



# ST. CHARLES PARISH

## DEPARTMENT OF PUBLIC WORKS

100 RIVER OAKS DRIVE • DESTREHAN, LOUISIANA 70047

(985) 783-5102 • (985) 783-5104 • FAX (985) 725-2250

Website: [www.stcharlesparish-la.gov](http://www.stcharlesparish-la.gov)

V.J. ST. PIERRE, JR.  
PARISH PRESIDENT

SAM SCHOLLE  
DIRECTOR

### MEMORANDUM

DATE: December 1, 2014

TO: Ms. Carolyn Schexnaydre  
Councilwoman at Large, Division A

FROM: Sam Scholle *SS*  
Director of Public Works/Wastewater

RE: **STOP at the Intersection of  
Mary St and 2<sup>nd</sup> St, Norco**

As you requested, in your September 30, 2014 memorandum (copy attached), a survey was done on the above mentioned intersection. The Department of Public Works (DPW) has assumed that you are requesting an "All-Way" STOP since a STOP sign is already in place on 2<sup>nd</sup> St.

DPW has inspected the site and notes that there is a "STOP" sign on 2<sup>nd</sup> St and no signs on Mary St. It should be noted that 2<sup>nd</sup> St does extend beyond Mary St as a non-asphalted (gravel) road with no STOP sign present.

Manual on Uniform Traffic Control Devices (MUTCD) gives the following criteria that should be met before installing an "All-Way" STOP sign:

- A. Where traffic control signals are justified, the "All-Way" stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.
- B. A crash problem, as indicated by 5 or more reported crashes in a 12-month period that are susceptible to correction by an "All-Way" STOP installation. Such crashes include right- and left-turn collisions as well as right-angle collisions.
- C. Minimum volumes:
  1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day, and

2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour, but
3. If the 85th-percentile approach speed of the major-street traffic exceeds 65 km/h or exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the above values.

D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.

Our survey revealed that none of these apply to the above intersection.

Research into the intersection by Ms. Valerie Berthelot with the Council office has discovered Ord. 83-5-3 detailing sign configurations for many intersections within the Parish. This ordinance dictates the STOP signs shall be placed along Mary St "...at the 2<sup>nd</sup> intersection". Upon discussion with Ms. Berthelot and others within the Council office it can only be determined that the ordinance is ambiguous as to the STOP configuration and may or may not be in the configuration as stated by the ordinance. Although this office sees no need for an "ALL-WAY" STOP the Council should take up an ordinance to clarify the sign configuration of the intersection.

There are two means of accomplishing this. If the Council wishes to maintain the current STOP sign on 2<sup>nd</sup> St then an additional sign should also be placed on the graveled section. Since one side of the intersection is signed, the other should also be signed to avoid any implications that normal right of way procedures do not need to be followed. This is similar to what was done within the Sellers Subdivision along Bernard Ave. in 2013.

The other option would be to remove the sign on 2<sup>nd</sup> St and place two STOP signs on Mary St. Either of these options would be acceptable to DPW.

Should you have any questions or comments please do not hesitate to call.

Attachment

SS/lpz

cc: Parish Council  
c/o Ms. Tiffany K. Clark

Mr. Lawrence "Lee" Zeringue, PE  
Senior Parish Engineer