

# APPENDICES



# ACKNOWLEDGEMENTS

The St. Charles Parish Comprehensive Pedestrian & Bicycle Master Plan would not have been possible without the participation and support of many community representatives, public officials, and staff.

|  |                                     |
|--|-------------------------------------|
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| <b>St. Charles Parish Council</b>  |                                     |
| <b>At Large, Division A</b>  | Councilwoman Wendy Benedetto        |
| <b>At Large, Division B</b>  | Councilman Paul J. Hogan, PE        |
| <b>District I</b>  | Councilman Terrell Wilson           |
| <b>District II</b>   | Councilwoman Mary K. Clulee         |
| <b>District III</b>  | Councilman Dick Gibbs               |
| <b>District IV</b>   | Councilman William "Billy" Woodruff |
| <b>District V</b>  | Councilwoman Marilyn B. Bellock     |
| <b>District VI</b>   | Councilwoman Traci Fletcher         |
| <b>District VII</b>  | Councilwoman Julia Fisher-Perrier   |

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Appendix A includes detailed roadway recommendations for each proposed improvement, arranged separately for the East Bank, West Bank, and Bayou sub-areas. Each segment description includes the name of the roadway being altered followed by the road names that bound the path limits; an existing conditions description that includes the responsible entity that owns and maintains the segment; the roadway's length, width, and speed; the presence of current pedestrian and bicycle infrastructure; and existing drainage infrastructure. Existing conditions are followed by the recommended facility type or improvement, the improvement's purpose, estimated implementation cost, and annual maintenance cost. Additional tables categorize improvement projects by priority level and council district.

The project team obtained information on existing conditions for Parish-owned roads by referencing the 2017 St. Charles Parish Road Manuals, which include information from field visits to each roadway. For other roadways and paths, the team conducted site visits and pulled data from Google Earth and Google Street View.

Spatial and table data information and sources are listed below.

### **Street Centerlines**

Street centerlines were received from St. Charles parish and used to show names of streets for context. The streets centerline layer was joined to the Pavement Condition tables to show the conditions, speed limits, sidewalks, and drainage related to the street segments. Additionally, the street centerlines were used to create the locations for the proposed path.

### **2013-2016 Incident Data**

The Vehicle Incident Data was provided by the Regional Planning Commission. The data contained accident information involving vehicles with pedestrians and vehicles with cyclist used to locate areas in St. Charles parish (hot spots) with high probability for future incidents. The tabular data was converted to spatial data using the provided coordinates in the tables. The severity of the incident ranged from fatality to no injury.

### **Education Facilities**

Spatial Data for the location and names of the educational facilities was provided by St. Charles Parish. The spatial data was a point feature and converted to a polygon for better visual representation. The feature was updated and checked for accuracy by Barowka and Bonura Engineers and Consultants, L.L.C.

### **Industrial Facilities**

The industrial facilities layer was created by digitizing aerial imagery after visually locating facilities that were determined to be industrial in nature. The feature was used during meetings held with representatives of identified industries to get their input on concerns or recommendations for the Pedestrian/Cyclist path locations. This feature was created by Barowka and Bonura Engineers and Consultants, L.L.C.

### **Rail Lines**

The spatial feature for the rail lines were collected from the U.S. Census Tiger Data. The spatial data was used to generate the Right of Way buffer which varied depending on the rail line. The spatial data was also used to identify the rail line ownership and create an inventory of items for Pedestrian/Cyclist crossing where the rail lines were intersected by a Pedestrian/Cyclist path. The location of the rail lines was checked using the latest aerial imagery to insure spatial accuracy by Barowka and Bonura Engineers and Consultants, L.L.C.

### **Traffic Counts**

The traffic counts were a set of tabular data downloaded from the Louisiana Department of Transportation and Development. The data was converted to spatial data using the location information provided in the tables. The data was

used by the consultants during the path evaluation. The Blanket Traffic Counts Traffic counts performed on roadway that are NOT State-maintained or State-maintained roadways deemed consistently low volume. These traffic counts are performed every ten (10) years per parish. The Routine traffic counts performed on State-maintained roadways, US Highways, and other consistently high-volume roadways. They are performed every three (3) years per parish.

### **Zero Car Households**

This tabular data was downloaded from the U.S. Census. The data is a part of the Census community survey which provides detailed data on the population. The tabular data was spatially joined to the Census block groups to give the consultants information regarding areas that could benefit from Pedestrian/Cyclist project recommendations. The spatial feature was created by Barowka and Bonura Engineers and Consultants, L.L.C. and a copy of the feature was provided to the Planning and Zoning office.

### **Parish Outlines**

Spatial data showing the boundaries of the parishes in Louisiana. This data was downloaded from the U.S. Census Tiger data website. The parish outlines were used on most maps for context.

### **Sidewalks**

The side walk information was represented using the street centerlines. Data from the St. Charles Parish Road Maintenance project was appended to the centerline segments. The location of sidewalks in the parish was also visually verified by field visits and using online product like Google Earth.

### **Speed Limits**

This data set was appended to the street centerlines in order to show the consultants the speed on streets when determining Pedestrian/Cyclist path viability and facility need. The data was also visually verified by field visits and using online product like Google Earth.

### **Existing Pedestrian/Cyclist Network**

The location of the existing Pedestrian Cyclist was a spatial data set created from data existing in neighboring parish plans, collected from talking to parish representatives, and field visits. The existing network was a collection of the Mississippi River path, Ormond path, and parish sidewalks. The existing network was used in the planning of new facilities to create a unified network.

### **Future Land Use/Zoning**

This spatial data was received from the St. Charles Parish Planning and Zoning office. The data was used to determine areas of need for path and facilities.

### **Parcels**

Parcel spatial feature was received from the St. Charles Planning and Zoning office. The data was used to determine Right-of-Way size information during the planning of path and facility locations.



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## Airline Highway (US 61) - Apple Street to Lower Spillway Levee

Existing Conditions: This portion of US Highway 61 is owned and maintained by LADOTD. The roadway is a four-lane asphalt roadway separated by a striped median and a two-way left turn lane. Westbound Airline Highway at Lower Guide Levee Road has a turn lane to the north and a turn lane to the south. Shoulders are located on the outsides of the roadway. The total length of this portion is 1,483 feet. Subsurface drainage can be found on the south side of the roadway; an open swale/outfall canal is located on the north side of the roadway. Except for a small portion on the north side at the Apple Street intersection, guardrails do not exist along this segment. Bike paths and sidewalks do not currently exist on this segment.

### Proposed Improvement Project

Independent shared-use trail to be placed on the south side of Airline Highway, which may require drainage improvements to allow for more room of the path. Future maintenance will consist of replacing the path's asphalt surface.

### Purpose for Including This Segment Implementation

This segment will connect the Norco area to the Lower Guide Levee Road via the existing path underneath Airline Highway. This path should be considered a medium priority since it will be used mostly for recreation. However, it will also give pedestrians and bicyclists a safer means for crossing Airline Highway to access Wetlands Watchers Park.

### Estimated Implementation Cost

|                                |               |
|--------------------------------|---------------|
| Shared-Use Striping (Road ROW) | \$ 10,611.20  |
| Drainage                       | \$ 175,273.72 |
| Path Construction              | \$ 96,978.59  |
| 15% Contingency                | \$ 42,429.53  |
| Total                          | \$325,293.04  |

### Estimated Annual Maintenance Cost

\$2,780.78 based on 20-year asphalt replacement. (Vehicles should not be permitted on the asphalt surface to extend the life of the asphalt.)

### LADOTD Bicycle Planning Tool

According to the LADOTD's Bicycle Planning Tool, this segment has an average Bicycle Level of Service and a moderate demand.

## Airline Highway (US 61) - Riverbend Drive to Almedia Road (LA 50)

Existing Conditions: This portion of US Highway 61 is owned and maintained by LADOTD. The roadway is a four-lane asphalt roadway separated by a striped two-way left turn lane. Shoulders are located on the outsides of the roadway. The total length of this portion is 2,637 feet. Subsurface drainage can be found on the south side of the roadway, as well as some locations on the north side of the roadway; open swales can also be found on the north side of the roadway. Bike paths and sidewalks do not currently exist on this segment.

### LADOTD Bicycle Planning Tool

According to the LADOTD's Bicycle Planning Tool, this segment has an average Bicycle Level of Service and a moderate demand.

### Proposed Improvement Project

Independent shared-use trail to be placed to the north of Airline Highway and On-Demand signal added on Airline Highway  
Future maintenance will consist of replacing the path's asphalt surface.

### Purpose for Including This Segment Implementation

This segment will connect the Mississippi River Trail to the Pontchartrain Levee District levee in the St. Rose area. Because this segment primarily serves as a recreation trail, which is expected to result in a relatively low amount of pedestrian and bicyclist activity, it should be considered a low priority.

### Estimated Implementation Cost

|                              |              |
|------------------------------|--------------|
| Separated Bike Lane Striping | \$ 28,053.56 |
| On-Demand Signal & Crossing  | \$ 10,000.00 |
| 15% Contingency              | \$ 5,708.03  |
| Total                        | \$ 43,761.59 |

### Estimated Annual Maintenance Cost

\$2,141.52 based on 15-year asphalt replacement.

## Airline Highway (US 61) - Swepi Road to Prospect Avenue (LA 627)

Existing Conditions: This portion of US Highway 61 is a four-lane asphalt roadway separated by a grass median with shoulders on the outside of the roadway. The road is owned and maintained by LADOTD. The total length of this portion is 4,604 feet. An outfall canal is located to the north of the roadway, and an open swale/swamp is located to the south of the roadway. A guardrail runs along the entire north portion of the roadway segment. Bike paths and sidewalk do not currently exist.

### LADOTD Bicycle Planning Tool

According to the LADOTD's Bicycle Planning Tool, this segment has an average Bicycle Level of Service and a low demand.

### Proposed Improvement Project

Bike path to be placed on the north side of the roadway, with an on-demand signal to allow pedestrians and bicyclists a chance to cross Airline Highway at LA Highway 627.

### Purpose for Including This Segment Implementation

This segment is to connect the Mississippi River Trail to the Pontchartrain Levee District levee. Because this segment primarily serves as a recreational trail, which results in a relatively low amount of pedestrian and bicyclist activity, this should be considered a low priority.

### Estimated Implementation Cost

|                             |               |
|-----------------------------|---------------|
| Striping                    | \$ 32,945.60  |
| Independent Shared-Use Path | \$ 301,071.76 |
| On-Demand Signal & Crossing | \$ 10,000.00  |
| 15% Contingency             | \$ 51,602.60  |
| Total                       | \$395,619.96  |

### Estimated Annual Maintenance Cost

\$11,544.38 based on 15-year asphalt replacement. (Vehicles should not utilize the path to extend the surface's lifetime.)

## Almedia Road (LA 50) - Airline Highway (US 61) to River Road (LA 48)

Existing Conditions: Almedia Road is an asphalt roadway owned and maintained by LADOTD. It has a width of 36 feet with a total length of 4,607 feet. The road is divided by yellow striping and has a striped shoulder on both sides for a majority of the roadway. Subsurface drainage exists for most of the segment, although there are a few locations of open swale drainage. Bike paths and sidewalks do not exist on this roadway. The posted speed limit is 35 mph.

This segment is considered to be a minor arterial in the Federal Aid Network.

### LADOTD Bicycle Planning Tool

According to the LADOTD's Bicycle Planning Tool, this segment has a poor Bicycle Level of Service and a moderate demand.

### Proposed Improvement Project

Bike path to be placed in the shoulders of the highway, with two railroad crossing improvements included in this segment. An on-demand signal is recommended for the intersection at US Highway 61.

### Purpose for Including This Segment Implementation

This segment will connect the Mississippi River Trail to the Pontchartrain Levee District levee in the St. Rose area. Because this segment primarily serves as a recreation trail, which is expected to result in a relatively low amount of pedestrian and bicyclist activity, it should be considered a low priority.

### Estimated Implementation Cost

|                               |               |
|-------------------------------|---------------|
| Bike Lane Striping            | \$ 57,126.80  |
| On-Demand Signal & Crossing   | \$ 10,000.00  |
| Railroad Crossing Improvement | \$500,000.00  |
| Sidewalks                     | \$ 89,760.00  |
| 15% Contingency               | \$ 98,533.02  |
| Total                         | \$ 755,419.82 |

### Estimated Annual Maintenance Cost

\$5,812.68 based on 10-year asphalt replacement.

## Apple Street (LA 48) - Airline Highway (US 61) to River Road (LA 48)

Existing Conditions: Apple Street is an asphalt roadway owned and maintained by LADOTD. The road is divided by yellow striping. The typical width of the roadway is 24 feet with a total length of 7,117 feet. Subsurface drainage exists for the segment. Bike paths do not exist on this roadway, but sidewalks and a striped concrete shoulder are located on each side of the road between Airline Highway and the Canadian National railroad tracks. The posted speed limit is 30 mph.

This segment is considered to be a minor arterial in the Federal Aid Network.

### LADOTD Bicycle Planning Tool

According to the LADOTD's Bicycle Planning Tool, this segment has a poor Bicycle Level of Service and a high demand.

### Proposed Improvement Project

Shared-use bike lane to be placed in this roadway along with sidewalks. Two railroad crossings require improvements along this segment as well as two new crosswalks at the intersections of Fifth Street and First Street. Future maintenance will consist of replacing the path's asphalt surface and striping.

### Purpose for Including This Segment Implementation

This segment provides most of the Norco residents access to the Mississippi River Trail, as well access the Lower Guide Levee Road via Airline Highway. This segment should be considered a high priority due to the number of residents who would benefit from the safety features of this path.

### Estimated Implementation Cost

|                               |               |
|-------------------------------|---------------|
| Bike Lane Striping            | \$ 88,250.80  |
| New Crosswalk Striping        | \$ 6,000.00   |
| Railroad Crossing Improvement | \$ 500,000.00 |
| Sidewalks                     | \$ 45,220.00  |
| Trailhead                     | \$ 75,000.00  |
| 15% Contingency               | \$ 107,170.62 |
| Total                         | \$ 821,641.42 |

### Estimated Annual Maintenance Cost

\$9,525.08 based on 10-year asphalt replacement.

## Ashton Drive – S. Destrehan Avenue to Longwood Drive

Existing Conditions: Ashton Drive is a concrete residential roadway owned and maintained by St. Charles Parish. The roadway has a total length of 615 feet. The roadway has rollover curbs and a width of 27 feet. There are no bike paths currently located on this roadway, but sidewalks exist on both sides. Subsurface drainage also exists on both sides of the roadway. The posted speed limit is 20 mph.

### Proposed Improvement Project

Shared-use bike lanes to be placed along the entire roadway, with future maintenance consisting of replacing striping, which is estimated to be every 20 years.

### Purpose for Including This Segment Implementation

This segment would be part of the network to connect the neighborhoods of Destrehan to Ormond Boulevard and the Mississippi River Trail. Priority is considered high for this segment since it would be used as a means of transportation for residents throughout the parish, instead of just a recreational path.

### Estimated Implementation Cost

|                               |            |
|-------------------------------|------------|
| Shared-Use Bike Lane Striping | \$1,722.00 |
| 15% Contingency               | \$ 258.30  |
| Total                         | \$1,980.30 |

### Estimated Annual Maintenance Cost

\$86.10 based on 20-year concrete/striping replacement.



## **Bart Street - Oak Street to St. Rose Avenue (LA 626)**

Existing Conditions: Bart Street is a 268 feet roadway that is owned and maintained by St. Charles Parish. There is no posted speed limit on this roadway. Subsurface drainage exists on the south side of the road, and open swale drainage is on the north side of the road. Parking for the St. Rose Volunteer Fire Department station is located along most of the south side roadway edge.

### **Proposed Improvement Project**

Sidewalk to be placed on the north side of the roadway, which would require subsurface drainage in place of the open swale drainage.

### **Purpose for Including This Segment Implementation**

This segment is a piece of the connection for the Entergy Right-of-Way to the Mississippi River Trail within the St. Rose area. Priority is considered low since this segment only serves a small portion of local residents to access the network for transportation purposes, while mainly being used as a recreational segment for the overall network.

### **Estimated Implementation Cost**

|                 |              |
|-----------------|--------------|
| Sidewalks       | \$ 5,900.00  |
| Drainage        | \$ 16,896.41 |
| 15% Contingency | \$ 3,419.46  |
| Total           | \$ 26,215.87 |

### **Estimated Annual Maintenance Cost**

Sidewalk and drainage are considered a negligible cost for maintenance.

## Church Road Easement - Airline Highway (US 61) to the Pontchartrain Levee District Levee

Existing Conditions: This easement consists of a gravel driveway that connects US Highway 61 to the Pontchartrain Levee District levee. The average width is approximately 25 feet with a total length of 572 feet. There are no posted speed limits.

### Proposed Improvement Project

Independent shared-use trail to be placed in the right-of-way and a new crosswalk to be placed at the Airline intersection. Future maintenance will consist of replacing the path's asphalt surface.

### Purpose for Including This Segment Implementation

This segment will connect the Mississippi River Trail to the Pontchartrain Levee District levee in the St. Rose area. Because this segment primarily serves as a recreation trail, which is expected to result in a relatively low amount of pedestrian and bicyclist activity, it should be considered a low priority.

### Estimated Implementation Cost

|                        |              |
|------------------------|--------------|
| Bike Lane Striping     | \$ 43,852.09 |
| New Crosswalk Striping | \$ 3,000.00  |
| Path Construction      | \$ 90,766.20 |
| 15% Contingency        | \$ 20,642.74 |
| Total                  | \$158,261.03 |

### Estimated Annual Maintenance Cost

\$3,952.11 based on 20-year asphalt replacement. (Vehicles should not be permitted on the asphalt surface to extend the life of the asphalt.)

## Country Cottage Boulevard – Liza Court to River Road (LA 628)

Existing Conditions: Country Cottage is a concrete residential roadway owned and maintained by St. Charles Parish. The roadway has a total length of 2,647 feet, with approximately 500 ft separated by median. The roadway section east of Gretchen Court has rollover curbs, a width of 28 ft, and sidewalk on both sides. The portion from River Road to Gretchen Court has a barrier curb along the median, rollover curbs on the outside of the roadway, and roadway widths of 23 feet on each side of the median. There are no bike paths currently located on this roadway. Subsurface drainage also exists on both sides of the roadway. The posted speed limit is 15 mph.

### Proposed Improvement Project

Shared-use bike lane to be placed on this roadway, with future maintenance consisting of replacing striping, which is estimated to be every 20 years.

### Purpose for Including This Segment Implementation

This segment is a critical piece for connecting residents in Montz to the rest of St. Charles Parish via the Mississippi River Trail. Residents coming from Evangline Estates would use this path, as would the residents in Country Cottage Estates. This segment should be considered a high priority due to the impact that it will have on pedestrians and bicyclists in Montz.

### Estimated Implementation Cost

|  |              |
|--|--------------|
| Shared-Use Bike Lane Striping                | \$ 50,204.00 |
| Levee Access Striping                        | \$ 1,300.00  |
| New On-Demand Signal &<br>Crosswalk Striping | \$ 45,000.00 |
| Levee Access Path Construction               | \$ 46,039.17 |
| 15% Contingency                              | \$ 21,381.48 |
| Total  | \$163,924.65 |

### Estimated Annual Maintenance Cost

\$3,291.38 based on 20-year concrete and asphalt access path replacement.

## East Bank Levee Multi-Use Trail (Mississippi River Trail) – West Bonnet Carré Spillway Levee Crown to St. John the Baptist Parish

Existing Conditions: The Mississippi River Levee current has a gravel pathway along most of the levee crown. There are no bike paths or sidewalks located along this segment. The segment length is 15,312 feet.

### LADOTD Bicycle Planning Tool

According to the LADOTD’s Bicycle Planning Tool, the segment of River Road adjacent to the Mississippi River Trail has an average Bicycle Level of Service and a moderate demand.

### Proposed Improvement Project

Independent shared-use trail to be placed on the US Army Corps of Engineers levee, with a trailhead and levee access ramps in the Montz area. Future maintenance will consist of replacing the path’s asphalt surface.

### Purpose for Including This Segment Implementation

This segment would continue the Mississippi River Trail on the east bank, which connects St. Charles Parish to Orleans Parish. Completing this segment would result in connecting St. John the Baptist Parish to Orleans Parish. This priority is considered high, as this segment is the only access to the overall network for residents in the Montz area. This segment will also benefit the entire Southeast Louisiana region, in comparison to the other segments in this report that essentially benefit just St. Charles Parish.

As of this report, this segment has not been let by the DOTD. However, it is expected that this segment will be fully constructed by 2020.

### Estimated Implementation Cost

|                                 |                 |
|---------------------------------|-----------------|
| Independent Shared-Use Striping | \$ 109,596.80   |
| Shared-Use Bike Lane Striping   | \$ 1,300.00     |
| Path Construction               | \$ 1,001,305.56 |
| Levee Access Path Construction  | \$ 46,039.17    |
| Trailhead                       | \$ 75,000.00    |
| 15% Contingency                 | \$ 184,986.23   |
| Total                           | \$ 1,418,227.70 |

### Estimated Annual Maintenance Cost

\$28,347.87 based on 15-year asphalt replacement. (Vehicles should not be permitted on the asphalt surface to extend the life of the asphalt.) The estimated maintenance cost also includes trailhead upkeep.

## E. Harding Street - Entergy ROW to S. Johnson Street

Existing Conditions: E. Harding Street is an asphalt residential roadway owned and maintained by St. Charles Parish. The roadway has a total length of 1,808 feet and width of 22 feet. The south side of the roadway has subsurface drainage, with the north side having both subsurface and open swale drainage. Bike paths and sidewalks do not currently exist on this segment of roadway. Once this segment reaches the Canadian National Railroad track, it becomes W. Harding Street. The posted speed limit is 15 mph.

This segment is considered a minor collector in the Federal Aid Network.

### Proposed Improvement Project

Shared-use bike lane to be placed on this roadway, with future maintenance consisting of replacing striping, which is estimated to be every 10 years.

### Purpose for Including This Segment Implementation

The purpose of this segment is to connect the Entergy Right-of-Way to the New Sarpy area. This segment should be considered a medium priority, as it serves to connect residents in the New Sarpy area to an east/west route other than the Mississippi River Trail, which has an access point at W. Harding Street.

### Estimated Implementation Cost

|                               |             |
|-------------------------------|-------------|
| Shared-Use Bike Lane Striping | \$5,062.40  |
| 15% Contingency               | \$ 759.36   |
| Total                         | \$ 5,821.76 |

### Estimated Annual Maintenance Cost

\$506.24 based on 10-year asphalt replacement.

## E. Terrace Street – 9th Street to Terrace Street

Existing Conditions: East Terrace Street is an asphalt residential roadway owned and maintained by St. Charles Parish. The roadway has a total length of 558 feet and width of 18 feet. There is some subsurface drainage throughout this portion, but mostly the drainage is by an open swale on each side of the road. Bike paths and sidewalks do not currently exist on this segment of roadway. Once this segment reaches the Canadian National Railroad track, it becomes Terrace Street. The posted speed limit is 25 mph.

### Proposed Improvement Project

Shared-use bike lane to be placed on this roadway, with future maintenance consisting of replacing striping, which is estimated to be every 10 years.

### Purpose for Including This Segment Implementation

This segment will connect a portion of New Sarpy with the Mississippi River Trail via W. Harding Street and the Entergy Right-of-Way via E. Harding Street. This segment should be considered a medium priority since it includes residential streets and does not pose a major threat to current pedestrian and bicyclist safety. This segment provides a means of transportation by residents of New Sarpy to the rest of the network, which is why this is not considered a low priority.

### Estimated Implementation Cost

|                               |            |
|-------------------------------|------------|
| Shared-Use Bike Lane Striping | \$1,562.40 |
| 15% Contingency               | \$ 234.36  |
| Total                         | \$ 1796.76 |

### Estimated Annual Maintenance Cost

\$156.24 based on 10-year asphalt replacement.

## Edgewood Lane - Leigh Lane to Westover Lane

Existing Conditions: Edgewood is a concrete residential roadway owned and maintained by St. Charles Parish. The roadway segment has a width of 23 feet and a total length of 1,849 feet, with a majority of open swale drainage along the beach side of the roadway. Although this seems to be located in a new subdivision, bike paths and sidewalks do not currently exist on this segment of roadway. The posted speed limit is 20 mph.

### Proposed Improvement Project

Shared-use bike lanes and sidewalks along the segment. Sidewalks to be placed will likely require subsurface drainage to be installed on each side of the roadway.

### Purpose for Including This Segment Implementation

This segment is included to connect the residents of Evangeline Estates and those who live on Evangeline Road access to the Mississippi River Trail via Country Cottage Boulevard. This segment should be considered a high priority since it is the only access for some of the residents in Montz to access the overall network.

### Estimated Implementation Cost

|                               |               |
|-------------------------------|---------------|
| Shared-Use Bike Lane Striping | \$ 5,177.20   |
| Drainage                      | \$ 165,402.67 |
| Sidewalks                     | \$ 36,980.00  |
| 15% Contingency               | \$ 31,133.98  |
| Total                         | \$238,693.85  |

### Estimated Annual Maintenance Cost

\$258.86 based on 20-year concrete replacement.

