

ST. TAMMANY PARISH COUNCIL

ORDINANCE

ORDINANCE CALENDAR NO: 5529 ORDINANCE COUNCIL SERIES NO: _____

COUNCIL SPONSOR: DEAN/BRISTER PROVIDED BY: DEVELOPMENT

INTRODUCED BY: _____ SECONDED BY: _____

ON THE 4 DAY OF FEBRUARY , 2016

ORDINANCE TO AMEND AND REENACT THE ST. TAMMANY PARISH CODE OF ORDINANCES, APPENDIX "B", SUBDIVISION REGULATORY ORDINANCE NO. 499 SUPPLEMENTAL SECTION, "STREET IDENTIFICATION AND TRAFFIC CONTROL SIGNS" TO INCORPORATE UPDATED STANDARDS OUTLINED IN THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS (AASHTO) ROADSIDE DESIGN GUIDE.

WHEREAS, the St. Tammany Parish Government strives to establish development standards that comply with all applicable laws, regulations and best practices to ensure the safety and functionality of infrastructure in St. Tammany Parish; and

WHEREAS, the Federal Highway...Administration Manual on Uniform Traffic Control Devices ("MUTCD") outlines specific standards and guidelines related to street signage that are intended to improve visibility for all drivers, including emergency response vehicles; and

WHEREAS, the Association of State Highway and Transportation Officials ("AASHTO") Roadside Design Guide addresses safety standards of street sign mounting poles; and

WHEREAS, St. Tammany Parish Government hereby updates its street sign regulations to apply these standards and guidelines on all public and private roadways in unincorporated St. Tammany Parish.

THE PARISH OF ST. TAMMANY HEREBY ORDAINS that it amends and reenacts the St. Tammany Parish Code of Ordinances, Appendix "B", Subdivision Regulatory Ordinances No. 499 to state the following: (Attachment)

REPEAL: All ordinances or parts of Ordinances in conflict herewith are hereby repealed.

SEVERABILITY: If any provision of this Ordinance shall be held to be invalid, such invalidity shall not affect other provisions 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.

EFFECTIVE DATE: 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 3 DAY OF MARCH , 2016 ; AND BECOMES ORDINANCE COUNCIL SERIES NO _____.

MARTY DEAN, COUNCIL CHAIRMAN

ATTEST:

THERESA L. FORD, COUNCIL CLERK

PATRICIA P. BRISTER, PARISH PRESIDENT

Published Introduction: JANUARY 28 , 2016

Published Adoption: _____, 2016

Delivered to Parish President: _____, 2016 at _____

Returned to Council Clerk: _____, 2016 at _____

STREET NAME AND TRAFFIC CONTROL SIGNS

The intent of these provisions is to achieve the objectives of public safety and functionality of infrastructure parish-wide. Parish maintained traffic controls and signage will be updated in conformity with these regulations in accordance with a plan of the Parish Department of Public Works.

All privately maintained traffic controls and signage in Subdivisions, Planned Unit Developments (PUDs), and Traditional Neighborhood Developments (TNDs) receiving final subdivision approval prior to March 01, 2016, are generally exempt from the requirements of these regulations, except when and until the replacement of all traffic controls, signage and mounting poles within the development becomes necessary.

All owners of property who wish to develop new Subdivisions, PUDs, and TNDs within St. Tammany Parish shall install uniform street name signs, stop signs, and any other regulatory signage deemed necessary by St. Tammany Parish Government (the "Parish") in accordance with the following specifications and the most current version of the Manual on Uniform Traffic Control Devices (MUTCD), Association of State Highway and Transportation Officials

(AASHTO) Roadside Design Guide, and Louisiana Law. In the event of a conflict, Parish specifications are to be followed.

(A.) STOP Signs (R1-1)

STOP signs shall be an octagon with a white message and border on a red background. The standard size of the sign shall be thirty (30") inches by thirty (30") inches. Where greater emphasis or visibility is required, a larger size sign may be required.

