input checked="" type="checkbox"/>		Neighborhood Collector		
44	Jefferson Highway	Orleans Parish Line	Kenner City Limits	US Hwy 90/LA Hwy 48	<input checked="" type="checkbox"/>			Major Arterial	Major Arterial	
45	Kawanee Avenue	Houma Blvd	Power Blvd		<input checked="" type="checkbox"/>			Collector	Collector	
46	L&A Road	Labarre Road	Dakin Street			<input checked="" type="checkbox"/>		Minor Arterial		

**Table 1**  
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No.	Street Name	Boundary (Unincorporated Jefferson)		Highway Number (State/Federal)	Classification Criteria				Classification Assignment		
		From	To		Existing Classified Road	Land Use Decisions	Community Connectivity	Community Consensus	Proposed Classification	Current Classification	Reason for Changed Classification
47	Labarre Road	Metairie Road	River Road	LA Hwy 611-4 (part)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			Collector	Local street	Upgraded
48	Lafreniere Street	David Dr.	Kent Avenue				<input checked="" type="checkbox"/>		Neighborhood Collector		
49	Lake Avenue	Metairie Hammond	N. I-10 Service Rd		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			Minor Arterial	Minor Arterial	
50	Lausat Street	Labarre	Shrewsbury		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			Collector	Local street	Upgraded
51	Little Farms Avenue	Airline Dr	Jefferson Hwy	LA Hwy 3155	<input checked="" type="checkbox"/>				Collector/Minor Arterial	Minor Arterial	Partially Downgraded
52	Live Oak Street	Lake Ave	Bonnabel Blvd		<input checked="" type="checkbox"/>				Collector	Collector	
53	Lynnette Drive	Airline Dr	David Dr				<input checked="" type="checkbox"/>		Neighborhood Collector		
54	Metairie Road	Orleans Parish Line	Severn Ave	LA Hwy 611-9			<input checked="" type="checkbox"/>		Minor Arterial		
55	Metairie-Hammond Highway	Chickasaw St.	Orleans Parish Line		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		Minor Arterial	Minor Arterial	
56	Monticello Avenue	W. Metairie Ave	Jefferson Hwy		<input checked="" type="checkbox"/>				Collector	Collector	
57	Mounes Street	Hickory Ave	Clearview Pkwy		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			Minor Arterial	Minor Arterial	
58	N. I-10 Service Road	Lake Ave	Clearview Pkwy		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		Minor Arterial	Minor Arterial	
59	N. Lester Avenue	Richard Street	Simon				<input checked="" type="checkbox"/>		Neighborhood Collector		
60	Northline Avenue	Orpheum	Monticello			<input checked="" type="checkbox"/>			Collector		
61	Oaklawn Boulevard	West Esplanade Ave	N. I-10 Service Rd		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		Collector		
62	Orpheum Avenue	Northline Dr	Canal Road				<input checked="" type="checkbox"/>		Neighborhood Collector/Minor		
63	Plantation Road	River Road	Jefferson Hwy			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		Collector		
64	Power Boulevard	Kenner City Limits	Veterans Mem Blvd		<input checked="" type="checkbox"/>				Minor Arterial	Minor Arterial	
65	Ridgelake Drive	Lake Pontchartrain	Veterans Mem Blvd				<input checked="" type="checkbox"/>		Neighborhood Collector		
66	Ridgewood Drive	Airline Dr	Stroelitz				<input checked="" type="checkbox"/>		Neighborhood Collector		
67	River Road	Hickory Ave	Orleans Parish Line		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			Minor Arterial	Minor Arterial	
68	Riverdale Drive	South Dr.	Jefferson Hwy				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Neighborhood Collector		
69	Riverside Drive	Filmore Dr.	Hickory Ave.				<input checked="" type="checkbox"/>		Collector		
70	Rural Road	Ormand Place	Jefferson Hwy		<input checked="" type="checkbox"/>				Neighborhood Collector	Collector	

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No.	Street Name	Boundary (Unincorporated Jefferson)		Highway Number (State/Federal)	Classification Criteria			Classification Assignment			
		From	To		Existing Classified Road	Land Use Decisions	Community Connectivity	Community Consensus	Proposed Classification	Current Classification	Reason for Changed Classification
71	S. I-10 Service Road	Lake Ave	Clearview Pkwy		<input checked="" type="checkbox"/>				Minor Arterial	Minor Arterial	
72	Sauve Road	Hickory Av	Jefferson Hwy		<input checked="" type="checkbox"/>				Collector	Collector	
73	Severn Avenue	Lake Pontchartrain	Airline Dr		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			Minor Arterial	Collector	Upgraded
74	Shrewsbury Avenue	Airline Dr	River Road	LA Hwy 611-3 (part)	<input checked="" type="checkbox"/>				Collector	Collector	
75	South Drive	St. George St.	Riverdale Dr.			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		Neighborhood Collector		
76	St. George Avenue	Karen Dr	River Road			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		Neighborhood Collector		
77	St. Mary Street	W. Esplanade Ave	Irving St			<input checked="" type="checkbox"/>			Neighborhood Collector		
78	Stroelitz Drive	Hollywood	Ridgewood Dri		<input checked="" type="checkbox"/>				Neighborhood Collector	Collector	
79	Transcontinental Drive	Avron Blvd	Airline Dr.		<input checked="" type="checkbox"/>				Collector/ Minor Arterial	Collector/ Minor Arterial	
80	Utica Street	Clearview Pkwy	Transcontinental Dr			<input checked="" type="checkbox"/>			Neighborhood Collector		
81	Veterans Memorial Boulevard	17th Street Canal	Kenner City Limits		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		Major Arterial	Major Arterial	
82	Vintage Drive	Wilson	Kenner City Limits			<input checked="" type="checkbox"/>			Neighborhood Collector		
83	W. Canal Avenue	Apollo Dr	Veterans Mem Blvd			<input checked="" type="checkbox"/>			Neighborhood Collector		
84	W. Metairie Avenue	N. Causeway Blvd	Roosevelt Blvd		<input checked="" type="checkbox"/>				Minor Arterial	Minor Arterial	
85	W. Napoleon Avenue	Galleria Blvd	David Dr		<input checked="" type="checkbox"/>				Minor Arterial	Minor Arterial	
86	Wabash Street	Clearview Pkwy	Transcontinental Dr			<input checked="" type="checkbox"/>			Neighborhood Collector		
87	West Esplanade Avenue	Lake Ave	Kenner City Limits		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			Freeway	Freeway	
88	Wilson Drive	Vintage Dr	W. Esplanade		<input checked="" type="checkbox"/>				Neighborhood Collector	Collector	

Compiled by Burk-Kleinpeter, Inc., in association with Urban Planning & Innovations, Inc. and swLEADER, Inc., 2005

Sources and notes:

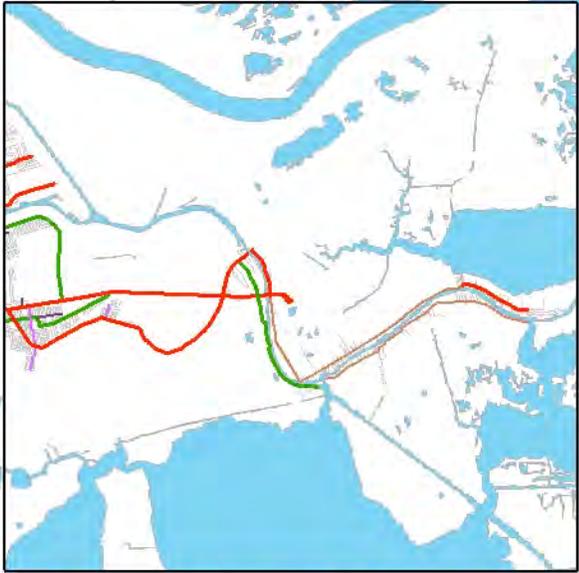
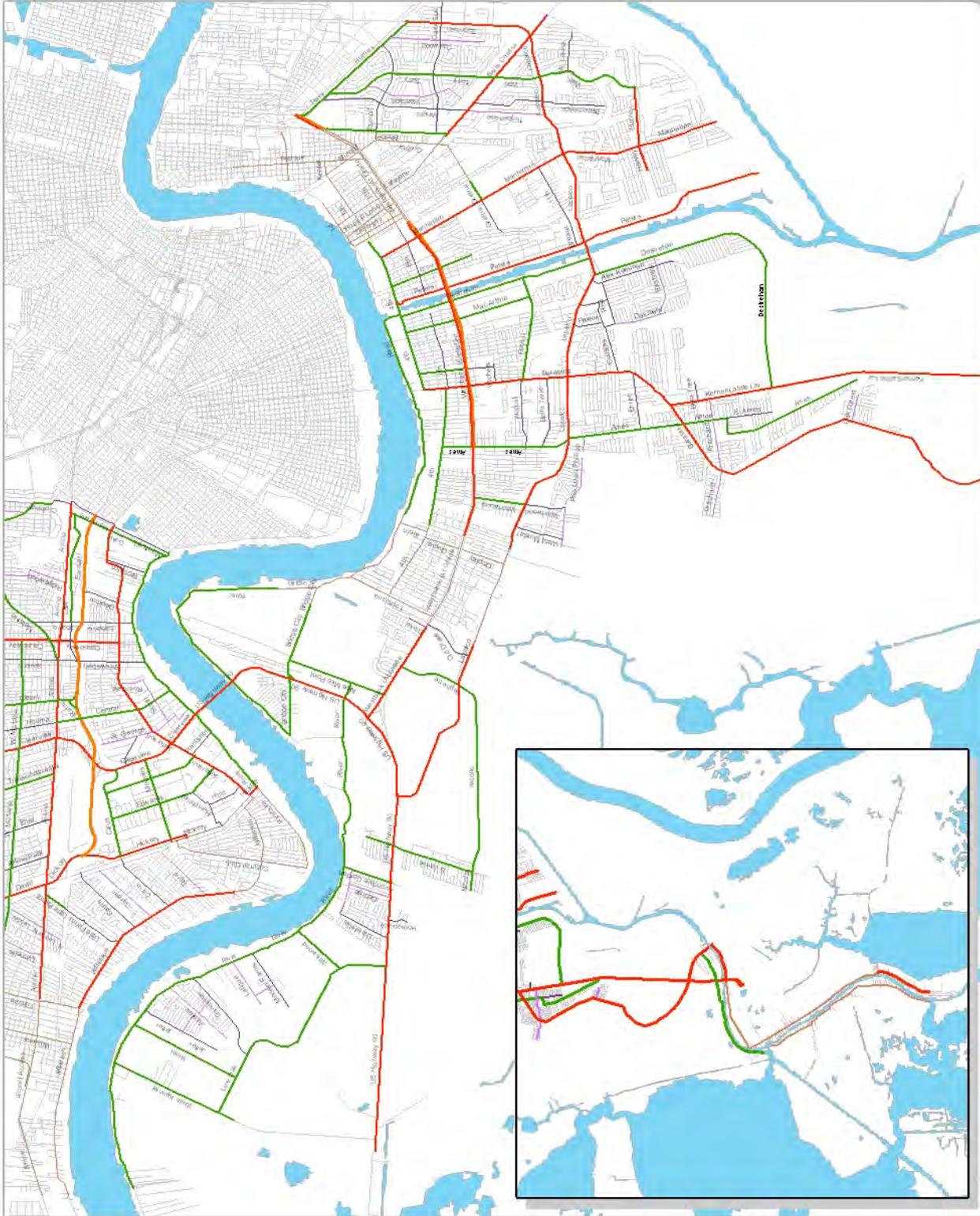
Existing Classification according to Louisiana DOTD's 2002 Highway Functional Classification Urbanized Area Map for New Orleans, LA

# Legend Proposed Future Roads

- Interstate
- Freeway
- Major Arterial
- Minor Arterial
- Collector
- Neighborhood Collector
- Incorporated



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Data Sources:  
 Jefferson Parish  
 Regional Planning Commission  
 US Bureau of the Census

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**Jefferson Parish Thoroughfare Plan**  
 Figure 2. Existing Major Thoroughfare Network  
 ~ Westbank

**Table 2**  
Major Thoroughfares  
Existing Roadways, Jefferson Parish Westbank

No.	Street Name	Boundary (Unincorporated Jefferson)		Highway Number (State/Federal)	Classification Criteria				Classification Assignment		
		From	To		Existing Classified Road	Land Use Decisions	Community Connectivity	Community Consensus	Proposed Classification	Current Classification	Reason for Changed Classification
1	4th Street	Gretna City Limits	Westwego City Limits	LA Hwy 18	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		Minor Arterial	Minor Arterial	
2	7th Street	1st Ave	Barataria Blvd	LA Hwy 18		<input checked="" type="checkbox"/>			Collector		
3	8th Street	Peters Rd	Gretna City Limits			<input checked="" type="checkbox"/>			Collector		
4	11th Street	Queens Rd	Manhattan Blvd				<input checked="" type="checkbox"/>		Collector		
5	Alex Korman Boulevard	Lapalco Blvd	Chadwood Dr.				<input checked="" type="checkbox"/>		Collector		
6	Ames Boulevard	4th St	Terminus		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			Minor Arterial	Minor Arterial	
7	August Avenue	Ames Blvd	Barataria Blvd		<input checked="" type="checkbox"/>				Collector	Collector	
8	Avenue D	4th Street	Westbank Expwy			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		Minor Arterial		
9	Avondale Garden Road	US Highway 90	River Road	LA 560-3	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		Minor Arterial	Minor Arterial	
10	Azalea Drive	River Road	Terminus			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		Neighborhood Collector		
11	Barataria Boulevard	4th Street	Terminus	LA Hwy 45/LA Hwy 3134	<input checked="" type="checkbox"/>				Major Arterial	Minor Arterial/ Major Arterial	Partial Upgrade: Land Use Change
12	Behrman Highway	Belle Chasse Hwy	Orleans Parish Line	LA Hwy 428	<input checked="" type="checkbox"/>				Major Arterial	Major Arterial	
13	Belle Chasse Highway	Gretna City Limits	Jefferson Parish Line	LA Hwy 23	<input checked="" type="checkbox"/>				Major Arterial	Major Arterial	
14	Belle Terre Road	Ames Blvd	Barataria Blvd				<input checked="" type="checkbox"/>		Collector		
15	Bellemeade Boulevard	Belle Chasse Hwy	Terminus				<input checked="" type="checkbox"/>		Collector		
16	Bent Tree Boulevard	terminus	Lafitte-Larose Hwy			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		Collector		
17	Breaux Avenue	Peters Rd	Queens Road				<input checked="" type="checkbox"/>		Collector		
18	Bridge City Avenue	River Road	Westwego City Limits	LA Hwy 18 (part)	<input checked="" type="checkbox"/>				Minor Arterial	Minor Arterial	
19	Brown Avenue	4th Street	Terminus			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		Minor Arterial		

**Table 2**  
Major Thoroughfares  
Existing Roadways, Jefferson Parish Westbank

No.	Street Name	Boundary (Unincorporated Jefferson)		Highway Number (State/Federal)	Classification Criteria				Classification Assignment		
		From	To		Existing Classified Road	Land Use Decisions	Community Connectivity	Community Consensus	Proposed Classification	Current Classification	Reason for Changed Classification
20	Carol Sue Avenue	Whitney Ave	Rue Marcel				<input checked="" type="checkbox"/>		Collector		
21	Cousins Boulevard	Barataria Blvd	Woodmere Blvd		<input checked="" type="checkbox"/>				Collector	Collector	
22	Dandelion Drive	Honeysuckle Rd	River Road			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		Collector		
23	Deacon Gambino	Glendella	Avondale Gardens						Neighborhood Collector		
24	Destrehan Avenue	4th St	Lafitte-Larose Hwy	LA Hwy 3018	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			Minor Arterial	Collector/Minor Arterial	Part. Upgrade: Land Use Change
25	Dolores Street	Jeffer	Azalea Dr				<input checked="" type="checkbox"/>		Neighborhood Collector		
26	Drake Avenue	Angela St	West Bank Expwy				<input checked="" type="checkbox"/>		Collector		
27	E. Ames Boulevard	Ames Blvd	Carrie Ln		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			Collector	Collector	
28	Eastview Drive	Oakmere Dr.	Destrehan Ave				<input checked="" type="checkbox"/>		Neighborhood Collector		
29	Ehret Road	Ames Blvd	Barataria Blvd				<input checked="" type="checkbox"/>		Collector		
30	Foundry Drive	Modern Farms Road	Latigue			<input checked="" type="checkbox"/>			Neighborhood Collector		
31	Gardenia Lane	Azalea Dr	Dandelion Dr				<input checked="" type="checkbox"/>		Neighborhood Collector		
32	George Drive	Gambino Dr	US Hwy 90			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		Neighborhood Collector		
33	Glendella Drive	US Highway 90	Deacon				<input checked="" type="checkbox"/>		Collector		
34	Gretna Boulevard	Gretna City Limits	Maplewood Dr.		<input checked="" type="checkbox"/>				Minor Arterial/Collector	Collector	Partial upgrade
35	Harvey Boulevard	Wall Blvd	Manhattan Blvd		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			Major Arterial	Minor Arterial	Upgrade: Land Use Change
36	Heritage Avenue	Terry Pkwy	Industry						Neighborhood Collector	Collector	
37	Holmes Boulevard	Terry Pkwy	Berhman Hwy		<input checked="" type="checkbox"/>				Minor Arterial	Minor Arterial	
38	Homeplace Drive	US Highway 90	Terminus				<input checked="" type="checkbox"/>		Collector		