## Entergy Right-of-Way - Interstate 310 to S. Destrehan Avenue

Existing Conditions: There are no bike paths, roadways, or sidewalks in this right-of-way. Any paths placed in the future, with Entergy approval, will be funded and maintained by St. Charles Parish. The length of this segment is 4,138 feet.

### Proposed Improvement Project

Independent shared-use trail to be placed in the Entergy Right-of-Way and drainage improvements. Future maintenance will consist of replacing the path's asphalt surface.

### Purpose for Including This Segment Implementation

This segment will connect communities to the rest of St. Charles Parish. Priority is considered high, as this segment gives access to pedestrians and bicyclists to safe routes. This segment also provides transportation means for residents to businesses and neighborhoods.

### Estimated Implementation Cost

|                                 |               |
|---------------------------------|---------------|
| Independent Shared-Use Striping | \$ 29,603.20  |
| Drainage                        | \$485,328.95  |
| Path Construction               | \$270,598.38  |
| 15% Contingency                 | \$ 117,829.58 |
| Total                           | \$ 903,360.11 |

### Estimated Annual Maintenance Cost

\$7,758.92 based on 20-year asphalt replacement. (Vehicles should not be permitted on the asphalt surface to extend the life of the asphalt.)



## Entergy Right-of-Way - Ormond Trace to E. Harding Street

Existing Conditions: There are no bike paths, roadways, or sidewalks in this right-of-way. Any paths placed in the future, with Entergy approval, will be funded and maintained by St. Charles Parish. The length of this segment is 1,959 feet.

### Proposed Improvement Project

Independent shared-use trail to be placed in the Entergy Right-of-Way and drainage improvements. Future maintenance will consist of replacing the path's asphalt surface.

### Purpose for Including This Segment Implementation

This segment will connect communities to the rest of St. Charles Parish. Priority is considered high, as this segment gives access to pedestrians and bicyclists to safe routes. This segment also provides transportation means for residents to businesses and neighborhoods.

### Estimated Implementation Cost

|                                 |               |
|---------------------------------|---------------|
| Independent Shared-Use Striping | \$ 14,017.60  |
| Drainage                        | \$229,927.56  |
| Path Construction               | \$ 128,105.90 |
| 15% Contingency                 | \$ 55,807.66  |
| Total                           | \$427,858.72  |

### Estimated Annual Maintenance Cost

\$3,673.38 based on 20-year asphalt replacement. (Vehicles should not be permitted on the asphalt surface to extend the life of the asphalt.)

## Entergy Right-of-Way - St. Rose Avenue (LA 626) to Interstate 310

Existing Conditions: There are no bike paths, roadways, or sidewalks in this right-of-way. Any paths placed in the future, with Entergy approval, will be funded and maintained by St. Charles Parish. The segment length is 13,525 feet.

### Proposed Improvement Project

Independent shared-use trail to be placed in the Entergy Right-of-Way and drainage improvements. Future maintenance will consist of replacing the path's asphalt surface.

### Purpose for Including This Segment Implementation

This segment will join other proposed segments to connect the Entergy Right-of-Way to the Mississippi River Trail within the St. Rose area. Priority is considered low since this segment only serves a small portion of local residents to access the network for transportation purposes, while mainly being used as a recreational segment for the overall network.

### Estimated Implementation Cost

|                                 |                 |
|---------------------------------|-----------------|
| Independent Shared-Use Striping | \$ 96,800.00    |
| Drainage                        | \$ 1,584,488.47 |
| Path Construction               | \$ 884,447.34   |
| 15% Contingency                 | \$ 384,860.37   |
| Total                           | \$2,950,596.18  |

### Estimated Annual Maintenance Cost

\$25,363.36 based on 20-year asphalt replacement. (Vehicles should not be permitted on the asphalt surface to extend the life of the asphalt.)

## **Evangeline Road – Four J Lane to River Road (LA 628)**

Existing Conditions: Evangeline Road is an asphalt roadway that is owned and maintained by St. Charles Parish. The segment is a width of 22 feet with a total of 6,178 feet in length. Subsurface and open swale drainage can be found on both sides of this roadway. Sidewalk exists for approximately 1,370 feet on the north side of the segment starting at River Road. The remainder of the roadway does not have sidewalk, nor does any of the roadway have a bike path. A posted speed limit of 25 mph.

This segment is considered to be part of a minor collector in the Federal Aid Network.

### **Proposed Improvement Project**

Shared-use bike lane and sidewalk to be placed along the segment. Open swale drainage may be required to be converted to subsurface drainage for the inclusion of sidewalk.

### **Purpose for Including This Segment Implementation**

This segment will connect residents from Evangeline Road to the Mississippi River Trail via Evangeline Estates and Country Cottage Estates paths. Priority is considered low due to the number of residents that are expected to utilize this segment.

### **Estimated Implementation Cost**

|                               |               |
|-------------------------------|---------------|
| Shared-Use Bike Lane Striping | \$ 17,297.28  |
| Sidewalks                     | \$ 96,280.00  |
| Drainage                      | \$ 412,073.05 |
| 15% Contingency               | \$ 78,847.55  |
| Total                         | \$ 604,497.88 |

### **Estimated Annual Maintenance Cost**

\$1,729.73 based on 10-year asphalt replacement.

## Eve Street - Murray Hill Drive to Longview Drive

Existing Conditions: Eve Street is primarily a concrete roadway with a small portion of asphalt. This road is owned and maintained by St. Charles Parish. The roadway width is 28 feet, and the length is 1,242 feet. There are sidewalks located on this segment, but a bike path does not exist. Subsurface drainage can be found along the entire roadway.

### Proposed Improvement Project

Shared-use bike lane to be placed on this roadway, with future maintenance consisting of replacing striping, which is estimated to be every 20 years.

### Purpose for Including This Segment Implementation

This segment would be part of the network to connect the neighborhoods of Destrehan to Ormond and the Mississippi River Trail. Priority is considered high for this segment since it would be used as a means of transportation for residents throughout the parish, instead of just a recreational path.

### Estimated Implementation Cost

|                               |             |
|-------------------------------|-------------|
| Shared-Use Bike Lane Striping | \$ 3,477.60 |
| 15% Contingency               | \$ 521.64   |
| Total                         | \$3,999.24  |

### Estimated Annual Maintenance Cost

\$173.88 based on 20-year concrete replacement.

## First Street - Apple Street (LA 48) to Washington Street

Existing Conditions: Fifth Street is an asphalt residential roadway owned and maintained by St. Charles Parish. The roadway has a width of 20 feet and a total length of 2,758 feet. There is some subsurface drainage throughout this portion which is predominately on the north side of the roadway, but most of the drainage is by open swale. Sidewalks and bike paths do not currently exist on this segment. The posted speed limit is 25 mph.

### Proposed Improvement Project

Shared-use bike lane to be placed on this roadway, with future maintenance consisting of replacing striping, which is estimated to be every 10 years. Adding sidewalks to the roadway, which may require converting open swale drainage to subsurface drainage.

### Purpose for Including This Segment Implementation

This segment would connect the residents in Norco to the Bethune Park area to the west and the Louisiana Highway 48 path to the east. The priority should be considered high due to the impact this could have on the many residents of Norco.

### Estimated Implementation Cost

|                               |              |
|-------------------------------|--------------|
| Shared-Use Bike Lane Striping | \$ 7,722.40  |
| New Crosswalk Striping        | \$ 3,000.00  |
| Sidewalks                     | \$ 55,160.00 |
| Drainage                      | \$ 83,280.00 |
| 15% Contingency               | \$ 19,374.36 |
| Total                         | \$148,536.76 |

### Estimated Annual Maintenance Cost

\$1,072.24 based on 10-year asphalt replacement.

## Fifth Street - Norco Street to W. Pine Street

Existing Conditions: Fifth Street is an asphalt residential roadway owned and maintained by St. Charles Parish. The roadway has a width of 21 feet and a total length of 4,290 feet. There is some subsurface drainage throughout this portion, but mostly the drainage is by open swale on each side of the road. Sidewalk is located only on the southern side of the roadway, and bike paths do not currently exist on this segment. Crosswalk striping can be found along this segment, since the Parish was able to utilize the Safe Routes to School grant in the past. The posted speed limit is 25 mph.

### Proposed Improvement Project

Shared-use bike lane to be placed on this roadway, with future maintenance consisting of replacing striping, which is estimated to be every 10 years. Adding sidewalks to the north side of the roadway.

### Purpose for Including This Segment Implementation

This segment would connect the residents in Norco to the Lower Guide Levee trail to the west and the Louisiana Highway 48 path to the east. The priority should be considered high due to the impact this could have on the many residents of Norco.

### Estimated Implementation Cost

|                               |               |
|-------------------------------|---------------|
| Shared-Use Bike Lane Striping | \$ 12,000.80  |
| Sidewalks                     | \$ 85,800.00  |
| 15% Contingency               | \$ 14,670.12  |
| Total                         | \$ 112,470.92 |

### Estimated Annual Maintenance Cost

\$1,200.08 based on 10-year asphalt replacement.

## Four J Lane - Evangeline Road to Leigh Lane

Existing Conditions: Four J Lane is a concrete residential roadway owned and maintained by St. Charles Parish. The roadway segment has a width of 23 feet and a total length of 388 feet, with subsurface drainage on both sides of the roadway. Similar to Edgewood, although this seems to be located in a new subdivision, bike paths and sidewalk do not currently exist on this segment of roadway. A speed limit is not posted on this roadway, but all streets that have posted speed limits located within this subdivision are 20 mph.

### Proposed Improvement Project

Shared-use bike lanes and sidewalks along the segment. Sidewalks to be placed will likely require subsurface drainage to be installed on each side of the roadway. A crosswalk is also recommended at the intersection of Evangeline Road

### Purpose for Including This Segment Implementation

This segment is included to connect the residents who live on Evangeline Road access to the Mississippi River Trail via Evangeline Estates and Country Cottage Boulevard. This segment should be considered a high priority since it is the only access for some of the residents in Montz to access the overall network.

### Estimated Implementation Cost

|                               |              |
|-------------------------------|--------------|
| Shared-Use Bike Lane Striping | \$ 1,086.40  |
| Drainage                      | \$ 34,486.16 |
| New Crosswalk Striping        | \$ 3,000.00  |
| Sidewalks                     | \$ 7,760.00  |
| 15% Contingency               | \$ 6,949.88  |
| Total                         | \$53,282.45  |

### Estimated Annual Maintenance Cost

\$204.32 based on 20-year concrete replacement.

## Hill Heights Country Club Trail - Murray Hill Drive to Plantation Road

Existing Conditions: Hill Heights Country Club Trail is privately owned and maintained. There are no bike paths, roadways, or sidewalks in this right-of-way. Any paths placed here in the future, with an agreement between St. Charles Parish and the owners of Hill Heights, will be funded and maintained by St. Charles Parish. The length of this segment is 2,070 feet.

### Proposed Improvement Project

Independent shared-use trail to be placed in this right-of-way and drainage improvements. Future maintenance will consist of replacing the path's asphalt surface.

### Purpose for Including This Segment Implementation

This segment will connect neighborhoods of Destrehan and Ormond and should be considered a high priority due to the amount of residents that it will serve.

### Estimated Implementation Cost

|                                 |               |
|---------------------------------|---------------|
| Independent Shared-Use Striping | \$ 14,808.00  |
| Drainage                        | \$ 116,869.39 |
| Path Construction               | \$ 135,364.58 |
| 15% Contingency                 | \$ 40,056.30  |
| Total                           | \$ 307,098.27 |

### Estimated Annual Maintenance Cost

\$3,881.14 based on 20-year asphalt replacement. (Vehicles should not be permitted on the asphalt surface to extend the life of the asphalt.)



## Leigh Lane - Four J Lane to Edgewood Lane

Existing Conditions: Leigh Lane is a concrete residential roadway owned and maintained by St. Charles Parish. The roadway segment has a width of 23 feet and a total length of 658 feet, with open swale drainage on both sides of the roadway. Similar to Edgewood and Four J Lane, although this seems to be located in a new subdivision, bike paths and sidewalk do not currently exist on this segment of roadway. A speed limit is not posted on this roadway, but all streets that have posted speed limits located within this subdivision are 20 mph.

### Proposed Improvement Project

Shared-use bike lanes and sidewalks along the segment. Sidewalks to be placed will likely require subsurface drainage to be installed on each side of the roadway.

### Purpose for Including This Segment Implementation

This segment is included to connect residents who live on Evangeline Road and in Evangeline Estates access to the Mississippi River Trail via Country Cottage Boulevard This segment should be considered a high priority since it is the only access for some Montz residents to access the overall network.

### Estimated Implementation Cost

|                               |              |
|-------------------------------|--------------|
| Shared-Use Bike Lane Striping | \$ 1,842.40  |
| Drainage                      | \$59,858.90  |
| Sidewalks                     | \$ 13,280.00 |
| 15% Contingency               | \$ 11,247.20 |
| Total                         | \$86,228.50  |

### Estimated Annual Maintenance Cost

\$122.83 based on 20-year concrete replacement.

## Live Oak Drive - Schexnaydre Lane to River Village Drive

Existing Conditions: Live Oak Drive is a 265 feet asphalt roadway and a 682 feet concrete residential roadway owned and maintained by St. Charles Parish. The roadway segment has a width of 26 feet with a majority of subsurface drainage on both sides of the roadway. Bike paths and sidewalks do not currently exist on this segment of roadway. The posted speed limit is 25 mph.

### Proposed Improvement Project

Shared-use bike lanes and sidewalks along the segment.

### Purpose for Including This Segment Implementation

This segment provides an entire subdivision access to Ormond Boulevard, which then ties to the Mississippi River Trail, the Entergy Right-of-Way, and the Pontchartrain Levee District Levee. This segment should be considered high priority due to the impact it will have on the many residents safely travelling throughout the overall network.

### Estimated Implementation Cost

|                               |              |
|-------------------------------|--------------|
| Shared-Use Bike Lane Striping | \$ 2,651.60  |
| Sidewalks                     | \$16,320.00  |
| 15% Contingency               | \$2,8445.74  |
| Total                         | \$ 21,817.34 |

### Estimated Annual Maintenance Cost

\$139.56 based on 19-year concrete replacement. (This estimated cost factors in the short segment of asphalt that might need to be replaced every 10 years.)

## Longwood Drive - Ashton Drive to San Francisco Drive

Existing Conditions: This portion of Longwood Drive is a concrete residential roadway owned and maintained by St. Charles Parish. The roadway segment has a width of 28 feet and a total length of 587 feet, with subsurface drainage throughout the segment. Sidewalks can be found on both sides of the roadway; bike paths do not currently exist. The posted speed limit is 20 mph.

### Proposed Improvement Project

Shared-use bike lane to be placed on this roadway, with future maintenance consisting of replacing striping, which is estimated to be every 20 years.

### Purpose for Including This Segment Implementation

This segment would connect the neighborhoods of Destrehan to Ormond Boulevard and the Mississippi River Trail. Priority is considered high for this segment since it would be used as a means of transportation for residents throughout the parish, instead of just a recreational path.

### Estimated Implementation Cost

|                               |             |
|-------------------------------|-------------|
| Shared-Use Bike Lane Striping | \$1,643.60  |
| 15% Contingency               | \$ 246.54   |
| Total                         | \$ 1,890.14 |

### Estimated Annual Maintenance Cost

\$82.18 based on 20-year concrete replacement.

## Longview Drive - Eve Street to San Francisco Drive

Existing Conditions: This block of Longview Drive is a concrete residential roadway owned and maintained by St. Charles Parish. The roadway segment has a width of 30 feet and a total length of 659 feet, with subsurface drainage throughout the segment. Sidewalks can be found on both sides of the roadway; bike paths do not currently exist. The posted speed limit is 20 mph.

### Proposed Improvement Project

Shared-use bike lane to be placed on this roadway, with future maintenance consisting of replacing striping, which is estimated to be every 20 years.

### Purpose for Including This Segment Implementation

This segment would be part of the network to connect the neighborhoods of Destrehan to Ormond and the Mississippi River Trail. Priority is considered high for this segment since it would be used as a means of transportation for residents throughout the parish, instead of just a recreational path.

### Estimated Implementation Cost

|                               |             |
|-------------------------------|-------------|
| Shared-Use Bike Lane Striping | \$1,845.20  |
| 15% Contingency               | \$ 276.78   |
| Total                         | \$ 2,121.98 |

### Estimated Annual Maintenance Cost

\$92.26 based on 20-year concrete replacement.

## Lower Guide Levee - River Road (LA 48) to Airline Highway (US 61)

Existing Conditions: The existing roadway is a gravel road located on the crown of the levee that is maintained by the US Army Corps of Engineers. The levee crown is approximately 12 feet, with a length of 8,492 feet. There is not a posted speed limit on this segment, and the roadway crosses two railroad tracks.

### Proposed Improvement Project

Independent shared-use trail to be placed on top of the Lower Guide Levee. Future maintenance includes asphalt maintenance.

### Purpose for Including This Segment Implementation

Priority is considered low since this segment is more for recreational use and not to transport residents to homes or businesses.

### Estimated Implementation Cost

|                                 |                 |
|---------------------------------|-----------------|
| Independent Shared-Use Striping | \$ 60,788.80    |
| Path Construction               | \$ 555,321.76   |
| Railroad Crossing Improvement   | \$ 500,000.00   |
| 15% Contingency                 | \$ 167,416.58   |
| Total                           | \$ 1,283,527.14 |

### Estimated Annual Maintenance Cost

\$15,951.06 based on 20-year asphalt replacement. (Vehicles should not be permitted on the asphalt surface to extend the life of the asphalt.)

## Lower Guide Levee - Wetlands Watchers' Park to Airline Highway (US 61)

Existing Conditions: The existing roadway is a mostly gravel road mainly located on the crown of the levee that is maintained by the US Army Corps of Engineers. The south portion of this roadway is asphalt roadway maintained by St. Charles Parish. The levee crown is approximately 23 feet, with a length of 17,930 feet. The roadway leaves the crown of the levee on the northern portion to the west side, going below the Amtrak railroad line and Interstate 10. The existing path then leads into St. Charles Parish's Wetlands Watchers Park. There is not a posted speed limit on this segment, and any future paths will likely require funding and maintenance by St. Charles Parish.

### Proposed Improvement Project

Placing a 10 feet wide independent shared-use trail on top of the Lower Guide Levee. Future maintenance includes asphalt maintenance. There has been interest from St. Charles Parish in previous years to convert the levee top to an asphalt roadway. Should the roadway be constructed, it is recommended that this segment be re-evaluated for either becoming a shared lane path or to add bike lanes on the shoulders of the roadway.

### Purpose for Including This Segment Implementation

Priority is considered medium since this segment is the only route to Wetland Watchers Park, but it is more for recreational use and not to transport residents to homes or businesses throughout the parish.

### Estimated Implementation Cost

|                                 |                 |
|---------------------------------|-----------------|
| Independent Shared-Use Striping | \$ 128,352.00   |
| Path Construction               | \$ 1,172,505.79 |
| 15% Contingency                 | \$ 195,128.67   |
| Total                           | \$1,495,986.46  |

### Estimated Annual Maintenance Cost

\$67,253.06 based on 10-year asphalt replacement. (Vehicles should not be permitted on the asphalt surface to extend the life of the asphalt. but it is assumed that vehicular traffic will often use this roadway to access Wetlands Watchers Park or pipelines located along the levee).

## Murray Hill Drive - Hill Heights Country Club to River Road (LA 48)

Existing Conditions: Murray Hill Drive is an asphalt roadway with concrete curb and gutter that is owned and maintained by St. Charles Parish. The width of the roadway is 26 feet with a total length of 4,922 feet and the entire roadway has subsurface drainage. Bike paths and sidewalks do not currently exist on this roadway segment. The posted speed limit is 25 mph.

### Proposed Improvement Project

Shared-use bike lane to be placed, with future maintenance consisting of replacing striping, which is estimated to be every 20 years. A crosswalk is also recommended to be placed at the intersection of River Road

### Purpose for Including This Segment Implementation

This segment would be part of the network to connect the neighborhoods of Destrehan to Ormond and the Mississippi River Trail. Priority is considered high for this segment since it would be used as a means of transportation for residents throughout the parish, instead of just a recreational path.

### Estimated Implementation Cost

|                               |              |
|-------------------------------|--------------|
| Shared-Use Bike Lane Striping | \$ 13,781.60 |
| New Crosswalk Striping        | \$ 3,000.00  |
| Railroad Crossing Improvement | \$250,000.00 |
| Sidewalk                      | \$ 98,440.00 |
| 15% Contingency               | \$ 54,783.24 |
| Total                         | \$420,004.84 |

### Estimated Annual Maintenance Cost

\$1,728.16 based on 10-year asphalt replacement.

## Neighborhood Easement - Edgewood Lane to Lisa Court

Existing Conditions: This easement connects Evangeline Estates and Country Cottage Estates, but does not have a dedicated bike path or sidewalk. The 458 feet easement terminates at Edgewood Lane in Evangeline Estates and Lisa Court in Country Cottage Estates. A culvert crossing already exists for this easement.

### Proposed Improvement Project

Independent shared-use trail to be placed in this right-of-way. A vehicle barrier should be included to keep cars from accessing the path. Future maintenance will consist of replacing the path's asphalt surface and any striping associated to the path.

### Purpose for Including This Segment Implementation

This segment connects communities to the rest of St. Charles Parish. Priority is considered medium, as it connects two of the larger subdivisions in Montz, allowing them access to the rest of the overall network via the Mississippi River Trail.

### Estimated Implementation Cost

|                                 |              |
|---------------------------------|--------------|
| Independent Shared-Use Striping | \$ 3,291.20  |
| Path Construction               | \$ 29,950.23 |
| Vehicle Barrier                 | \$ 1,400.00  |
| 15% Contingency                 | \$ 5,196.21  |
| Total                           | \$ 39,837.65 |

### Estimated Annual Maintenance Cost

\$885.21 based on 20-year asphalt replacement. (Vehicles should not be permitted on the asphalt surface to extend the life of the asphalt.)



## Ninth Street - E. Terrace Street to E. Harding Street

Existing Conditions: This asphalt roadway portion of Ninth Street has a length of 1,858 feet, which is owned and maintained by St. Charles Parish. The width of the roadway is approximately 25 feet. Most of the roadway has open swale drainage, with a few properties having subsurface drainage. Bike paths and sidewalks do not currently exist on this segment of roadway. The posted speed limit is 25 mph.

### Proposed Improvement Project

Shared-use bike lane to be placed on this roadway, with future maintenance consisting of replacing striping, which is estimated to be every 10 years.

### Purpose for Including This Segment Implementation

This segment will connect a portion of New Sarpy to the Mississippi River Trail via W. Harding Street to the Entergy Right-of-Way via E. Harding Street. This segment should be considered a medium priority since the segment is on residential streets and does not pose a major threat to current pedestrian and bicyclist safety. This segment provides a means of transportation for residents of New Sarpy to the rest of the network, which is why this is not considered a low priority.

### Estimated Implementation Cost

|                               |            |
|-------------------------------|------------|
| Shared-Use Bike Lane Striping | \$5,202.40 |
| 15% Contingency               | \$ 780.36  |
| Total                         | \$5,982.76 |

### Estimated Annual Maintenance Cost

\$520.24 based on 10-year asphalt replacement.

## Oak Street – Dead End/Parish Servitude (Oak St. Pump Station) to Bart Street

Existing Conditions: Oak Street is an asphalt roadway that is owned and maintained by St. Charles Parish. The segment has a width of 17 feet with a total length of 3,875 feet. The roadway is predominantly drained subsurface, but there is some open swale drainage located on both sides of this roadway. Just over half of the roadway has sidewalk on the west side, and no sidewalk exists on the east side. This segment does not currently have bike paths. A posted speed limit of 25 mph.

### Proposed Improvement Project

Bike lane and sidewalk to be added, with a trailhead placed near the intersection of River Road Future maintenance will consist of replacing the path's asphalt surface and trailhead maintenance.

### Purpose for Including This Segment Implementation

This segment will connect the Entergy Right-of-Way to the Mississippi River Trail within the St. Rose area. Priority is considered low since this segment only serves for a small portion of local residents to access the network for transportation purposes, while mainly being used as a recreational segment for the overall network.

### Estimated Implementation Cost

|                    |              |
|--------------------|--------------|
| Bike Lane Striping | \$ 48,050.00 |
| Trailhead          | \$ 75,000.00 |
| Sidewalks          | \$ 77,500.00 |
| 15% Contingency    | \$ 30,082.50 |
| Total              | \$230,632.50 |

### Estimated Annual Maintenance Cost

\$4,855.00 based on 10-year asphalt replacement and trailhead maintenance.

## Ormond Blvd Access Bridge Road - Airline Highway (LA 61) to Pontchartrain Levee District's Levee

Existing Conditions: This right-of-way runs from US Highway 61 to the levee and is maintained by the Pontchartrain Levee District. The roadway has a width of 16 feet with a total length of this segment is 572 feet. The bridge portion is concrete, and the land portion is gravel. The segment is currently gated off by the Pontchartrain Levee District at Airline Highway.

