

ORDINANCE NO. 68 (SAS)
Adopted November 8, 1976

AN ORDINANCE ADOPTING AND ENACTING STANDARDS FOR THE CONSTRUCTION AND PROPER ARRANGEMENT OF STREETS IN SUBDIVISIONS OF THE TOWN OF STERLINGTON.

Sec. 1. Street Design.

The arrangement, character, extent, width, grade construction, and location of all streets shall conform to the Major Thoroughfare Plan of Ouachita Parish, or subsequent amendments thereto, and shall be considered in their relation to existing and planned streets, topographical conditions, and public convenience and safety; and in their appropriate relation to the proposed uses of the land to be served by such streets. The street pattern shall discourage through traffic in the interior of a subdivision. The subdivider shall provide within the boundaries of the subdivision plat, the necessary right-of-way for widening, continuance, or alignment of such streets in conformity with the Major Thoroughfare Plan. This right-of-way must be compensated for within a three (3) year period, or the right-of-way is void.

Sec. 2. Street Type - the Following Requirements Shall Apply.

- (1) Major street arterial - where a subdivision adjoins an arterial street a marginal access street shall be designed, if the subdivision is such that residential lots would require direct vehicular access onto the arterial highway. The minimum width of the marginal access right-of-way shall be fifty (50) feet.

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- (2) Collector street - collector streets shall be provided to collect traffic from minor streets and feed it into major streets or to important generators of traffic.
- (3) Cul-de-sac - closed-end streets or cul-de-sacs shall not be longer than seven hundred (700) feet and shall be provided at the closed end with a turnaround unless otherwise approved by the Parish Engineer.
- (4) Dead-end street - a street temporarily having only one (1) outlet for vehicular traffic and intended to be extended or continued in the future.
- (5) Permanent dead-end streets - shall not be permitted. Temporary dead-end streets shall be permitted only as part of a continuing street plan, and only if a temporary turn-around satisfactory to the Parish Engineer in design, is provided and provision for maintenance, and removal are advanced.
- (6) Half streets - dedication of new half streets shall not be permitted. Where a dedicated or plotted half street exists adjacent to the tract being subdivided, the other half shall be platted.
- (7) Alleys - in general alleys shall not be approved in a residential subdivision except where justified by extreme conditions. Alleys may be required in commercial and industrial districts if other provisions cannot be made for adequate service access. Where

necessary for safe vehicular movement, an alley right-of-way shall be increased in width or the corner cut at its intersection with a street. Closed-end alleys shall be avoided, but if unavoidable, shall be provided with an adequate turn around, as specified for a Cul-de-Sac. The minimum width of an alley shall be twenty (20) feet for the right-of-way and fifteen (15) feet for the pavement width. One way alleys may be twelve (12) feet of pavement, and fifteen (15) feet of right-of-way.

- (8) Streets for Commercial Subdivision - streets serving business developments and necessary parking areas shall be planned to connect with arterial streets so as not to generate traffic on local streets. The intersection of driveways for parking areas with arterial or collector streets shall be so located so as to cause the least possible interference with traffic movement on streets.
- (9) Streets for Industrial Subdivision - collector streets for an industrial subdivision shall be planned to service industrial areas exclusively and shall connect with arterial streets so that no industrial traffic will be directed onto any residential streets.
- (10) Boulevard or Median-type Street Dividers - must receive proper approval of the Parish Engineer before inclusion in the street design. Planted boulevards requiring maintenance are prohibited.

Sec. 3. Intersection Design Standards.

- (1) Multiple intersections involving junctions of more than two (2) streets shall be avoided.
- (2) Four way intersections of local streets should be avoided and three way or T-intersections should be encouraged wherever possible.
- (3) Street intersections shall to the extent possible be at right angles 90 degrees but no less than 75 degrees. The Ouachita Parish Police Jury may grant a variance for topographic or other reasons, if intersection cannot be designed at an angle between 75 - 90 degrees. Streets shall remain in the angle of intersection for at least 100 feet beyond the point of intersection. Vertical alignment should be no more than 3% within 100 feet of an intersection.
- (4) The minimum setback on the side street line of a corner lot shall be ten (10) feet.
- (5) Lots with double frontage shall be avoided except when the Ouachita Parish Police Jury determines that it is essential to provide separations of residential development from major streets as to overcome specific disadvantages of topography and concentration. A buffer park strip at least ten (10) feet wide and across which there shall be no right of access shall be provided along the line of lots abutting such major street or disadvantageous use.

- (6) No lot should have an average depth which is more than 3.5 times its average width, nor should it have a depth of less than one hundred twenty (120) feet except where unusual conditions exist the Parish Engineer may approve a minimum lot depth of one hundred ten (110) feet.

Sec. 4. Street Grade.

Street grades shall conform in general to the terrain and shall be sufficient for adequate surface drainage. No street grade shall be greater than five (5) per cent where gravel roads are utilized. Hard surfaced grades may be 8.5 per cent.

Sec. 5. Curvature of Streets.

The minimum radius of curvature of streets on the centerline shall be:

Major Arterial	600 feet
Collector Street	300 feet
Minor Streets	100 feet
Cul-de-Sac	50 feet

Sec. 6. Right-of-Way Widths.

The minimum right-of-way widths for streets, alleys and crosswalkway shall be:

Major Arterial	60 feet-open ditch construction
Marginal Access Street	50 feet-curb and gutter construction
Collector Street	60 feet-curb and gutter construction
Minor Street	50 feet-curb and gutter construction
Cul-de-Sac	60 feet-open ditch construction
Turn Around Right-of-Way Diameter	100 feet
One Way Alley	15 feet paved surface
Two Way Alley	20 feet
Crosswalking	10 feet

Sec. 7. Roadway and Sidewalk Widths.

The minimum roadway widths for streets and alleys and the minimum sidewalk widths for streets and cross-walks shall be:

Major Arterial	(as called for by the major street plan or otherwise determined by the Ouachita Parish Police Jury or the Parish Engineer)
Marginal Access Street	22 feet
Collector Street	28 feet
	(if a divided street, two 14 foot roadways)
Minor Street	22 feet
Cul-de-Sac	22 feet
Turn-around Roadway Diameter	75 feet
Collector Street Sidewalk	3 feet
Alley	18 feet
One Way Alley	12 feet
Other Sidewalk	3 feet

If subdivisions for which the Parish Engineer has given his approval for open ditch drainage alongside the roadways, minimum roadway widths for the following type of streets shall be:

Marginal Access Street	22 feet
Collector Street	28 feet
	(if a divided street, two 14 foot roadways)
Minor Street	22 feet
Cul-de-Sac	22 feet
Turn-around Roadway Diameter	75 feet

Sec. 8. The violation of any of the provisions of this ordinance shall be deemed to be and is hereby declared to be a misdemeanor.