**Table 2**  
Major Thoroughfares  
Existing Roadways, Jefferson Parish Westbank

No.	Street Name	Boundary (Unincorporated Jefferson)		Highway Number (State/Federal)	Classification Criteria				Classification Assignment		
		From	To		Existing Classified Road	Land Use Decisions	Community Connectivity	Community Consensus	Proposed Classification	Current Classification	Reason for Changed Classification
39	Jean Lafitte Boulevard	Fleming Canal	2nd St.	LA Hwy 303/LA Hwy 45		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		Major Arterial		
40	Jeffer Drive	River Road	Dolores	LA Hwy 45			<input checked="" type="checkbox"/>		Collector		
41	Kerner/Lafitte-Larose Highway	Barataria Blvd	Terminus	LA Hwy 3134	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		Major Arterial	Minor Arterial	Upgrade: Land Use Change
42	Lapalco Boulevard	Behrman Hwy	US Highway 90		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		Major Arterial	Major Arterial	
43	Latigue Road	River Rd	Modern Farms Rd			<input checked="" type="checkbox"/>			Neighborhood Collector		
44	Live Oak Boulevard	S. Kenner Rd	US Highway 90		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			Minor Arterial	Minor Arterial	
45	Mac Arthur Avenue	4th Street	Patriot St			<input checked="" type="checkbox"/>			Minor Arterial		
46	Manhattan Boulevard	4th Street	Terminus		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		Major Arterial	Minor Arterial	Upgrade: Land Use Change
47	Medical Center Boulevard	Westbank Expwy	Wicher Dr				<input checked="" type="checkbox"/>		Collector		
48	Modern Farms Road	River	Terminus				<input checked="" type="checkbox"/>		Collector		
49	Mt. Laurel Drive	Wall Blvd	Sugarpine Dr.				<input checked="" type="checkbox"/>		Collector		
50	Nicolle Boulevard	Ruth Dr	Lapalco Blvd		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		Minor Arterial	Minor Arterial	
51	Nine Mile Point Road	Bridge City Ave	US Highway 90		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		Minor Arterial	Collector	Upgrade
52	Oak Forest Boulevard	Audubon Oaks Dr	Barataria Blvd				<input checked="" type="checkbox"/>		Neighborhood Collector		
53	Oakmere Drive	Post Dr	Eastview Driv				<input checked="" type="checkbox"/>		Neighborhood Collector		
54	Oakwood Drive	Holmes Blvd	Northbrook Dr				<input checked="" type="checkbox"/>		Neighborhood Collector		
55	Old Drake Avenue	Lapalco Blvd	Westwego City Limits				<input checked="" type="checkbox"/>		Collector		
56	Patriot Street	Barataria Blvd	Destrehan Ave		<input checked="" type="checkbox"/>				Minor Arterial	Collector	Upgrade: Land Use Change
57	Paxton Street	Lapalco Blvd	Cousins						Collector		

**Table 2**  
Major Thoroughfares  
Existing Roadways, Jefferson Parish Westbank

No.	Street Name	Boundary (Unincorporated Jefferson)		Highway Number (State/Federal)	Classification Criteria				Classification Assignment		
		From	To		Existing Classified Road	Land Use Decisions	Community Connectivity	Community Consensus	Proposed Classification	Current Classification	Reason for Changed Classification
58	Peters Road	4th Street	Bayou Barataria	LA Hwy 3017	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		Major Arterial	Minor Arterial	Upgrade: Land Use Change
59	Post Drive	Alex Kornman	Oakmere			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		Collector		
60	Pritchard Road	Nature	Lafitte-Larose Hwy		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		Neighborhood Collector	Collector	
61	Privateer Boulevard	Intracoastal Waterway	Marcel St			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				
62	River Road	St. Charles Parish Line	Bridge City Ave	LA Hwy 301 and LA Hwy 18	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		Minor Arterial	Minor Arterial	
63	River Road	Bridge City Ave	LA Hwy 18	LA Hwy 541	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		Minor Arterial	Minor Arterial	
64	Rivet Boulevard	River Road	Live Oak Blvd			<input checked="" type="checkbox"/>			Minor Arterial		
65	Rue Louis Phillippe	Westwood Drive	Ames Blvd			<input checked="" type="checkbox"/>			Neighborhood Collector		
66	S. Jamie Boulevard	Nicolle Blvd	Cambay Dr		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		Minor Arterial	Minor Arterial	
67	Segnette Boulevard	Westbank Expwy	Lapalco Blvd			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		Minor Arterial		
68	South Kenner Lane	River Rd	Live Oak Blvd				<input checked="" type="checkbox"/>		Minor Arterial		
69	Stumpf Boulevard	Whitney Ave	Holmes Blvd		<input checked="" type="checkbox"/>				Collector	Collector	
70	Terry Parkway	WB Expwy	Belle Chasse		<input checked="" type="checkbox"/>				Minor Arterial	Minor Arterial	
71	Timberlane Drive	Belle Chasse Hwy	Lapalco Blvd				<input checked="" type="checkbox"/>		Neighborhood Collector		
72	US Highway 90	HP Long Bridge	St. Charles Parish Line	US Hwy 90	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		Major Arterial	Major Arterial	
73	W. Nine Mile Pt. Road	Nine Mi Pt Rd	US Hwy 90	US Hwy 90	<input checked="" type="checkbox"/>				Minor Arterial	Minor Arterial	
74	Wall Boulevard	Belle Chasse Hwy	Harvey Blvd		<input checked="" type="checkbox"/>				Minor Arterial	Minor Arterial	
75	West Minster Boulevard	Lapalco Blvd	Rue Louis Phillippe			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		Collector		
76	Westbank Expressway	Orleans Parish Line	US Highway 90	US Hwy 90 BUS	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		Major Arterial/ Freeway	Major Arterial/ Freeway	

**Table 2**  
Major Thoroughfares  
Existing Roadways, Jefferson Parish Westbank

No.	Street Name	Boundary (Unincorporated Jefferson)		Highway Number (State/Federal)	Classification Criteria			Classification Assignment		
		From	To		Existing Classified Road	Land Use Decisions	Community Connectivity	Community Consensus	Proposed Classification	Current Classification
77	Westwood Drive	Westbank Expwy	Rue Louis Phillippe		<input checked="" type="checkbox"/>			Collector/ Minor Arterial	Collector/ Minor Arterial	
78	Whitney Avenue	WB Expwy	Belle Chasse Hwy		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	Minor Arterial	Minor Arterial	
79	Wichers Drive	Avenue D	Barataria Blvd				<input checked="" type="checkbox"/>	Collector		
80	Willswood Drive	River Road	US Highway 90		<input checked="" type="checkbox"/>			Minor Arterial	Minor Arterial	
81	Woodmere Boulevard	Lapalco Blvd.	Nathan Korman		<input checked="" type="checkbox"/>			Collector	Collector	
82	Wright Avenue	Terry Pkwy	Belle Chasse Hwy				<input checked="" type="checkbox"/>	Collector		

Compiled by Burk-Kleinpeter, Inc., in association with Urban Planning & Innovations, Inc. and swLEADER, Inc., 2005