At intersections where all approaches are controlled by STOP signs, an ALL WAY supplemental plaque shall be mounted below each stop sign. The ALL WAY plaque shall have a white legend and border on a red background and shall have a standard size of eighteen (18") inches by six (6") inches. The message shall state ALL WAY. Supplemental plaques with legends such as 2-WAY, 3-WAY, 4-WAY or other numbers of ways shall not be used with stop signs.

Specifications for STOP Signs:

Material: Parish Maintained - Aluminum - .080 inch thickness. Privately Maintained – MUTCD Compliant.

For other specification guidelines see section (M).

All mounting poles shall follow standards as specified in section (K).

(B.) STREET NAME Signs (D3-1)

Street Name signs should be erected in urban areas at all street intersections regardless of other route markings that may be present. In business or commercial areas and on principle arteries, Street Name signs should be placed at least on diagonally opposite corners. In residential areas, at least one Street Name sign should be installed at each intersection. Signs naming both streets should be installed at each intersection. They should be mounted with their faces parallel to the streets they name.

Street Name signs may also be placed above a regulatory or STOP or YIELD sign with no vertical separation.

The legend and background of the signs shall be contrasting colors. For roads that will be dedicated to and maintained by the Parish, and whose signs will be maintained by the Parish, the sign shall have white lettering (legend) on a blue background. For Street Name signs that will be privately maintained by the developer or homeowners' association after final subdivision approval, the legend and background shall be contrasting colors, but may have an alternative background color. The only acceptable alternative background colors for Street Name signs other than blue shall be green, brown, or white. Regardless of whether green, blue, or brown is used as the background color for Street Name signs, the legend (and border, if used) shall be white. For Street Name signs that use a white background, the legend (and border, if used) shall be black.

Specifications for Street Name Signs:

Material: Parish Maintained - Aluminum - .080 inch thickness. Privately Maintained – MUTCD Compliant.

For other specification guidelines see section (M).

All mounting poles shall follow standards as specified in section (K).

(C.) YIELD Signs (R1-2)

Yield signs shall be a downward pointing equilateral triangle having a red border band and a white interior and the word yield in red inside the border band. The border band must be five (5") inches for the thirty-six (36") inch sign and six (6") inches for the forty-eight (48") inch sign.

Yield signs may be used on a minor road at the entrance to an intersection where it is necessary to assign right-of-way to the major road, but where a STOP sign is not necessary at all times, and where the safe approach speed on the minor road exceeds ten (10) mile per hour.

Yield signs shall be located in the same manner as a STOP sign.

Specifications for Yield Signs:

Material: Parish Maintained - Aluminum - .080 inch thickness. Privately Maintained – MUTCD Compliant.

For other specification guidelines see section (M).

All mounting poles shall follow standards as specified in section (K).

(D.) SPEED LIMIT Signs (R2-1)

Speed Limit signs shall display the limit established by law or by regulation. In accordance with the MUTCD, speed limits shown shall be in multiples of five (5) miles per hour.

Specifications for Speed Limit Signs:

Material: Parish Maintained - Aluminum - .080 inch thickness. Privately Maintained – MUTCD Compliant.

For other specification guidelines see section (M).

All mounting poles shall follow standards as specified in section (K).

(E.) NO U-TURN Signs (R3-4)

A No U-Turn sign is intended for use at or between intersections to indicate where U-turns are prohibited.

Specifications for No U-Turn Signs:

Material: Parish Maintained - Aluminum - .080 inch thickness. Privately Maintained – MUTCD Compliant.

For other specification guidelines see section (M).

All mounting poles shall follow standards as specified in section (K).

(F.) DO NOT ENTER Signs (R5-1):

To prohibit traffic from entering a restricted road section, Do Not Enter signs should be conspicuously placed in the most appropriate position at the end of a One Way Roadway or Ramp. The signs shall be a thirty (30") inch white square on which is inscribed a twenty-nine (29") inch diameter red circle with a white band five (5") inches in width placed horizontally across the center of the circle.

Specifications for Do Not Enter Signs:

Material: Parish Maintained - Aluminum - .080 inch thickness. Privately Maintained – MUTCD Compliant.

For other specification guidelines see section (M).

All mounting poles shall follow standards as specified in section (K).

