Introduced March 13th, 1979 by Councilman Throop; seconded by Councilman Wood

Item number 79-3-35

ORDINANCE

NO. 1161

An ordinance amending Ordinance 1078, the 1978-79 Budget.

Be it ordained by the Slidell City Council, in legal session convened, that the following changes be made to Ordinance 1078, adopted September 5th, 1978, and amended by Ordinance 1089, dated October 24th, 1978, No. 1093, dated November 14, 1978, No. 1101, dated December 26th, 1978, No. 1135, dated February 6th, 1979, and Nos. 1143 and 1147, dated February 28th, 1979.

Page 3, line 72, Bridge Construction, add $27,200.00.

ADOPTED this 10th day of April, 1979.

Alvin D. Singletary
Councilman-at-Large
President of the Council

M. W. Hart
Mayor

DELIVERED 4-10-79
11:15 PM to the Mayor
RECEIVED 4-13-79
12:00 Noon from the Mayor

John Swenson CMC
Clerk of Council

PUBLIC NOTICE

Item number 79-3-35, a proposed ordinance amending the 1978-79 Budget, was introduced March 13, 1979.

A Public Hearing will be held on said ordinance at 6:30 p.m., April 10th, 1979, in the Council Chambers, 2055 Second Street.

The proposed ordinance is printed in full as required by Ordinance No. 1084.

CITY OF SLIDELL

John Swenson

John Swenson CMC
Clerk of Council

3/22-29
4/5

Swenson

THE CITY OF SLIDELL

Planning Department
April 10, 1979

M.W. WEBB HART
Mayor

SUZETTE M. BUEHRLE
Director of Planning

City Council
City of Slidell
P. O. Box 828
Slidell, Louisiana 70459

Re: Item #79-3-35, W-15 Bridge Budget Amendment

Dear Councilmen:

The proposed budget amendment before the City Council for the funding of the bridge connection between Rue Rochelle and Audubon has come about as a result of the Planning Commission's and Administration's concern over the limited access situation existing in the City's northern sector. On December 18, 1978, the Planning and Zoning Commission adopted a resolution encouraging the Administration to pursue the openning of all possible access routes to the northern sector to alleviate the present situation. Mayor Hart has concurred with the Commission and therefore is proposing to open the Rue Rochelle/Audubon bridge as the first of several new access routes to this area. The following is a review of the existing situation in the northern sector.

I. Identification of the problem.

The W-14 Diversion Canal and Lateral 1 of the W-15 Diversion Canal act as a barrier and traffic screen in the northern sector (see attached map). Robert Road is the only artery crossing this barrier and providing ingress and egress for this area. Access for the purpose of police and fire protection is extremely limited and difficult. With Robert Road being the only means of access to this area from Gause Road, blocking of this intersection at any time could create a dangerous situation. Additional points of access are definitely needed in order to provide an effective traffic network for this sector of the City. Robert Road is currently nearing traffic capacity at peak hours. Since Robert Road will soon be under construction for improvement to a five-lane road, additional incentive to open an alternative access point is provided. Construction will hamper the flow of traffic so that peak hour traffic will have to seek alternate routes. Although Robert Road will be

able to handle the traffic volumes after the construction is completed, this improvement does not alleviate the access problem.

II. Identification of Additional Future Access Routes for the Northern Sector.

The attached map shows the northern sector broken down into three basic sections. The existing and potential access points are identified on the map and in the following table. Each of the three sectors have unique access needs.

Sector 1 - Access and Improvements

Existing to Robert	Needed
Civic Club	Rue Rochelle/Audubon Connection
Audubon	Extension of Timberlane to Robert
Pinewood	I-10 Service Road
	Connection of Cardinal
	Improvement of Civic Club Drive
	Robert/I-12 Exchange
	Improved signalization at Robert & Gause

Sector 2 - Access and Improvements

Existing to Gause	Needed
Rue Rochelle	Rue Rochelle/Audubon Connection
Rue Verand	Improved signalization at Rue Rochelle and Gause

Existing to Robert

Independence

Sector 3 - Access and Improvements

Existing to Robert	Needed
Fountain	Ninth Street extension
Marche	Widening of U.S. 11 to I-12
Dijon	Improved signalization at U.S. 11 and Gause
North	
Pinewood	
Country Club	

Existing to U.S. 11

North

III. Need for the Rue Rochelle/Audubon Bridge.

There are several possible ingress and egress routes to the northern sector of the City which will alleviate the existing access problem. Eventually, all of these access routes should be openned.