Sources and notes:

Existing Classification according to Louisiana DOTD's 2002 Highway Functional Classification Urbanized Area Map for New Orleans, LA



**Legend**  
**Proposed Future Roads**  
 Major Arterial  
 Parkway



0 1 2  
 Miles

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 August 2006  
 BKI 10185-02



**Jefferson Parish Thoroughfare Plan**  
 Figure 3. Proposed New Roads Major Thoroughfare Network - Eastbank

Data Sources:  
 Jefferson Parish  
 Regional Planning Commission  
 US Bureau of the Census

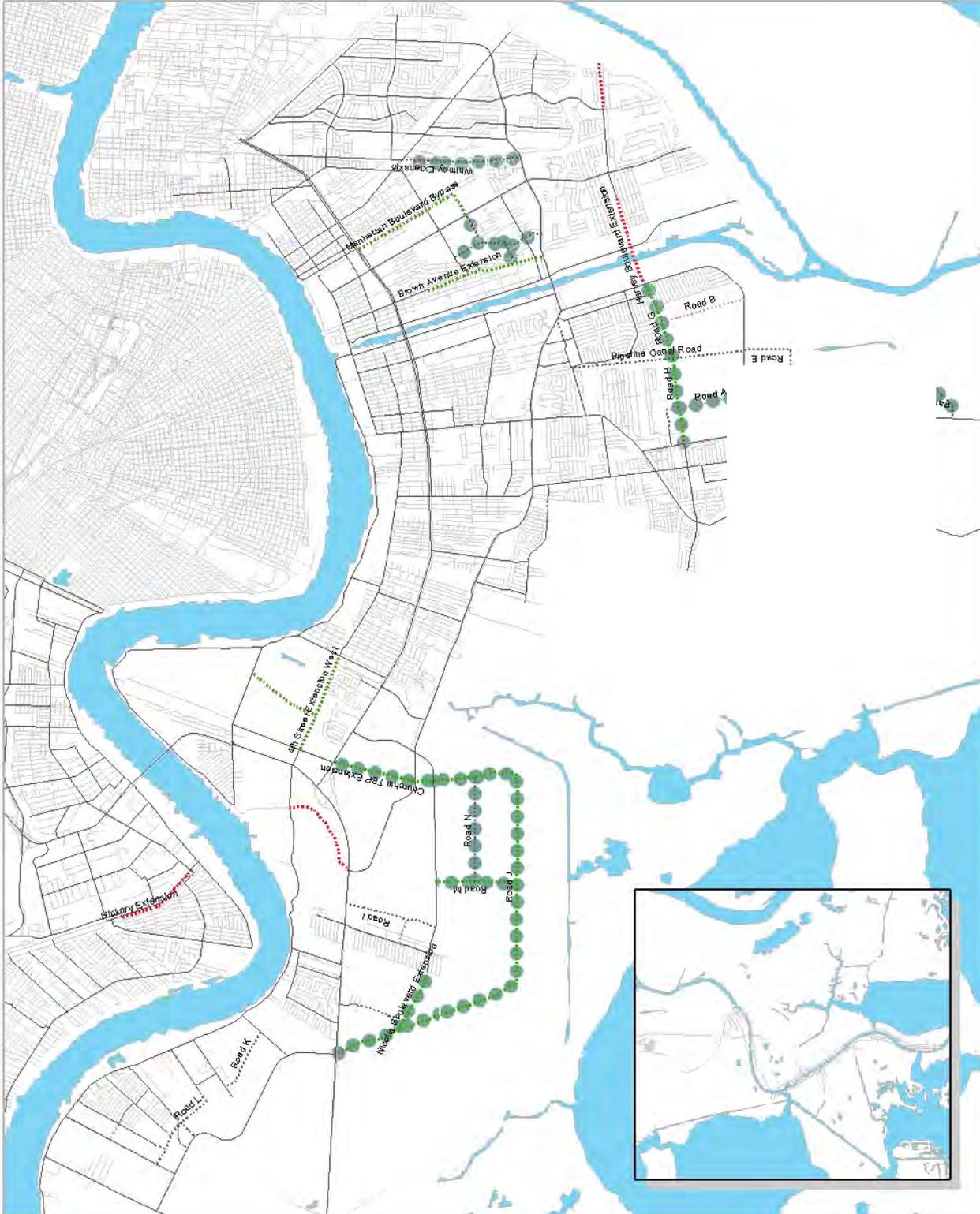
**Legend**

**Proposed Future Roads**

- Major Arterial
- Minor Arterial
- Collector
- Neighborhood Collector
- Parkway



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**Jefferson Parish Thoroughfare Plan**  
 Figure 4. Proposed New Roads Major Thoroughfare Network - Westbank

Data Sources:  
 Jefferson Parish  
 Regional Planning Commission  
 US Bureau of the Census

**Table 3**  
Major Thoroughfares  
New Roadway Corridors - Eastbank and Westbank

Proposed Major Thoroughfare	Approximate Limits From To	Proposed Classification	Bank	Linear Feet	Corridor Miles (est)	ROW Width	Improvement Type
David Drive	Veterans Boulevard Airline Drive	Major Arterial	East	10,461	1.98 mi	154 ft	New Road
Extension of Hickory Avenue	Current terminus Jefferson Highway	Major Arterial	East	5,685	1.08 mi	154 ft	Extension of Existing Road
Extension of Harvey Boulevard	Plaquemines Parish Line Destrehan Avenue	Major Arterial	West	8,956	1.70 mi	154 ft	Extension of Existing Road
Extension of LA Hwy 541 South	LA 541/River Road US Hwy 90 at Lapalco	Major Arterial	West	6,458	1.22 mi	154 ft	Extension of Existing Road
Extension of 4th Street West	Nine Mile Point Road Louisiana Avenue (Westwego)	Minor Arterial	West	6,672	1.26 mi	130 ft	Extension of Existing Road
Extension of Ames Boulevard	Ames Boulevard Kerner/Lafitte-Larose Highway	Minor Arterial	West	593	0.11 mi	130 ft	Extension of Existing Road
Extension of Brown Avenue	Current terminus Lapalco Boulevard	Minor Arterial	West	8,018	1.52 mi	130 ft	Extension of Existing Road
Extension of proposed Churchill TBP Access Road	Westbank Expwy at Nine Mile Point Rd Proposed Road J	Minor Arterial	West	10,200	1.93 mi	130 ft	New Road
Proposed Business Bypass of Manhattan Boulevard	Manhattan Boulevard Westbank Expressway	Minor Arterial	West	8,881	1.68 mi	130 ft	New Road
Extension of Nicolle Boulevard	Current terminus US Hwy 90	Minor Arterial	West	8,578	1.62 mi	130 ft	Extension of Existing Road
Parc Des Families Parkway, Part I	Destehan Avenue Kerner/Lafitte-Larose Highway	Minor Arterial	West	8,508	1.61 mi	130 ft	New Road

**Table 3**  
Major Thoroughfares  
New Roadway Corridors - Eastbank and Westbank

Proposed Major Thoroughfare	Approximate Limits From To	Proposed Classification	Bank	Linear Feet	Corridor Miles (est)	ROW Width	Improvement Type
Proposed Road G	Pipeline Canal Road Destrehan Avenue	Minor Arterial	West	5,184	0.98 mi	130 ft	New Road
Proposed Road H	Kerner/ Lafitte LaRose Pipeline Canal Road	Minor Arterial	West	5,663	1.07 mi	130 ft	New Road
Proposed Road J	Extension of Nicole Boulevard Churchill TBP Parkway	Minor Arterial	West	24,044	4.55 mi	130 ft	New Road
Proposed Road M	Nicolle Boulevard Proposed Road J	Minor Arterial	West	5,387	1.02 mi	130 ft	New Road
Extension of Segnette Boulevard East	Bridge City Avenue Extension of 4th Street West	Minor Arterial	West	5,028	0.95 mi	130 ft	Extension of Existing Road
Extension of Whitney Avenue	Lapalco Boulevard Belle Chasse Highway	Minor Arterial	West	7,823	1.48 mi	130 ft	Extension of Existing Road
Bayou Des Families Parkway	Ames Boulevard Proposed Road F	Collector	West	4,649	0.88 mi	66 ft	New Road
Extension of Bent Tree Boulevard	Current terminus Proposed Road A	Collector	West	1,231	0.23 mi	66 ft	Extension of Existing Road
Extension of Cousins Avenue	Woodmere Boulevard Lapalco Boulevard	Collector	West	1,463	0.28 mi	66 ft	Extension of Existing Road
Extension of Dandelion Avenue	Current terminus Live Oak Boulevard	Collector	West	1,985	0.38 mi	66 ft	Extension of Existing Road
Extension of E. Ames Boulevard	Current terminus Proposed Road C	Collector	West	303	0.06 mi	66 ft	Extension of Existing Road