(G.) WRONG WAY Signs (R5-1a):

Wrong Way signs may be used as a supplement to the DO NOT ENTER sign.

Specifications for Wrong Way Signs:

Material: Parish Maintained - Aluminum - .080 inch thickness. Privately Maintained – MUTCD Compliant.

For other specification guidelines see section (M).

All mounting poles shall follow standards as specified in section (K).

(H.) ONE WAY Signs (R6-1 & R6-2):

One Way signs shall be used when required to indicate streets or roadways upon which vehicular traffic is allowed to travel in a one way direction.

Specifications for One Way Signs:

Material: Parish Maintained - Aluminum - .080 inch thickness. Privately Maintained – MUTCD Compliant.

For other specification guidelines see section (M).

All mounting poles shall follow standards as specified in section (K).

(I.) NO OUTLET Signs (W14-2):

No Outlet signs are intended for use to warn of a street or road which has no outlet and which terminates in a dead end or cul-de-sac. The color must be a black legend and border on a yellow background. For single-entrance subdivisions, the No Outlet sign is to be placed at the entrance to the subdivision only.

Specifications for No Outlet Signs:

Material: Parish Maintained - Aluminum - .080 inch thickness. Privately Maintained – MUTCD Compliant.

For other specification guidelines see section (M).

All mounting poles shall follow standards as specified in section (K).

(J.) END OF ROADWAY Markers (OM4-1, OM3-L, OM3-R):

End of Roadway markers in conjunction with Type III Object Markers are used to warn and alert road users of the end of a roadway in other than temporary traffic control zones. Type III Object Markers used on the right side of the end of road shall be right object markers (OM3-R). Type III Object Markers used on the left side of the end of road shall be left object markers (OM3-L). Where conditions warrant, more than one marker, or a larger marker with or without a Type III barricade may be used at the end of the roadway. Where barricades are required, they shall be built according to specifications set forth by the Department of Engineering.

Specifications for End of Roadway Markers (OM4-1):

Material: Parish Maintained - Aluminum - .080 inch thickness. Privately Maintained – MUTCD Compliant.

For other specification guidelines see section (M).

All mounting poles shall follow standards as specified in section (K).

(K.) MOUNTING POLES:

The standard mounting pole on street signs maintained by the Parish shall comply with the following:

- (a.) U-Channel Standard: Hot rolled from high tensile steel galvanized with pre-punched holes three-eighths (3/8") of an inch on one (1") inch centers. Height and placement location requirements shall be in accordance with the most current MUTCD guidelines.
- (b.) Signs with wood or specialty mounting poles will not be accepted into the Parish Road Maintenance System.
- (c.) Signs with wood borders will not be accepted into the Parish Road Maintenance System.

(L.) SPECIALTY STREET NAME SIGNS, TRAFFIC CONTROL SIGNS and MOUNTING POLES:

1. New Subdivisions, Planned Unit Developments (PUDs), and Traditional Neighborhood Developments (TNDs) applying for Preliminary Subdivision Approval after March 01, 2016.
 - (a) The owner, developer, and/or contractor of a new Subdivision, PUD, or TND who upon completion of the development intends to dedicate the roads to the Parish for acceptance into the Parish Road Maintenance System, shall be responsible for installing uniform Street Name and Traffic Control signage, including the associated mounting poles, in accordance with these regulations. A signage plan must be produced as part of the preliminary and final subdivision reviews and must be approved by the Department of Engineering. The signage plan shall include the GPS location of each Street Name and Traffic Control sign in the subdivision. The developer's engineer must certify that the Street Name signs,

Traffic Control signs, and associated mounting poles comply with the most current MUTCD and AASHTO guidelines, as well as Sections (A) through (K) listed above, before being accepted into the Parish Road Maintenance System.