The City is currently working toward the openning of all access routes as quickly as possible. The Administration is pursuing the annexation of property along Robert Road and will be looking into the annexation of land needed for the extension of Ninth Street. The City will be working with the State on the improvement of Robert Road, U.S. 11, the extension of the I-10 Service Road, and the Robert Road/I-12 exchange. In addition, the City has been negotiating with developers of property involving the I-10 Service Road. However, all of the possible access routes with the exception of the Rue Rochelle/Audubon bridge require the acquisition of land and/or some annexation, both of these processes are lengthy and expensive. In some cases, the cooperation of the State of Louisiana is needed. The Administration believes that we must act now to begin to improve the situation existing in the northern sector. Therefore, the Administration recommends that the City Council approve the funding for the construction of the Rue Rochelle/Audubon bridge for the following reasons:

(1) The bridge is a logical step toward improved traffic flow and an effective traffic network in the northern sector.
(2) The bridge will provide some relief in terms of traffic volume for Robert Road during construction.
(3) The bridge is the only feasible and immediate means of relief at this time.

The construction of the Rue Rochelle/Audubon bridge is advantageous to all three sectors. The greater accessibility to Sector 1 and traffic relief on Robert Road for Sector 3 are easily identifiable benefits. It should also be noted that Sector 2 will receive benefit from the openning of the bridge. Sector 2 residents will have greater accessibility to northern routes. In addition, Chief Poplar, with the Fire Department, has indicated that the bridge will improve the Fire Department's response time to residences in Sector 2.

IV. Inconvenience to the Residents on Rue Rochelle and Audubon.

A sharp increase in traffic can definitely be anticipated along Rue Rochelle and Audubon following the bridge openning. The Administration certainly recognizes that the residents on these streets will experience some inconvenience, particularly during the construction of Robert Road. The following steps should be taken to minimize the inconvenience and insure the safety of the people affected.

During construction of Robert Road:
(1) Use of Patrolmen during peak traffic hours along Rue Rochelle and Audubon.
(2) Slow speed limits strictly enforced.
(3) Through truck traffic will be prohibited.
(4) Parking should be prohibited on Rue Rochelle and Audubon.

After construction of Robert Road:
(1) Encourage the use of Robert Road by:
    (a) Higher speed limit
    (b) Fewer obstructions (e.g. stop signs)

(2) Discourage the use of Rue Rochelle and Audubon by:
   (a) Slower speed limits strictly enforced.
   (b) More obstructions particularly in terms of stop signs at the intersections of Audubon and Oriole, Rue Rochelle and Independence, and Rue Rochelle and Rue Miramon.
   (c) Through truck traffic will be prohibited.

This review of the access situation in the northern sector of the City provides the basis upon which the Administration recommends that the City Council approve the funding for the Rue Rochelle/ Audubon Bridge. I plan to address these issues briefly during the public hearing tonight and will attempt to answer any additional questions. Also attached for your information are: Resolution adopted by the Planning and Zoning Commission, a map of the subject area, and copies of the two letters received from Burk & Associates.