**Table 3**  
Major Thoroughfares  
New Roadway Corridors - Eastbank and Westbank

Proposed Major Thoroughfare	Approximate Limits From To	Proposed Classification	Bank	Linear Feet	Corridor Miles (est)	ROW Width	Improvement Type
Extension of Gretna Boulevard	Gretna Boulevard Brown Ave	Collector	West	693	0.13 mi	66 ft	<i>Extension of Existing Road</i>
Extension of Homeplace	Current terminus Nicolle Boulevard	Collector	West	2,963	0.56 mi	66 ft	<i>Extension of Existing Road</i>
Extension of Jeffer Drive	Current terminus Propsoed Road L	Collector	West	801	0.15 mi	66 ft	<i>Extension of Existing Road</i>
Extension of Latigue Road	Current terminus Proposed Road L	Collector	West	572	0.11 mi	66 ft	<i>Extension of Existing Road</i>
Parc Des Families Parkway, PH II	Parc Des Families Pkwy (Minor Arterial) Kerner/Lafitte-Larose Highway	Collector	West	10,772	2.04 mi	66 ft	<i>New Road</i>
Pipeline Canal Road	Cousins Boulevard Destrehan Avenue	Collector	West	11,454	2.17 mi	66 ft	<i>New Road</i>
Proposed Road C	Ames Boulevard Kerner/Lafitte-Larose Highway	Collector	West	2,242	0.42 mi	66 ft	<i>New Road</i>
Proposed Road D	Ames Boulevard Kerner/Lafitte-Larose Highway	Collector	West	1,533	0.29 mi	66 ft	<i>New Road</i>
Proposed Road E	Kerner/Lafitte-Larose Highway Destehan Avenue	Collector	West	7,882	1.49 mi	66 ft	<i>New Road</i>
Proposed Road F	Barataria Boulevard Kerner/Lafitte-Larose Highway	Collector	West	4,510	0.85 mi	66 ft	<i>New Road</i>
Proposed Road I	US Hwy 90 Nicolle Boulevard	Collector	West	6,060	1.15 mi	66 ft	<i>New Road</i>

**Table 3**  
Major Thoroughfares  
New Roadway Corridors - Eastbank and Westbank

Proposed Major Thoroughfare	Approximate Limits From To	Proposed Classification	Bank	Linear Feet	Corridor Miles (est)	ROW Width	Improvement Type
Proposed Road K	Modern Farms Road Williswood Drive	Collector	West	4,362	0.83 mi	66 ft	New Road
Proposed Road L	Rivet Boulevard Latiqgue Road	Collector	West	5,440	1.03 mi	66 ft	New Road
Proposed Road N	Road M Churchill TBP Parkway	Collector	West	6,986	1.32 mi	66 ft	New Road
Connection of Rue Louis Phillippe, Location 1	At Westwood Drive	Collector	West	230	0.04 mi	66 ft	Connection of Existing Road
Connection of Rue Louis Phillippe, Location 2	At Sauvage Street	Collector	West	479	0.09 mi	66 ft	Connection of Existing Road
South NO Road 1	Gretna Boulevard Lapalco Avenue	Collector	West	6,283	1.19 mi	66 ft	New Road
South NO Road 2	Brown Ave South NO Road 1	Collector	West	1,701	0.32 mi	66 ft	New Road
South NO Road 3	South NO Road 1 Manhattan Boulevard	Collector	West	1,663	0.31 mi	66 ft	New Road
Extension of Azalea Drive	Current terminus Proposed Road L	Neighborhood Collector	West	521	0.10 mi	66 ft	Extension of Existing Road
Extension of Dolores Drive	Current terminus Jeffer Drive	Neighborhood Collector	West	1,126	0.21 mi	66 ft	Extension of Existing Road
Extension of Marie Drive	Current terminus Proposed Road I	Neighborhood Collector	West	1,647	0.31 mi	66 ft	Extension of Existing Road

**Table 3**  
Major Thoroughfares  
New Roadway Corridors - Eastbank and Westbank

Proposed Major Thoroughfare	Approximate Limits From To	Proposed Classification	Bank	Linear Feet	Corridor Miles (est)	ROW Width	Improvement Type
Proposed Road A	Bent Tree Blvd Extension Destrehan Avenue	Neighborhood Collector	West	5,316	1.01 mi	66 ft	New Road
Proposed Road B	Proposed Road G Destrehan Avenue	Neighborhood Collector	West	5,589	1.06 mi	66 ft	New Road

Total Road Miles to be Added to Major Streets in Parish => 44.81 mi

Compiled by Burk-Kleinpeter, Inc., 2005

## **Component Two: Cross Sections**

### **Cross Sections**

Cross sections are a graphic representation of the composition and layout of a particular segment of a roadway. They serve as a sampling meant to be characteristic or typical of that roadway segment. In this Thoroughfare Plan, cross sections are presented for collectors, minor arterials, and major arterials.

Following are the minimum width of right-of-way for all existing and future thoroughfare locations throughout the Parish:

- Collectors (standard Collectors and Neighborhood Collector)..... 66 feet
- Minor Arterials .....130 feet
- Major Arterials .....154 to 178 feet
- Expressways .....224 feet

The cross section standards provide one of the connections between the Envision 2020 Future Land Use Map and the Thoroughfare Plan. They link roadway characteristics (such as sidewalks, parking lanes, etc) to the adjacent land use, thus enhancing the functionality of each individual roadway.

These cross sections are intended for use as a guideline for roadway design only; they are not intended to represent a construction-ready plan. The right-of-way widths and roadway classifications are based upon the Roadway Design Procedures and Details, prepared by the Louisiana Department of Transportation and Development (LADOTD), Figure 2-2, “Design Standards for Arterial Roads and Streets”; Figure 2-3, “Design Standards for Collector Roads and Streets”, and Figure 2-4 “Design Standards for Local Roads and Streets”, as well as applicable Parish standards.

The final design of all roadway sections shall incorporate requirements of the Americans with Disabilities Act (ADA). Dimensions stated herein may be modified during design as needed to comply with ADA including, but not limited to, intersection ramps, crosswalks and grades.

The pavement design, to include the roadway and base course thickness, will be performed by a licensed Civil Engineer, based upon traffic volumes and the structure strength of the supporting sub-base, as verified by the drilling of borings and subsequent geotechnical materials testing.

Within each of the functional classifications there is a single option for a parkway standard. The parkway standard incorporates a walking/cycling path and more aggressive landscaping into its cross section. These parkways are most appropriate in areas of new development where control of access is feasible in non-single family areas. Imbedded within the parkway standard is an understanding that this type of corridor will require that the Parish and adjacent property owners agree to some form of access management plan for the corridor. Such a plan will be required during roadway design.