- (b) For Subdivisions, PUDs, and TNDs whose roads will be dedicated to the Parish for acceptance into the Parish Road Maintenance System upon completion of the subdivision, but whose Street Name signs, Traffic Control signs, and associated mounting poles will be privately maintained by the developer, or homeowners' association, or other stated owner, a signage plan must also be produced as part of the preliminary and final subdivision reviews and must be approved by the Department of Engineering, but specialty mounting poles and sign borders are permitted as long as they meet the installation, crashworthiness and breakaway requirements set forth in the most current AASHTO and MUTCD guidelines as certified by the developer's engineer. The signage plan shall include the GPS location of each Street Name sign or Traffic Control sign in the subdivision.

Any variance from the provisions of these regulations regarding sign size, mounting height or mounting placement must be approved by the Department of Engineering and will be granted only in the event that engineering judgment determines that a variance is warranted.

A specialty mounting pole is defined as any Street Name sign or Traffic Control sign mounting pole other than the U-channel Standard pole described in Section (K) above.

The material specification for the blades of the signs must be Type III – high intensity retroreflective, and any framing of the blade cannot alter the sign shape, minimum size, or color, or in any way obscure the blade of the sign, including its border. Privately maintained Street Name signs must also conform to one of the color schemes listed in Section (B) above.

In the event that any development elects to install and maintain more decorative signage, the responsibility for the ongoing maintenance must be clearly indicated on the final plats for that development.

All standards set forth in the most current MUTCD and AASHTO Roadside Design Guide must be met per federal law.

The developer, as part of the final subdivision approval, shall certify that all specialty mounting poles and their attendant Street Name or Traffic Control signs will be installed and maintained in perpetuity at the developer's or homeowners' association's (or other stated owner's) expense. However, the Parish maintains the right to immediately replace any and all damaged or missing Street Name signs, Traffic Control signs, and specialty mounting poles with standard Parish signs and mounting poles described in Sections (A) through (K) above if the developer or homeowners' association (or other stated owner) fails to repair or replace said Street Name sign, Traffic Control sign, and/or mounting pole and the Parish receives notification of the deficient condition. Furthermore, the Parish reserves the right to replace any privately maintained Street Name sign, Traffic Control sign, and mounting pole which

poses any safety risk with standard Parish signs described in Sections (A) through (K). Under no circumstances will the Parish be responsible for installing, maintaining, or repairing specialty mounting poles. The Parish installed signs and mounting poles shall remain until replaced and returned to the Parish by the developer or homeowners association (or other stated owner).

2. Subdivisions, Planned Unit Developments (PUDs), and Traditional Neighborhood Developments (TNDs) having received Final Subdivision Approval prior to March 01, 2016.

The provisions of these regulations shall not apply to Subdivisions, PUDs, and TNDs with privately maintained Street Name signs and Traffic Control signs which have received final subdivision approval prior to March 01, 2016. However, if the developer, homeowners' association, or other stated owner of an existing subdivision plans to replace all Street Name signs, Traffic Control signs, and attendant mounting poles within the subdivision, a signage plan shall be submitted to the Parish by a professional engineer, and shall comply with the provisions of Section (L.)1.b) above.

If any development exempt under this section requests that the parish assume maintenance of signage, it must first bring all existing signage up to the new standards described in (L.)1.

3. For subdivisions that will privately maintain Street Name signs and Traffic Control signs, the Developer shall include on the final subdivision plats an affirmative declaration that the Street Name signs and Traffic Control signs within the subdivision shall be privately maintained by the developer, home owners association, or other owner for the subdivision as an affirmative obligation of that person or entity.

(M.) Additional Specifications Reference Guidelines:

Federal Highway Administration Manual on Uniform Traffic Control Devices (MUTCD).

American Association of State Highway and Transportation Officials (AASHTO).

St. Tammany Parish Department of Planning and Development,
<http://www.stpgov.org/departments/planning>.

REPEAL: All Ordinances or parts of Ordinances in conflict herewith are hereby repealed.

SEVERABILITY: If any provision of this Ordinance shall be held to be invalid, such invalidity shall not affect other provisions 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.

EFFECTIVE DATE: This Ordinance shall become effective immediately upon adoption.

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ORDINANCE COUNCIL SERIES NO. _____
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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 ADOPTED AT A REGULAR MEETING OF
THE PARISH COUNCIL ON THE _____ DAY OF _____ 2016; AND BECOMES
ORDINANCE COUNCIL SERIES NO. 2016-_____.

