

ST. TAMMANY PARISH COUNCIL

ORDINANCE

ORDINANCE CALENDAR NO. 3534

ORDINANCE COUNCIL SERIES NO. 07-

COUNCIL SPONSOR: BAGERT/DAVIS

PROVIDED BY: PUBLIC WORKS

INTRODUCED BY: MR. BURKHALTER

SECONDED BY: MR. STEFANCIK

ON THE 5TH DAY OF APRIL 2007

ORDINANCE ESTABLISHING A "NO THRU TRUCKS" ZONE ON CRESTWOOD BLVD., AND TURNWOOD DRIVE. WARD 3, DISTRICT 5

THE PARISH OF ST. TAMMANY HEREBY ORDAINS, that

SECTION I: A "NO THRU TRUCKS" ZONE is hereby established on Crestwood Blvd (R03L103) and Turnwood Drive (R03L155), as indicated on the attached traffic plan by the Department of Engineering. WARD 3, DISTRICT 5.

SECTION II: The Parish Department of Public Works is directed to post the appropriate signs at these locations.

SECTION III: If any provision of this ordinance shall be held to be invalid, such invalidity shall not affect any other provision herein which can be given effect without the invalid provision and to this end the provisions of this ordinance are hereby declared to be severable.

SECTION IV: All ordinances or parts of ordinances in conflict herewith are hereby repealed.

SECTION IV: This ordinance shall become effective fifteen (15) days after adoption.

MOVED FOR ADOPTION BY: _____, SECONDED BY: _____

WHEREUPON THIS ORDINANCE WAS SUBMITTED TO A VOTE AND RESULTED IN THE FOLLOWING:

YEAS:

NAYS:

ABSTAIN:

ABSENT:

THIS ORDINANCE WAS DECLARED DULY ADOPTED AT A REGULAR MEETING OF THE PARISH COUNCIL ON THE _____ DAY OF _____, 2007; AND BECOMES ORDINANCE COUNCIL SERIES NO. _____.

ATTEST:

BARRY BAGERT, COUNCIL CHAIRMAN

DIANE HUESCHEN, COUNCIL CLERK

KEVIN C. DAVIS, PARISH PRESIDENT

Published Introduction _____, 2007

Published Adopted _____, 2007

Delivered to the Parish President on _____, 2007 @ _____

Returned to the Council Clerk on _____, 2007 @ _____

ADMINISTRATIVE COMMENT

Reference No.: 3534

Administrative Department: Public Works

PURPOSE: Per recommendation of Department of Engineering, establish a "No Thru Trucks" Zone on Grande Hills Blvd. and Pimlico Drive.

RECOMMENDATION: The Department of Engineering recommends and the Department of Public Works has no objection to said No Thru Truck Zone. However, the Department of Engineering stipulates that this ordinance will not prohibit trucks from using these streets if a truck is making a delivery to a site within area.

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INTER OFFICE



*Kevin Davis
Parish President*

MEMORANDUM

**ST. TAMMANY PARISH GOVERNMENT
DEPARTMENT OF ENGINEERING**

Date: December 11, 2006

To: Shannon Davis
Director of Public Works

From: Rebecca Lala *RL*
Traffic Engineer

Re: District 5
Crestwood Blvd. (3-L-103)
Turnwood Dr. (3-L-155)