**Table 4**  
**Cross Section Descriptions**  
 By Thoroughfare Classification, Proposed Design, Dimensions and Land Use Applicability

Classification	Proposed Design		Dimensions										Land Use Applicability (10)																		
	Design Type	Primary Attributes	Design Standard Source	Travel Lanes (1)	Shoulders (2)	Landscape/Utility (3)	Sidewalks (4)	Median (5)	Bike Lanes (6)	Transit Stops (7)	Parking Lanes (8)	Setback (9)	Min ROW	LDR	LMR	ADR	HDR	LIC	HIC	TBP	HSP	NMU	CMU	RMU	LI	HI	PUB	REC			
Minor Arterials	<b>Minor Arterial</b> <i>(initial construction)</i>	2- 12' travel lanes, curb/gutter	<i>Based upon the</i>	24	4	8	4	88	0	0	0	2	130 FT																		
		4' wide sidewalks, each side	DOTD UA-1																												
		Utility/landscape area btw curb and sidewalk	Standard + Existing parish Standard																												
	<b>Minor Arterial #1</b> <i>with on-street parking and median</i>	4 - 12' travel lanes, curb/gutter	<i>Based upon the</i>	48	0	16	12	36	0	0	0	16	2	130 FT																	
		6' wide sidewalks, each side	DOTD UA-1																												
		Utility/landscape area btw curb and sidewalk	Standard + Existing parish Standard																												
	<b>Minor Arterial #2</b> <i>with median and bike lane</i>	4 - 12' travel lanes, curb/gutter	<i>Based upon the</i>	48	0	16	12	40	12	0	0	0	2	130 FT																	
		6' wide sidewalks, each side	DOTD UA-1																												
		Utility/landscape area btw curb and sidewalk	Standard + Existing parish Standard																												
	<b>Minor Arterial #3</b> <i>with median, shoulders/transit stops</i>	4 - 12' travel lanes, curb/gutter	<i>Based upon the</i>	48	0	16	12	36	0	16	0	0	2	130 FT																	
		6' wide sidewalks, each side	DOTD UA-1																												
		Utility/landscape area btw curb and sidewalk	Standard + Existing parish Standard																												
<b>Minor Arterial #4</b> <i>with median and no on-street parking</i>	4 - 12' travel lanes, curb/gutter	<i>Based upon the</i>	48	0	16	8	56	0	0	0	0	2	130 FT																		
	4' wide sidewalks, each side Utility/landscape area btw curb and sidewalk	DOTD UA-1 Standard + Existing parish Standard																													

**Table 4**  
**Cross Section Descriptions**  
 By Thoroughfare Classification, Proposed Design, Dimensions and Land Use Applicability

Classification	Proposed Design		Dimensions										Land Use Applicability (10)																					
	Design Type	Primary Attributes	Design Standard Source	Travel Lanes (1)	Shoulders (2)	Landscape Utility (3)	Sidewalks (4)	Median (5)	Bike Lanes (6)	Transit Stops (7)	Parking Lanes (8)	Setback (9)	Min ROW	LDR	LNR	MDR	HDR	LTC	HIC	TBP	HSP	NMT	CMU	KMU	LI	HI	PHB	REC						
Major Arterials	<b>Major Arterial #1</b>	4 - 12' travel lanes, curb/gutter	<i>Based upon the</i>	48	0	16	8	64	0	16	0	2	154 FT																					
		4' wide sidewalks, each side	DOTD UA-2																															
		Utility/landscape area btw curb and sidewalk	Standard + Existing parish Standard																															
	<b>Major Arterial #2</b>	6 - 12' travel lanes, curb/gutter	<i>Based upon the</i>	72	0	16	8	40	0	16	0	2	154 FT																					
		4' wide sidewalks, each side	DOTD UA-2																															
		Utility/landscape area btw curb and sidewalk	Standard + Existing parish Standard																															
	<b>Major Arterial #3</b>	8 - 12' travel lanes, curb/gutter	<i>Based upon the</i>	96	0	16	8	40	0	16	0	2	178 FT																					
		4' wide sidewalks, each side	DOTD UA-2																															
		Utility/landscape area btw curb and sidewalk	Standard + Existing parish Standard																															
Collector Parkway		2 - 12' travel lanes, curb/gutter	<i>Based upon the</i>	24	0	40	0	0	0	0	0	2	66 FT																					
		with no shoulders	DOTD UC-2																															
		Offset areas between shoulder and edge of pavement	Standard + Existing parish Standard																															
	Median section Access Management Program																																	
Urban Parkways	<b>Arterial Parkway</b>	4 - 12' travel lanes, curb/gutter	<i>Based upon the</i>	48	0	40	0	40	0	0	0	2	130 FT																					
		with no shoulders	DOTD UA-1																															
		Offset areas between shoulder and edge of pavement	Standard + Existing parish Standard																															
	Median section Access Management Program																																	
	<b>Arterial Parkway</b>	6 - 12' travel lanes, curb/gutter	<i>Based upon the</i>	72	0	40	0	40	0	0	0	2	154 FT																					
	with no shoulders	DOTD UA-2																																
	Offset areas between shoulder and edge of pavement	Standard + Existing parish Standard																																
	Median section Access Management Program																																	

**Table 4**  
**Cross Section Descriptions**

By Thoroughfare Classification, Proposed Design, Dimensions and Land Use Applicability

Classification	Proposed Design		Dimensions										Land Use Applicability (10)		
	Design Type	Primary Attributes	Design Standard Source	Travel Lanes (1)	Shoulders (2)	Landscape/Utility (3)	Sidewalks (4)	Median (5)	Bike Lanes (6)	Transit Stops (7)	Parking Lanes (8)	Setback (9)		Min ROW	
<b>Expressways</b>	<b>Expressway - 4 Lane</b> <i>with median, no sidewalks</i> <i>assumes adjacent service roads as needed in design phase</i>	4 - 12' travel lanes with shoulders (in/outside) Offset areas between shoulder and edge of pavement Median section	Existing Jefferson Parish Standard <i>Westbank Major Street Plan, April 1981</i>	48	32	92	0	52	0	0	0	0	224	FT	LDR LNR MDR LIC HIC TBP HSP NMT CMT RMT LI HI PUB REC
	<b>Expressway - 6 Lane</b> <i>with median, no sidewalks</i> <i>assumes adjacent service roads as needed in design phase</i>	6 - 12' travel lanes with shoulders (in/outside) Offset areas between shoulder and edge of pavement Median section	Existing Jefferson Parish Standard <i>Westbank Major Street Plan, April 1981</i>	72	32	68	0	52	0	0	0	0	224	FT	LDR LNR MDR LIC HIC TBP HSP NMT CMT RMT LI HI PUB REC

Land uses would back to facilities or front on service roads along facilities. There would be no fronting land uses pulling access directly from these roadways.

Land uses would back to facilities or front on service roads along facilities. There would be no fronting land uses pulling access directly from these roadways.

**Notes:**

- (1) Assumes a 12' travel lanes within typical section.
- (2) Assumes the following shoulder widths: 6' inside/10' outside on Expressway, 8' outside on Parkway
- (3) Landscape/Utility area defines required horizontal clearance area. It includes curb and gutter section, along with planting/utility strip on edge of roadway. Side of planting/utility strip grows to include bike path and pedestrian paths within Parkway section.
- (4) Assumes that sidewalks are not adjacent to the travel lane. The standard 4' sidewalk is assumed in most cross sections. Sidewalks are wider in Parkway section.
- (5) Median widths do not include drainage features such as canals or pump stations. Medians are assumed to have curb and gutter sections.
- (6) On-street bike lanes assumed to be either adjacent to on-street parking, or adjacent to curb space across street from parking areas. Standard pavement marking plan from AASHTO standards would apply. Off-street bike paths assumed to be wider, shared facilities based upon existing Linear Park standard (16' adjacent path: 6' pedestrian and 10' bicycle).
- (7) Assumes that transit stop areas would share shoulder/on-street parking areas. These would be divided from these lanes at critical intersections through a combination of pavement markings and/or landscape treatment.
- (8) Assumes an 8' wide parking lane which would be adjacent to the curb.
- (9) Assumes a general 1' setback from edge of sidewalk for definition of the right-of-way.
- (10) Land use category definitions from Article VI, Comprehensive Plan, Section 2.5-26.3, Jefferson Parish Code of Ordinances, 2005:

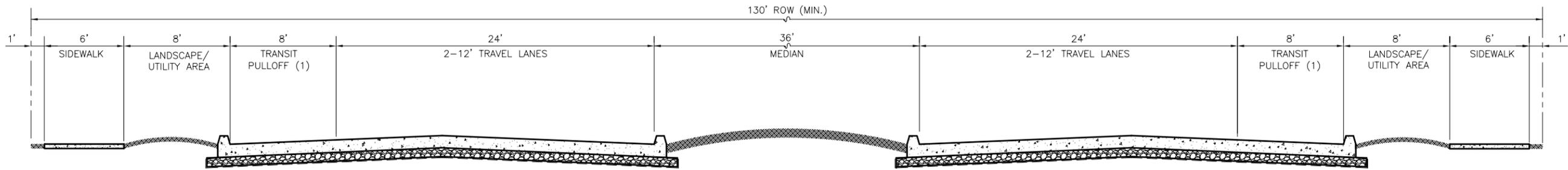
<b>LDR</b> - Low Density Residential	<b>HDR</b> - High Density Residential	<b>TBP</b> - Technology/business park	<b>CMU</b> - Community mixed-use	<b>HI</b> - Heavy Industrial	<b>REC</b> - Recreation
<b>LMR</b> - Low-Medium Density Residential	<b>LIC</b> - Low Intensity Commercial	<b>HSP</b> - Hospital	<b>RMU</b> - Regional mixed-use	<b>PUB</b> - Public/quasi-public/institutional	<b>BAT</b> - Bature
<b>MDR</b> - Medium Density Residential	<b>HIC</b> - High Intensity Commercial	<b>NMU</b> - Neighborhood mixed-use	<b>LI</b> - Light Industrial	<b>RES</b> - Resource Lands	<b>US</b> - Under study

Compiled by: Burk-Kleinpeter, Inc. Urban Planning & Innovations, Inc., and swLEADER, Inc., 2005.