### Proposed Improvement Project

Bike lane to be placed in the right-of-way and independent path to be created from the bridge to the levee. A vehicle barrier should be utilized to reduce vehicle use on the path. Future maintenance will consist of replacing the path's asphalt surface.

### Purpose for Including This Segment Implementation

This segment will connect Ormond Boulevard to the Pontchartrain Levee District levee. Due to the current use of Ormond Boulevard's path, this segment should be considered a medium priority, even though most pedestrians and bicyclists will use it for recreation as opposed to transportation.

### Estimated Implementation Cost

|                    |              |
|--------------------|--------------|
| Bike Lane Striping | \$ 7,092.80  |
| Path Construction  | \$ 27,049.83 |
| Vehicle Barrier    | \$ 1,400.00  |
| 15% Contingency    | \$ 5,331.39  |
| Total              | \$40,874.02  |

### Estimated Annual Maintenance Cost

\$1,198.11 based on 20-year concrete replacement and assuming vehicles to not access the asphalt path.

## Ormond Boulevard – Kansas City Railroad to Airline Highway (US 61)

Existing Conditions: Ormond Boulevard is owned and maintained by St. Charles Parish. This segment is a 4-lane roadway, separated by a median, with the two northbound lanes turning left or right on to US Highway 61. The width is 72 feet (including the median) with a length of 761 feet. This is the only portion of Ormond Boulevard that is not completely striped for bike paths and sidewalks do not exist on this segment. The posted speed limit is 35 mph.

This segment is considered to be part of a major collector in the Federal Aid Network.

### Proposed Improvement Project

Independent shared-use trail to be placed on the east side of the roadway, and an on-demand signal and crossing at the intersection of Airline Highway Future maintenance will consist of replacing the path's asphalt surface and signal upkeep.

### Purpose for Including This Segment Implementation

This segment will connect Ormond Boulevard with the Pontchartrain Levee District levee path. This connection will provide pedestrians and bicyclists safer access across Airline Highway, as well as provide access from the levee path to businesses at the intersection of Airline Highway and Ormond Boulevard. Even though this segment may essentially be used for only recreation, it still has the potential to increase travel to businesses in St. Charles, as well as providing a safety measure for crossing a state highway; therefore, this segment should be considered a high priority.

### Estimated Implementation Cost

|                                 |              |
|---------------------------------|--------------|
| Independent Shared-Use Striping | \$ 5,430.40  |
| Path Construction               | \$ 49,764.47 |
| On-Demand Signal & Crossing     | \$20,000.00  |
| 15% Contingency                 | \$ 11,279.23 |
| Total                           | \$ 86,474.10 |

### Estimated Annual Maintenance Cost

\$296.52 based on 20-year asphalt replacement. (Vehicles should not be permitted on the asphalt surface to extend the life of the asphalt.)

## Ormond Trace Levee Trail – Villere Drive to Entergy Right-of-Way

Existing Conditions: This levee is owned and maintained by St. Charles Parish. The length of this segment is 3,099 feet. There are no dedicated bike paths, roadways, or sidewalks on this levee, which parallels Ormond Trace. There is not a posted speed limit.

### Proposed Improvement Project

Independent shared-use trail to be placed on the crown of the levee. Drainage should also be considered to allow for path construction. Although not directly associated to this segment, a crosswalk should be added at the nearest intersection of Ormond Boulevard and Ormond Trace.

### Purpose for Including This Segment Implementation

Similar to the Entergy Right-of-Way segments, this segment connects communities to the rest of St. Charles Parish. Priority is considered high, as this segment gives access to pedestrians and bicyclists to safe routes. This segment also provides transportation means for residents to businesses and neighborhoods.

### Estimated Implementation Cost

|                                 |               |
|---------------------------------|---------------|
| Independent Shared-Use Striping | \$ 22,193.60  |
| Path Construction               | \$ 202,654.51 |
| Drainage (18" RCP)              | \$ 172,189.46 |
| New Crosswalk Striping          | \$ 3,000.00   |
| 15% Contingency                 | \$ 60,005.64  |
| Total                           | \$ 460,043.21 |

### Estimated Annual Maintenance Cost

\$5,962.91 based on 20-year asphalt replacement. (Vehicles should not be permitted on the asphalt surface to extend the life of the asphalt.)

## Plantation Road - Acadia Lane to Ormond Nursing and Care Center Entrance

Existing Conditions: Plantation Road is owned and maintained by St. Charles Parish. This asphalt roadway has a width of 22 feet with a total length of 3,073 feet. The segment has both subsurface and open swale drainage. This segment does not currently have bike paths or sidewalk, yet it serves as the main access to New Sarpy Elementary School and Ethel Schoeffner Elementary School. The posted speed limit is 20 mph.

### Proposed Improvement Project

Bike lane striping and sidewalk to be placed along the segment. Future maintenance will consist of replacing the path's asphalt surface. A crosswalk is to be installed at the Ormond Boulevard intersection.

### Purpose for Including This Segment Implementation

This segment will connect Ormond and Destrehan. Because it is an access point to two elementary schools, it should be considered a high priority.

### Estimated Implementation Cost

|                        |               |
|------------------------|---------------|
| Bike Lane Striping     | \$ 38,105.20  |
| Sidewalks              | \$ 61,460.00  |
| New Crosswalk Striping | \$ 3,000.00   |
| 15% Contingency        | \$ 15,384.78  |
| Total                  | \$ 117,949.98 |

### Estimated Annual Maintenance Cost

\$4,110.52 based on 10-year asphalt replacement.

## Pontchartrain Levee District Levee - Jefferson Parish to Lower Guide Levee

Existing Conditions: There are no dedicated bike paths, roadways, or sidewalks on this levee. Any paths placed in the future will require an agreement between St. Charles Parish and the Pontchartrain Levee District. The length of this segment is 53,112 feet. There is not a posted speed limit on this segment, and any future paths will likely require funding and maintenance by St. Charles Parish.

### Proposed Improvement Project

Independent shared-use trail to be placed on top of the levee. Future maintenance includes asphalt maintenance.

### Purpose for Including This Segment Implementation

General connectivity of communities to the rest of St. Charles Parish. Priority is considered low, as this segment does not significantly move pedestrians and bicyclists from using fewer safe routes, the path parallels the Mississippi River Trail, and access to this path is more limited than that to the Mississippi River Trail. This path connects Jefferson Parish to Lower Guide Levee Road (Bonnet Carré Spillway).

### Estimated Implementation Cost

|                                 |                 |
|---------------------------------|-----------------|
| Independent Shared-Use Striping | \$ 380,156.80   |
| Path Construction               | \$ 3,473,180.56 |
| 15% Contingency                 | \$ 578,000.60   |
| Total                           | \$ 4,431,337.96 |

### Estimated Annual Maintenance Cost

\$99,603.47 based on 20-year asphalt replacement. (Vehicles should not be permitted on the asphalt surface to extend the life of the asphalt.)

## Prospect Avenue (LA 627) - Airline Highway (US 61) to River Road (LA 48)

Existing Conditions: Louisiana Highway 627 is a two-lane highway owned and maintained by LADOTD. Except for curb and gutter in portions of the highway, the entire roadway has an asphalt surface, and has a width of 22 feet and a total length of 5,980 feet. The road has mostly open swale drainage between US Highway 61 and the Canadian National Railroad. From the Canadian National railroad to River Road, the roadway is approximately 42 feet wide, and subsurface drainage exists with catch basins located in the shoulders. It has a posted speed limit of 35 mph.

This segment is considered to be a major collector in the Federal Aid Network.

### LADOTD Bicycle Planning Tool

According to the LADOTD's Bicycle Planning Tool, the segment between the Canadian National Railroad and US 61 has a poor Bicycle Level of Service and a low demand, and the segment between the Canadian National Railroad and LA 48 has an average Bicycle Level of Service and a moderate demand.

### Proposed Improvement Project

Shared-use bike lanes on the segment with railroad crossing improvements at the Canadian National and Kansas City Southern Railroad crossings.

### Purpose for Including This Segment Implementation

The LA Highway 627 segment essentially connects the Pontchartrain Levee District levee to the Mississippi River Trail. This segment gives some access to industry sites, so it could be considered a transportation route for residents to travel to work, however, it is expected to be mostly used for recreational purposes. It should therefore be considered a low priority since it may not be utilized as much as route to neighborhoods, large commercial areas, or multiple industries.

### Estimated Implementation Cost

|                               |              |
|-------------------------------|--------------|
| Shared-Use Bike Lane Striping | \$ 16,744.00 |
| Railroad Crossing Improvement | \$500,000.00 |
| 15% Contingency               | \$ 77,511.60 |
| Total                         | \$594,255.60 |

### Estimated Annual Maintenance Cost

\$1,724.40 based on 10-year asphalt replacement.



## Riverbend Drive - Airline Highway (US 61) to River Road (LA 48)

Existing Conditions: Riverbend Drive is a concrete roadway owned and maintained by St. Charles Parish. Except for the 450 feet section that is divided by median, the roadway width is 30 feet with a total length is 3,201 feet. Sidewalk and bike paths do not exist on this segment. The road serves as an entrance to an industrial park. All drainage is subsurface. Has a posted speed limit of 25 mph.

This segment is considered to be a major collector in the Federal Aid Network.

### Proposed Improvement Project

Bike path to be placed in the shoulders of the roadway, with two railroad crossing improvements included in this segment. An on-demand signal is recommended for the intersection at US Highway 61.

### Purpose for Including This Segment Implementation

This segment will connect the Mississippi River Trail to the Pontchartrain Levee District levee in the St. Rose area. Because this segment primarily serves as a recreation trail, which is expected to result in a relatively low amount of pedestrian and bicyclist activity, it should be considered low priority.

### Estimated Implementation Cost

|                               |               |
|-------------------------------|---------------|
| Bike Lane Striping            | \$ 39,692.40  |
| Hybrid Beacon                 | \$ 40,000.00  |
| Railroad Crossing Improvement | \$ 500,000.00 |
| Trailhead                     | \$ 75,000.00  |
| Sidewalks                     | \$ 64,260.00  |
| 15% Contingency               | \$ 107,842.86 |
| Total                         | \$ 826,795.26 |

### Estimated Annual Maintenance Cost

\$4,119.24 based on 20-year concrete replacement.

## San Francisco Drive - Longview Drive to Longwood Drive

Existing Conditions: This portion of San Francisco Drive is a concrete residential roadway owned and maintained by St. Charles Parish. The roadway segment has a width of 27 feet and a total length of 763 feet, with subsurface drainage throughout the segment. Sidewalks can be found on both sides of the roadway; bike paths do not currently exist. The posted speed limit is 20 mph.

### Proposed Improvement Project

Shared-use bike lane to be placed on this roadway, with future maintenance consisting of replacing striping, which is estimated to be every 20 years.

### Purpose for Including This Segment Implementation

This segment would be part of the network to connect the neighborhoods of Destrehan to Ormond and the Mississippi River Trail. Priority is considered high for this segment since it would be used as a means of transportation for residents throughout the parish, instead of just a recreational path.

### Estimated Implementation Cost

|                               |             |
|-------------------------------|-------------|
| Shared-Use Bike Lane Striping | \$ 2,136.40 |
| 15% Contingency               | \$ 320.46   |
| Total                         | \$2,456.86  |

### Estimated Annual Maintenance Cost

\$106.82 based on 20-year concrete replacement.

## Schexnaydre Lane - Thomas Coby Drive to River Road (LA 48)

Existing Conditions: The roadway is owned and maintained by St. Charles Parish, and serves as the main entrance to Destrehan High School. This segment of Schexnaydre Lane is an asphalt roadway with a length of 4,305 feet. A 1,972-foot portion of the roadway is divided by an outfall canal. Subsurface drainage exists throughout most of the segment. Bike paths and sidewalks do not currently exist on this portion of the roadway, but the northbound portion of Schexnaydre has a striped shoulder. It has a 25 mph posted speed limit and a 15 mph school zone.

### Proposed Improvement Project

Shared-use bike lane to be placed on this roadway, with future maintenance consisting of replacing striping, which is estimated to be every 10 years. Sidewalk to be placed along the west portion of the segment and striping for a walkway within the road on the northbound portion of the roadway.

### Purpose for Including This Segment Implementation

This segment should be considered a high priority because Schexnaydre is a critical roadway for Destrehan High School students. Students currently park in the striped shoulder but have no defined walkway to access the school. Adding sidewalk and striping for pedestrians will increase safety by giving defined paths for pedestrians, while also restricting the travel lane for vehicles, which tends to reduce speeds.

### Estimated Implementation Cost

|                               |              |
|-------------------------------|--------------|
| Shared-Use Bike Lane Striping | \$ 6,532.40  |
| Walking Path Striping         | \$ 13,998.00 |
| Sidewalks                     | \$50,640.00  |
| 15% Contingency               | \$ 10,675.56 |
| Total                         | \$81,845.96  |

### Estimated Annual Maintenance Cost

\$2,053.04 based on 10-year asphalt replacement.

## S. Destrehan Avenue - Entergy ROW to River Road (LA 48)

Existing Conditions: Between the Kansas City Railroad track and River Road, S. Destrehan Avenue is an asphalt roadway owned and maintained by St. Charles Parish. The roadway width is 20 feet, and the length is 2,832 feet. There is some sidewalk located along the east side of this segment, but a bike path does not exist. Subsurface drainage exists throughout the roadway. Between the KCS Railroad and the Entergy Right-of-Way, the existing path is gravel. The distance of this path is 2,442 feet.

### Proposed Improvement Project

Bike lane striping and sidewalks to be placed along the asphalt section of S. Destrehan Avenue and independent shared-use path to be added north of the Kansas City Railroad tracks. The railroad crossing would require an improvement, and a new crosswalk is to be added at the River Road intersection.

### Purpose for Including This Segment Implementation

This segment will connect the Entergy Right-of-Way to the Mississippi River Trail, which would likely be used by recreational pedestrians and bicyclists. Although this path runs through a subdivision, the users have an will alternate route for connecting to other neighborhoods and businesses within the parish. It is expected that this path will primarily be used for recreational purposes, which is why it should be considered a low priority.

### Estimated Implementation Cost

|                               |               |
|-------------------------------|---------------|
| Bike Lane Striping            | \$ 89,511.47  |
| New Crosswalk Striping        | \$ 3,000.00   |
| Railroad Crossing Improvement | \$ 250,000.00 |
| Sidewalks                     | \$ 26,380.00  |
| Path Construction             | \$ 185,194.44 |
| 15% Contingency               | \$ 83,112.89  |
| Total                         | \$ 637,198.80 |

### Estimated Annual Maintenance Cost

\$11,931.67 based on an average of 15-year asphalt replacement. (The portion of path that runs between the KCS line and Entergy Right-of-Way should not be subjected to vehicle loads, giving more longevity to the asphalt surface).

## Spillway Road - Lower Guide Levee Road to West Bonnet Carré Spillway Levee Crown

Existing Conditions: Spillway Road connects River Road in Norco to River Road in Montz through the Bonnet Carré Spillway. Although the Bonnet Carré Spillway is operated by the US Army Corps of Engineers, the roadway is owned and maintained by St. Charles Parish. The roadway has two lanes that are separated by a yellow centerline. This road has a width of 21 feet with a total length of 8,956 feet. The Mississippi River Trail terminates at the top of the Lower Guide Levee on the Norco side; the Montz side does not have the Mississippi River Trail bike path in place yet. There is not a bike path or sidewalk associated to this segment. There is a posted speed limit of 25 mph.

### Proposed Improvement Project

Independent shared-use trail to be placed in this right-of-way. Future maintenance will consist of replacing the path's asphalt surface.

### Purpose for Including This Segment Implementation

This segment will connect the Mississippi Levee Trail in Norco to the proposed Mississippi River Trail in Montz. The roadway would also be part of the Mississippi River Trail, which connects many parishes in Southeast Louisiana. This should be considered a high priority.

### Estimated Implementation Cost

|                                |                 |
|--------------------------------|-----------------|
| Shared-Use Striping (Road ROW) | \$ 64,118.40    |
| Drainage                       | \$ 1,049,138.39 |
| Path Construction              | \$ 585,664.35   |
| 15% Contingency                | \$ 254,838.17   |
| Total                          | \$1,953,759.32  |

### Estimated Annual Maintenance Cost

\$16,797.07 based on 20-year asphalt replacement. (Vehicles should not be permitted on the asphalt surface to extend the life of the asphalt.)

## St. Rose Avenue (LA 626) - Entergy Right-of-Way to Parish Servitude (Oak St. Pump Station)

Existing Conditions: St. Rose Avenue is owned and maintained by LADOTD. This two-lane asphalt roadway connects River Road to Airline Highway and has two lanes that are separated by a yellow centerline. The width of the roadway is 23 feet with a total length of 1,103 feet. This segment of the roadway will connect the bike paths and sidewalks from the Entergy Right-of-Way to the Oak Street Pump Station servitude, which will tie into Oak Street. Bike paths and sidewalks do not exist on this segment. The posted speed limit is 35 mph.

This segment is considered to be a minor collector in the Federal Aid Network.

### LADOTD Bicycle Planning Tool

According to the LADOTD's Bicycle Planning Tool, this segment has an average Bicycle Level of Service and a moderate demand.

### Proposed Improvement Project

Shared-use trail to be placed in the roadway right-of-way, which would require converting open swale drainage to subsurface drainage. Future maintenance will consist of replacing the path's asphalt surface and any maintenance associated to the hybrid beacon. This segment crosses a railroad track, which would require improvements for the safety of pedestrians and bicyclists.

### Purpose for Including This Segment Implementation

This segment will join other proposed segments to connect the Entergy Right-of-Way to the Mississippi River Trail within the St. Rose area. Priority is considered low since this segment only serves a small portion of local residents to access the network for transportation purposes, while mainly being used as a recreational segment for the overall network.

### Estimated Implementation Cost

|                                |               |
|--------------------------------|---------------|
| Shared-Use Striping (Road ROW) | \$ 7,899.20   |
| Drainage                       | \$ 130,503.01 |
| Path Construction              | \$ 72,129.05  |
| Hybrid Beacon                  | \$ 40,000.00  |
| Railroad Crossing Improvement  | \$250,000.00  |
| 15% Contingency                | \$ 75,079.69  |
| Total                          | \$ 575,610.95 |

### Estimated Annual Maintenance Cost

\$2,118.94 based on 20-year asphalt replacement. (Vehicles should not be permitted on the asphalt surface to extend the life of the asphalt.)

## Swepi Road - Airline Highway (US 61) to Pontchartrain Levee District Levee

Existing Conditions: Swepi Road is a private road that provides access to the Pontchartrain Levee District levee. The path is currently gravel with a width of 27 feet and a total length of 1,079 feet. There is not a dedicated drainage system to this segment.

### Proposed Improvement Project

Independent shared-use trail to be placed in this right-of-way. Future maintenance will consist of replacing the path's asphalt surface.

### Purpose for Including This Segment Implementation

This segment will connect the Mississippi River Trail to the Pontchartrain Levee District levee. Because this segment primarily serves as a recreational trail, which results in a relatively low amount of pedestrian and bicyclist activity, this should be considered a low priority.

### Estimated Implementation Cost

|                    |              |
|--------------------|--------------|
| Bike Lane Striping | \$ 34,081.16 |
| Path Construction  | \$ 70,559.61 |
| 15% Contingency    | \$ 15,696.12 |
| Total              | \$120,336.89 |

### Estimated Annual Maintenance Cost

\$1,704.06 based on 20-year asphalt replacement. (Vehicles should not be permitted on the asphalt surface to extend the life of the asphalt.)

## Terrace Street - E. Terrace Street to River Road (LA 48)

Existing Conditions: Owned and maintained by St. Charles Parish, this asphalt roadway portion of Terrace Street has a width of 20 feet and a length of 2,282 feet. The roadway has both open swale and subsurface drainage. Bike paths and sidewalks do not currently exist on this segment of roadway. The posted speed limit is 25 mph.

### Proposed Improvement Project

Shared-use bike lane to be placed on this roadway, with future maintenance consisting of replacing striping, which is estimated to be every 10 years.

### Purpose for Including This Segment Implementation

This segment will connect a portion of New Sarpy with the Mississippi River Trail via W. Harding Street and the Entergy Right-of-Way via E. Harding Street. This segment should be considered a medium priority since the segment is on residential streets and does not pose a major threat to current pedestrian and bicyclist safety. This segment provides a means of transportation for the people of New Sarpy to the rest of the network, which is why this is not considered a low priority.

### Estimated Implementation Cost

|                               |              |
|-------------------------------|--------------|
| Shared-Use Bike Lane Striping | \$ 6,389.60  |
| Railroad Crossing Improvement | \$250,000.00 |
| 15% Contingency               | \$ 38,458.44 |
| Total                         | \$294,848.04 |

### Estimated Annual Maintenance Cost

\$688.96 based on 10-year asphalt replacement.



## Thomas Coby Drive - Ormand Boulevard to Schexnaydre Lane

Existing Conditions: Thomas Coby Drive is owned and maintained by St. Charles Parish. This concrete roadway has a width of 26 feet with a total length of 886 feet and subsurface drainage. Bike paths and sidewalks do not currently exist on this segment of roadway. The roadway and the posted speed limit is 15 mph.

### Proposed Improvement Project

Placing sidewalks and a shared-use bike lane on this roadway, with a crosswalk to be installed at the intersection of Ormond Boulevard.

### Purpose for Including This Segment Implementation

Thomas Coby is in close proximity to Destrehan High School, thus receiving an above-average amount of pedestrian traffic from the students. This segment should be considered a high priority due to the impact it will have on pedestrian safety of the students going to/from Destrehan High School.

### Estimated Implementation Cost

|                               |              |
|-------------------------------|--------------|
| Shared-Use Bike Lane Striping | \$ 2,480.80  |
| Sidewalks                     | \$ 17,040.00 |
| New Crosswalk Striping        | \$ 3,000.00  |
| 15% Contingency               | \$ 3,378.12  |
| Total                         | \$25,898.92  |

### Estimated Annual Maintenance Cost

\$274.04 based on 20-year concrete replacement.

## Washington Street – 2nd Street (Bethune Park) to River Road (LA 48)

Existing Conditions: This asphalt roadway portion of Washington Street is owned and maintained by St. Charles Parish. The width of the roadway is approximately 18 feet and has a length of 1,576 feet. The roadway mostly has open swale drainage to the east side, with some subsurface drainage along the recreational park areas. Bike paths and sidewalks do not currently exist on this segment of roadway. The posted speed limit is 20 mph.

### Proposed Improvement Project

Shared-use bike lane to be placed on this roadway and installing sidewalks, which will probably require converting open swale drainage to subsurface drainage using 18” RCP. A crosswalk will be included at the intersection of First Street.

### Purpose for Including This Segment Implementation

This segment is primarily used to access Bethune Park, a recreational facility owned by St. Charles Parish. Pedestrian and bicyclist traffic here are assumed to be primarily for recreation, and not for travel to businesses, neighborhoods, or industrial complexes. Because this segment impacts the recreational department, and could benefit children’s safety at the park, this should be considered a high priority. The sidewalk will tie into the sidewalk placed along River Road.

### Estimated Implementation Cost

|                               |              |
|-------------------------------|--------------|
| Shared-Use Bike Lane Striping | \$ 4,412.80  |
| Drainage                      | \$ 69,899.11 |
| New Crosswalk Striping        | \$ 3,000.00  |
| Sidewalks                     | \$ 31,520.00 |
| 15% Contingency               | \$ 16,324.79 |
| Total                         | \$125,156.70 |

### Estimated Annual Maintenance Cost

\$741.28 based on 10-year asphalt replacement.

## W. Harding Street – S. Johnson Street to River Road (LA 48)

Existing Conditions: This asphalt roadway portion of W. Harding Street is owned and maintained by St. Charles Parish. The width of the roadway is approximately 20 feet with a length of 2,832 feet. Most of the roadway has subsurface drainage, but a few properties have open swale drainage. Bike paths do not currently exist on this segment of roadway; a sidewalk is located along the south side of the road. The Mississippi River Levee Trail has access points that tie to W. Harding Street at River Road. The posted speed limit is 25 mph.

### Proposed Improvement Project

Shared-use bike lane to be placed on this roadway and sidewalks installed, which will likely require converting open swale drainage to subsurface drainage using 18" RCP. This segment includes a railroad crossing over the Canadian National Railroad, which would require a crossing improvement. Future maintenance will consist of replacing striping, which is estimated to be every 10 years.

### Purpose for Including This Segment Implementation

This segment will connect a portion of New Sarpy with the Mississippi River Trail. This segment should be considered a medium priority since the segment is on residential streets and does not pose a major threat to current pedestrian and bicyclist safety. This segment provides a means of transportation for the people of New Sarpy to the rest of the network, which is why this is not considered a low priority.

### Estimated Implementation Cost

|                               |               |
|-------------------------------|---------------|
| Shared-Use Bike Lane Striping | \$ 7,929.60   |
| Drainage                      | \$ 127,441.05 |
| Railroad Crossing Improvement | \$ 250,000.00 |
| Sidewalks                     | \$ 48,260.00  |
| 15% Contingency               | \$ 65,044.60  |
| Total                         | \$ 498,675.24 |

### Estimated Annual Maintenance Cost

\$842.96 based on 10-year asphalt replacement.