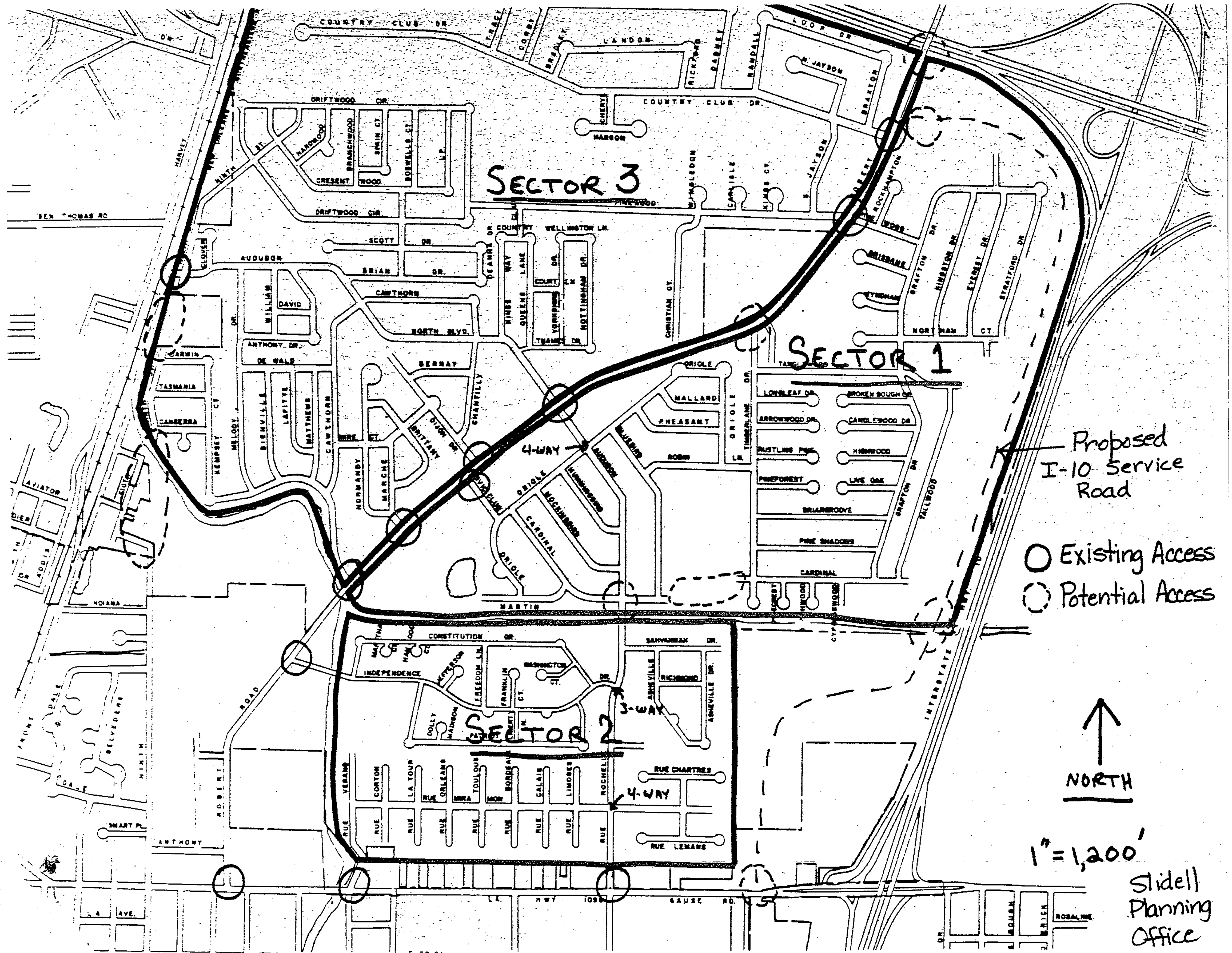
Thank you for your consideration.

Sincerely,

Suzette M. Buehrle

Suzette M. Buehrle
Director of Planning

SMB/eme
Attachments


SECTOR 1
SECTOR 2
SECTOR 3
4-WAY
3-WAY
4-WAY
Proposed I-10 Service Road
Existing Access
Potential Access
NORTH
1"=1,200'
Slidell Planning Office

RESOLUTION

BE IT RESOLVED THAT, to alleviate the limited access/egress to and from Tanglewood Village and the traffic congestion anticipated during the widening of Robert Road, THE SLIDELL PLANNING AND ZONING COMMISSION, in regular session on Monday, December 18, 1978, does recommend to the administration of Slidell that:

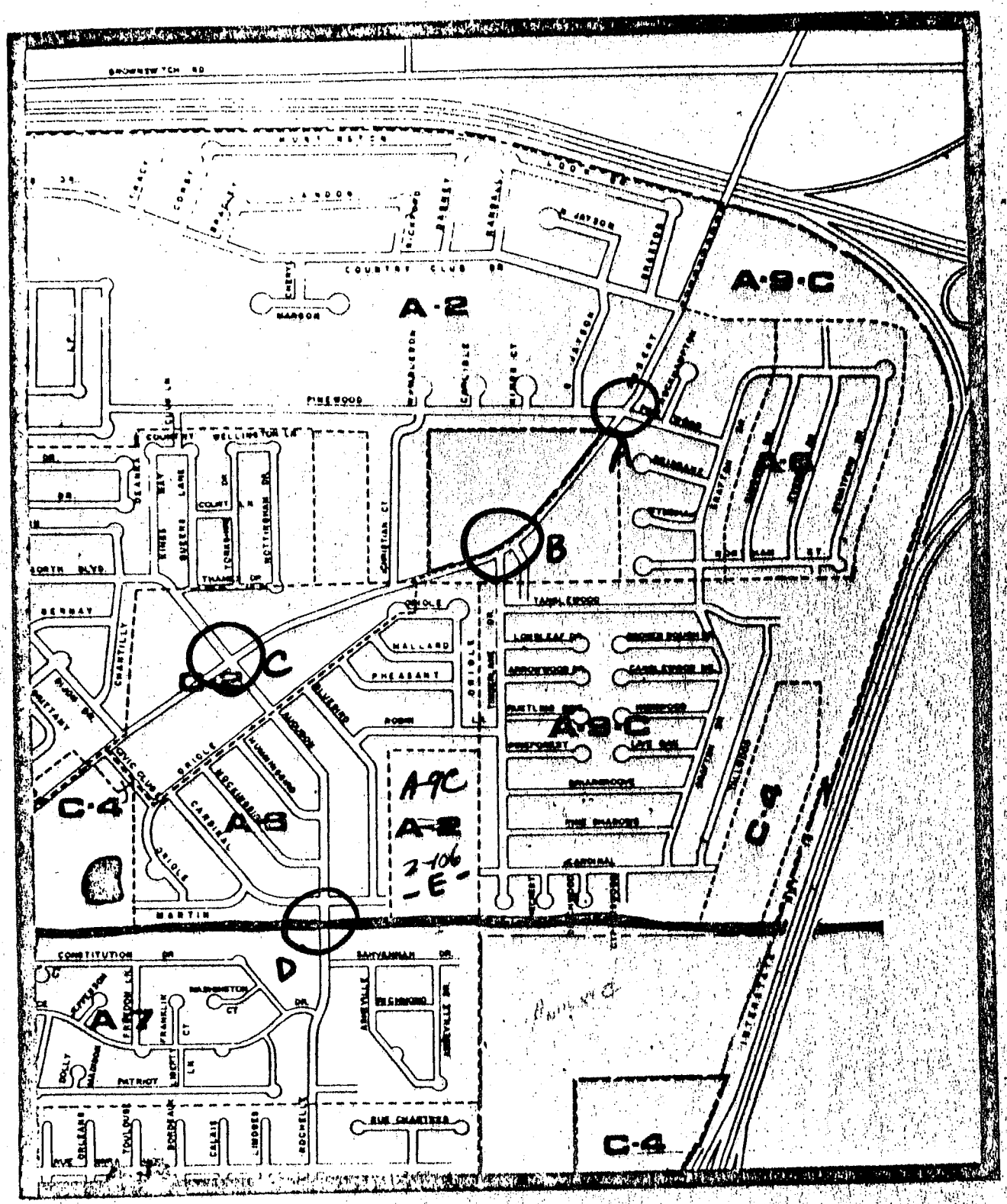
1. The City construct with all due haste a bridge across Drainage Canal W-14 at the point where it crosses the connection of Audubon Drive and Rue Rochelle,

2. The City take steps required to affect the connection of the end of Cardinal Drive in Audubon Place and the end of Cardinal Drive in Tabglewood Village, and

3. The City verify that the land between the intersection of Timberlane Drive and Tanglewood Drive and Robert Road is within the city limits. If it is not, annexation proceedings are recommended. Once within the city limits, it is recommended that a section of land be acquired, by expropriation if necessary, and an extension of Timberlane Drive be constructed to intersect with Robert Road, thus provided additional access/egress to and from Tanglewood Village.

   The acquisition of this property should be initiated now and construction be started after the widening of Robert Road.

BE IT FURTHER RESOLVED that a copy of this Resolution be provided the Mayor of Slidell, the Engineering Department, the Department of Streets and the members of the City Council.



