



# ST. CHARLES PARISH

## DEPARTMENT OF PUBLIC WORKS

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

SAM SCHOLLE  
DIRECTOR

### MEMORANDUM



DATE: July 26, 2010

TO: Mr. Dennis Nuss  
Councilman, District VII

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

RE: **"3-Way Stop" at the Intersection of  
Monsanto Ave and St. Maria St**

As you requested, in your July 8, 2010 memorandum (copy attached), a survey was done to determine whether a "3-Way STOP Sign" should be installed at the above referenced intersections. The Department of Public Works has inspected the site and found that currently St. Maria has a "STOP" and Monsanto Ave. does not in either direction.

Manual on Uniform Traffic Control Devices (MUTCD) gives the following criteria that should be met before installing a Multiway STOP sign:

- A. Where traffic control signals are justified, the multiway 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 a multiway 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. For these reasons the Department of Public Works cannot recommend the installation of the "3-Way STOP" at this location.

After this project is constructed this department will re-evaluate the intersection and make another recommendation accordingly.

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

Attachment

SS/lpz

cc: Parish Council  
c/o Ms. Barbara Jacob-Tucker

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