## Wildcat Lane - Ormond Boulevard to Shexnaydre Lane

Existing Conditions: Wildcat Lane is a concrete roadway is owned and maintained by the St. Charles Parish School Board. The width of the roadway is 20 feet with a total length of the roadway segment is 1,405 feet and drainage to an outfall canal located approximately 30 feet from the edge of the roadway. Bike paths and sidewalks do not currently exist on this segment of roadway, which has a gate to Destrehan High School approximately 155 feet from Ormond Boulevard. A posted speed limit does not exist for this roadway.

### Proposed Improvement Project

Shared-use bike lane to be placed on this roadway, with future maintenance consisting of replacing striping, which is estimated to be every 20 years. A crosswalk will also be included at the intersection of Ormond Boulevard.

### Purpose for Including This Segment Implementation

This segment would connect Ormond Boulevard to Destrehan High School. As noted above, this roadway is considered private (i.e., not maintained by the SCP Department of Public Works). Pedestrian and bicyclist traffic that currently use this roadway may not have much conflict with vehicular traffic since this roadway is often closed to vehicular traffic. Because this roadway is comparatively safer to the other segments in this study, this segment is deemed to have a low priority.

### Estimated Implementation Cost

|                               |              |
|-------------------------------|--------------|
| Shared-Use Bike Lane Striping | \$ 3,934.00  |
| Sidewalks                     | \$27,420.00  |
| New Crosswalk Striping        | \$ 3,000.00  |
| 15% Contingency               | \$ 5,153.10  |
| Total                         | \$ 39,507.10 |

### Estimated Annual Maintenance Cost

\$693.40 based on 20-year concrete replacement.

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# WEST BANK



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## 1st Street – Ellington Avenue to Paul Maillard Road (LA 52)

Existing Conditions: 1st Street is owned and maintained by St. Charles Parish. The entire roadway is an asphalt surface with a width of 17 feet and a total length of 375 feet. Both subsurface and open swale drainage can be found along this roadway, however, no sidewalks or bike paths exist on this roadway. The posted speed limit is 25 mph.

### Proposed Improvement Project

Shared-use bike lanes to be placed along the entire roadway. Future maintenance consists of replacing striping when the surface is replaced, which is estimated to be every 10 years.

### Purpose for Including This Segment Implementation

This segment connects a neighborhood to LA 52, which is a major corridor in St. Charles Parish. Priority for this segment is considered to be medium.

### Estimated Implementation Cost

|                               |             |
|-------------------------------|-------------|
| Shared-Use Bike Land Striping | \$1,050.00  |
| 15% Contingency               | \$ 157.50   |
| Total                         | \$ 1,207.50 |

### Estimated Annual Maintenance Cost

\$105.00 based on 10-year asphalt roadway replacement.

## Angus Drive – Sugarhouse Road to Paul Maillard Road (LA 52)

Existing Conditions: Angus Drive is a St. Charles Parish owned and maintained asphalt roadway with a width of 20 feet and a total length of 1,822 feet. Drainage is mostly open swale, except for subsurface drainage along the properties of St. Anthony of Padua Church and Luling Elementary School. This roadway has no sidewalks or bike paths. The posted speed limit is 25 mph.

### Proposed Improvement Project

Shared-use bike lanes to be placed along the entire roadway, adding sidewalk, and placing a new crosswalk at the intersection of LA 52. Future maintenance consists of replacing striping when the surface is replaced, which is estimated to be every 10 years.

### Purpose for Including This Segment Implementation

This segment connects a neighborhood to LA 52, which is a major corridor in St. Charles Parish. This segment also gives access to two schools off of LA 52. Priority for this segment is considered to be medium.

### Estimated Implementation Cost

|                               |              |
|-------------------------------|--------------|
| Shared-Use Bike Lane Striping | \$ 5,101.60  |
| New Crosswalk Striping        | \$ 3,000.00  |
| Sidewalk                      | \$36,260.00  |
| 15% Contingency               | \$ 6,654.24  |
| Total                         | \$ 51,015.84 |

### Estimated Annual Maintenance Cost

\$560.16 based on 10-year asphalt roadway replacement.

## Ashton Road – Luling Avenue to River Road (LA 18)

Existing Conditions: Ashton Road is owned and maintained by St. Charles Parish. The asphalt roadway has a width of 20 feet with a total length of 1,047 feet. Runoff seems to move to the east side of the roadway, where the drainage is mostly open swales. No sidewalks or bike paths exist on this roadway. The posted speed limit is 25 mph.

### Proposed Improvement Project

Shared-use bike lanes to be placed along the entire roadway. Future maintenance consists of replacing striping when the surface is replaced, which is estimated to be every 10 years.

### Purpose for Including This Segment Implementation

This segment connects a neighborhood to LA 52, which is a major corridor in St. Charles Parish. Priority for this segment is considered to be medium.

### Estimated Implementation Cost

|                               |             |
|-------------------------------|-------------|
| Shared-Use Bike Lane Striping | \$ 2,931.60 |
| 15% Contingency               | \$ 439.74   |
| Total                         | \$ 3,371.34 |

### Estimated Annual Maintenance Cost

\$293.16 based on 10-year asphalt roadway replacement.

## Barton Ave (LA 3060) – Rex Street to US 90

Existing Conditions: Barton Avenue is an asphalt roadway is owned and maintained by the LADOTD. This segment of Barton Avenue has a width of 22 feet and a length of 939 feet. Drainage is mostly by open swale. There are no sidewalks or bike paths on this segment, which crosses the BNSF railroad tracks, which includes striping for the railroad. The posted speed limit is 25 mph.

This segment is considered to be a minor collector in the Federal Aid Network.

### Proposed Improvement Project

Bike lane striping and sidewalks to be placed along the entire segment. On-demand signal and crosswalk striping to be placed at the US Highway 90 intersection. Future maintenance consists of signal upkeep and replacing striping when the surface is replaced, which is estimated to be every 10 years.

### Purpose for Including This Segment Implementation

This segment is considered a high priority since it is a portion of the route for most of the residential Luling area south of US Highway 90 to access the Mississippi River Trail, which then connects to the rest of the West Bank.

### Estimated Implementation Cost

|                             |              |
|-----------------------------|--------------|
| Bike Lane Striping          | \$ 11,643.60 |
| On-Demand Signal & Crossing | \$ 10,000.00 |
| Sidewalks                   | \$ 18,780.00 |
| 15% Contingency             | \$ 6,063.54  |
| Total                       | \$ 46,487.14 |

### Estimated Annual Maintenance Cost

\$809.57 based on 10-year asphalt roadway replacement and required signal maintenance.

### LADOTD Bicycle Planning Tool

According to the LADOTD's Bicycle Planning Tool, this segment has a poor Bicycle Level of Service and a high demand.

## Beaupre Drive – Heather Drive to Cottage Drive

Existing Conditions: Beaupre Drive is an asphalt roadway owned and maintained by St. Charles Parish. The width of the roadway segment is 32 feet with a total length of 3,721 feet. Mostly open swale drainage exists on both sides of the roadway, although some subsurface drainage exists throughout the segment. No sidewalks or bike paths exist on this roadway. The posted speed limit is 25 mph.

### Proposed Improvement Project

Shared-use bike lanes to be placed along the entire roadway. Future maintenance consists of replacing striping when the surface is replaced, which is estimated to be every 10 years.

### Purpose for Including This Segment Implementation

Beaupre is a residential street that connects one subdivision to a segment that connects the Luling community. Priority for this segment is considered low since a small portion of the residents in the Parish will benefit from this segment.

### Estimated Implementation Cost

|                               |              |
|-------------------------------|--------------|
| Shared-Use Bike Land Striping | \$ 10,418.80 |
| 15% Contingency               | \$ 1,562.82  |
| Total                         | \$ 11,981.62 |

### Estimated Annual Maintenance Cost

\$1,041.88 based on 10-year asphalt roadway replacement.

## Cottage Drive – Beaupre Drive to Willowdale Boulevard

Existing Conditions: Cottage Drive is owned and maintained by St. Charles Parish. The asphalt roadway has a width of 20 feet with a total length of 2,792 feet. There are open swales for drainage on both sides of the roadway. No sidewalks or bike paths exist on this roadway. The posted speed limit is 25 mph.

### Proposed Improvement Project

Shared-use bike lanes to be placed along the entire roadway. Future maintenance consists of replacing striping when the surface is replaced, which is estimated to be every 10 years.

### Purpose for Including This Segment Implementation

Cottage Drive is a residential street that is part of a sub network which connects one subdivision to a segment that connects the Luling community. Priority for this segment is considered low since a small portion of the residents in the Parish will benefit from this segment.

### Estimated Implementation Cost

|                               |             |
|-------------------------------|-------------|
| Shared-Use Bike Lane Striping | \$ 7,817.60 |
| 15% Contingency               | \$ 1,172.64 |
| Total                         | \$ 8,990.24 |

### Estimated Annual Maintenance Cost

\$781.76 based on 10-year asphalt roadway replacement.

## Court Street – Sugarhouse Road to Ellington Avenue

Existing Conditions: Court Street is owned and maintained by St. Charles Parish. The asphalt roadway has a width is 20 feet with a total length of 1,039 feet. Open swale drainage is located on both sides of the roadway. There is a sidewalk running from Ellington to Milling; there are no other sidewalks or bike paths on this segment. The posted speed limit is 25 mph.

### Proposed Improvement Project

Shared-use bike lanes to be placed along the entire roadway. Future maintenance consists of replacing striping when the surface is replaced, which is estimated to be every 10 years.

### Purpose for Including This Segment Implementation

This segment connects a neighborhood to LA 52, which is a major corridor in St. Charles Parish. Priority for this segment is considered to be medium.

### Estimated Implementation Cost

|                               |             |
|-------------------------------|-------------|
| Shared-Use Bike Land Striping | \$ 2,909.20 |
| 15% Contingency               | \$ 436.38   |
| Total                         | \$ 3,345.58 |

### Estimated Annual Maintenance Cost

\$290.92 based on 10-year asphalt roadway replacement.

## Davis Drive – Rex Street to River Road (LA 18)

Existing Conditions: Davis Drive is owned and maintained by St. Charles Parish. This asphalt roadway has yellow centerline striping and a width of 20 feet with a total length of 5,483 feet. Drainage is mostly subsurface, with some open swales from the Union Pacific railroad tracks to Rex Street, and open swale drainage from the railroad tracks to River Road. There are no sidewalks or bike paths on this segment, but it does tie into an existing levee access for the Mississippi River Trail. The posted speed limit is 25 mph.

### Proposed Improvement Project

Bike lane striping and sidewalks to be placed along the entire roadway. Hybrid beacon signal to be placed at the intersection of River Road. Future maintenance consists of signal upkeep and replacing striping when the surface is replaced, which is estimated to be every 10 years. A trailhead is to also be placed near the River Road intersection.

### Purpose for Including This Segment Implementation

This segment is considered a high priority since it is a portion of the route for most of the residential Luling area south of US Highway 90 to access the Mississippi River Trail, which then connects to the rest of the West Bank.

### Estimated Implementation Cost

|                    |               |
|--------------------|---------------|
| Bike Lane Striping | \$ 67,989.20  |
| Hybrid Beacon      | \$ 40,000.00  |
| Sidewalks          | \$ 101,540.00 |
| Trailhead          | \$ 75,000.00  |
| 15% Contingency    | \$ 42,679.38  |
| Total              | \$ 327,208.58 |

### Estimated Annual Maintenance Cost

\$4,599.28 based on 10-year asphalt roadway replacement and required signal and trailhead maintenance.



## Duhe Drive – Fashion Boulevard to Union Pacific Railroad

Existing Conditions: Duhe Drive is an asphalt road that is owned and maintained by St. Charles Parish. The roadway has a width of 23 feet with a total length of 332 feet. Drainage is open swale drainage. There are no sidewalks or bike paths on this segment. The posted speed limit is 25 mph.

### Proposed Improvement Project

Bike lane striping to be placed along the entire segment. Railroad crossing treatment will be located at the Union Pacific crossing. Future maintenance consists of replacing striping when the surface is replaced, which is estimated to be every 10 years. Vehicle Barrier should be implemented to prohibit vehicles from trying to cross the railroad tracks.

### Purpose for Including This Segment Implementation

Similar to the Fashion Boulevard segment, this segment is a portion of a route that allows the Fashion Plantation subdivision access to the Mississippi River Trail. This segment is considered a low priority due to the limited number of residents that will likely use it.

### Estimated Implementation Cost

|                               |               |
|-------------------------------|---------------|
| Bike Lane Striping            | \$ 4,116.80   |
| Railroad Crossing Improvement | \$ 250,000.00 |
| Vehicle Barrier               | \$ 1,400.00   |
| 15% Contingency               | \$ 38,327.52  |
| Total                         | \$ 293,844.32 |

### Estimated Annual Maintenance Cost

\$511.68 based on 10-year asphalt roadway replacement.

## E. Heather Drive – Willowdale Boulevard to Lakewood Drive

Existing Conditions: E. Heather Drive is owned and maintained by St. Charles Parish. A single yellow broken stripe divides the roadway. E. Heather Drive has a mostly asphalt surface, with a small portion of concrete roadway and a width of 33 feet with a total length of 3,824 feet. Drainage is mostly open swale, with subsurface drainage located on each side of the roadway between Lakewood Drive and Peterson Canal. There are no sidewalks or bike paths. The posted speed limit is 25 mph.

### Proposed Improvement Project

Bike lane striping and sidewalks to be placed along the entire roadway. Future maintenance consists of replacing striping when the surface is replaced, which is estimated to be every 10 years.

### Purpose for Including This Segment Implementation

This segment is expected to be used by multiple subdivisions in the Luling area to access Lakewood Drive, which connects the area to the rest of St. Charles Parish. Priority is considered medium for this segment since it is a residential roadway, does not include intersection upgrades, and only serves a limited portion of the Parish.

### Estimated Implementation Cost

|                    |               |
|--------------------|---------------|
| Bike Lane Striping | \$ 47,417.60  |
| Sidewalks          | \$ 76,330.00  |
| 15% Contingency    | \$ 18,562.14  |
| Total              | \$ 142,309.74 |

### Estimated Annual Maintenance Cost

\$3,161.17 based on 10-year asphalt roadway replacement.

## Ellington Avenue – Court Street to First Street

Existing Conditions: Ellington Avenue is owned and maintained by St. Charles Parish. The asphalt roadway is 20 foot wide with a total length of 199 feet. Mostly open swale drainage can be found throughout the segment; some subsurface drainage is located on the east side of the roadway. There is a sidewalk running on the entire west side of the roadway; there are no bike paths on this segment. The posted speed limit is 25 mph.

### Proposed Improvement Project

Shared-use bike lanes to be placed along the entire roadway. Future maintenance consists of replacing striping when the surface is replaced, which is estimated to be every 10 years.

### Purpose for Including This Segment Implementation

This segment connects a neighborhood to LA 52, which is a major corridor in St. Charles Parish. This segment also gives access to Monsanto Park and Playground. Priority for this segment is considered to be medium.

### Estimated Implementation Cost

|                               |           |
|-------------------------------|-----------|
| Shared-Use Bike Lane Striping | \$ 557.20 |
| 15% Contingency               | \$ 83.58  |
| Total                         | \$ 640.78 |

### Estimated Annual Maintenance Cost

\$55.72 based on 10-year asphalt roadway replacement.

## Fashion Boulevard – River Road (LA 18) to Duhe Drive

Existing Conditions: Fashion Boulevard is owned and maintained by St. Charles Parish. The asphalt roadway has a median at the intersection of River Road and a width of 23 feet with a total length of 2,162 feet. Drainage is mostly subsurface drainage with some open swale drainage. There are no sidewalks or bike paths on this segment. The posted speed limit is 25 mph.

### Proposed Improvement Project

Bike lane striping to be placed along the entire segment. A warning beacon signal is to be placed at the intersection of River Road. Future maintenance consists of signal upkeep and replacing striping when the surface is replaced, which is estimated to be every 10 years.

### Purpose for Including This Segment Implementation

The Fashion Boulevard segment is a portion of a route that allows the Fashion Plantation subdivision, including the section south of the Union Pacific Railroad, access to the Mississippi River Trail. This segment is considered a low priority due to the limited number of residents that will likely use it.

### Estimated Implementation Cost

|                       |              |
|-----------------------|--------------|
| Bike Lane Striping    | \$ 26,808.80 |
| Active Warning Beacon | \$ 15,000.00 |
| 15% Contingency       | \$ 6,271.32  |
| Total                 | \$ 48,080.12 |

### Estimated Annual Maintenance Cost

\$2,730.88 based on 10-year asphalt roadway replacement and required signal maintenance.

## Highway 90 (US 90) – Barton Avenue (LA 3060) to Paul Maillard Road (LA 52)

Existing Conditions: This segment of US Highway 90 is a multilane highway, divided by a two-way left turn-only lane in the Boutte portion of the segment, and a grass median with turn lanes in the Luling portion of the segment. This roadway is owned and operated by LADOTD with a total length of 14,587 feet. Drainage along the Luling portion is by open swale ditches on both sides of the roadway; the Boutte portion has predominately subsurface drainage on both sides of the roadway. The north side of the Luling portion is undeveloped, and neither bike paths nor sidewalks exist along any portion of this segment. The posted speed limit varies between 35 and 45 mph.

This segment is considered to be a principal arterial in the Federal Aid Network.

### Proposed Improvement Project

Shared-use path to be constructed within the roadway right-of-way. Future maintenance consists of removing and replacing worn striping, which is estimated to be every 10 years.

### Purpose for Including This Segment Implementation

This segment is considered a high priority due to the amount of expected use as a connection between Boutte and Luling. The Highway 90 business corridor is located along this segment, allowing residents in local neighborhoods to travel to the businesses within the corridor.

### Estimated Implementation Cost

|                                |                 |
|--------------------------------|-----------------|
| Shared-Use Striping (Road ROW) | \$ 104,396.80   |
| Path Construction              | \$ 841,129.64   |
| 15% Contingency                | \$ 141,828.97   |
| Total                          | \$ 1,087,355.41 |

### Estimated Annual Maintenance Cost

\$37,503.43 based on 10-year asphalt roadway replacement.

### LADOTD Bicycle Planning Tool

According to the LADOTD's Bicycle Planning Tool, the segment between Paul Maillard Dr. and Coronado Dr. has a good Bicycle Level of Service and a moderate demand, and the segment between Coronado Dr. and Barton Ave. has an average Bicycle Level of Service and a moderate demand.

## Home Place (LA 3160) – River Road (LA 18) to LA 3127

Existing Conditions: Home Place is owned and maintained by the LADOTD and is a two-lane asphalt roadway with yellow striping along the centerline. The roadway has a width of 25 feet with a total length of 12,520 feet. Open swale ditches can be found on each side of the roadway. There are no bike paths or sidewalks located on this segment, and there is a railroad crossing at the Union Pacific line. The posted speed limit of 55 mph.

This segment is considered to be a major collector in the Federal Aid Network.

### Proposed Improvement Project

Separated bike lane striping to be placed along the entire segment. New crosswalk striping and on-demand signal to be added to the intersection of River Road. A railroad crossing improvement will be required at the Union Pacific railroad line. Future maintenance consists of replacing striping when the surface is replaced, which is estimated to be every 10 years.

### Purpose for Including This Segment Implementation

This segment is considered to be a low priority since it primarily serves as a recreational path for people travelling on the Mississippi River Trail. One neighborhood in Hahnville would be able to access the MRT from this path.

### Estimated Implementation Cost

|                               |               |
|-------------------------------|---------------|
| Separated Bike Lane Striping  | \$ 133,177.60 |
| On-Demand Signal & Crossing   | \$ 10,000.00  |
| Railroad Crossing Improvement | \$ 250,000.00 |
| 15% Contingency               | \$ 58,976.64  |
| Total                         | \$ 452,154.24 |

### Estimated Annual Maintenance Cost

\$13,417.76 based on 10-year asphalt roadway replacement and required signal maintenance.

### LADOTD Bicycle Planning Tool

According to the LADOTD's Bicycle Planning Tool, this segment has a good Bicycle Level of Service and a moderate demand.

## Judge Edward Dufrense Parkway – River Road (LA 18) to Dead End

Existing Conditions: Judge Edward Dufrense Parkway is owned and maintained by St. Charles Parish. The roadway has three lanes: two for travel north and south, and a center two-way left turn-only lane. The roadway crosses the Union Pacific line. RK Smith Middle School, SCP Department of Parks and Recreation, SCP Sherriff’s Office, SCP School Board, the community center, and Rue La Cannes are all accessed from this roadway. The roadway has a width of 35 feet with a total length of 5,448 feet. Drainage north of the Union Pacific line is all subsurface; drainage to the south of the railroad line is mostly open swale on the west side and subsurface on the east. There are no bike paths or sidewalks currently located on this roadway. The posted speed limit is 25 mph.

This segment is considered to be a major collector in the Federal Aid Network.

### Proposed Improvement Project

Separated bike lane striping and sidewalks to be placed along the entire segment. New crosswalk striping to be added to the intersection of River Road. Future maintenance consists of replacing striping when the surface is replaced, which is estimated to be every 10 years.

### Purpose for Including This Segment Implementation

This segment is considered a high priority since it connects to so many Parish facilities off of the Mississippi River Trail.

### Estimated Implementation Cost

|                              |               |
|------------------------------|---------------|
| Separated Bike Lane Striping | \$ 57,946.24  |
| New Crosswalk Striping       | \$ 3,000.00   |
| Sidewalks                    | \$ 106,200.00 |
| 15% Contingency              | \$ 25,071.94  |
| Total                        | \$ 192,218.18 |

### Estimated Annual Maintenance Cost

\$5,844.62 based on 10-year asphalt roadway replacement.

## Lakewood Drive – Birch Street to N. Lake Drive

Existing Conditions: Lakewood Drive is a concrete roadway, owned and maintained by St. Charles Parish. This segment of Lakewood Drive varies in width, but it is mostly 26 feet with a total length of 4,014 feet. There is subsurface drainage throughout the entire segment. The roadway is striped in some areas to prevent parking on the shoulders. No sidewalks or bike paths exist on this roadway. The posted speed limit is 25 mph.

### Proposed Improvement Project

Shared-use bike lanes to be placed along the entire roadway. Future maintenance consists of replacing striping when the surface is replaced, which is estimated to be every 10 years.

### Purpose for Including This Segment Implementation

This portion of Lakewood Drive is considered to be a high priority since it is a connection point for all of Luling, south of US Highway 90, to cross on to Barton Avenue, thus having access to the Mississippi River Trail.

### Estimated Implementation Cost

|                               |              |
|-------------------------------|--------------|
| Shared-Use Bike Lane Striping | \$ 11,239.20 |
| 15% Contingency               | \$ 1,685.88  |
| Total                         | \$ 12,925.08 |

### Estimated Annual Maintenance Cost

\$561.96 based on 20-year concrete roadway replacement.



## Lakewood Drive – N. Lake Drive to Dead End

Existing Conditions: This southern-most segment of the Lakewood Drive roadway is mostly 55 feet wide, divided by a 22 foot wide median. From Gregory Drive to the dead end, the roadway is 24 feet wide without a median. This concrete segment is 2,279 feet in length. Drainage is all subsurface. Sidewalks are located along the roadway where a property has been developed. There are no bike paths located on this segment. The posted speed limit is 25 mph.

### Proposed Improvement Project

Bike lane striping and sidewalks to be placed along the entire segment. New crosswalk striping is to be placed at the intersections East Heather and North Lake. Future maintenance consists of replacing striping when the surface is replaced, which is estimated to be every 10 years.

### Purpose for Including This Segment Implementation

This portion of Lakewood Drive is considered to be a low priority since it is on a residential street that primarily serves one subdivision in the Luling area.

### Estimated Implementation Cost

|                        |               |
|------------------------|---------------|
| Bike Lane Striping     | \$ 28,259.60  |
| New Crosswalk Striping | \$ 6,000.00   |
| Sidewalks              | \$ 111,340.00 |
| 15% Contingency        | \$ 21,839.94  |
| Total                  | \$ 167,439.54 |

### Estimated Annual Maintenance Cost

\$1,437.98 based on 20-year concrete roadway replacement.

## Lakewood Drive - US 90 to Birch Street

Existing Conditions: This segment of Lakewood is a concrete roadway, owned and maintained by St. Charles Parish. The roadway has a width of 38 feet with a total length of 2,703 feet. The segment is divided by a median for approximately 720 feet near the US Highway 90 intersection. The shoulders of the roadway are currently striped to prevent parking. A solid double yellow stripe runs down the centerline of the roadway. Drainage is subsurface. There are no bike lanes or sidewalks located on this segment. The posted speed limit is 25 mph.

This segment is considered to be a minor collector in the Federal Aid Network.

### Proposed Improvement Project

Bike lane striping to be placed along the entire segment. Future maintenance consists of replacing striping when the surface is replaced, which is estimated to be every 10 years.

### Purpose for Including This Segment Implementation

This portion of Lakewood Drive is considered to be a high priority since it is a connection point for all of Luling, south of US Highway 90, to cross on to Barton Avenue, thus having access to the Mississippi River Trail.