THE ZONING MAP

OF BLIDELL , LOUISIANA

A-3

ZONING CLASSIFICATIONS:

A-1	SUBURBAN RESIDENTIAL	B-0	NEIGHBORHOOD COMMERCIAL
A-2	SINGLE FAMILY RESIDENTIAL	B-2	COMMERCIAL
A-3	MULTI FAMILY RESIDENTIAL	B-4	HIGHWAY COMMERCIAL
A-4	TRANSITIONAL	M-1	PLANNED INDUSTRIAL
A-5	PLANNED RESIDENTIAL	M-2	LIGHT INDUSTRIAL
A-6	SINGLE FAMILY URBAN	M-3	GENERAL INDUSTRIAL
A-7	MULTI FAMILY URBAN	R	RURAL
A-8	HIGH DENSITY URBAN	P	PRESERVATION
A-9	APARTMENTS	A-B-B	RESIDENTIAL COMMERCIAL
B-1	PLANNED COMMERCIAL	A-10	TRAILER PARKS

BURK AND ASSOCIATES, INC.
ENGINEERS, PLANNERS, ENVIRONMENTAL SCIENTISTS
4176 CANAL STREET
NEW ORLEANS, LOUISIANA 70119

January 23, 1979

M.W. "Webb" Hart, Mayor
Slidell City Hall
P. O. Box 828
Slidell, Louisiana 70459

Dear Mayor Hart:

In response to your request, we have conducted a brief analysis of the traffic situation in the vicinity of Bon Village, Audubon, Tanglewood and Country Club subdivisions, focusing on the proposal for a bridge crossing of W-15 canal. We must emphasize that our analysis did not have the benefit of extensive data or lengthy study time. In order to accomplish a thorough traffic analysis, an effort should eventually be made to obtain detailed traffic counts for the entire area, origin-destination information, on-street parking usage and other data needed for an in-depth study. We were able, however, to form some preliminary recommendations regarding the proposed canal crossing and other traffic improvements needed in the northeastern quadrant of the City. The following points summarize our analysis:

(1) The projected population for the area bounded by the Interstate Highway, Robert Road and the W-15 Canal will necessitate the opening of a new egress point in the near future. The existing egress points at Civic Club and Audubon appear to have sufficient capacity to absorb their share of traffic movement, however, Pinewood will experience capacity overload as residential development is completed in the coming years. Although the eventual solution to traffic problems throughout this area is the construction of a service road paralleling the interstate, the City should pursue the opening of Timberlane Drive to Robert Road as soon as possible. This will relieve volume problems which are anticipated on Pinewood.

(2) The bridge crossing of W-15 canal at Audubon/Rue Rochelle will be needed during construction work on Robert Road. It is anticipated that the traffic capacity on Robert Road will be reduced to such an extent that peak hour traffic will be forced to take alternate routes. The crossing at W-15 canal would relieve much of the congestion which would otherwise occur on Robert Road during construction.

(3) The crossing of W-15 canal cannot be justified on the basis of normal traffic volume. The opening of Timberlane Drive to a four-lane Robert Road would relieve anticipated traffic volumes sufficiently to serve the subdivisions of the area.

(4) The crossing of W-15 canal can be viewed as a logical step toward improved traffic flow in the northern section of the City. The W-15 Canal presently forms a continuous traffic barrier surrounding the northeastern quadrant, with Robert Road serving as the only major artery. Access for police and fire protection of the northeastern section is currently poor because of the W-15 traffic screen.

(5) Traffic on Audubon/Rue Rochelle will increase significantly upon contruction of the W-15 bridge. Both during and after improvements to Robert Road, residents of Bon Village and adjacent subdivisions can expect a sharp rise in traffic volume. The City should take steps to encourage use of Robert Road and reduce traffic speed on Audubon/Rue Rochelle. Trucks should be prohibited from using Audubon/Rue Rochelle.

The above comments reflect general recommendations for traffic improvements in the northeastern section of the City. Although we have not included our traffic volume calculations in this letter, we would be glad to review these with you upon request. Should you have any further questions or comments, please feel free to call upon us at any time.

Sincerely,

BURK & ASSOCIATES, INC.
Engineers, Planners, &
Environmental Scientists

Bruce L. Badon
Associate and Director
of Planning.

BLB/mhc

BURK AND ASSOCIATES, INC.
ENGINEERS, PLANNERS, ENVIRONMENTAL SCIENTISTS
4176 CANAL STREET
NEW ORLEANS, LOUISIANA 70119

January 31, 1979

Mrs. Suzette Buehrle, Director
Slidell Planning Department
Slidell City Hall
P. O. Box 828
Slidell, Louisiana 70459

RE: Traffic Calculations

Dear Suzette:

Please find attached a summary of the calculations which were performed and the assumptions which were employed in our analysis of traffic conditions related to the proposed bridge crossing of W-15 Canal. As this summary is rather sketchy, please do not hesitate to contact me if you have any questions or comments.