_____, COUNCIL CHAIRMAN

ATTEST:

THERESA FORD, COUNCIL CLERK

PATRICIA BRISTER, PARISH PRESIDENT

Published introduction: _____, 2016

Published adoption on: _____, 2016

Delivered to Parish President: _____, 2016 @

Returned to Council Clerk: _____, 2016 @

EXHIBIT

APPENDIX "B", SUBDIVISION REGULATORY ORDINANCE NO. 499 SUPPLEMENTAL SECTION, "STREET IDENTIFICATION AND TRAFFIC CONTROL SIGNS" (CURRENT)

STREET IDENTIFICATION AND TRAFFIC CONTROL SIGNS

All owners of property who wish to develop new subdivisions within St. Tammany Parish shall install street identification signs, stop signs, and any other regulatory signage deemed necessary by the parish, in accordance with the following specifications:

(A.) — Stop Signs

The stop sign shall be an octagon with a white message and border on a red background. The standard size of the sign shall be thirty (30") inches. Where greater emphasis or visibility is required, a larger size sign is recommended. On low volume local streets and secondary roads with low approach, a twenty-four (24") inch size sign may be used.

At a multiple way stop intersection, a supplementary plate should be mounted below each stop sign. The supplementary plate shall have white letters on a red background and shall have a standard size of twelve (12") inches by six (6") inches. Secondary messages shall not be used on stop sign faces.

Specifications for Stop Signs:

Size: standard — 30" x 30" ————— Material: Steel — 16 gauge
minimum — 24" x 24" ————— Aluminum — .080
inches

High intensity reflective sheeting shall be used on blanks. The legend shall be commensurate with size and be reflective. The border shall be one (1") inch and also reflective.

(B.) — Street Identification Signs

Street name signs should be erected in urban areas at all street intersections regardless of other route markings that may be present, and should be erected in rural areas to identify roads not otherwise marked.

Lettering on street name signs should be at least four (4") inches in height. Supplementary lettering to indicate the type of street or section of the parish/city may be in smaller letters, but in any case, should be no less than two (2") inches in height.

The legend and background of the signs shall be contrasting colors and should have white lettering and border on a green background. In residential areas, at least one (1) sign should be mounted at every intersection.

Specifications for Street Identification Signs:

Plates: Anodized aluminum, .080 in thickness, six (6) inches in height by (24", 30" or 36") in width, as necessary, with a 3/4" radius corner. The sign must also have thermosetting acrylic backed enamel, or reflective shooting finishes.

Lettering: ————— (standard alphabet) — four (4") inches

(prefix or suffix abbreviations) — two (2") inches

(block numbering) — two (2") inch copy on top of suffix, when applicable

Hardware: Smooth surface die-cast aluminum, maintenance free, with cadmium plated set screws.

(C.) — Yield Signs

The yield sign shall be a downward pointing equilateral triangle having a red border band and a white interior and the word yield in red inside the border band. The border band must be five (5") inches for the thirty-six (36") inch sign and six (6") inches for the forty-eight (48") sign.

Yield signs may be used on a minor road at the entrance to an intersection where it is necessary to assign right of way to the major road, but where a stop sign is not necessary at all times, and where the safe approach speed on the minor road exceeds ten (10) mile per hour.

Yield signs shall be located in the same manner as a stop sign.

Specifications for Yield Signs:

Size: standard — 36" x 36" (size to be increased by 12" inch increments only)

Material: — Steel — 16 gauge

Aluminum — .080 inch

Reflective sheeting on 16" gauge steel and high intensity reflective on .080 aluminum.

(D.) — Speed Limit Signs

The speed limit sign shall display the limit established by law or by regulation. The speed limits shown shall be in multiples of five (5) miles per hour.

Specifications for Speed Limit Signs:

Size: standard — 24" x 36" (increase in size by 12" increments only) Steel — 16 gauge (Reflective sheeting on 16" gauge steel)

Size of Subordinate Sign of Speed

Regulation: Night Speed Signs — 24" x 24"

Minimum Speed Signs — 24" x 30"

Minimum Maximum Speed Sign — 24" x

48" Sign for Reduced Speed Ahead — 24"

x 30"

Design specifications shall be the same as for speed limit signs.

