



ST. CHARLES PARISH

DEPARTMENT OF PUBLIC WORKS

100 RIVER OAKS DRIVE • DESTREHAN, LOUISIANA 70047

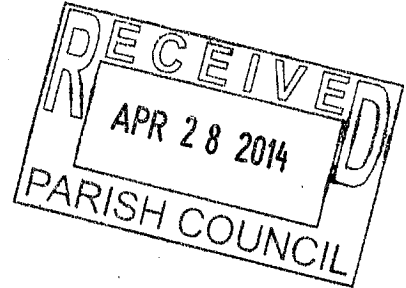
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V.J. ST. PIERRE, JR.
PARISH PRESIDENT

SAM SCHOLLE
DIRECTOR

MEMORANDUM



DATE: April 24, 2014

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

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

RE: **“All-Way” STOP at the Intersection of
River Village Dr and Live Oak Dr**

As you requested, in your March 28, 2014 memorandum (copy attached), a survey was done to determine whether an “All-Way” STOP Sign should be installed at the above referenced intersection.

The Department of Public Works has inspected the site and notes that there is a “STOP” sign on Live Oak Dr and no signs on River Village.

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.

The memorandum requested this review due to residents having problems backing out of their driveways. There is only one resident that would benefit from the installation of an "All-way" STOP. Limited line of sight at the intersection and the shape of the driveway may be mitigated by an "All-Way" STOP. For this reason and exercising engineering judgment, the Department of Public Works has no objection to placement of the signs.

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