Sincerely,

BURK & ASSOCIATES, INC.
Engineers, Planners, &
Environmental Scientists

Bruce L. Badon
Associate and
Director of Planning

BLB/mhc

Attachment

SECTOR CALCULATIONS
(see attached map)

Sector 1

482.31 acres (total area)
- less 20% streets (96.46 acres)

385.85 net acres
- less 5% commercial (19.29 acres)

366.56 net residential acres
- assume housing type primarily single-family
- avg. lot size: 7,500 sq. ft.

2,129 dwelling units (at full development)
- avg. 5.8 D.U. per acre
- assume avg. 3.4 persons per D.U.

7,239 persons (at full development)
- assume avg. 2.0 vehicles per D.U.

4,258 vehicles (at full development)

Sector 2

225.37 acres (total area)
- less 20% streets (45.07 acres)

180.3 net residential acres
- assume no commercial
- assume 20% multi-family (36.06 acres)
- assume 80% single-family (144.24 acres)
- single-family: 5.8 D.U. per acre (836.59 D.U.)
- multi-family: 12.0 D.U. per acre (432.72 D.U.)

1,270 dwelling units (at full development)
- assume avg. 3.4 persons per single-family D.U. (2,846 persons)
- assume 2.8 persons per multi-family D.U. (1,212 persons)

4,058 persons (at full development)
- assume avg. 2.0 vehicles per single -family D.U. (1,674 vehicles)
- assume avg. 1.5 vehicles per multi-family D.U. (650 vehicles)

2,324 vehicles (at full development)

Sector 3

691.9 acres (total area)
- less 20% streets (138.38 acres)

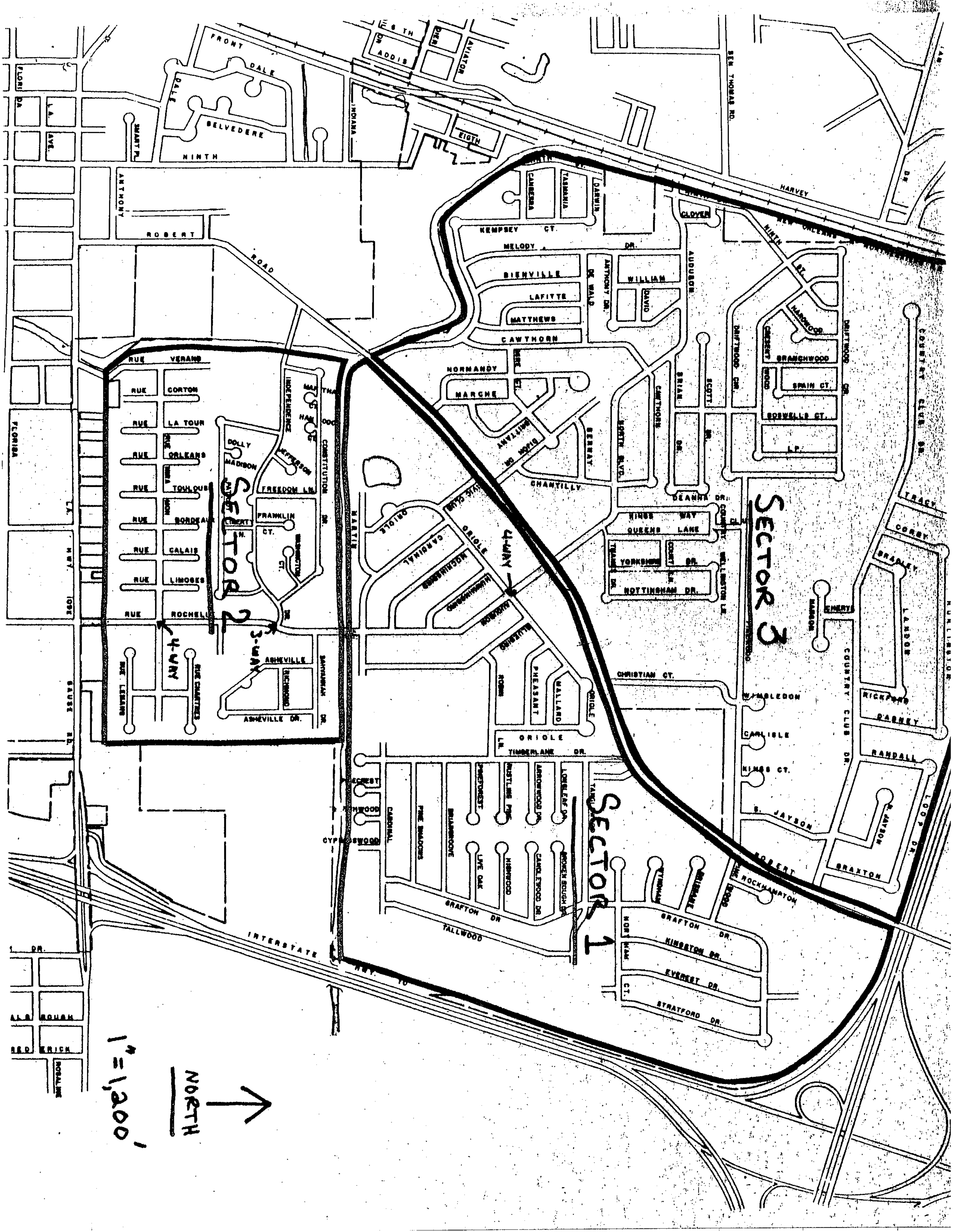
553.52 net acres
- less 5% commercial (27.68 acres)