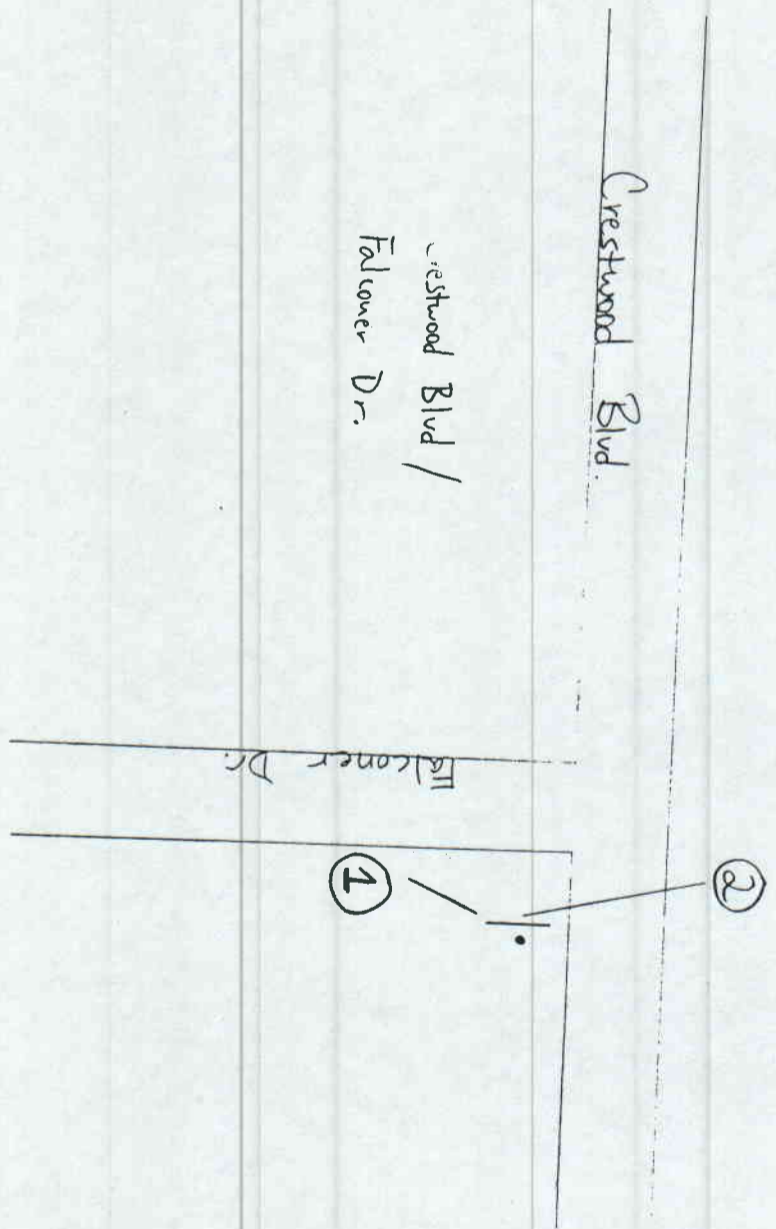
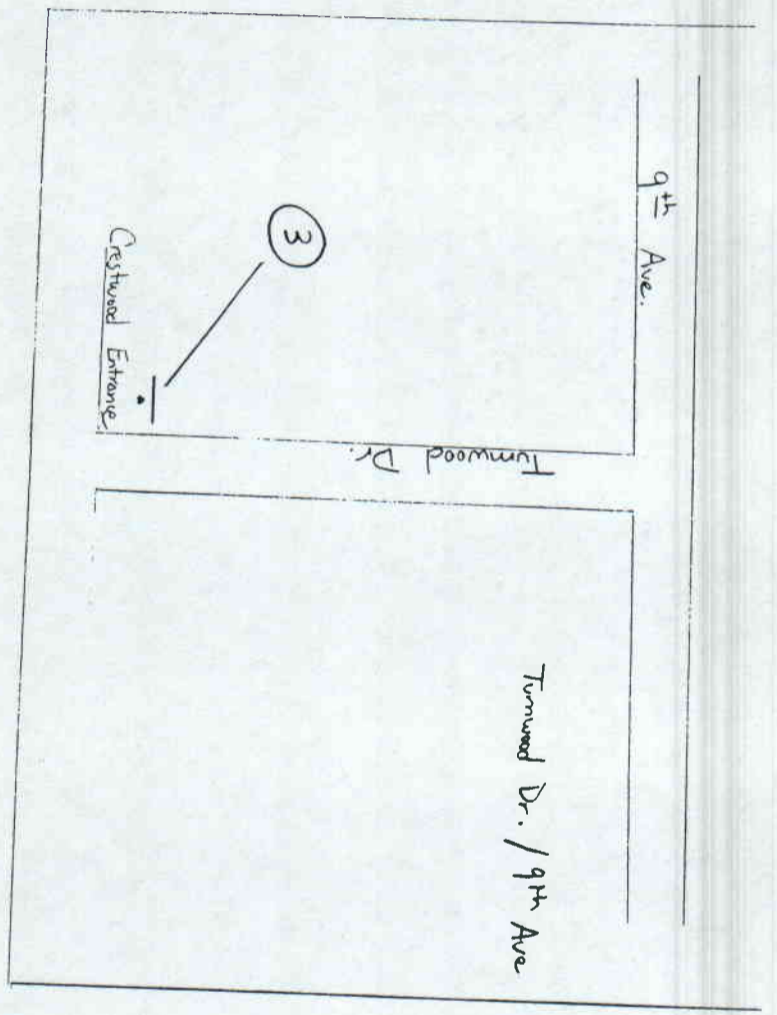
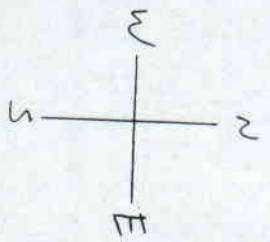
2- No Thru Trucks
1- No Outlet

The Department of Engineering recommends the installation of one "No Outlet" sign & two "No Thru Trucks" to be installed at the entrances of Crestwood Estates. **Install the "No Outlet" sign on the top pole and the "No Thru Trucks" sign underneath.**

1. Remove: Faded "No Outlet" sign located 49' east of Falconer Dr.
2. Install: "No Outlet" & "No Thru Trucks", on the same pole, 49' east of Falconer Dr. with the "No Outlet" sign on the top portion of the pole and the "No Thru Trucks" sign underneath.
3. Install: "No Thru Trucks" sign underneath the existing "No Outlet" sign located 275' from 9th Ave., on Turnwood Dr.