### Estimated Implementation Cost

|                    |              |
|--------------------|--------------|
| Bike Lane Striping | \$ 33,517.20 |
| 15% Contingency    | \$ 5,027.58  |
| Total              | \$ 38,544.78 |

### Estimated Annual Maintenance Cost

\$1,675.86 based on 20-year concrete roadway replacement.

## LA 3127 – LA 3160 to S. Fashion Boulevard

Existing Conditions: This roadway is owned and operated by LADOTD. This segment of LA Highway 3127 is a multi-lane highway, divided by a grass median. The length of the segment is 14,587 feet. Drainage is by open swale ditches on both sides of the roadway. There is a canal crossing located in this segment. Most of the area along the roadway is undeveloped land. The posted speed limit is 65 mph.

### LADOTD Bicycle Planning Tool

According to the LADOTD's Bicycle Planning Tool, this segment has a good Bicycle Level of Service and a moderate demand.

### Proposed Improvement Project

Independent shared-use path and striping to be placed along the entire segment. Subsurface drainage is to be installed to accommodate new path construction. Future maintenance consists of replacing striping when the surface is replaced, which is estimated to be every 15 years.

### Purpose for Including This Segment Implementation

This segment is considered to be a low priority since it primarily serves as a recreational loop for people travelling on the Mississippi River Trail. This segment does not directly service neighborhoods or businesses in the Parish.

## Estimated Implementation Cost

|                                 |                 |
|---------------------------------|-----------------|
| Independent Shared-Use Striping | \$ 41,532.80    |
| Drainage (24" RCP)              | \$ 719,519.78   |
| Path Construction               | \$ 322,438.91   |
| 15% Contingency                 | \$ 162,523.72   |
| Total                           | \$ 1,246,015.21 |

### Estimated Annual Maintenance Cost

\$11,739.39 based on 15-year asphalt roadway replacement.

## Luling Avenue – Ashton Road to Paul Maillard Road (LA 52)

Existing Conditions: Luling Avenue is an asphalt roadway, owned and maintained by St. Charles Parish. The roadway has a width of 20 feet with a total length of 2,739 feet. Drainage is mostly by open swale throughout the segment with some surface drainage on the north side of the roadway. There is some sidewalk located on the north side of the roadway; there are no bike paths on this segment. There is no posted speed limit, but it is assumed to be 25 mph as this is the speed limit for the adjacent streets.

### Proposed Improvement Project

Shared-use bike lanes to be placed along the entire roadway. Future maintenance consists of replacing striping when the surface is replaced, which is estimated to be every 10 years.

### Purpose for Including This Segment Implementation

This segment connects a neighborhood to LA 52, which is a major corridor in St. Charles Parish. Priority for this segment is considered to be medium.

### Estimated Implementation Cost

|                               |             |
|-------------------------------|-------------|
| Shared-Use Bike Lane Striping | \$ 7,669.20 |
| 15% Contingency               | \$ 1,150.38 |
| Total                         | \$ 8,819.58 |

### Estimated Annual Maintenance Cost

\$766.92 based on 20-year concrete roadway replacement.

## Magnolia Ridge Road (LA 633) – US 90 to Maple Street

Existing Conditions: Magnolia Ridge is an asphalt roadway, owned and maintained by the LADOTD. There is a signal at the intersection of US Highway 90. Louisiana Highway 52 is on the north side of the US Highway Intersection. The roadway has a solid double yellow striping down its centerline with a width of 22 feet. Open drainage is located on east side of the roadway, and the west side has both open swale and subsurface drainage. There are no bike paths or sidewalks currently located on this roadway. The posted speed limit is 35 mph.

This segment is considered to be a minor collector in the Federal Aid Network.

### LADOTD Bicycle Planning Tool

According to the LADOTD's Bicycle Planning Tool, this segment has an average Bicycle Level of Service and a moderate demand.

### Proposed Improvement Project

Bike lane striping to be placed along the entire roadway. Future maintenance consists of replacing striping when the surface is replaced, which is estimated to be every 10 years.

### Purpose for Including This Segment Implementation

This segment is considered to be a medium priority since it connects US Highway 90/LA Highway 52 intersection to the route from the Bayou region. This path is expected to mostly be utilized by recreational users, but it also gives access to a business corridor for multiple residential portions of the Parish.

### Estimated Implementation Cost

|                    |              |
|--------------------|--------------|
| Bike Lane Striping | \$ 22,134.00 |
| 15% Contingency    | \$ 3,320.10  |
| Total              | \$ 25,454.10 |

### Estimated Annual Maintenance Cost

\$2,213.40 based on 10-year asphalt roadway replacement.

## Maryland Drive – Primrose Drive to US 90

Existing Conditions: Maryland Drive is an asphalt roadway, owned and maintained by St. Charles Parish. The roadway has a width of 20 feet with a total length of 2,219 feet. Drainage is both subsurface and open swale, mixed throughout the segment. There are no sidewalks or bike paths on this segment. The posted speed limit is 25 mph.

### Proposed Improvement Project

Shared-use bike lanes and sidewalks to be placed along the entire roadway. Future maintenance consists of replacing striping when the surface is replaced, which is estimated to be every 10 years.

### Purpose for Including This Segment Implementation

The Maryland Drive segment is considered a low priority since it is a connection to US Highway 90 from a residential area. There are no major crossing improvements for this segment as other local segments that parallel Maryland Drive, such as Oak Lane and Lakewood Drive.

### Estimated Implementation Cost

|                               |              |
|-------------------------------|--------------|
| Shared-Use Bike Lane Striping | \$ 6,213.20  |
| Sidewalks                     | \$ 44,420.00 |
| 15% Contingency               | \$ 7,594.98  |
| Total                         | \$ 58,228.18 |

### Estimated Annual Maintenance Cost

\$621.32 based on 10-year asphalt roadway replacement and required signal maintenance.

## Mary Plantation Road (LA 3141) – River Road (LA 18) to Railroad Drive

Existing Conditions: Mary Plantation Road is owned and maintained by the LADOTD with a two-lane asphalt roadway with yellow striping along the centerline. The roadway has a width of 26 feet with a total length of 3,655 feet. Open swale ditches can be found on each side of the highway. The St. Charles Parish Parks and Recreation Department has playgrounds and fields located on this segment. There are no bike paths or sidewalks located on this segment. The posted speed limit is 55 mph.

This segment is considered to be a major collector in the Federal Aid Network.

### LADOTD Bicycle Planning Tool

According to the LADOTD’s Bicycle Planning Tool, this segment has a good Bicycle Level of Service and a moderate demand.

### Proposed Improvement Project

Shared-use path to be constructed within the roadway right-of-way, with drainage installed to accommodate the path. An active warning beacon is to be placed at the intersection of Rive Road Future maintenance consists of signal upkeep and removing and replacing worn striping, which is estimated to be every 10 years. A trailhead is to be placed near the River Road intersection.

### Purpose for Including This Segment Implementation

This segment is considered a low priority since it only serves a small amount of the population in St. Charles Parish. This shared-use path will primarily be used as a recreational path, as most residents who will be using the Parks and Recreation Department facilities located along this path will be travelling from the nearby Killona area.

### Estimated Implementation Cost

|                                |               |
|--------------------------------|---------------|
| Shared-Use Striping (Road ROW) | \$ 27,452.00  |
| Drainage (24" RCP)             | \$ 453,551.51 |
| Path Construction              | \$ 256,797.30 |
| Active Warning Beacon          | \$ 15,000.00  |
| Trailhead                      | \$ 75,000.00  |
| 15% Contingency                | \$ 124,170.12 |
| Total                          | \$ 951,970.94 |

### Estimated Annual Maintenance Cost

\$10,878.79 based on 10-year asphalt roadway replacement and required signal and trailhead maintenance.

## Oak Lane – W. Heather Drive to US 90

Existing Conditions: Oak Lane is an asphalt roadway, owned and maintained by St. Charles Parish. The roadway has a width of 19 feet with a total length of 2,817 feet. Drainage is both subsurface and open swale, mixed throughout the segment. There are no sidewalks or bike paths on this segment. The posted speed limit is 25 mph.

### Proposed Improvement Project

Shared-use bike lanes to be placed along the entire roadway, with a new crossing and on-demand signal at the existing US Highway 90 traffic signal. Future maintenance consists of replacing striping when the surface is replaced, which is estimated to be every 10 years.

### Purpose for Including This Segment Implementation

This segment is considered a medium priority since it provides a crossing at US Highway 90, yet it is not expected to be used as much for the Luling area as Lakewood Drive, which parallels this segment, to be.

### Estimated Implementation Cost

|                               |              |
|-------------------------------|--------------|
| Shared-Use Bike Lane Striping | \$ 7,887.60  |
| On-Demand Signal & Crossing   | \$ 10,000.00 |
| 15% Contingency               | \$ 2,683.14  |
| Total                         | \$ 20,570.74 |

### Estimated Annual Maintenance Cost

\$559.17 based on 10-year asphalt roadway replacement and required signal maintenance.



## Paul Maillard Rd (LA 52) – US 90 to River Road (LA 18)

Existing Conditions: Paul Maillard is owned and maintained by LADOTD. The asphalt road has a width of 24 feet with a total length of 14,468 feet. It has open swale drainage along a majority of each side of the road. There is a signal at the intersections of US Highway 90 on the south and at LA Highway 18 to the north. A sidewalk exists along the east side of the roadway from the Union Pacific railroad track to Vial Lane. No bike lanes exist on this segment. This segment also crosses the BNSF railroad tracks. The posted speed limit is 25 mph.

This segment is considered to be a major collector in the Federal Aid Network.

### LADOTD Bicycle Planning Tool

According to the LADOTD's Bicycle Planning Tool, this segment has a poor Bicycle Level of Service and a moderate demand.

### Proposed Improvement Project

Bike lane striping and sidewalks to be placed along the entire segment. On-demand signals and crossings are to be placed at the existing intersection signals of River Road and US Highway 90. Crosswalks to be added to the intersections of Hackberry Street and Turner Street. Drainage is to be placed to allow the addition of sidewalks. Future maintenance consists of signal upkeep and replacing striping when the surface is replaced, which is estimated to be every 10 years.

### Purpose for Including This Segment Implementation

This segment is considered a high priority. It already had a study submitted and accepted by St. Charles Parish. This corridor serves as a connection to businesses within the Parish as well as being a major connection of residential areas on the West Bank.

### Estimated Implementation Cost

|                             |                 |
|-----------------------------|-----------------|
| Bike Lane Striping          | \$ 181,635.20   |
| New Crosswalk Striping      | \$ 6,000.00     |
| Drainage (36" RCP)          | \$ 2,797,396.13 |
| On-Demand Signal & Crossing | \$ 20,000.00    |
| Sidewalks                   | \$ 164,480.00   |
| 15% Contingency             | \$ 475,426.70   |
| Total                       | \$ 3,644,938.03 |

### Estimated Annual Maintenance Cost

\$18,213.52 based on 10-year asphalt roadway replacement and required signal maintenance.

## Primrose Drive - Maryland Drive to River Ridge Drive

Existing Conditions: Primrose Drive is owned and operated by St. Charles Parish. The asphalt roadway has a width of 20 feet with a total length of 4,875 feet. The Ellington Canal runs along the south of the roadway; a mixture of subsurface and open swale drainage can be found along the north portion of the segment. There are no bike paths or sidewalks currently located on this segment. The posted speed limit is 25 mph.

This segment is considered to be a minor collector in the Federal Aid Network.

### Proposed Improvement Project

Shared-use path to be constructed within the roadway right-of-way. A new crosswalk is to be placed at the intersection of River Ridge Drive Future maintenance consists of removing and replacing worn striping, which is estimated to be every 15 years.

### Purpose for Including This Segment Implementation

This shared-use path runs through a large residential neighborhood. Priority is considered medium for the amount of service it provides for some of the Parish.

### Estimated Implementation Cost

|                                |               |
|--------------------------------|---------------|
| Shared-Use Striping (Road ROW) | \$ 34,880.00  |
| Path Construction              | \$ 281,106.94 |
| New Crosswalk Striping         | \$ 3,000.00   |
| 15% Contingency                | \$ 47,848.04  |
| Total                          | \$ 366,834.99 |

### Estimated Annual Maintenance Cost

\$8,455.17 based on 15-year asphalt roadway replacement.

## Rex Street – Davis Drive to Barton Avenue

Existing Conditions: Rex Street is an asphalt roadway owned and maintained by St. Charles Parish. The segment has a width of 22 feet with a total length of 651 feet. There is mostly open swale drainage on both sides of the roadway. There are no bike paths or sidewalks currently located on this roadway. There is not a posted speed limit for this road, but it should be assumed to be 25 mph since that is the posted speed on Evelyn Drive which turns into Rex Street.

### Proposed Improvement Project

Bike lane striping and sidewalks to be placed along the entire segment. Future maintenance consists of replacing striping when the surface is replaced, which is estimated to be every 10 years.

### Purpose for Including This Segment Implementation

This segment is considered a high priority since it is a portion of the route for most of the residential Luling area south of US Highway 90 to access the Mississippi River Trail, which then connects to the rest of the West Bank.

### Estimated Implementation Cost

|                    |              |
|--------------------|--------------|
| Bike Lane Striping | \$ 8,072.40  |
| Sidewalks          | \$ 13,020.00 |
| 15% Contingency    | \$ 3,163.86  |
| Total              | \$ 24,256.26 |

### Estimated Annual Maintenance Cost

\$807.24 based on 10-year asphalt roadway replacement.

## River Ridge Drive – US 90 to Dead End

Existing Conditions: River Ridge Drive is a residential roadway owned and maintained by St. Charles Parish. The roadway runs from US Highway 90 and dead ends south of the Blouin Canal. The asphalt roadway has a width of 21 feet with a total length of approximately 2,105 feet. A concrete portion of roadway runs from the dead end to the asphalt for a distance of 755 feet and a width of 25 feet. Subsurface and open swale drainage are mixed along the asphalt portion of this roadway, with the concrete roadway portion having all subsurface drainage. There are no bike paths or sidewalk currently located on this roadway.

### Proposed Improvement Project

Bike lane striping and sidewalks to be placed along the entire segment. On-demand signal and crossing to be placed at the intersection of US Highway 90. A vehicle barrier is to be placed where the bike lane striping converts to an independent path (See Sunset Drainage District Levee in the Bayou Region for more information). Future maintenance consists of replacing striping when the surface is replaced, which is estimated to be every 10 years.

### Purpose for Including This Segment Implementation

This segment is considered to be a low priority due to the limited number of residents that are expected to access it for transportation purposes; this will be utilized mainly as a recreational trail.

### Estimated Implementation Cost

|                          |               |
|--------------------------|---------------|
| Bike Lane Striping       | \$ 34,831.60  |
| New On-Demand & Crossing | \$ 45,000.00  |
| Vehicle Barrier          | \$ 1,400.00   |
| Sidewalks                | \$ 56,420.00  |
| 15% Contingency          | \$ 20,647.74  |
| Total                    | \$ 158,299.34 |

### Estimated Annual Maintenance Cost

\$3,583.16 based on 10-year asphalt roadway replacement and required signal maintenance.

## Rue La Cannes Drive - Ashton Plantation Boulevard to Judge Edward Dufrense Parkway

Existing Conditions: Rue La Cannes is mostly a concrete roadway, owned and maintained by St. Charles Parish. The concrete roadway runs from Judge Edward Dufrense Parkway to the Interstate 310 overpass, where it turns into a gravel roadway that continues to Ashton Plantation Boulevard. The concrete segment has a width of 30 feet with a total length of 2,090 feet. The concrete portion has subsurface drainage on both sides of the roadway, while the drainage along the gravel portion has not yet been established. There are no bike paths or sidewalks currently located on this segment. The posted speed limit is 25 mph.

### Proposed Improvement Project

Independent shared-use path and striping to be placed along the entire segment. Subsurface drainage is to be installed to accommodate the new path construction. Vehicle barriers to be placed in locations to prevent vehicles from entering onto the path from Ashton Plantation Boulevard and Judge Edward Dufrense Parkway. Future maintenance consists of replacing striping when the surface is replaced, which is estimated to be every 15 years.

### Purpose for Including This Segment Implementation

This segment is considered to be a medium priority due to it being located in a rather isolated portion of the Parish, yet it serves as a connection to so many Parish facilities on Judge Edward Dufrense Parkway.

### Estimated Implementation Cost

|                                 |               |
|---------------------------------|---------------|
| Independent Shared-Use Striping | \$ 14,976.00  |
| Drainage (18" RCP)              | \$ 117,834.79 |
| Path Construction               | \$ 136,672.45 |
| Vehicle Barriers                | \$ 2,800.00   |
| 15% Contingency                 | \$ 40,842.49  |
| Total                           | \$ 313,125.73 |

### Estimated Annual Maintenance Cost

\$4,263.11 based on 15-year asphalt trail replacement.

## S. Fashion Boulevard - N. Fashion Boulevard to LA 3127

Existing Conditions: S. Fashion Boulevard is an asphalt roadway is owned and maintained by St. Charles Parish. The roadway has a width of 55 feet, which includes the 12 foot median, and has a total length of 7,107 feet. All drainage is subsurface. There is a bike lane located on the northbound side of this roadway; no bike lane exists on the southbound side, nor does sidewalk exist in this relatively new subdivision. The posted speed limit is 25 mph.

### Proposed Improvement Project

Bike lane striping to be placed along the entire segment. Future maintenance consists of replacing striping when the surface is replaced, which is estimated to be every 10 years.

### Purpose for Including This Segment Implementation

The S. Fashion Boulevard segment is a portion of a route that allows the Fashion Plantation subdivision access to the Mississippi River Trail and LA Highway 3127. This segment is considered a low priority due to the limited number of residents that will likely use it.

### Estimated Implementation Cost

|                    |               |
|--------------------|---------------|
| Bike Lane Striping | \$ 88,126.80  |
| 15% Contingency    | \$ 13,219.02  |
| Total              | \$ 101,345.82 |

### Estimated Annual Maintenance Cost

\$8,812.68 based on 10-year asphalt roadway replacement.

## Sugarhouse Road – Court Street to Angus Drive

Existing Conditions: Sugarhouse Road is owned and maintained by St. Charles Parish. The asphalt roadway has a width of 27 feet with a total length of 4,716 feet. The segment crosses the Union Pacific railroad tracks. Drainage is both subsurface and open swale, mixed throughout the segment. There are no sidewalks or bike paths on this segment. The posted speed limit is 25 mph.

### Proposed Improvement Project

Shared-use bike lanes and sidewalks to be placed along the entire roadway. Crosswalk striping to be added at the intersection of Talbot. The intersection of River Road will receive crosswalk striping and an active warning beacon. Future maintenance consists of signal upkeep and replacing striping when the surface is replaced, which is estimated to be every 10 years.

### Purpose for Including This Segment Implementation

This segment connects a neighborhood to LA 52, Monsanto Park, St. Anthony of Padua Church, and Luling Elementary School. Priority for this segment is considered to be medium since it has connectivity to so many facilities, although it will be mostly utilized by a small portion of the Parish.

### Estimated Implementation Cost

|                               |               |
|-------------------------------|---------------|
| Shared-Use Bike Lane Striping | \$ 13,204.80  |
| New Crosswalk Striping        | \$ 6,000.00   |
| Active Warning Beacon         | \$ 15,000.00  |
| Sidewalks                     | \$ 83,820.00  |
| 15% Contingency               | \$ 17,703.72  |
| Total                         | \$ 135,728.52 |

### Estimated Annual Maintenance Cost

\$1,346.99 based on 10-year asphalt roadway replacement and required signal maintenance.

## Sycamore Street – Oak Street to LA 3160

Existing Conditions: Sycamore Street is a residential roadway, owned and maintained by St. Charles Parish. The roadway ties into LA Highway 3160 on one side, and dead ends on the other past Oak Street. The entire roadway has an asphalt surface with a width of 27 feet. There is some subsurface drainage located along portions of this roadway. Because this area was recently developed, all houses on this roadway have sidewalks installed in front of them. There are no bike paths or sidewalks currently located on this roadway.

### Proposed Improvement Project

Bike lane striping to be placed along the entire segment. Future maintenance consists of replacing striping when the surface is replaced, which is estimated to be every 10 years.

### Purpose for Including This Segment Implementation

This segment is a portion of the route that gives the Hahnville residential area safer access to the Mississippi River Trail, although this segment only benefits those who live near, or visit, the Hahnville area.

### Estimated Implementation Cost

|                    |              |
|--------------------|--------------|
| Bike Lane Striping | \$ 29,983.20 |
| 15% Contingency    | \$ 4,497.48  |
| Total              | \$ 34,480.68 |

### Estimated Annual Maintenance Cost

\$2,998.32 based on 10-year asphalt roadway replacement.



## W. Heather Drive – Lakewood Drive to Maryland Drive

Existing Conditions: W. Heather Drive is owned and maintained by St. Charles Parish. The portion between Cousin Canal and Maryland Drive is asphalt, with a width of 20 feet. The portion between Lakewood and Cousin Canal is predominately concrete with a width of 24 feet. The entire segment has a length of 3,809 feet. The roadway has a mixture of subsurface and open swale drainage. There are no bike paths or sidewalks located on this segment. The posted speed limit is 25 mph.

This segment is considered to be a minor collector in the Federal Aid Network.

### Proposed Improvement Project

Bike lane striping and sidewalks to be placed along the entire segment. New crosswalk striping to be added to the intersection of Maryland Drive. Future maintenance consists of replacing striping when the surface is replaced, which is estimated to be every 10 years.

### Purpose for Including This Segment Implementation

This segment is a residential roadway in a very populated area of Luling. Although it does not directly connect different portions of the Parish, this does give residents the option to reach some of the paths that run through the Parish.

### Estimated Implementation Cost

|                        |               |
|------------------------|---------------|
| Bike Lane Striping     | \$ 47,231.60  |
| New Crosswalk Striping | \$ 3,000.00   |
| Sidewalks              | \$ 76,330.00  |
| 15% Contingency        | \$ 18,984.24  |
| Total                  | \$ 145,545.84 |

### Estimated Annual Maintenance Cost

\$4,773.16 based on 10-year asphalt roadway replacement.

## Westbank Levee Multi-Use Trail (Mississippi River Trail) – Elm Street to St. John the Baptist Parish

Existing Conditions: The Mississippi River Trail currently connects the Hahnville area with Jefferson Parish. This is an independent bike path along the crown of the Mississippi River Levee. Although the path is located on a federal levee, it is maintained by St. Charles Parish. The portion from Hahnville to St. John the Baptist Parish, which is approximately 7 miles in length, has not been constructed as of this report.

### Proposed Improvement Project

An independent shared-use path and striping to be placed along the entire segment. Hybrid beacons are to be added to the intersection of Lee Lane and at the West Bank Bridge Park. Future maintenance consists of signal upkeep and replacing striping when the surface is replaced, which is estimated to be every 15 years. A trailhead is to be placed near the intersection of Elm Street and River Road.

### Purpose for Including This Segment Implementation

This path is considered a high priority since it serves the entire southeast Louisiana region as well as the West Bank of St. Charles Parish. Public input requested the path, and it was included in the 2030 St. Charles Parish Comprehensive Master Plan.

### Estimated Implementation Cost

|                                 |                 |
|---------------------------------|-----------------|
| Independent Shared-Use Striping | \$ 266,780.80   |
| Path Construction               | \$ 2,437,347.22 |
| Hybrid Beacons                  | \$ 80,000.00    |
| Trailhead                       | \$ 75,000.00    |
| 15% Contingency                 | \$ 428,869.20   |
| Total                           | \$ 3,287,997.23 |

### Estimated Annual Maintenance Cost

\$75,478.71 based on 15-year asphalt trail replacement and required signal and trailhead maintenance.

### LADOTD Bicycle Planning Tool

According to the LADOTD's Bicycle Planning Tool, the segment of River Road adjacent to the Mississippi River Trail has a poor Bicycle Level of Service and a moderate demand from Jefferson Parish to LA 3141, and a good Bicycle Level of Service and a moderate demand from LA 3141 to St. John the Baptist Parish.

## Willowdale Boulevard – E. Heather Drive to Cottage Drive

Existing Conditions: Willowdale Boulevard is owned and maintained by St. Charles Parish. The asphalt roadway has yellow centerline striping and a width of 26 feet with a total length of 2,817 feet. Open swale drainage lines both sides of the segment. There are no sidewalks or bike paths on this segment. The posted speed limit is 25 mph.

### Proposed Improvement Project

Shared-use bike lanes to be placed along the entire roadway. Future maintenance consists of replacing striping when the surface is replaced, which is estimated to be every 10 years.

### Purpose for Including This Segment Implementation

This segment is expected to be used by multiple subdivisions in the Luling area to access Heather Drive and Lakewood Drive, which connects the area to the rest of St. Charles Parish. Priority is considered medium for this segment since it is a residential roadway, does not include intersection upgrades, and only serves a limited portion of the Parish.

### Estimated Implementation Cost

|                               |              |
|-------------------------------|--------------|
| Shared-Use Bike Land Striping | \$ 9,858.80  |
| 15% Contingency               | \$ 1,478.82  |
| Total                         | \$ 11,337.62 |

### Estimated Annual Maintenance Cost

\$657.25 based on 10-year asphalt roadway replacement.