525.84 net residential acres
- assume housing type primarily single-family
- avg. lot size: 7,500 sq. ft.

3,054 dwelling units (at full development)
- avg. 5.8 dwelling units per acre
- assume avg. 3.4 persons per D.U.

10,384 persons (at full development)
- assume avg. 2.0 vehicles per D.U.

6,108 vehicles (at full development)


SECTOR 1
SECTOR 2
SECTOR 3
4-WAY
4-WAY
3-WAY
NORTH
1" = 1,200'
FRONT
DALE
BELVEDERE
NINTH
ANTHONY
ROBERT
ROAD
INDIANA
AVIATOR
ADDIS
EIGHTH
BEN THOMAS RD.
HARVEY
NEW ORLEANS
KEMPSEY CT.
MELODY DR.
BIENVILLE
LAFITTE
MATTHEWS
CAWTHORN
WILLIAM
DAVID
AUDUBON
CLOVER
NORMANDY
MARCHE
CHANTILLY
DEANNA DR.
KINGS WAY
QUEENS LANE
YORKSHIRE DR.
NOTTINGHAM DR.
WELLINGTON LN.
BRANCHWOOD
SPAIN CT.
BOSWELLS CT.
DRIFTWOOD DR.
COUNTRY CLUB DR.
CORBY
BRADLEY
CHERYL
CHRISTIAN CT.
WIMBLEDON
CARLISLE
KINGS CT.
S. JAYSON
RICKFORD
D'ABNEY
RANDALL
BRAXTON
ROBERT
ROCKHAMPTON
LOOP DR.
RUE VERAND
RUE CORTON
RUE LA TOUR
RUE ORLEANS
RUE TOULOUSE
RUE BORDEAUX
RUE CALAIS
RUE LIMOGES
RUE ROCHELLE
RUE LEMANS
RUE CHARTRES
INDEPENDENCE
CONSTITUTION DR.
DOLLY
MADISON
JEFFERSON
FREEDOM LN.
LIBERTY
FRANKLIN CT.
ASHEVILLE
ASHEVILLE DR.
RICHMOND
MARTIN
FLORIDA
GAUSE BLVD.
ORIOLE
CARDINAL
PHEASANT
MALLARD
ROBIN
ORIOLE LN.
TIMBERLANE DR.
PINECREST
RUSTLING PINE
ARROWWOOD DR.
LONGLEAF DR.
PINE SHADOWS
BRIARGROVE
LIVE OAK
HIGHWOOD
CANDLEWOOD DR.
CYPRESSWOOD
GRAFTON DR.
TALLWOOD
INTERSTATE HWY. 10
NORTHAM CT.
KINGSTON DR.
EVEREST DR.
STRATFORD DR.

TRAFFIC VOLUME DATA

Sector 1

- 2,129 Sector 1 households
- Assume two-hour peak traffic period
- Assume 80% of Sector 1 households will have one-way peak hour trips (1,703 trips)
- Assume 60% of Sector 1 households will have two-way peak hour trips (1,277 trips)
- 2,980 trips from Sector 1 during peak-hours (2 hour period)
- 1,490 trips per hour from Sector 1 during peak hours
- Assume following usage per egress point:

Pinewood Drive	(55%)
Audubon Place	(45%)
Civic Club	(10%)
All traffic leaving Sector 1	(100%)

(1) PINEWOOD DR.

