



ST. CHARLES PARISH

DEPARTMENT OF PUBLIC WORKS

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

SAM SCHOLLE
DIRECTOR

MEMORANDUM

DATE: September 9, 2013

TO: Ms. Tiffany K. Clark
St Charles Parish Council Secretary

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

RE: **“STOP” Sign Configuration
River Village Dr. and Cedar Ln., Destrehan**

As you requested, in your June 24, 2013 memorandum (copy attached), a survey was done to determine whether the intersection should be signed as a “4-way” or “All Way STOP”. A review was done on this intersection and a memorandum stating the position of Public Works on March 25, 2013, (copy attached). No further information has been found to modify our position as stated in the March 25th memorandum. It was noted in the memorandum that the four way intersection only has one sign for four streets and that may be cause for modification.

The Department of Public Works has inspected the site. River Village Dr. and Cedar Ln intersect each other perpendicularly. There is only one “STOP” sign and it is on Cedar Ln facing northward. There is no paired sign with this one.

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

- A. The vehicular traffic volumes on the through street or highway exceed 6,000 vehicles per day;
- B. A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway; and/or
- C. Crash records indicate that three or more crashes that are susceptible to correction by the installation of a STOP sign have been reported within a 12-month period, or that five or more such crashes have been reported within a 2-year period. Such crashes include right-angle collisions involving road users on the minor-street approach failing to

yield the right-of-way to traffic on the through street or highway.

Our survey revealed that “B” and engineering judgment would be justification for installation of a “STOP” sign paired with the existing sign. 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.

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

Attachment

SS/lpz

cc: Mr. Lawrence “Lee” Zeringue, PE
Senior Parish Engineer