(E.) — U-Turn Prohibitive Signs:

The "no turn" sign is intended for use at or between intersections to indicate where U-turns are prohibited.

Specifications for U-Turn Prohibitive Signs:

Size: standard — Upper Signs: 24" x 24" Lower Signs: 24" x 18"

Alternative Sign Standard — 24" x 30"

Reflective sheeting required.

(F.) — Do Not Enter Signs:

To prohibit traffic from entering a restricted road section, "Do Not Enter" signs should be conspicuously placed in the most appropriate position at the end of a "One Way Roadway" or "Ramp". The signs shall be a thirty (30") inch white square on which is inscribed a twenty-

nine (29") inch diameter red circle with a white band five (5") inches in width placed horizontally across the center of the circle.

Specifications for Do Not Enter Signs:

Size: standard 30" x 24" (larger in increments of 6")

Steel 16 gauge (reflective sheeting)

(G.) Wrong Way Signs:

Wrong way signs may be used as a supplement to the "Do Not Enter" sign.

Specifications for Wrong Way Signs:

Size: standard 36" x 24"

Steel 16 gauge (reflective sheeting)

(H.) One Way Signs:

One way signs shall be used when required to indicate streets or roadways upon which vehicular traffic is allowed to travel in a one way direction. The sign shall be either:

(a.) A white arrow right or left, on a black horizontal rectangle of a standard, with a minimum size of thirty six (36") inches by twelve (12") inches with the words "one way only" centered within the arrow; or

(b.) A vertical rectangle for a standard, with a minimum size of eighteen (18") inches by twenty four (24") inches with black lettering and a right or left arrow on a white background.

(I.) Dead End Signs:

Dead end signs are intended for use to warn of a street or road which has no outlet and which terminates in a dead end or cul-de-sac. Standard size signs shall be a minimum of thirty (30") inches by thirty (30") inches. The color must be a black legend and border on a yellow background.

(J.) Dead End Warning Devices:

Where barriers are required, they shall be built according to specifications set forth by the

Department of Public Works. The signs shall be marked with reflectorized sheet metal. Further, the signs shall be posted a sufficient advance distance to permit the vehicle operator to avoid the dead end by turning off, if possible, at the nearest intersecting street. In addition, standard hazard object markers shall be placed alongside of the street or road, to provide adequate warning that a dead end is being approached.

Specifications for Hazard Markers:

20 gauge steel back with a baked enamel finish. With stripes are to be bead reflectorized, with three (3") inch holes, one (1") inch from top to bottom.

Size: minimum 4" x 24"

Markers used on the right side of the road toward the dead end must be "right markers".

Markers used on left side of roads towards the dead end will be "left markers".

Markers shall be compatible for mounting on standard posts specified herein.

Standards:

~~a))U Channel Standard: Hot rolled from high tensile steel and finished with green baked enamel or galvanizing pre punched holes three eights (3/8") of an inch on one (1") inch centers for a minimum of three (3') feet of installation non driven channel standards.—~~

~~(b.) Galvanized Tubular Standards: (2) 3/80.0 steel tubing .080 wall with approximately two (2) one pound per foot. Standard shall be embedded in fair ground to a minimum depth of three (3') feet.~~

~~Responsibility: The owner, developer, contractor, etc..., of a subdivision, shall be responsible for the maintenance of the signs installed by them until all improvements have been completed and the streets have been accepted for perpetual maintenance by St. Tammany Parish Government.~~

ADMINISTRATIVE COMMENTS

CASE ITEM:

An ordinance to amend and reenact the St. Tammany Parish Code of Ordinances, Appendix B of Subdivision Regulatory Ordinance No. 499; specifically, the supplemental section relative to traffic control signs

Staff Recommendation:

The staff recommended adoption.

Planning Commission Recommendation:

The Planning Commission unanimously recommended that the council adopt the ordinance.