2-lane, no median 60' R.O.W.
10' driving lanes
occasional on-street parking
surface condition: good
Roadway type: concrete, curb, and gutter

Capacity

800 vehicles per lane per hour (capacity flow)
0.8 reduction factor for obstructions
640
0.9 reduction factor for turning movements
560 vehicles per lane per hour (actual capacity)

Usage

- Assume Pinewood Dr. will have 55% of traffic demand from Sector 1, with no improvements to present system.
- 820 vehicle demand on Pinewood Dr. per hour during peak period.

Demand will exceed capacity by 260 vehicles per hour (or actual capacity will have to be improved 42%).

(2) AUDUBON PL.

2-lane, median (approx. 6')
80' R.O.W.
10' driving lanes
frequent on-street parking
surface condition: good
roadway type: concrete, curb and gutter.

Capacity

1,000 vehicles per lane per hour (capacity flow)
0.8 reduction factor for obstructions
800
0.9 reduction factor for turning movements
700 vehicles per lane per hour (actual capacity)

Usage

- Assume Audubon Pl. will have 45% of traffic demand from Sector 1, with no improvements to existing system.
- 671 vehicle demand on Audubon Pl. per hour during peak period.

Capacity will exceed demand by 29 vehicles per hour per lane.

(3) CIVIC CLUB

2 lane, no median R.O.W. uncertain. 20' driving surface less than 10' driving lanes infrequent on-street parking.
suface condition: poor
Roadway type: asphalt, no curb

Capacity

700 vehicles per lane per hour (capacity flow)
.75 reduction factor for obstructions, roadway conditions
525
0.9 reduction factor for turning movements
455 vehicles per lane per hour (actual capacity)

Usage

- Assume Civic Club will handle 10% of traffic flow from Sector 1, with no improvements to present system.
- 149 vehicle demand on Civic Club per hour during peak period

Capacity will exceed demand by 306 vehicles per hour.

Sector 2

- 1,270 Sector 2 households
- Assume two-hour peak traffic period
- Assume 80% of Sector 2 households will have one-way peak hour trips (1,016 trips)
- Assume 60% of Sector 2 households will have two-way peak hour trips (762)
- 1,778 trips from Sector 2 during peak hours (2-hour period)
- 889 trips per hour from Sector 2 during peak hours
- Assume following usage per egress point:

Rue Rochelle Drive	(80%)
Rue Verand	(15%)
Independence Drive	(5%)
All traffic leaving Sector 2	(100%)

(1) RUE ROCHELLE

2-lane, median(approx. 6')
80' R.O.W.
10' driving lanes
infrequent on-street parking
surface condition: good
Roadway type: concrete, curb and gutter.

Capacity

1,100	vehicles per lane per hour (capacity flow)
0.9	reduction factor for obstructions
990	
0.9	reduction factor for turning movements
880	vehicles per lane per hour (actual capacity)

Usage

- Assume Rue Rochelle will have 80% of traffic demand from Sector 2, with no improvements to existing system.
- 711 vehicle demand on Rue Rochelle per hour during peak period

Capacity will exceed demand by 169 vehicles per hour per lane.

Sector 3

- 3,054 Sector 3 households.
- Assume two-hour peak traffic period
- Assume 80% of Sector 3 households will have one-way peak hour trips (2,443 trips)
- Assume 60% of Sector 3 households will have two-way peak hour trips (1,832 trips)
- 4,275 trips from Sector 3 during peak hours (2 hour period)
- 2,138 trips per hour from Sector 3 during peak hours

Robert Road

Capacity (During Construction)

1,100 vehicles per hour per lane (capacity flow)
0.75 reduction factor for obstructions during construction
825
0.9 reduction factor for turning movements
715 vehicles per hour per lane (actual capacity)

Usage (During Construction; No improvements to other roadways)

- Assume Robert Road will have 100% of demand from Sector 1 (1,490), 5% of demand from Sector 2, (44), 90% of demand from Sector 3 (1,924), and no demand from other areas.
- 3,458 vehicle demand on Robert Road per hour during peak hours.
- Demand exceeds capacity by 2,743 vehicles (during construction).
- Under present conditions, demand far exceeds capacity, (i.e., before construction)
- Without other roadway improvements in Sectors 1 and 3, it appears from this analysis that total demand will continue to exceed total capacity even after improvements to Rober Road.