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# BAYOU



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## Audubon Street - Old Spanish Trail (LA 631) to US 90

Existing Conditions: Audubon Street is a residential roadway owned and maintained by St. Charles Parish. The roadway runs from Old Spanish Trail to Highway 90. The entire roadway has an asphalt surface and a width of 18 feet with a total length of 1,042 feet. Some subsurface drainage can be located on most of the east side of the roadway. The west side of the roadway mostly has open swale ditches. There are no bike paths currently located on this roadway. The posted speed limit is 25 mph.

### Proposed Improvement Project

- Shared-use bike lanes to be placed between Highway 90 and Barber Road.
- Active warning beacon to be installed for people to safely cross LA 631 from Audubon Street.

Future maintenance consists of replacing striping, which is estimated to be every 10 years, assuming a decade between replacing the roadway's asphalt. Since the active beacon crossing would be located on a state highway, installation and maintenance of the crossing beacon would be under the direction of the LADOTD.

### Purpose for Including This Segment Implementation

According to crash data, a bicyclist fatality occurred near the intersection of Audubon and Highway 90; to provide safer means for crossing US 90, the active warning beacon is recommended at this intersection, making this segment a high priority. General connectivity of communities to the rest of St. Charles Parish is another reason to include the facilities in the master plan.

### Estimated Implementation Cost

|                       |              |
|-----------------------|--------------|
| Bike Lane Striping    | \$ 12,834.00 |
| Active Warning Beacon | \$ 15,000.00 |
| 15% Contingency       | \$ 4,175.10  |
| Total                 | \$ 32,009.10 |

### Estimated Annual Maintenance Cost

\$1,350.00 based on 10-year asphalt roadway replacement and signal repairs as required.

## Barber Road - LA 306 to Eula Drive

Existing Conditions: Barber Road is a residential roadway owned and maintained by St. Charles Parish. The entire roadway has an asphalt surface and a width of 19 feet with a total length of 4,767 feet. More than half of this roadway has subsurface drainage, which flows into the Flux Canal, south of the roadway. A small portion of the roadway has open drainage ditches on both sides of the roadway. There are no bike paths or sidewalks currently located on this roadway. The posted speed limit is 25 mph.

### Proposed Improvement Project

Shared-use bike lanes to be placed along the entire roadway. Future maintenance consists of replacing striping, which is estimated to be every 10 years, assuming a decade between replacing the roadway's asphalt.

### Purpose for Including This Segment Implementation

General connectivity of communities to the rest of St. Charles Parish.

### Estimated Implementation Cost

|                               |               |
|-------------------------------|---------------|
| Shared-Use Bike Lane Striping | \$ 13,347.60  |
| Sidewalk                      | \$ 95,300.00  |
| 15% Contingency               | \$ 16,297.14  |
| Total                         | \$ 124,944.74 |

### Estimated Annual Maintenance Cost

\$1,350.00 for striping based on 10-year asphalt roadway replacement.



## Bayou Des Allemands Levee - Down the Bayou Road to Badeaux Lane West Pump Station

Existing Conditions: The levee is owned by St. Charles Parish, but maintained by the Lafourche Basin Levee District. The levee segment runs from Down the Bayou Road to the Badeaux Lane West Pumping Station, for a length of 5.87 miles. The levee does not have a bike or pedestrian path.

### Proposed Improvement Project

Independent shared-use trail to be placed on this levee. Future maintenance consists of replacing the path's asphalt surface.

### Purpose for Including This Segment Implementation

This segment was recommended by public input. Priority is considered moderate. Safety improvements would allow pedestrians and bicyclists to travel between Bayou Gauche and Des Allemands with minimal opportunities of having a crash with vehicles.

### Estimated Implementation Cost

|                              |                 |
|------------------------------|-----------------|
| Independent Shared-Use Trail | \$ 1,344,556.13 |
| Striping                     | \$ 138,950.40   |
| 15% Contingency              | \$ 222,525.98   |
| Total                        | \$ 1,706,032.51 |

### Estimated Annual Maintenance Cost

\$41,100.00 based on 15-year asphalt replacement. (Vehicles are not permitted on this asphalt surface, extending the life of the asphalt.)

## Beau Place Boulevard - Bayou Gauche Road to Bayou Gauche Road (Loops)

Existing Conditions: Beau Place Boulevard is a residential roadway owned and maintained by St. Charles Parish. The roadway ties into Bayou Gauche Road at both ends. The entire roadway has a concrete surface with a width of 27 feet. Because this area was recently developed, all houses on this roadway have sidewalks installed in front of them. There are no bike paths currently located on this roadway, and subsurface drainage exists with catch basins located within the roadway.

### Proposed Improvement Project

Shared-use bike lanes to be placed along the entire roadway. Future maintenance consists of removing and replacing worn striping, which is estimated to be every 20 years.

### Purpose for Including This Segment Implementation

This segment connects communities to the rest of St. Charles Parish.

### Estimated Implementation Cost

|                               |              |
|-------------------------------|--------------|
| Shared-Use Bike Lane Striping | \$ 9,030.00  |
| 15% Contingency               | \$ 1,354.50  |
| Total                         | \$ 10,384.50 |

### Estimated Annual Maintenance Cost

\$455.00 based on 20-year concrete/striping replacement.

## Down the Bayou Road - LA 631 to Dead End

Existing Conditions: Down the Bayou Road is a residential roadway owned and maintained by St. Charles Parish. The roadway runs south along Bayou Des Allemands from LA Highway 631, under US Highway 90, and dead ends 4,191 feet from Highway 631. The entire roadway has an asphalt surface and a width of 20 feet. The west side of the roadway is Bayou Des Allemands, and the east side of the roadway does not have subsurface drainage. There is no bike path or sidewalk currently located on this roadway. The posted speed limit is 25 mph.

### Proposed Improvement Project

Shared-use bike lanes to be placed from Touchard Lane to the proposed independent shared-use path on the Sunset Levee, south of the dead end.

The option to connect Down the Bayou Road with Up the Bayou Road under Highway 631, which is currently blocked off to vehicular traffic, should be considered depending on whether the site conditions would allow such a connection. This option would require surveying and a more intensive engineering study.

Future maintenance consists of replacing striping, which is estimated to be every 10 years, assuming a decade between replacing the roadway's asphalt surface.

### Purpose for Including This Segment Implementation

This segment is included in the 2030 Master Plan; it also serves as general connectivity for the Des Allemands community to the rest of St. Charles Parish. This roadway is considered a low priority since it is only adding to the network, as opposed to increasing safety in a location that had been recorded as having crashes between non-motorized travelers and vehicles.

### Estimated Implementation Cost

|                               |              |
|-------------------------------|--------------|
| Shared-Use Bike Lane Striping | \$ 11,734.80 |
| 15% Contingency               | \$ 1,760.22  |
| Total                         | \$ 13,495.02 |

### Estimated Annual Maintenance Cost

\$1,200.00 based on 10-year asphalt roadway replacement.

## Easy Street – Old US 90 (LA 631) to Touchard Lane

Existing Conditions: Easy Street is a residential roadway owned and maintained by St. Charles Parish. The roadway runs 792 feet from Highway 631 to a dead end. The entire roadway has an asphalt surface, and a width of 18 feet. The west side of the roadway mostly has subsurface drainage, and the east side of the roadway mostly has open ditch drainage. There is no bike path currently located on this roadway, but some sidewalk exists on the east side of the roadway. The posted speed limit is 15 mph.

### Proposed Improvement Project

Shared-use bike lanes to be placed 269 feet from Highway 631 to Touchard Lane. Future maintenance consists of replacing striping, which is estimated to be every 10 years, assuming a decade between replacing the roadway’s asphalt surface.

### Purpose for Including This Segment Implementation

General connectivity of communities to the rest of St. Charles Parish. This roadway is considered a low priority since it is only adding to the network, as opposed to increasing safety in a location that had been recorded as having crashes between non-motorized travelers and vehicles.

### Estimated Implementation Cost

|                               |           |
|-------------------------------|-----------|
| Shared-Use Bike Lane Striping | \$ 753.20 |
| 15% Contingency               | \$ 112.98 |
| Total                         | \$ 866.18 |

### Estimated Annual Maintenance Cost

\$75.00 based on 10-year asphalt roadway replacement.

## Entergy Right-of-Way - US 90 to Magnolia Ridge Levee

Existing Conditions: This right-of-way runs from Highway 90 to the Magnolia Ridge Levee for a distance of 1.84 miles. The right-of-way is owned by Entergy; any paths placed in this area will need an agreement with Entergy, and the Parish will be required to maintain the path.

### Proposed Improvement Project

Independent shared-use trail to be placed in this right-of-way. Future maintenance consists of replacing the path's asphalt surface.

### Purpose for Including This Segment Implementation

This segment provides general connectivity for communities to the rest of St. Charles Parish. Priority is considered low, as this segment does not significantly deter pedestrians and bicyclists from using fewer safe routes. This segment connects the Magnolia Ridge Levee to an area just outside of Hahnville High School, so students who walk and bike to school could have a safer access route.

### Estimated Implementation Cost

|                              |               |
|------------------------------|---------------|
| Independent Shared-Use Trail | \$ 636,540.51 |
| Striping                     | \$ 69,657.60  |
| New Crosswalk Striping       | \$ 3,000.00   |
| Vehicle Barrier              | \$ 1,400.00   |
| 15% Contingency              | \$ 106,589.72 |
| Total                        | \$ 817,187.83 |

### Estimated Annual Maintenance Cost

\$19,750.00 based on 15-year asphalt replacement. (Vehicles are not permitted on this asphalt surface, extending the life of the asphalt.)

## Fourth Street - US 90 to Old Spanish Trail (LA 631)

Existing Conditions: 4th Street connects LA 631 to US Highway 90 in Paradis and is owned and maintained by St. Charles Parish. 4th Street has a width of 16 feet with a total distance of 250 feet. The roadway has open swale drainage on the east side. There is no bike path or sidewalk currently located on this roadway. The posted speed limit is 15 mph.

### Proposed Improvement Project

Shared-use trail to be placed along the entire roadway. Sidewalk placement is to be along the roadway's length.

Future maintenance consists of replacing striping, which is estimated to be every 10 years, assuming a decade between replacing the roadway's asphalt surface.

### Purpose for Including This Segment Implementation

This segment provides general connectivity for communities to the rest of St. Charles Parish. It implements safety devices for pedestrians and bicyclists to safely cross LA 631, reducing the chances of major/fatal crashes that have been reported along LA 631 near the Paradis/Hahnville area, and therefore making this a high priority segment.

### Estimated Implementation Cost

|                             |              |
|-----------------------------|--------------|
| Shared-Use Trail (Road ROW) | \$ 20,271.99 |
| Striping                    | \$ 2,224.00  |
| Drainage (18" RCP)          | \$ 35,577.55 |
| 15% Contingency             | \$ 8,711.03  |
| Total                       | \$ 66,784.57 |

### Estimated Annual Maintenance Cost

\$650.00 based on 15-year asphalt replacement. (Vehicles are not permitted on this asphalt surface, extending the life of the asphalt.)

## Highway 90 (US 90) – Entergy ROW to Ruth/Fourth Street

Existing Conditions: Highway 90 is owned and maintained by the LADOTD. This segment runs from the Entergy Right-Of-Way, east of Hahnville High School, to Ruth Street. This segment of Highway 90 is a four-lane roadway separated by a median that also contains left turn lanes. The asphalt roadway has a total length of 2,354 feet. There are open drainage ditches south of the roadway. There are no sidewalks or bike paths currently located on this roadway. Multiple businesses have access driveways along this segment. The posted speed limit for this segment is 45 mph, which includes a 25 mph School Zone.

According to the Federal Aid Network, this portion of Highway 90 is considered a Principal Arterial.

### LADOTD Bicycle Planning Tool

According to the LADOTD's Bicycle Planning Tool, this segment has an average Bicycle Level of Service and a moderate demand.

### Proposed Improvement Project

Shared-use trail to be placed on the south side of the roadway, which would require the open ditches to be converted to subsurface drainage. Future maintenance consists of replacing striping, which is estimated to be every 10 years, assuming a decade between replacing the roadway's asphalt.

### Purpose for Including This Segment Implementation

This segment provides general connectivity for communities to the rest of St. Charles Parish. Priority for this segment is considered high due to the potential crashes between pedestrians and bicyclists trying to travel along US 90. This segment also serves as an access to Tiger Drive, which is the Hahnville High School entrance.

### Estimated Implementation Cost

|                             |               |
|-----------------------------|---------------|
| Shared-Use Trail (Road ROW) | \$ 153,936.34 |
| Shared-Use Trail Striping   | \$ 16,865.60  |
| Drainage (36" RCP)          | \$ 449,858.96 |
| 15% Contingency             | \$ 93,099.14  |
| Total                       | \$ 713,760.04 |

### Estimated Annual Maintenance Cost

\$34,800.00 based on 15-year asphalt replacement. (Vehicles are not permitted on this asphalt surface, extending the life of the asphalt.)

## LA 306 (Bayou Gauche Road) - Old Spanish Trail (LA 631) to Bayou Gauche Dead End

Existing Conditions: Highway 306 is a two-lane roadway that runs from Old Spanish Trail (LA Highway 631) to the dead end located in Bayou Gauche. The entire roadway is asphalt surface, owned and maintained by the LADOTD. There are no sidewalks or bike paths currently located on this roadway. According to the Federal Aid Network, Highway 306 is considered a major collector.

- The segment between Old Spanish Trail and US Highway 90 has an approximate width of 28 feet and a length of 1,060 feet. Except for a small portion of subsurface drainage near Highway 90, open drainage swales line both sides of the segment. The posted speed limit is 25 mph.
- The segment between Highway 90 and Grand Bayou Canal Bridge has shoulders on the side of each travel lane and an approximate width of 38 feet with a total length of 6.18 miles. On the east side of the roadway is an open drainage ditch; the Crawford drainage canal is located on the west side of the roadway until the roadway curves east towards the Grand Bayou Canal Bridge. The posted speed limit is 50 mph.
- From the Grand Bayou Canal Bridge to the dead end, Bayou Gauche Road has a width is 20 feet with a total length of 2.22 miles. Bayou Des Allemands runs to the south of the roadway until it curves north, with a tributary of the bayou running to the east of the roadway. The posted speed limit is 30 mph.

### LADOTD Bicycle Planning Tool

According to the LADOTD's Bicycle Planning Tool, this segment has a poor Bicycle Level of Service and a moderate demand from Old Spanish Trail to Highway 90, an average Bicycle Level of Service and a moderate demand from Highway 90 to LA 632 and Frickey Ln. to the Dead End, and a good Bicycle Level of Service and a moderate demand from LA 632 to Frickey Ln.

### Proposed Improvement Project

Bike lanes to run from Old Spanish Trail to Highway 90. From Highway 90, the bike lanes will run south, then east along each side of the roadway's shoulders until the Grand Canal Bayou crossing. At the crossing, the bike lanes become shared lanes. The Barber Street intersection is to have unsignalized crossing markings (striped crosswalk), and Old Spanish Trail intersection is to have an active warning beacon with crosswalk.

### Purpose for Including This Segment Implementation

Public input request of path; general connectivity of communities to the rest of St. Charles Parish; included in the 2030 St. Charles Parish Comprehensive Master Plan.

### Estimated Implementation Cost

|                               |               |
|-------------------------------|---------------|
| Shared-Use Bike Lane Striping | \$ 32,790.80  |
| Bike Lane Striping            | \$ 417,483.20 |
| New Crosswalk Striping        | \$ 3,000.00   |
| Active Warning Beacon         | \$ 15,000.00  |
| 15% Contingency               | \$ 70,241.10  |
| Total                         | \$ 538,515.10 |

### Estimated Annual Maintenance Cost

\$45,500.00 based on 10-year asphalt roadway replacement and required signal maintenance.



## Magnolia Ridge Levee - River Ridge Drive to Frickey Lane

Existing Conditions: The levee is owned by St. Charles Parish, but maintained by the Lafourche Basin Levee District. This levee does not have a bike or pedestrian path on it. The proposed levee path segment runs from Frickey Lane in Bayou Gauche along Grand Bayou and Paradis Canals, and ties into River Ridge Drive in Boutte for a length of 3.59 miles.

### Proposed Improvement Project

Independent shared-use trail to be placed on this levee. Future maintenance consists of replacing the path's asphalt surface.

### Purpose for Including This Segment Implementation

This segment provides general connectivity for communities to the rest of St. Charles Parish. It was recommended by public input. Priority for this path is considered moderate. Safety improvements would allow pedestrians and bicyclists to travel between Bayou Gauche and Boutte with minimal opportunities of having a crash with vehicles.

### Estimated Implementation Cost

|                              |                 |
|------------------------------|-----------------|
| Independent Shared-Use Trail | \$ 1,238,487.85 |
| Striping                     | \$ 135,569.60   |
| 15% Contingency              | \$ 206,108.62   |
| Total                        | \$ 1,580,166.07 |

### Estimated Annual Maintenance Cost

\$38,400.00 based on 15-year asphalt replacement. (Vehicles are not permitted on this asphalt surface, extending the life of the asphalt.)

## Magnolia Ridge Road (LA 633) - Maple Street to Entergy ROW

Existing Conditions: Magnolia Ridge Road connects LA 631 to US Highway 90 in Paradis and is owned and maintained by LADOTD. This segment has a width of 16 feet with a total distance of 2 miles. The roadway has open swale drainage on the both sides. There is no bike path or sidewalk currently located on this roadway. The posted speed limit is 35 mph.

This segment is considered a major collector according to the Federal Aid Network.

### LADOTD Bicycle Planning Tool

According to the LADOTD's Bicycle Planning Tool, this segment has an average Bicycle Level of Service and a low demand.

### Proposed Improvement Project

Separated bike lane to be placed along the entire roadway.

Future maintenance consists of replacing striping, which is estimated to be every 10 years, assuming a decade between replacing the roadway's asphalt surface.

### Purpose for Including This Segment Implementation

This portion connects the Entergy Right-of-Way path to US 90 and LA 52. The highway dead ends, and the majority of traffic to use this roadway are the residents who live on the highway. This segment is considered to be a low priority.

### Estimated Implementation Cost

|                              |               |
|------------------------------|---------------|
| Separated Bike Lane Striping | \$ 111,581.44 |
| 15% Contingency              | \$ 16,737.22  |
| Total                        | \$ 128,318.66 |

### Estimated Annual Maintenance Cost

\$11,900.00 based on 10-year asphalt replacement.

## Old Spanish Trail (LA 631) – Paul Maillard Road (LA 52) to Up the Bayou Road (Contd.)

Existing Conditions: Highway 631 is a two-lane roadway that runs from the bridge crossing Bayou Des Allemands in Des Allemands to Highway 52 in Boutte.

- The segment from Highway 52 to the portion of Old Spanish Trail that is not part of US 631 is owned and maintained by the LADOTD. The asphalt roadway has a width is 20 feet with an approximate length of 9 miles. Open swale ditches line both sides of the roadway, with the BNSF railroad line right-of-way abutting the road's right-of-way. There are no sidewalks or bike paths currently located on this roadway. The posted speed limit is 45 mph. According to the Federal Aid Network, this portion of Highway 631 is mostly considered a minor collector, except for the section between Highway 632 and Old Spanish Trail, which is a major collector.
- The segment of Old US Highway 90 that is recommended for use is owned and maintained by the LADOTD. The asphalt roadway has an approximate width of 34 feet with a total length of 920 feet. Subsurface drainage is on the north side of the roadway, and open ditch drainage is on the south side of the roadway. There are no sidewalks or bike paths currently located on this roadway. The posted speed limit is 30 mph.
- A portion of Old Spanish Trail is not considered part of US 631, but is included under this section since it is a minor segment. This segment connects Up the Bayou Road to LA 631, and is owned and maintained by St. Charles Parish. The asphalt roadway has a width of 20 feet with a total length is 1,315 feet. Subsurface drainage exists along the roadway. The posted speed limit is 25 mph.

### Proposed Improvement Project

- Shared-use trail to be placed along the roadway's right-of-way from Paul Maillard Road to Old Spanish Trail.
- Sidewalk and bike lanes to be installed along Old US 90.
- Shared-use bike lanes (sharrows) and sidewalks to be installed along Old Spanish Trail between Up the Bayou Road and US 631.
- 4 active warning beacons to be placed at the intersections of Audubon Street, Ridge Road, LA Highway 306, and LA Highway 632.

Future maintenance consists of replacing asphalt and striping on the shared-use trail, which is estimated to be every 15 years. Maintenance on Old Highway 90 would require restriping the roadway when new asphalt is placed, which is estimated every 10 years. Additional maintenance will be needed for the active warning beacons, as required.

### Purpose for Including This Segment Implementation

This segment provides general connectivity for communities to the rest of St. Charles Parish. It is also included in the 2030 St. Charles Parish Comprehensive Master Plan. Priority for this path is considered high due to the amount of pedestrian and bicyclist crashes with vehicles that have occurred here. Intersection improvements are recommended near the locations of previous fatal/major crashes.

### Estimated Implementation Cost

|                               |                 |                               |                 |
|-------------------------------|-----------------|-------------------------------|-----------------|
| Shared-Use Bike Lane Striping | \$ 3,766.00     | Active Warning Beacon         | \$ 15,000.00    |
| Bike Lane Striping            | \$ 32,909.60    | New Crosswalk Striping        | \$ 3,000.00     |
| Shared-Use Trail (Road ROW)   | \$ 2,502,217.59 | On-Demand Signal & Crossing   | \$ 10,000.00    |
| Shared-Use Trail Striping     | \$ 273,889.60   | Railroad Crossing Improvement | \$ 250,000.00   |
| Sidewalk                      | \$ 61,000.00    | 15% Contingency               | \$ 1,174,729.45 |
| Drainage (24" RCP)            | \$ 4,728,685.89 | Total                         | \$ 9,062,538.98 |

Continued on the following page.

## **Old Spanish Trail (LA 631) – Paul Maillard Road (LA 52) to Up the Bayou Road (Contd.)**

### Estimated Annual Maintenance Cost

\$80,164.74 based on 15-year asphalt replacement. (Vehicles are not permitted on this asphalt surface, extending the life of the asphalt.)

### LADOTD Bicycle Planning Tool

According to the LA DOTD's Bicycle Planning Tool, this segment has an average Bicycle Level of Service and a moderate demand.

## Sunset Drainage District Levee - Magnolia Ridge Levee to Sunset Levee

Existing Conditions: The levee is owned by St. Charles Parish, but maintained by the North Lafourche Levee District. Portions of this levee are currently under construction. This levee does not have a bike or pedestrian path on it. The proposed levee path segment runs from Frickey Lane in Bayou Gauche along Grand Bayou and Paradis Canals, and ties into River Ridge Drive in Boutte for a length of 5.87 miles.

### Proposed Improvement Project

Independent shared-use trail to be placed on this levee. Future maintenance consists of replacing the path's asphalt surface.

### Purpose for Including This Segment Implementation

This segment provides general connectivity for communities to the rest of St. Charles Parish. Priority for this path is considered moderate. Safety improvements would allow pedestrians and bicyclists to travel between Luling and Boutte with minimal opportunities of having a crash with vehicles.

### Estimated Implementation Cost

|                              |                 |
|------------------------------|-----------------|
| Independent Shared-Use Trail | \$ 2,026,021.99 |
| Striping                     | \$ 221,764.80   |
| 15% Contingency              | \$ 337,168.02   |
| Total                        | \$ 2,584,954.81 |

### Estimated Annual Maintenance Cost

\$62,700.00 based on 15-year asphalt replacement. (Vehicles are not permitted on this asphalt surface, extending the life of the asphalt.)

## Tiger Drive - US 90 to Hahnville High School

Existing Conditions: Tiger Drive is the roadway entrance to Hahnville High School. The road is owned and maintained by St. Charles Parish. Tiger Drive runs from Highway 90 to the Hahnville High School parking lot. The roadway has both asphalt and concrete surfaces, and a width of 26 feet with a total length of 1,803 feet. Most of the roadway has subsurface drainage. There is no bike path currently located on this roadway, but some sidewalk exists on the east side of the roadway. The posted speed limit is 15 mph.

### Proposed Improvement Project

- Bike lanes and sidewalk to be placed along the entire roadway.
- On-demand signal and crossing to be installed at the US 90 Intersection.

Future maintenance consists of replacing striping, which is estimated to be every 10 years, assuming a decade between replacing the roadway's asphalt surface.

### Purpose for Including This Segment Implementation

This segment provides general connectivity for communities to the rest of St. Charles Parish and school access. It implements safety devices for pedestrians and bicyclists to safely cross US 90, reducing the chances of major/fatal crashes that have been reported along US 90 near Hahnville High School. Priority is considered high for this segment due to the amount of minors that could benefit from it.

### Estimated Implementation Cost

|                             |              |
|-----------------------------|--------------|
| Bike Lane Striping          | \$ 22,357.20 |
| Sidewalk                    | \$ 36,060.00 |
| On-Demand Signal & Crossing | \$ 10,000.00 |
| 15% Contingency             | \$ 10,262.58 |
| Total                       | \$ 78,679.78 |

### Estimated Annual Maintenance Cost

\$2,300.00 based on 10-year asphalt roadway replacement and signal repairs as required.