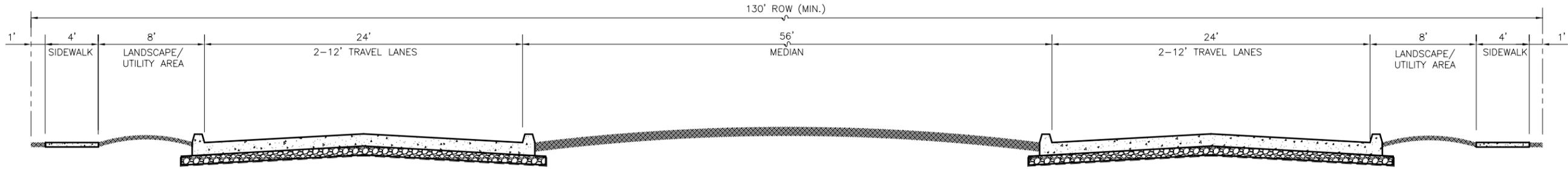




### Minor Arterial #3

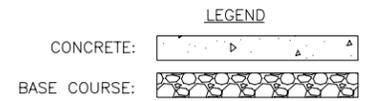
Coordinating Land Uses: Low and High Intensity Commercial; Hospital; Community and Regional Mixed-Use  
 Minimum Row: 130 Feet  
 SCALE : 1" = 4'-0" HORIZ. & VERT.

(1) - BECOMES PART OF LANDSCAPE UTILITY AREA WHEN NOT USED FOR TRANSIT PULLOFFS.



### Minor Arterial #4

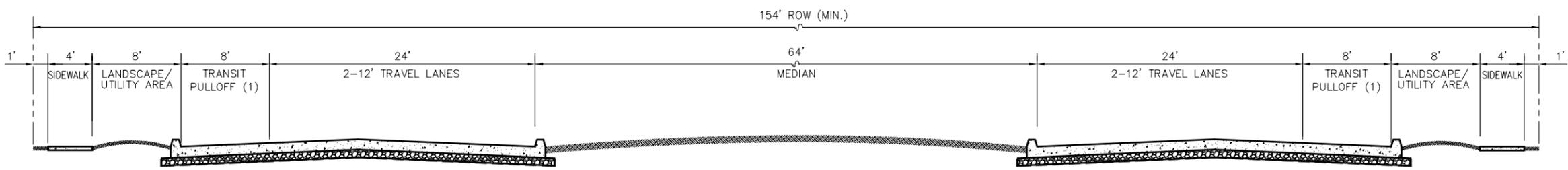
Coordinating Land Uses: High Intensity Commercial; Light and Heavy Industrial  
 Minimum Row: 130 Feet  
 SCALE : 1" = 4'-0" HORIZ. & VERT.



FOR PLANNING PURPOSES ONLY  
 NOT INTENDED FOR CONSTRUCTION

FILE NAME: P:\10XXX\101XX\10185\PLANS-7-12-06\SHEET4

SHEET NUMBER	4
PARISH	JEFFERSON
FEDERAL PROJECT	BKI 10185 01/02
STATE PROJECT	
<b>JEFFERSON PARISH          MAJOR THOROUGHFARE PLAN</b>	
ROADWAY TYPICAL SECTIONS MINOR ARTERIAL	
DESIGNED	BKI
CHECKED	BKI
DATE	
DESIGNED	BKI
CHECKED	BKI
DATE	
NO.	1
DATE	
SECTION DRAFTED	18/2005
INITIAL EDITS (TAC)	8/2005
FINAL EDITS	7/2006
FINAL	7/21/06



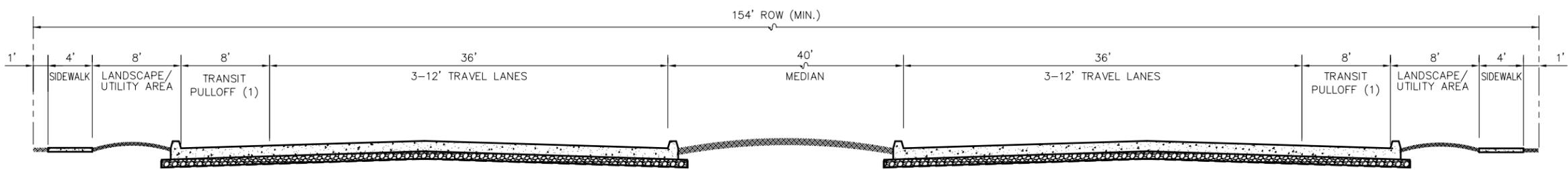
### Major Arterial #1

Coordinating Land Uses: High Intensity Commercial; Technology/Business Park; Hospital; Community and Regional Mixed-Use; Light and Heavy Industrial

Minimum Row: 154 Feet

SCALE : 1" = 3'-0" HORIZ. & VERT.

(1) - BECOMES PART OF LANDSCAPE UTILITY AREA WHEN NOT USED FOR TRANSIT PULLOFFS.

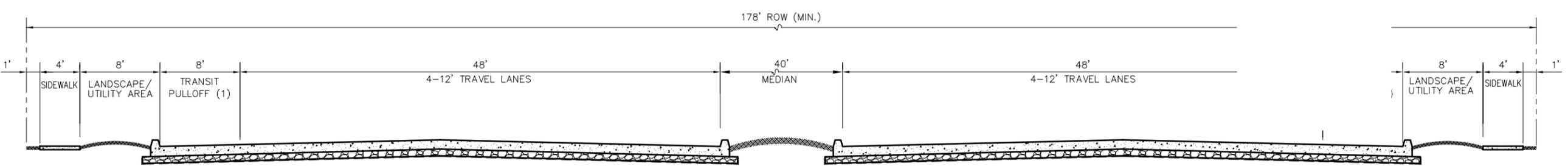


### Major Arterial #2

Coordinating Land Uses: High Intensity Commercial; Technology/Business Park; Community and Regional Mixed-Use; Heavy Industrial

Minimum Row: 154 Feet

SCALE : 1" = 3'-0" HORIZ. & VERT.



### Major Arterial #3

Coordinating Land Uses: High Intensity Commercial; Regional Mixed-Use; Heavy Industrial

Minimum Row: 178 Feet

SCALE : 1" = 3'-0" HORIZ. & VERT.