Please see the attached sketch and follow the attached mutcd standards. If you have any questions, please let me know.

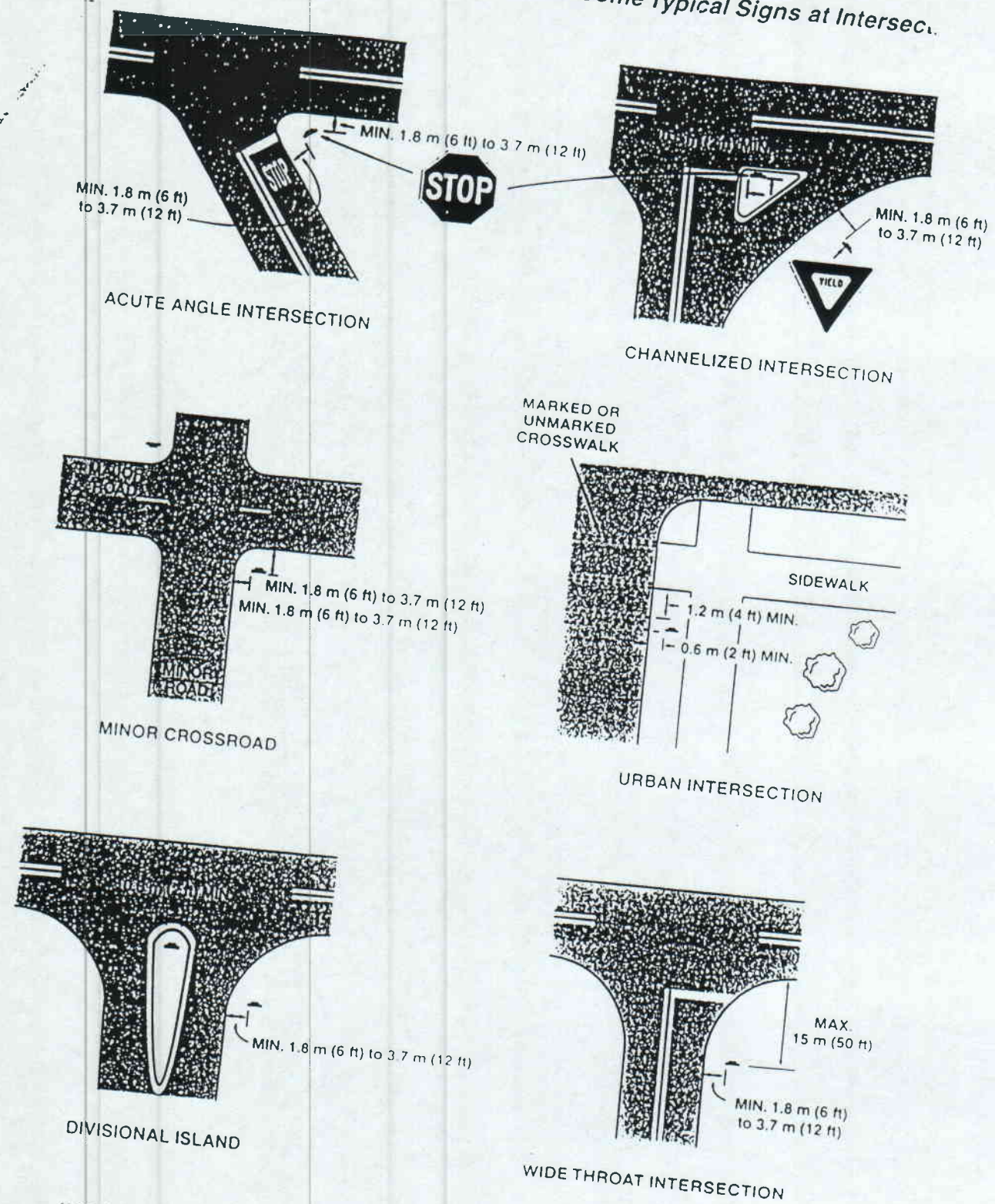
Xc: Councilman Marty Gould
Joseph M. Gustafson, Parish Engineer
Christian Boutte, Traffic Engineer Intern



Crestwood Blvd /
Falconer Dr.