## Touchard Lane – Down the Bayou Road to Easy Street

Existing Conditions: Touchard Lane is a residential roadway owned and maintained by St. Charles Parish. The roadway connects Down the Bayou Road with Easy Street. The entire roadway has an asphalt surface and a width of 19 feet with a total length of 380 feet. Most of the roadway has subsurface drainage. There is no bike path currently located on this roadway, but sidewalk exists on the south side of the roadway. The posted speed limit is 15 mph.

### Proposed Improvement Project

Shared-use bike lanes to be placed along the entire roadway. Future maintenance consists of replacing striping, which is estimated to be every 10 years, assuming a decade between replacing the roadway's asphalt surface.

### Purpose for Including This Segment Implementation

This segment provides general connectivity of communities to the rest of St. Charles Parish. It is considered a low priority since it is only adding to the network, as opposed to increasing safety in a location that had been recorded as having crashes between non-motorized travelers and vehicles.

### Estimated Implementation Cost

|                               |             |
|-------------------------------|-------------|
| Shared-Use Bike Lane Striping | \$ 1,190.00 |
| 15% Contingency               | \$ 178.50   |
| Total                         | \$ 1,368.50 |

### Estimated Annual Maintenance Cost

\$120.00 based on 10-year asphalt roadway replacement

## Up the Bayou Road – Old Spanish Trail to Old US 90 (LA 631)

Existing Conditions: Up the Bayou Road is a residential roadway owned and maintained by St. Charles Parish. The roadway runs north along Bayou Des Allemands, under the BNSF railroad line, and dead ends 4,224 feet from Highway 631. The entire roadway has an asphalt surface and a width of 20 feet. The west side of the roadway is Bayou Des Allemands, and the east side does not have subsurface drainage. There is no bike path or sidewalk. The posted speed limit is 25 mph.

### Proposed Improvement Project

Shared-use bike lanes to be placed 319 feet from Highway 631 to Old Spanish Trail. Future maintenance consists of replacing striping, which is estimated to be every 10 years, assuming a decade between replacing the roadway's asphalt surface.

### Purpose for Including This Segment Implementation

General connectivity of the Des Allemands community to the rest of St. Charles Parish. This roadway is considered a low priority since it is only adding to the network, as opposed to increasing safety in a location that had been recorded as having crashes between non-motorized travelers and vehicles.

### Estimated Implementation Cost

|                               |             |
|-------------------------------|-------------|
| Shared-Use Bike Lane Striping | \$ 1,002.40 |
| 15% Contingency               | \$ 150.36   |
| Total                         | \$ 1,152.76 |

### Estimated Annual Maintenance Cost

\$100.00 based on 10-year asphalt roadway replacement.



## Wisner Street - US 90 to Barber Road

Existing Conditions: Wisner Street is a residential roadway owned and maintained by St. Charles Parish. The roadway runs from Highway 90 to a dead end. The entire roadway has an asphalt surface and has a width of 18 feet with a total length of 1,848 feet. Some subsurface drainage exists on both sides of the roadway, but mostly on the west side; the east side of the roadway mostly has open swale ditches. There are no bike paths currently located on this roadway, but sidewalk can be located on most of the west side of the roadway. The posted speed limit is 25 mph.

### Proposed Improvement Project

- Shared-use bike lanes to be placed between Highway 90 and Barber Road.
- Sidewalks to be installed in missing locations throughout the street between Highway 90 and the dead end.
- Hybrid beacon crossing to be installed on Highway 90 to connect Wisner Street with Audubon Street.

Future maintenance consists of replacing striping, which is estimated to be every 10 years, assuming a decade between replacing the roadway's asphalt. Since the hybrid beacon crossing would be located on a state highway, installation and maintenance of the crossing beacon would be under the direction of the LADOTD.

### Purpose for Including This Segment Implementation

General connectivity of communities to the rest of St. Charles Parish, especially for those residents on the south side of US 90 to safely cross over to have access to LA 631. This segment is considered a high priority since it connects US 90 to LA 631, and has had crashes located near the intersection of LA 631.

### Estimated Implementation Cost

|                    |               |
|--------------------|---------------|
| Bike Lane Striping | \$ 12,660.40  |
| Sidewalk           | \$ 51,760.00  |
| Hybrid Beacon      | \$ 40,000.00  |
| 15% Contingency    | \$ 15,663.06  |
| Total              | \$ 120,083.46 |

### Estimated Annual Maintenance Cost

\$1,325.00 based on 10-year asphalt roadway replacement and signal repairs as required.

## WPA Road and Levee Road (LA 632) – Allemands Elementary School to Old Spanish Trail

Existing Conditions: Highway 632 is a state highway owned and maintained by LADOTD. The segment of roadway that runs between US Highway 90 and LA Highway 306 (Bayou Gauche Road) is WPA Road, and the segment that runs from Highway 90 to Old Spanish Trail is Levee Road. The entire roadway has an asphalt surface with a width of 20 feet. There are no sidewalks or bike paths currently located on this roadway. According to the Federal Aid Network, Highway 632 is considered a major collector.

- Levee Road has an open drainage ditch on the west side of the roadway. The posted speed limit is 25 mph, and a length of 1,060 feet.
- Only a small portion of WPA Road, which is the segment south of US 90, connects Allemands Elementary School to the network. This segment has a length of 1,645 feet. The posted speed limit is 55 mph, and the roadway has open swales for drainage on both sides. The remaining portion of WPA was included in the 2030 Master Plan, but roadway geometry (width, curves, length, etc) are not recommended for bike lanes.

### Proposed Improvement Project

- Bike Lane Striping and sidewalk along the Levee Road segment.
- Installing an Active Warning Beacon at the Intersection of Levee Rd and LA 631
- Installing a Hybrid beacon at the Intersection of LA 632 and US 90
- Installing an independent shared-use path along the WPA Road portion

Future maintenance consists of removing and replacing worn striping, which is estimated to be every 10 years, and repairs to the two beacons along this segment as required.

### Purpose for Including This Segment Implementation

According to crash data, a bicyclist fatality occurred near the intersection of Levee Road and Highway 90; to provide safer means for crossing US 90, the hybrid beacon is recommended at this intersection, and the segment between US 90 and LA 631 is a high priority. General connectivity of communities to the rest of St. Charles Parish is another reason to include the facilities in the master plan.

The WPA segment is considered a low priority due to the trail ending and possibly not getting much use for travel of residents going to/from Allemands Elementary.

### Estimated Implementation Cost

|                       |               |
|-----------------------|---------------|
| Bike Lane Striping    | \$ 39,283.20  |
| Active Warning Beacon | \$ 15,000.00  |
| Sidewalk              | \$ 62,980.00  |
| Path Construction     | \$ 107,572.34 |
| Drainage (36" RCP)    | \$ 316,101.50 |
| Hybrid Beacon         | \$ 40,000.00  |
| 15% Contingency       | \$ 87,140.56  |
| Total                 | \$ 668,077.60 |

Continued on the following page.

## **WPA Road and Levee Road (LA 632) – Allemands Elementary School to Old Spanish Trail (Contd.)**

Estimated Annual Maintenance Cost

\$7,843.35 based on 10-year asphalt roadway replacement and signal repairs as required.

LADOTD Bicycle Planning Tool

According to the LADOTD's Bicycle Planning Tool, this segment has an average Bicycle Level of Service and a moderate demand.

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# TABLES



## Projects by Priority Level: High Priority

| STREET NAME                     | PATH LIMITS   | PATH LENGTH (FT) |
|---------------------------------|---|------------------|
| Apple St. (LA 48)               | Airline Hwy. (LA 61) to River Rd. (LA 48)                 | 7,117            |
| Ashton Dr.                      | S. Destrehan Ave. to Longwood Dr.                         | 615              |
| Country Cottage Blvd.           | Liza Ct. to River Rd. (LA 628)                            | 17,930           |
| East Bank Bridge Park           | N/A   | N/A              |
| East Bank Levee Multi-Use Trail | Spillway Levee Crown to St. John the Baptist Parish       | 15,312           |
| Edgewood Ln.                    | Leigh Ln. to Westover Ln.                                 | 1,849            |
| Entergy ROW                     | Ormond Trace to E. Harding St.                            | 1,959            |
| Entergy ROW                     | I 310 to S. Destrehan Ave.                                | 4,138            |
| Eve St.                         | Murray Hill Dr. to Longview Dr.                           | 1,242            |
| Fifth St.                       | Norco St. to W. Pine St.                                  | 4,286            |
| First St.                       | Apple St. (LA 48) to Washington St.                       | 2,758            |
| Four J Ln.                      | Evangeline Rd. to Leigh Ln.                               | 388              |
| Hill Heights Country Club Trail | Murray Hill Dr. to Plantation Rd.                         | 2,070            |
| Leigh Ln.                       | Four J Lane to Edgewood Ln.                               | 658              |
| Live Oak Dr.                    | Schexnaydre Ln. to River Village Dr.                      | 947              |
| Longview Dr.                    | Eve St. to San Francisco Dr.                              | 659              |
| Longwood Dr.                    | Ashton Dr. to San Francisco Dr.                           | 587              |
| Lower Guide Levee               | Wetland Watchers Park to Airline Hwy. (US 61)             | 17,930           |
| Murray Hill Dr.                 | Hill Heights Country Club to River Rd. (LA 48)            | 4,922            |
| Ormond Blvd.                    | Kansas City Railroad to Airline Hwy. (US 61)              | 761              |
| Plantation Rd.                  | Acadia Ln. to End   | 3,073            |
| San Francisco Dr.               | Longview Dr. to Longwood Dr.                              | 763              |
| Schexnaydre Ln.                 | Thomas Coby Dr. to River Rd.                              | 4,305            |
| Spillway Rd.                    | Lower Guide Levee Rd. to Spillway Levee Crown             | 8,956            |
| Thomas Coby Dr.                 | Ormond Blvd. to Schexnaydre Ln.                           | 886              |
| Washington St.                  | Third St. (Bethune Park) to River Rd. (LA 48)             | 1,576            |
| Barton Ave. (LA 3060)           | Rex St. to Highway 90 (US 90)                             | 939              |
| Davis Dr.                       | River Rd. (LA 18) to Rex S.                               | 5,483            |
| Highway 90 (US 90)              | Barton Ave. (LA 3060) to Paul Maillard Rd (LA 52)         | 14,587           |
| Judge Edward Dufresne Pkwy.     | River Rd. (LA 18) to End                                  | 5,448            |
| Lakewood Dr.                    | Birch St. to N. Lake Dr.                                  | 4,014            |
| Lakewood Dr.                    | Highway 90 (US 90) to Birch St.                           | 2,703            |
| Paul Maillard Rd. (LA 52)       | River Rd (LA 18) to Highway 90 (US 90)                    | 14,648           |
| Rex St.                         | Davis Dr. to Barton Ave.                                  | 651              |
| West Bank Levee Multi-Use Trail | Elm St. to St. John the Baptist Parish                    | 37,272           |
| Audubon St.                     | Old Spanish Trail (LA 631) to Highway 90 (US 90)          | 1,035            |
| Barber Rd.                      | Eula Dr. to Bayou Gauche Rd. (LA 306)                     | 4,767            |
| Bayou Gauche Rd. (LA 306)       | Old Spanish Trail (LA 631) to Dead End                    | 45,379           |
| Fourth St.                      | US Highway 90 to Old Spanish Trail (LA 631)               | 310              |
| Highway 90 (US 90)              | Entergy ROW to Ruth/4th St.                               | 2,354            |
| Old Spanish Trail (LA 631)      | Paul Maillard Rd. (LA 52) to Up the Bayou Rd.             | 38,265           |
| Tiger Dr.                       | US Highway 90 to Hahnville High School                    | 1,803            |
| Wisner St.                      | Highway 90 (US 90) to Barber Rd.                          | 1,021            |
| WPA Rd. and Levee Rd. (LA 632)  | Allemands Elementary School to Old Spanish Trail (LA 631) | 3,190            |

\*Refers to surfaces that contain both asphalt and concrete

\*\*Refers to surfaces without a paved surface

| EXISTING SURFACE | SUB-AREA  | ESTIMATED CONSTRUCTION COST | ESTIMATED ANNUAL MAINTENANCE COST |
|------------------|-----------|-----------------------------|-----------------------------------|
| Asphalt          | East Bank | \$ 735,391.42               | \$ 9,480.00                       |
| Concrete         | East Bank | \$ 1,980.30                 | \$ 90.00                          |
| Concrete         | East Bank | \$ 163,942.65               | \$ 3,300.00                       |
| Asphalt          | East Bank | \$ 46,000.00                | \$ 50.00                          |
| Gravel           | East Bank | \$ 1,418,227.70             | \$ 28,400.00                      |
| Concrete         | East Bank | \$ 238,693.85               | \$ 260.00                         |
| N/A*             | East Bank | \$ 427,858.72               | \$ 3,680.00                       |
| N/A              | East Bank | \$ 903,360.11               | \$ 7,760.00                       |
| Both**           | East Bank | \$ 3,999.24                 | \$ 180.00                         |
| Asphalt          | East Bank | \$ 112,470.92               | \$ 1,210.00                       |
| Asphalt          | East Bank | \$ 148,536.76               | \$ 1,080.00                       |
| Concrete         | East Bank | \$ 53,282.45                | \$ 210.00                         |
| N/A              | East Bank | \$ 307,098.27               | \$ 3,890.00                       |
| Concrete         | East Bank | \$ 86,228.50                | \$ 130.00                         |
| Both             | East Bank | \$ 21,817.34                | \$ 140.00                         |
| Concrete         | East Bank | \$ 2,121.98                 | \$ 100.00                         |
| Concrete         | East Bank | \$ 1,890.14                 | \$ 90.00                          |
| Gravel           | East Bank | \$ 1,495,986.46             | \$ 160.00                         |
| Asphalt          | East Bank | \$ 420,004.84               | \$ 1,730.00                       |
| N/A              | East Bank | \$ 86,474.10                | \$ 300.00                         |
| Asphalt          | East Bank | \$ 117,949.98               | \$ 4,120.00                       |
| Concrete         | East Bank | \$ 2,456.86                 | \$ 110.00                         |
| Asphalt          | East Bank | \$ 81,845.96                | \$ 2,060.00                       |
| Asphalt          | East Bank | \$ 1,953,759.32             | \$ 16,800.00                      |
| Concrete         | East Bank | \$ 25,898.92                | \$ 280.00                         |
| Asphalt          | East Bank | \$ 125,156.70               | \$ 750.00                         |
| Asphalt          | West Bank | \$ 46,487.14                | \$ 810.00                         |
| Asphalt          | West Bank | \$ 240,958.58               | \$ 4,570.00                       |
| Asphalt          | West Bank | \$ 1,087,355.41             | \$ 37,600.00                      |
| Asphalt          | West Bank | \$ 192,218.18               | \$ 5,850.00                       |
| Asphalt          | West Bank | \$ 12,925.08                | \$ 570.00                         |
| Concrete         | West Bank | \$ 38,544.78                | \$ 1,680.00                       |
| Asphalt          | West Bank | \$ 3,644,938.03             | \$ 18,300.00                      |
| Asphalt          | West Bank | \$ 24,256.26                | \$ 810.00                         |
| N/A              | West Bank | \$ 3,201,747.23             | \$ 75,500.00                      |
| Asphalt          | Bayou     | \$ 32,009.10                | \$ 1,350.00                       |
| Asphalt          | Bayou     | \$ 124,944.74               | \$ 1,350.00                       |
| Asphalt          | Bayou     | \$ 538,515.10               | \$ 45,500.00                      |
| N/A              | Bayou     | \$ 66,784.57                | \$ 650.00                         |
| Asphalt          | Bayou     | \$ 713,760.04               | \$ 34,800.00                      |
| Asphalt          | Bayou     | \$ 10,144,573.03            | \$ 88,800.00                      |
| Both             | Bayou     | \$ 78,679.78                | \$ 2,300.00                       |
| Asphalt          | Bayou     | \$ 120,083.46               | \$ 1,330.00                       |
| Asphalt          | Bayou     | \$ 668,077.60               | \$ 7,843.35                       |

## Projects by Priority Level: Medium Priority

| STREET NAME                     | PATH LIMITS  | PATH LENGTH (FT) |
|---------------------------------|--|------------------|
| Airline Hwy. (US 61)            | Apple St. to Lower Spillway Levee                    | 1,483            |
| Angus Dr.                       | Sugarhouse Rd. to Paul Maillard Rd (LA 52)           | 572              |
| Ashton Rd.                      | River Rd. (LA 18) to Luling Ave.                     | 1,808            |
| Bayou Des Allemands Levee       | Down the Bayou Rd. to Badeaux Lane West Pump Station | 558              |
| Court St.                       | Sugarhouse Rd. to Ellington Ave.                     | 458              |
| E. Harding St.                  | Entergy ROW to S. Johnson St.                        | 1,858            |
| E. Heather Dr.                  | Willowdale Blvd. to Lakewood Dr.                     | 3,099            |
| E. Terrace St.                  | Ninth St. to Terrace St.                             | 2,282            |
| Ellington Ave.                  | Court St. to First St.                               | 2,832            |
| First St.                       | Ellington Ave. to Paul Maillard Rd. (LA 52)          | 375              |
| Luling Ave.                     | Paul Maillard Rd. (LA 52) to Ashton Rd.              | 1,822            |
| Magnolia Ridge Levee            | River Ridge Dr. to Frickey Ln.                       | 1,047            |
| Magnolia Ridge Rd. (LA 633)     | Highway 90 (US 90) to Maple St.                      | 1,039            |
| Neighborhood Easment            | Edgewood Ln. to Lisa Ct.                             | 3,824            |
| Ninth St.                       | E. Terrace St. to E. Harding St.                     | 199              |
| Oak Ln.                         | Highway 90 (US 90) to W Heather Dr.                  | 2,739            |
| Ormond Blvd. Access Bridge Road | Airline Hwy. (LA 61) to PLD Levee                    | 1,785            |
| Ormond Trace Levee Trail        | Villere Dr. to Entergy ROW                           | 2,817            |
| Primrose Dr.                    | Maryland Dr. to River Ridge Dr.                      | 4,875            |
| Rue La Cannes                   | Ashton Plantation to Judge Edward Dufresne Pkwy.     | 2,090            |
| Sugarhouse Rd.                  | Court St. to Angus Dr.                               | 4,716            |
| Sunset Drainage District Levee  | Magnolia Ridge Levee to Sunset Levee                 | 2,418            |
| Sycamore St.                    | Oak St. to LA 3160                                   | 3,809            |
| Terrace St.                     | E. Terrace St. to River Rd. (LA 48)                  | 3,521            |
| W. Harding St.                  | S. Johnson St. to River Road (LA 48)                 | 30,994           |
| W. Heather Dr.                  | Lakewood Dr. to Maryland Dr.                         | 18,939           |
| Willowdale Blvd.                | E. Heather Dr. to Cottage Dr.                        | 30,982           |

\*Refers to surfaces that contain both asphalt and concrete

\*\*Refers to surfaces without a paved surface



| EXISTING SURFACE | SUB-AREA  | ESTIMATED CONSTRUCTION COST | ESTIMATED ANNUAL MAINTENANCE COST |
|------------------|-----------|-----------------------------|-----------------------------------|
| Asphalt          | East Bank | \$ 325,293.04               | \$ 2,790.00                       |
| Gravel           | East Bank | \$ 40,874.02                | \$ 1,200.00                       |
| Asphalt          | East Bank | \$ 5,821.76                 | \$ 510.00                         |
| Asphalt          | East Bank | \$ 1,796.76                 | \$ 160.00                         |
| N/A**            | East Bank | \$ 39,837.65                | \$ 890.00                         |
| Asphalt          | East Bank | \$ 5,982.76                 | \$ 530.00                         |
| N/A              | East Bank | \$ 460,043.21               | \$ 5,962.91                       |
| Asphalt          | East Bank | \$ 294,848.04               | \$ 690.00                         |
| Asphalt          | East Bank | \$ 498,675.24               | \$ 850.00                         |
| Asphalt          | West Bank | \$ 1,207.50                 | \$ 110.00                         |
| Asphalt          | West Bank | \$ 51,015.84                | \$ 570.00                         |
| Asphalt          | West Bank | \$ 3,371.34                 | \$ 300.00                         |
| Asphalt          | West Bank | \$ 3,345.58                 | \$ 300.00                         |
| Both*            | West Bank | \$ 142,309.74               | \$ 3,170.00                       |
| Asphalt          | West Bank | \$ 640.78                   | \$ 60.00                          |
| Asphalt          | West Bank | \$ 8,819.58                 | \$ 770.00                         |
| Asphalt          | West Bank | \$ 25,454.10                | \$ 2,220.00                       |
| Asphalt          | West Bank | \$ 20,570.74                | \$ 560.00                         |
| Asphalt          | West Bank | \$ 366,834.99               | \$ 8,460.00                       |
| Concrete         | West Bank | \$ 313,125.73               | \$ 4,270.00                       |
| Asphalt          | West Bank | \$ 135,728.52               | \$ 1,350.00                       |
| Asphalt          | West Bank | \$ 34,480.68                | \$ 3,000.00                       |
| Asphalt          | West Bank | \$ 145,545.84               | \$ 4,780.00                       |
| Asphalt          | West Bank | \$ 11,337.62                | \$ 660.00                         |
| N/A              | Bayou     | \$ 1,706,032.51             | \$ 41,100.00                      |
| N/A              | Bayou     | \$ 1,580,166.07             | \$ 38,400.00                      |
| N/A              | Bayou     | \$ 2,584,954.81             | \$ 62,700.00                      |

## Projects by Priority Level: Low Priority

| STREET NAME                             | PATH LIMITS  | PATH LENGTH (FT) |
|---|--|------------------|
| Airline Hwy. (US 61)                    | Swepi Rd. to Prospect Ave. (LA 627)                    | 4,604            |
| Airline Hwy. (US 61)                    | River Bend Dr. to Almedia Rd. (LA 50)                  | 2,637            |
| Almedia Rd. (LA 50)                     | Airline Hwy. to River Rd. (LA 48)                      | 4,607            |
| Bart St.                                | Oak St. to St. Rose Ave. (Louisiana Highway 626)       | N/A              |
| Church Rd. Easement                     | Airline Hwy. (LA 61) to PLD Levee                      | 1,388            |
| Entergy ROW                             | St. Rose Ave. (LA 626) to I 310                        | 13,525           |
| Evangeline Rd.                          | Four J Ln. to River Rd. (LA 628)                       | 4,814            |
| Lower Guide Levee                       | River Rd. (LA 48) to Airline Hwy. (US 61)              | 8,492            |
| Oak St.                                 | Parish Servitude (Oak St. Pump Station) to Bart St.    | 3,875            |
| Parish Servitude (Oak St. Pump Station) | Oak St. to St. Rose Ave (LA 626)                       | 275              |
| PLD Levee                               | Jefferson Parish to Lower Guide Levee                  | 53,112           |
| Prospect Ave. (LA 627)                  | Airline Hwy. (US 61) to River Rd. (LA 48)              | 5,980            |
| Riverbend Dr.                           | Airline Hwy. (US 61) to River Rd. (LA 48)              | 3,201            |
| S. Destrehan Ave.                       | Entergy ROW to River Rd. (LA 48)                       | 2,832            |
| St. Rose Ave. (LA 626)                  | Bart St. to River Rd. (LA 48)                          | 495              |
| St. Rose Ave. (LA 626)                  | Entergy ROW to Parish Servitude (Oak St. Pump Station) | 1,103            |
| Swepi Rd.                               | Airline Hwy. (LA 61) to PLD Levee                      | 1,079            |
| Wildcat Ln.                             | Ormond Blvd. to Shexnaydre Ln.                         | 1,405            |
| Beaupre Dr.                             | Heather Dr. to Cottage Dr.                             | 3,721            |
| Cottage Dr.                             | Beaupre Dr. to Willowdale Blvd.                        | 2,792            |
| Duhe Dr.                                | Fashion Blvd. to Union Pacific Railroad                | 332              |
| Fashion Blvd.                           | River Rd. (LA 18) to Duhe Dr.                          | 2,162            |
| Home Place (LA 3160)                    | River Road (LA 18) to LA 3127                          | 12,520           |
| LA 3127                                 | LA 3160 to S. Fashion Blvd.                            | 5,802            |
| Lakewood Drive                          | N. Lake Dr. to End                                     | 2,279            |
| Mary Plantation Road (LA 3141)          | River Rd. (LA 18) to Railroad Dr.                      | 3,655            |
| Maryland Dr.                            | Highway 90 (US 90) to Primrose Dr.                     | 2,219            |
| River Ridge Dr.                         | Highway 90 (US 90) to End                              | 2,809            |
| S. Fashion Blvd.                        | Union Pacific Railroad to LA 3127                      | 7,107            |
| Beau Place Blvd.                        | Bayou Gauche Rd. to Bayou Gauche Rd. (LA 306)          | 3,225            |
| Down the Bayou Rd.                      | Old US 90 (LA 631) to Dead End                         | 4,191            |
| Easy St.                                | Old US 90 (LA 631) to Touchard Ln.                     | 269              |
| Entergy ROW                             | US Highway 90 to Magnolia Ridge Levee                  | 9,734            |
| Magnolia Ridge Rd. (LA 633)             | Maple St. to Entergy ROW                               | 10,488           |
| Touchard Ln.                            | Easy St. to Down the Bayou Rd.                         | 425              |
| Up the Bayou Rd.                        | Old Spanish Trail to Old US 90 (LA 631)                | 358              |