LEGEND

CONCRETE: [Symbol]

BASE COURSE: [Symbol]

FOR PLANNING PURPOSES ONLY  
NOT INTENDED FOR CONSTRUCTION

FILE NAME: P:\10xxx\101xx\10185\plans-7-12-06\SHEET5

JEFFERSON  
PARISH  
FEDERAL PROJECT  
BKI 10185 01/02  
STATE PROJECT



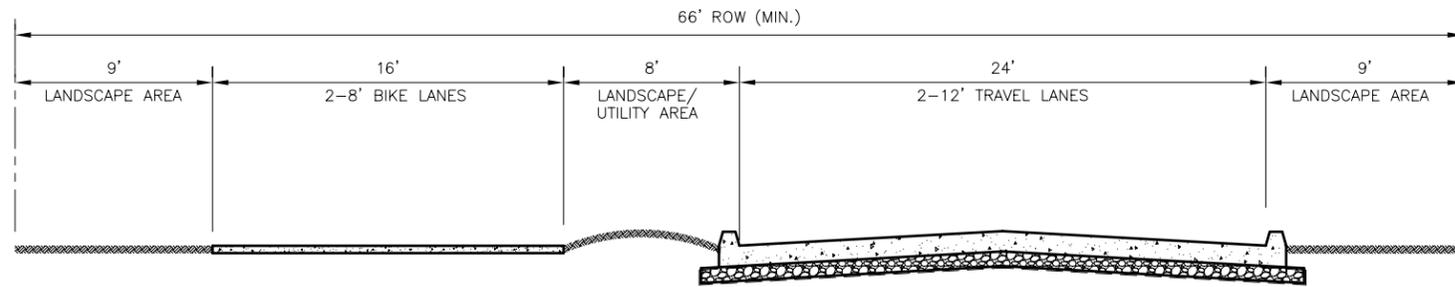
JEFFERSON PARISH  
MAJOR THOROUGHFARE PLAN  
ROADWAY PLANS  
TYPICAL SECTIONS MAJOR ARTERIAL



BKI

DESIGNED	CHECKED	DATE	SHEET
BKI	BKI		
BKI	BKI		
BKI	BKI		

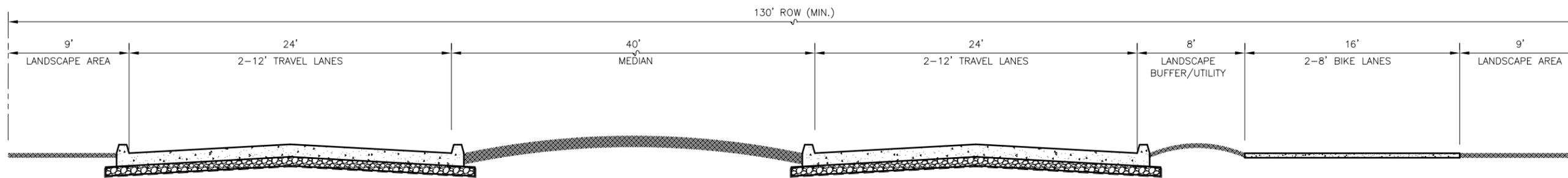
NO.	DATE	DESCRIPTION
1	18/2005	SECTION DRAFTED
2	18/2005	INITIAL EDITS (TAC)
3	7/2006	FINAL EDITS
4	7/21/06	FINAL



### Collector Parkway

Coordinating Land Uses: Low Density Residential; Technology/Business Park;  
Neighborhood Mixed-Use; Public; Recreational

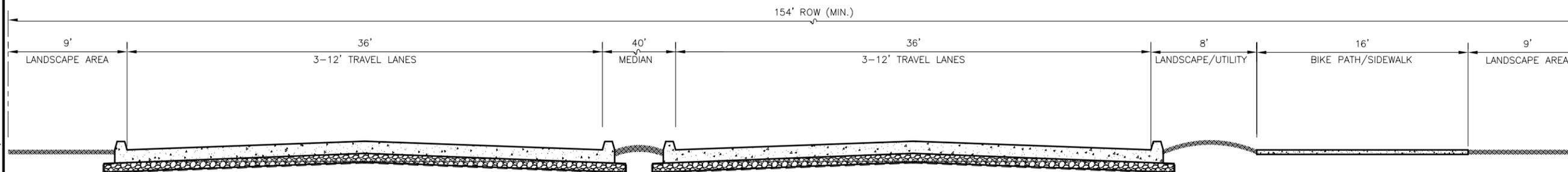
Minimum Row: 66 Feet  
SCALE : 1" = 4'-0" HORIZ. & VERT.



### Minor Arterial Parkway (Arterial Parkway #1)

Coordinating Land Uses: Low Density Residential; Technology/Business Park;  
Community Mixed-Use; Public; Recreational

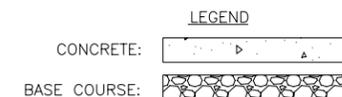
Minimum Row: 130 Feet  
SCALE : 1" = 4'-0" HORIZ. & VERT.



### Major Arterial Parkway (Arterial Parkway #2)

Coordinating Land Uses: Technology/Business Park; Regional Mixed-Use; Public;  
Recreational

Minimum Row: 154 Feet  
SCALE : 1" = 4'-0" HORIZ. & VERT.



FOR PLANNING PURPOSES ONLY  
NOT INTENDED FOR CONSTRUCTION

FILE NAME: P:\10XXX\101XX\10185\PLANS-7-12-06\6/SHEETS6

SHEET NUMBER		6	
PARISH		JEFFERSON	
FEDERAL PROJECT		BKI 10185 01/02	
STATE PROJECT			
<b>JEFFERSON PARISH MAJOR THOROUGHFARE PLAN</b>			
ROADWAY TYPICAL SECTIONS PARKWAYS			
DESIGNED	CHECKED	DATE	SHEET
BKI	BKI		OF
BKI	BKI		
BKI	BKI		
SECTION DRAFTED			
1	18/2005		
INITIAL EDITS (TAC)			
2	18/2005		
FINAL EDITS			
3	7/2006		
FINAL			
4	7/21/06		
NO.	DATE		

## **Component Three: Amendment Procedure**

### **Implementation and Consistency**

As stated in the Envision Jefferson 2020 Comprehensive Plan, consistency between the plan and the applicable administrative and legislative actions of the Parish is very important for the plan's successful implementation. It is essential that this concept apply to the Thoroughfare Plan as well. It is not the intent for the thoroughfare plan and map to be static in that changes or amendments will never be anticipated or allowed. Therefore, procedures for amendments to the Thoroughfare Plan shall be made in accordance with those outlined in Division 7, Section 25-430 of the Jefferson Parish Code of Ordinances.

### **Occasion for Amendments**

The need for amendments to the Thoroughfare Plan may occur for a number of reasons, such as, but not limited, to the following:

- Adjustments required to accommodate the findings of a traffic impact analysis completed at the time of a request for subdivision or major development
- Adjustments required as the result of a Parish-initiated sub area plan, zoning study, or land use study
- Adjustments required as a result of the Parish's acceptance of a major street (segment or corridor) constructed under its standards by private interests
- Addition of new roads not included in the existing thoroughfare map required as a result of changes in land use or intensity of development
- Construction of large subdivision or land uses that would significantly change the existing road system or change the classification of existing roads
- Improvement to existing roads (or intersections) that may result in a change in their functional classification
- Maintain connectivity and continuity with the existing/built major street network
- Reflect the execution of property negotiation or purchase agreements for thoroughfare rights-of-way completed by the Parish, Louisiana Department of Transportation and Development or similar authority
- Refinement to existing or introduction of new corridor alignments proposed by or as the result of an Environmental Assessment (EA) or Environmental Impact Statement (EIS), line and grade study, survey or comparable analysis completed by the Parish or on behalf of the Parish through the Federal Highway Administration, Louisiana Department of Transportation and Development and the Regional Planning Commission

### **Types of Amendments**

Amendments to the thoroughfare plan may entail:

- Text descriptions, including updates to all standards and suggested policy items
- Map – amendments to the thoroughfare map shall be made in accordance with the provisions outlined within Chapter 40, Article XLVIII of the Jefferson Parish Code of Ordinances

### **Initiation**

Amendments or changes to the thoroughfare plan may be initiated by the following entities:

- Parish President or Planning Advisory Board
- Parish Council
- Property owners

### **Amendment Procedures**

As stated earlier, the procedures shall be consistent with the amendment procedures for the comprehensive plan. This entails:

- Application
- Public hearing and notice
- Staff review via report or study, including identification of projected impacts or benefits of proposed action
- Adoption of amendment, supplement, or change

### **Monitoring and Review of the Thoroughfare Plan**

The Code of Ordinances allows the Parish Council to propose amendments, supplements or changes to the comprehensive plan at any given time. It also states that the goals of the plan shall be monitored on an annual basis, to coincide with the budget cycle, and a full-scale review of the plan be performed every five (5) years. Amendments, supplements or changes to the thoroughfare plan should occur similarly. So that the Thoroughfare Plan remains a living document, that is responsive to continued prioritization of federal, state and local transportation funds, it is suggested that the map be reviewed annually, with a full-scale review once every four (4) years to coincide with the Transportation Improvement Program (TIP) promulgated by the Regional Planning Commission (RPC), in conjunction with the Louisiana Department of Transportation and Development (LADOTD) and Federal Highway Administration (FHWA).