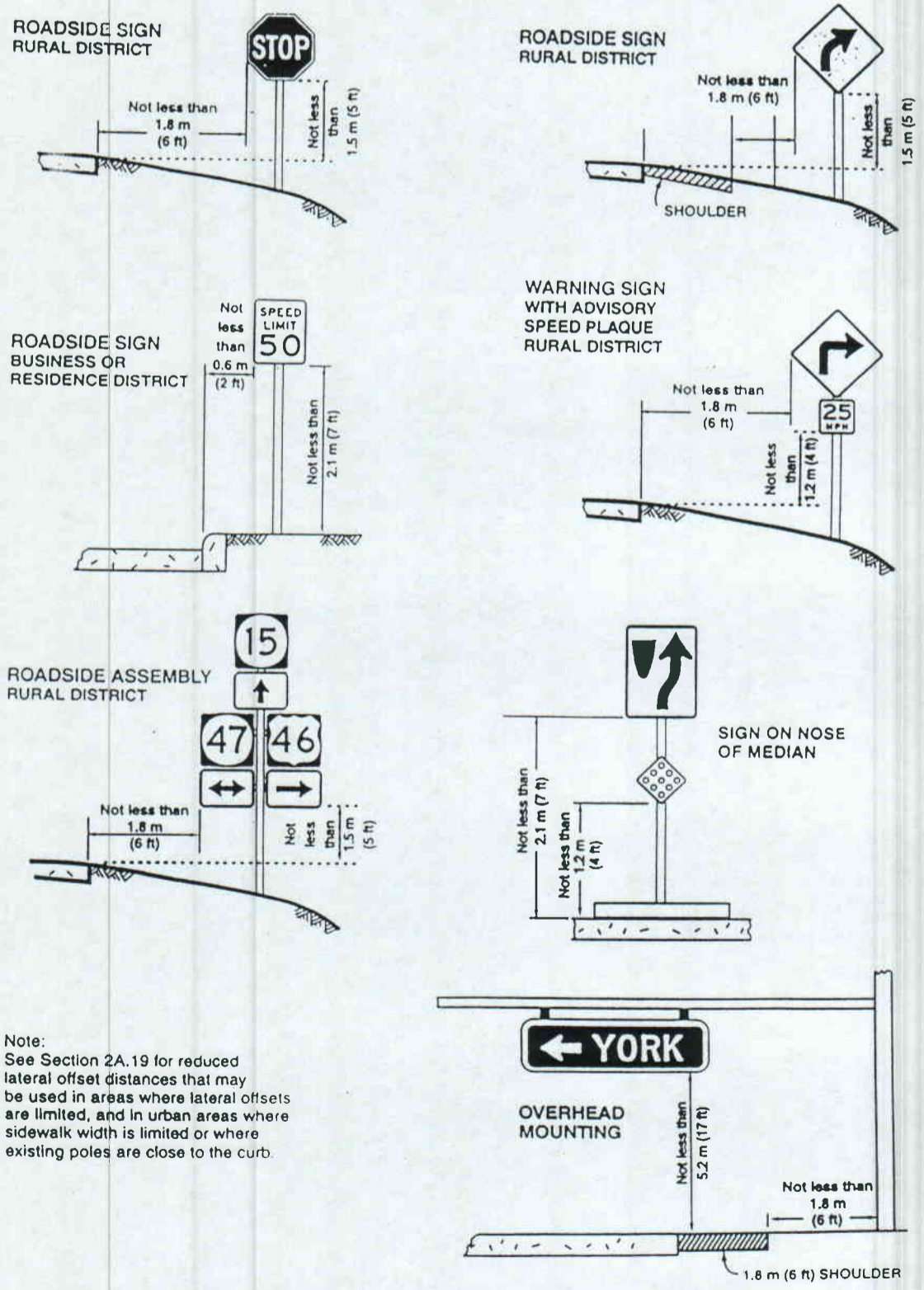
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Figure 2A-2. Examples of Locations for Some Typical Signs at Intersections



Note: Lateral offset is a minimum of 1.8 m (6 ft) measured from the edge of the shoulder, or 3.7 m (12 ft) measured from the edge of the traveled way. See Section 2A.19 for lower minimums that may be used in urban areas, or where lateral offset space is limited.

Figure 2A-1. Examples of Heights and Lateral Locations of Signs for Typical Installations



Note:
See Section 2A.19 for reduced lateral offset distances that may be used in areas where lateral offsets are limited, and in urban areas where sidewalk width is limited or where existing poles are close to the curb.