\*Refers to surfaces without a paved surface

| EXISTING SURFACE | SUB-AREA  | ESTIMATED CONSTRUCTION COST | ESTIMATED ANNUAL MAINTENANCE COST |
|------------------|-----------|-----------------------------|-----------------------------------|
| Asphalt          | East Bank | \$ 395,619.96               | \$ 11,600.00                      |
| Asphalt          | East Bank | \$ 43,761.59                | \$ 2,150.00                       |
| Asphalt          | East Bank | \$ 755,419.82               | \$ 5,820.00                       |
| Asphalt          | East Bank | \$ 26,215.87                | N/A                               |
| Gravel           | East Bank | \$ 158,261.03               | \$ 3,960.00                       |
| N/A*             | East Bank | \$ 2,950,596.18             | \$ 25,400.00                      |
| Asphalt          | East Bank | \$ 621,363.24               | \$ 1,350.00                       |
| Gravel           | East Bank | \$ 1,283,527.14             | \$ 16,000.00                      |
| Asphalt          | East Bank | \$ 230,632.50               | \$ 4,860.00                       |
| Gravel           | East Bank | \$ 2,377,019.00             | \$ 6,920.00                       |
| N/A              | East Bank | \$ 4,431,337.96             | \$ 99,700.00                      |
| Asphalt          | East Bank | \$ 594,255.60               | \$ 1,730.00                       |
| Concrete         | East Bank | \$ 826,795.26               | \$ 4,120.00                       |
| Asphalt          | East Bank | \$ 637,198.80               | \$ 12,000.00                      |
| Asphalt          | East Bank | \$ 59,277.90                | \$ 190.00                         |
| Asphalt          | East Bank | \$ 575,610.95               | \$ 2,120.00                       |
| Gravel           | East Bank | \$ 120,336.89               | \$ 1,710.00                       |
| Concrete         | East Bank | \$ 39,507.10                | \$ 700.00                         |
| Asphalt          | West Bank | \$ 11,981.62                | \$ 1,050.00                       |
| Asphalt          | West Bank | \$ 8,990.24                 | \$ 790.00                         |
| Asphalt          | West Bank | \$ 293,844.32               | \$ 520.00                         |
| Asphalt          | West Bank | \$ 48,080.12                | \$ 2,730.00                       |
| Asphalt          | West Bank | \$ 452,154.24               | \$ 13,500.00                      |
| Asphalt          | West Bank | \$ 1,246,015.21             | \$ 11,800.00                      |
| Concrete         | West Bank | \$ 167,439.54               | \$ 1,440.00                       |
| Asphalt          | West Bank | \$ 865,720.94               | \$ 10,900.00                      |
| Asphalt          | West Bank | \$ 58,228.18                | \$ 630.00                         |
| Asphalt          | West Bank | \$ 158,299.34               | \$ 3,590.00                       |
| Asphalt          | West Bank | \$ 101,345.82               | \$ 8,820.00                       |
| Concrete         | Bayou     | \$ 10,384.50                | \$ 460.00                         |
| Asphalt          | Bayou     | \$ 13,495.02                | \$ 1,200.00                       |
| Asphalt          | Bayou     | \$ 866.18                   | \$ 80.00                          |
| N/A              | Bayou     | \$ 2,128,800.66             | \$ 19,800.00                      |
| Asphalt          | Bayou     | \$ 128,318.66               | \$ 11,200.00                      |
| Asphalt          | Bayou     | \$ 1,368.50                 | \$ 120.00                         |
| Asphalt          | Bayou     | \$ 1,152.76                 | \$ 100.00                         |

## Projects by Council District

| COUNCIL DISTRICT | STREET NAME                     | PATH LENGTH (FT) | SUB-AREA  | PRIORITY | ESTIMATED COST | FACILITY TYPE/<br>INTERSECTION IMPROVEMENTS   |
|------------------|---------------------------------|------------------|-----------|----------|----------------|---|
| 1                | Ashton Dr.                      | 615              | East Bank | High     | \$1,980.30     | Shared-Use Bike Lane Striping   |
| 1                | Longview Dr.                    | 659              | East Bank | High     | \$2,121.98     | Shared-Use Bike Lane Striping   |
| 1                | Longwood Dr.                    | 587              | East Bank | High     | \$1,890.14     | Shared-Use Bike Lane Striping   |
| 1                | San Francisco Dr.               | 763              | East Bank | High     | \$2,456.86     | Shared-Use Bike Lane Striping   |
| 1                | Judge Edward Dufresne Pkwy.     | 5,448            | West Bank | High     | \$192,218.18   | Separated Bike Lane Striping<br>New Crosswalk Striping<br>Sidewalks   |
| 1                | West Bank Levee Multi-Use Trail | 37,272           | West Bank | High     | \$3,201,747.23 | Independent Shared-Use Striping<br>Hybrid Beacon<br>Path Construction<br>Trailhead                              |
| 1                | Ashton Rd.                      | 1,047            | West Bank | Medium   | \$3,371.34     | Shared-Use Bike Lane Striping   |
| 1                | Rue La Cannes                   | 2,090            | West Bank | Medium   | \$313,125.73   | Independent Shared-Use Striping<br>Drainage (18" RCP)<br>Path Construction<br>Vehicle Barriers                  |
| 1                | Sycamore St.                    | 2,418            | West Bank | Medium   | \$34,480.68    | Bike Lane Striping  |
| 1                | Duhe Dr.                        | 332              | West Bank | Low      | \$293,844.32   | Bike Lane Striping<br>Railroad Crossing Improvement<br>Active Warning Beacon<br>Vehicle Barrier                 |
| 1                | Home Place (LA 3160)            | 12,520           | West Bank | Low      | \$452,154.24   | Separated Bike Lane Striping<br>On-Demand Signal & Crossing<br>Railroad Crossing Improvement                    |
| 1                | LA 3127                         | 5,802            | West Bank | Low      | \$1,246,015.21 | Independent Shared-Use Striping<br>Drainage (24" RCP)<br>Path Construction                                      |
| 1                | Mary Plantation Road (LA 3141)  | 3,655            | West Bank | Low      | \$865,720.94   | Shared-Use Striping (Road ROW)<br>Drainage (24" RCP)<br>Path Construction<br>Active Warning Beacon<br>Trailhead |
| 1                | S. Fashion Blvd.                | 7,107            | West Bank | Low      | \$101,345.82   | Bike Lane Striping  |
| 2                | Entergy ROW                     | 4,138            | East Bank | High     | \$903,360.11   | Independent Shared-Use Striping<br>Drainage (21" RCP)<br>Path Construction                                      |
| 2                | Barton Ave. (LA 3060)           | 939              | West Bank | High     | \$46,487.14    | Bike Lane Striping<br>On-Demand Signal & Crossing<br>Sidewalks  |
| 2                | Davis Dr.                       | 5,483            | West Bank | High     | \$240,958.58   | Bike Lane Striping<br>Hybrid Beacon<br>Sidewalks<br>Trailhead   |
| 2                | Highway 90 (US 90)              | 14,587           | West Bank | High     | \$1,087,355.41 | Shared-Use Bike Lane Striping<br>Path Construction  |
| 2                | Rex St.                         | 651              | West Bank | High     | \$24,256.26    | Bike Lane Striping<br>Sidewalks   |
| 2                | Angus Dr.                       | 1,822            | West Bank | Medium   | \$51,015.84    | Shared-Use Bike Lane Striping<br>New Crosswalk Striping<br>Sidewalk   |
| 2                | Court St.                       | 1,039            | West Bank | Medium   | \$3,345.58     | Shared-Use Bike Lane Striping   |
| 2                | Ellington Ave.                  | 199              | West Bank | Medium   | \$640.78       | Shared-Use Bike Lane Striping   |
| 2                | First St.                       | 375              | West Bank | Medium   | \$1,207.50     | Shared-Use Bike Lane Striping   |
| 2                | Luling Ave.                     | 2,739            | West Bank | Medium   | \$8,819.58     | Shared-Use Bike Lane Striping<br>Shared-Use Bike Lane Striping  |
| 2                | Sugarhouse Rd.                  | 4,716            | West Bank | Medium   | \$135,728.52   | New Crosswalk Striping<br>Active Warning Beacon<br>Sidewalks  |

| COUNCIL DISTRICT | STREET NAME                    | PATH LENGTH (FT) | SUB-AREA  | PRIORITY | ESTIMATED COST  | FACILITY TYPE/ INTERSECTION IMPROVEMENTS  |
|------------------|--------------------------------|------------------|-----------|----------|-----------------|---|
| 2                | Willowdale Blvd.               | 3,521            | West Bank | Medium   | \$11,337.62     | Shared-Use Bike Lane Striping   |
| 2                | Beaupre Dr.                    | 3,721            | West Bank | Low      | \$11,981.62     | Shared-Use Bike Lane Striping   |
| 2                | Cottage Dr.                    | 2,792            | West Bank | Low      | \$8,990.24      | Shared-Use Bike Lane Striping   |
| 3                | Hill Heights Country Club Trl. | 2,070            | East Bank | High     | \$307,098.27    | Independent Shared-Use Striping<br>Drainage (18" RCP)<br>Path Construction  |
| 3                | Live Oak Dr.                   | 947              | East Bank | High     | \$21,817.34     | Shared-Use Bike Lane Striping<br>Sidewalks  |
| 3                | Ormond Blvd.                   | 761              | East Bank | High     | \$86,474.10     | Independent Shared-Use Striping<br>Path Construction<br>On-Demand Signal & Crossing   |
| 3                | Plantation Rd.                 | 3,073            | East Bank | High     | \$117,949.98    | Bike Lane Striping<br>Sidewalks<br>New Crosswalk Striping   |
| 3                | Schexnaydre Ln.                | 4,305            | East Bank | High     | \$81,845.96     | Shared-Use Bike Lane Striping<br>Walking Path Striping<br>Sidewalks   |
| 3                | Thomas Coby Dr.                | 886              | East Bank | High     | \$25,898.92     | Shared-Use Bike Lane Striping<br>Sidewalks<br>New Crosswalk Striping  |
| 3                | Ormond Trace Levee Trail       | 3,099            | East Bank | Medium   | \$460,043.21    | Independent Shared-Use Striping<br>Path Construction<br>Drainage (18" RCP)<br>New Crosswalk Striping  |
| 3                | Wildcat Ln.                    | 1,405            | East Bank | Low      | \$39,507.10     | Shared-Use Bike Lane Striping<br>Sidewalks<br>New Crosswalk Striping  |
| 4                | Audubon St.                    | 1,035            | Bayou     | High     | \$32,009.10     | Marked Shared Lane<br>Active Warning Beacon   |
| 4                | Barber Rd.                     | 4,767            | Bayou     | High     | \$124,944.74    | Shared Use Marked Shared Lane<br>Sidewalk   |
| 4                | Bayou Gauche Rd. (LA 306)      | 45,379           | Bayou     | High     | \$538,515.10    | Shared Use Marked Shared Lane<br>Marked Shared Lane<br>New Cross Walk Striping<br>Active Warning Beacon   |
| 4                | Fourth St.                     | 310              | Bayou     | High     | \$66,784.57     | Shared Use Trail (Road ROW)<br>Striping<br>Drainage (18" RCP)   |
| 4                | Highway 90 (US 90)             | 2,354            | Bayou     | High     | \$713,760.04    | Shared Use Trail (Road ROW)<br>Shared Use Trail Striping<br>Drainage (36" RCP)  |
| 4                | Old Spanish Trail (LA 631)     | 38,265           | Bayou     | High     | \$10,144,573.03 | Shared Use Marked Shared Lane<br>Marked Shared Lane<br>Shared Use Trail (Road ROW)<br>Shared Use Trail Striping<br>Sidewalk<br>Drainage (24" RCP)<br>Active Warning Beacon<br>New Cross Walk Striping<br>On Demand Signal and Crossing<br>Railroad Crossing Improvement |
| 4                | Tiger Dr.                      | 1,803            | Bayou     | High     | \$78,679.78     | Marked Shared Lane<br>Sidewalk<br>On Demand Signal and Crossing   |
| 4                | Wisner St.                     | 1,021            | Bayou     | High     | \$120,083.46    | Marked Shared Lane<br>Sidewalk<br>Hybrid Beacon   |

## Projects by Council District

| COUNCIL DISTRICT | STREET NAME                             | PATH LENGTH (FT) | SUB-AREA  | PRIORITY | ESTIMATED COST | FACILITY TYPE/<br>INTERSECTION IMPROVEMENTS   |
|------------------|---|------------------|-----------|----------|----------------|---|
| 4                | WPA Rd. and Levee Rd. (LA 632)          | 3,190            | Bayou     | High     | \$668,077.60   | Marked Shared Lane<br>Active Warning Beacon<br>Sidewalk<br>Path Construction<br>Drainage (36" RCP)<br>Hybrid Beacon |
| 4                | Magnolia Ridge Rd. (LA 633)             | 1,785            | West Bank | Medium   | \$25,454.10    | Bike Lane Striping  |
| 4                | Magnolia Ridge Rd. (LA 633)             | 1,785            | West Bank | Medium   | \$25,454.10    | Marked Shared Lane  |
| 4                | Beau Place Blvd.                        | 3,225            | Bayou     | Low      | \$10,384.50    | Shared Use Marked Shared Lane   |
| 4                | Down the Bayou Rd.                      | 4,191            | Bayou     | Low      | \$13,495.02    | Shared Use Marked Shared Lane   |
| 4                | Easy St.                                | 269              | Bayou     | Low      | \$866.18       | Shared Use Marked Shared Lane   |
| 4                | Entergy ROW                             | 9,734            | Bayou     | Low      | \$2,128,800.66 | Independent Shared Use Trail<br>Striping<br>Drainage (21" RCP)<br>New Cross Walk Striping<br>Vehicle Barrier        |
| 4                | Magnolia Ridge Rd. (LA 633)             | 10,488           | Bayou     | Low      | \$128,318.66   | Separated Marked Shared Lane  |
| 4                | Touchard Ln.                            | 425              | Bayou     | Low      | \$1,368.50     | Shared Use Marked Shared Lane   |
| 4                | Up the Bayou Rd.                        | 358              | Bayou     | Low      | \$1,152.76     | Shared Use Marked Shared Lane   |
| 4                | Bayou Des Allemands Levee               | 30,994           | Bayou     | Moderate | \$1,706,032.51 | Independent Shared Use Trail<br>Striping  |
| 4                | Magnolia Ridge Levee                    | 18,939           | Bayou     | Moderate | \$1,580,166.07 | Independent Shared Use Trail<br>Striping  |
| 4                | Sunset Drainage District Levee          | 30,982           | Bayou     | Moderate | \$2,584,954.81 | Independent Shared Use Trail<br>Striping  |
| 5                | Bridge to PLD Levee                     | 572              | East Bank | Medium   | \$40,874.02    | Bike Lane Striping<br>Path Construction<br>Vehicle Barrier  |
| 5                | Airline Hwy. (US 61)                    | 2,637            | East Bank | Low      | \$43,761.59    | Separated Bike Lane Striping<br>On-Demand Signal & Crossing   |
| 5                | Almedia Rd. (LA 50)                     | 4,607            | East Bank | Low      | \$755,419.82   | Bike Lane Striping<br>On-Demand Signal & Crossing<br>Railroad Crossing Improvement<br>Sidewalks                     |
| 5                | Bart St.                                |                  | East Bank | Low      | \$26,215.87    | Sidewalks<br>Drainage (15" RCP)   |
| 5                | Church Rd. Easement                     | 1,388            | East Bank | Low      | \$158,261.03   | Bike Lane Striping<br>New Crosswalk Striping<br>Path Construction   |
| 5                | Oak St.                                 | 3,875            | East Bank | Low      | \$230,632.50   | Bike Lane Striping<br>Trailhead<br>Sidewalks  |
| 5                | Parish Servitude (Oak St. Pump Station) | 275              | East Bank | Low      | \$2,377,019.00 | Independent Shared-Use Striping<br>Path Construction  |
| 5                | Prospect Ave. (LA 627)                  | 5,980            | East Bank | Low      | \$594,255.60   | Shared-Use Bike Lane Striping<br>Railroad Crossing Improvement  |
| 5                | Riverbend Dr.                           | 3,201            | East Bank | Low      | \$826,795.26   | Bike Lane Striping<br>Hybrid Beacon<br>Railroad Crossing Improvement<br>Trailhead<br>Sidewalks                      |

| COUNCIL DISTRICT | STREET NAME                        | PATH LENGTH (FT) | SUB-AREA  | PRIORITY | ESTIMATED COST | FACILITY TYPE/<br>INTERSECTION IMPROVEMENTS  |
|------------------|------------------------------------|------------------|-----------|----------|----------------|--|
| 5                | St Rose Ave.<br>(LA 626)           | 495              | East Bank | Low      | \$59,277.90    | Shared-Use Bike Lane Striping<br>Sidewalks<br>Hybrid Beacon  |
| 6                | Apple St. (LA 48)                  | 7,117            | East Bank | High     | \$735,391.42   | Bike Lane Striping<br>New Crosswalk Striping<br>Railroad Crossing Improvement<br>Sidewalks   |
| 6                | Country Cottage Blvd.              | 17,930           | East Bank | High     | \$163,942.65   | Shared-Use Bike Lane Striping<br>Levee Access Striping<br>New On-Demand Signal & Crosswalk<br>Striping<br>Levee Access Path Construction |
| 6                | East Bank Levee<br>Multi-Use Trail | 15,312           | East Bank | High     | \$1,418,227.70 | Independent Shared-Use Striping<br>Shared-Use Bike Lane Striping<br>Path Construction<br>Levee Access Path Construction<br>Trailhead     |
| 6                | Edgewood Ln.                       | 1,849            | East Bank | High     | \$238,693.85   | Shared-Use Bike Lane Striping<br>Drainage (18" RCP)<br>Sidewalks   |
| 6                | Fifth St.                          | 4,286            | East Bank | High     | \$112,470.92   | Shared-Use Bike Lane Striping<br>Sidewalks   |
| 6                | First St.                          | 2,758            | East Bank | High     | \$148,536.76   | Shared-Use Bike Lane Striping<br>New Crosswalk Striping<br>Sidewalks<br>Drainage (18" RCP)   |
| 6                | Four J Ln.                         | 388              | East Bank | High     | \$53,282.45    | Shared-Use Bike Lane Striping<br>New Crosswalk Striping<br>Sidewalks<br>Drainage (18" RCP)   |
| 6                | Leigh Ln.                          | 658              | East Bank | High     | \$86,228.50    | Shared-Use Bike Lane Striping<br>Sidewalks<br>Drainage (18" RCP)   |
| 6                | Spillway Rd.                       | 8,956            | East Bank | High     | \$1,953,759.32 | Shared-Use Striping (Road ROW)<br>Drainage (21" RCP)<br>Path Construction  |
| 6                | Washington St.                     | 1,576            | East Bank | High     | \$125,156.70   | Shared-Use Bike Lane Striping<br>Drainage (18" RCP)<br>New Crosswalk Striping<br>Sidewalks   |
| 6                | Airline Hwy. (US 61)               | 1,483            | East Bank | Medium   | \$325,293.04   | Shared-Use Striping (Road ROW)<br>Drainage (21" RCP)<br>Path Construction  |
| 6                | E. Harding St.                     | 1,808            | East Bank | Medium   | \$5,821.76     | Shared-Use Bike Lane Striping  |
| 6                | E. Terrace St.                     | 558              | East Bank | Medium   | \$1,796.76     | Shared-Use Bike Lane Striping  |
| 6                | Lower Guide Levee                  | 17,930           | East Bank | Medium   | \$1,495,986.46 | Independent Shared-Use Striping<br>Path Construction   |
| 6                | Neighborhood<br>Easement           | 458              | East Bank | Medium   | \$39,837.65    | Independent Shared-Use Striping<br>Path Construction<br>Vehicle Barrier  |
| 6                | Ninth St.                          | 1,858            | East Bank | Medium   | \$5,982.76     | Shared-Use Bike Lane Striping  |
| 6                | Terrace St.                        | 2,282            | East Bank | Medium   | \$294,848.04   | Shared-Use Bike Lane Striping<br>Railroad Crossing Improvement   |
| 6                | W. Harding St.                     | 2,832            | East Bank | Medium   | \$498,675.24   | Shared-Use Bike Lane Striping<br>Drainage (18" RCP)<br>Railroad Crossing Improvement<br>Sidewalks  |

## Projects by Council District

| COUNCIL DISTRICT | STREET NAME               | PATH LENGTH (FT) | SUB-AREA  | PRIORITY | ESTIMATED COST | FACILITY TYPE/<br>INTERSECTION IMPROVEMENTS   |
|------------------|---------------------------|------------------|-----------|----------|----------------|---|
| 6                | Airline Hwy. (US 61)      | 4,604            | East Bank | Low      | \$395,619.96   | Bike Lane Striping<br>Independent Shared-Use Path<br>On-Demand Signal & Crossing                                |
| 6                | Evangeline Rd.            | 4,814            | East Bank | Low      | \$621,363.24   | Shared-Use Bike Lane Striping<br>Sidewalks<br>Drainage (18" RCP)  |
| 6                | Lower Guide Levee         | 8,492            | East Bank | Low      | \$1,283,527.14 | Independent Shared-Use Striping<br>Path Construction<br>Railroad Crossing Improvement                           |
| 6                | Swepi Rd.                 | 1,079            | East Bank | Low      | \$120,336.89   | Bike Lane Striping<br>Path Construction   |
| 6                | Fashion Blvd.             | 2,162            | West Bank | Low      | \$48,080.12    | Bike Lane Striping  |
| 7                | Lakewood Dr.              | 2,703            | West Bank | High     | \$38,544.78    | Bike Lane Striping  |
| 7                | Lakewood Dr.              | 4,014            | West Bank | High     | \$12,925.08    | Shared-Use Bike Lane Striping   |
| 7                | Oak Ln.                   | 2,817            | West Bank | Medium   | \$20,570.74    | Shared-Use Bike Lane Striping<br>On-Demand Signal & Crossing  |
| 7                | Primrose Dr.              | 4,875            | West Bank | Medium   | \$366,834.99   | Shared-Use Striping (Road ROW)<br>Path Construction<br>New Crosswalk Striping                                   |
| 7                | W. Heather Dr.            | 3,809            | West Bank | Medium   | \$145,545.84   | Bike Lane Striping<br>New Crosswalk Striping<br>Sidewalks   |
| 7                | Lakewood Drive            | 2,279            | West Bank | Low      | \$167,439.54   | Bike Lane Striping<br>New Crosswalk Striping<br>Sidewalks   |
| 7                | Maryland Dr.              | 2,219            | West Bank | Low      | \$58,228.18    | Shared-Use Bike Lane Striping<br>Sidewalks  |
| 1, 2             | East Bank Bridge Park     | N/A              | East Bank | High     | \$46,000.00    | Hybrid Beacon   |
| 1, 2             | S. Destrehan Ave.         | 2,832            | East Bank | Low      | \$637,198.80   | Bike Lane Striping<br>New Crosswalk Striping<br>Railroad Crossing Improvement<br>Sidewalks<br>Path Construction |
| 1, 3             | Eve St.                   | 1,242            | East Bank | High     | \$3,999.24     | Shared-Use Bike Lane Striping   |
| 1, 3             | Murray Hill Dr.           | 4,922            | East Bank | High     | \$420,004.84   | Shared-Use Bike Lane Striping<br>New Crosswalk Striping<br>Railroad Crossing Improvement<br>Sidewalk            |
| 2, 7             | Paul Maillard Rd. (LA 52) | 14,648           | West Bank | High     | \$3,644,938.03 | Bike Lane Striping<br>Sidewalk<br>Drainage (36" RCP)<br>New Crosswalk Striping<br>On-Demand Signal & Crossing   |
| 2, 7             | E. Heather Dr.            | 3,824            | West Bank | Medium   | \$142,309.74   | Bike Lane Striping<br>Sidewalks   |
| 3, 5             | Entergy ROW               | 13,525           | East Bank | Low      | \$2,950,596.18 | Independent Shared-Use Striping<br>Drainage (21" RCP)<br>Path Construction                                      |
| 3, 5, 6          | PLD Levee                 | 53,112           | East Bank | Low      | \$4,431,337.96 | Independent Shared-Use Striping<br>Path Construction  |
| 3, 6             | Entergy ROW               | 1,959            | East Bank | High     | \$427,858.72   | Independent Shared-Use Striping<br>Drainage (21" RCP)<br>Path Construction                                      |
| 4, 7             | River Ridge Dr.           | 2,809            | West Bank | Low      | \$158,299.34   | Bike Lane Striping<br>New On-Demand Signal & Crosswalk<br>Striping<br>Vehicle Barrier<br>Sidewalks              |