

# LOUISIANA STRATEGIC HIGHWAY SAFETY PLAN



## INFRASTRUCTURE AND OPERATIONS Subcommittee Meeting

*Tuesday, July 30, 2013 • 10:00 A.M. to 12:00 Noon*

*South Central Planning & Development Commission, Houma, LA*

### Attendance (15)

Terry Arabie, LPG  
Marie Walsh, LTAP  
Rick Holm, LTAP  
Ryan Laurent, LTAP  
Jeff Dickey, LSU HSRG  
Steven Strength, LADOTD  
Jim Chapman, LADOTD  
Terri Monaghan, LADOTD  
Dennis Hebert, LADOTD

Rudynah Capone, SCPDC  
Josh Manning, SCPDC  
Cassie Parker, SCPDC  
Lee Zeringue, St. Charles Parish  
Troy Cassioppi, St. John SO  
Glen Graham, Stantec

### Welcome and Introductions

Terry Arabie (LPG), co-Team Leader of this Subcommittee, presided this meeting on behalf of Team Leader Perry Blanchard (TPCG). He called it to order at 10:03 A.M. and welcomed everyone! All of 15 attendees introduced themselves individually.

### Approval of Minutes from January 30, 2013 Meeting

A quick review of the action items from the January 30<sup>th</sup> meeting was done by Rudynah Capone. She mentioned that three out of four items were completed which were: to conduct RSA's in St. John and St. Charles (done in March 2013); to get curve maps from LTAP (done in partnership with Josh Manning of SCPDC); and follow up with Assumption and St. James Parish reps when to conduct their RSA's (done by R. Capone via email but to be followed through again). The only one that's to be completed at today's meeting is the review of the Infrastructure & Operations Action Plan. Marie Walsh made a motion to approve the minutes, seconded by Dennis Hebert. Motion carried.

### Review of the SCRTSP Infrastructure & Operations Emphasis Area Action Plan Review

R. Capone facilitated the review of this plan. She gave a snapshot of crash data in 2012 on both fatalities and serious injuries for intersections and roadway departure. She also shared that out of 18 action items in the plan, only 3 have been completed so far while 7 have had substantial progress, 6 are underway, one item is on its early progress and 1 hasn't started. The implementation dial showed that we're past 50% in completion.

At this Action Plan review, the following comments/changes were shared:

#### Action Step 1.1.1- "Encourage the stakeholders and the public to express safety concerns..."

D. Hebert commented this seems to have been completed already. T. Monaghan said that it should remain in Substantial Progress but also ongoing because we will always have concerns brought to our attention. The team agreed on the latter.

## ***SCRTSP Infrastructure & Operations Action Plan Review Continued***

Action Step 1.1.2 – “Coordinate with LRSP team, HSRG and other data sources in assessing data before further recommendations.”

R. Capone commended LTAP and HSRG in providing some of the regional/local data that’s not available. Marie Walsh said that this be marked as Substantial Progress/Ongoing also. LTAP will share how they’ve done crash spotting and how they can provide the best data, etc. T. Monaghan agreed to place *Substantial Progress slash Ongoing* as the official status for both items 1 and 2.

Action Step 1.1.3 – “Refer safety concerns to the Traffic Engineer and collaborate for further evaluation”

R. Capone suggested that this item be fused with Action Step 1.1.1 because this seemed to be a redundancy. Everyone agreed. T. Monaghan reminded that it’s not just the Traffic Engineer from Houma Sub-district that should be involved in addressing safety concerns, but also District 61 and 62 (now added as Action Step Leaders).

Action Step 1.2.1 – Collaborate with DOTD to hold a regional RSA workshop...”

This has been completed last March 7, 2012. It was pretty successful. R. Whittaker asked if the team would recommend having the same workshop in other coalitions, and the team members, said yes. Marie suggested that they do a refresher training right before holding the next set of local RSA’s.

Action Step 1.2.2 – “Once RSA Team is organized, the members will collaborate to develop guidelines and standard templates that will help determine appropriate low-cost safety improvements...”

M. Walsh shared that although they determine certain RSA project recommendations based on cost, time perspective (short-term, mid-range, long-term), etc., the LTAP would want to come up with a standard template in the next 3 months before the next scheduled RSA. Status is Substantial Progress. Discussion later ensued on RSA Training opportunity for the North Shore coalition.

Action Step 1.2.3 – “Encourage participation from non-infrastructure partners such as law enforcement officers, hospitals, schools and non-profit organizations in conducting RSA’s...”

T. Monaghan suggested that even if this has been completed, it should remain as an ongoing effort as well. R. Capone noted that the coalition is still working on bringing back active participation from the fire departments and local EMS agencies. They used to attend the safety meetings but not in the past 3 years anymore.

Action Step 2.1.1 – Assist SCPDC and partner with coalition members in conducting curve analysis on roads identified as Top 10 Hot Spots...”

M. Walsh insisted that this hasn’t been completed. Instead, it should have been underway. There needs to be a lot of work to be done. LTAP and SCPDC will collaborate to determine what data is available and what still needs to be collected. Discussion on horizontal curve data collection and analysis ensued.

Action Step 2.1.2 – Partner with DOTD’s LRSP to assist agencies in seeking out resources to implement safety projects on horizontal curves on local roads...”

This was discussed just a while back. M. Walsh said that they’d like to try some of the friction pavement improvements in our area. Status is underway.

Action 2.2.1 – “Partner with DOTD and agencies to develop guidelines and procedures to remove dangerous roadside obstructions...”

Status is ‘not started’. Follow up with LTAP. R. Capone asked if this strategy could be shortened or rephrased. A prior correspondence revealed that there are really no systematic programs for addressing roadside obstructions, but instead, they could be submitted as safety projects.

## ***SCRTSP Infrastructure & Operations Action Plan Review Continued***

Steve Strength, who will be working for LTAP starting August 6, commented that there are a lot of obstructions that may cause safety issues; he recommended emphasizing 'low-cost safety' into the verbiage of this action item and take out "dangerous" and the examples of obstructions. T. Monaghan said that identifying areas 'as deemed by project-based analysis' and 'having the potential to provide safer roadside' into wording this step. Further discussion ensued on mailboxes and other roadway departure issues. The team questioned how this item got included in the plan and recommended to investigate. R. Capone will check with consultants. In the meantime, the team agreed to take out 'dangerous roadside obstructions and reword it to "Partner with DOTD and local agencies to identify areas that have the potential to provide low-cost solutions for safer roadside." Further discussion ensued.

### **Action Step 3.1.1 – "Work with DOTD and LTAP in conducting intersection analysis on Top 10 Hot Spots that are deemed as prioritized areas for improvement"**

Status is Underway. R. Capone said this is done in conjunction with local and statewide RSA's. T. Monaghan commented that the "Safety Concerns to Refer to DOTD" yellow sheets we collect from partners and the public also help us determine some of the areas that need improvements.

### **Action Step 3.1.2 – "Work with DOTD and city/parish planners in implementing effective strategies based on the intersection analysis/feasibility study findings"**

Status for this item is Underway. R. Capone said that we're already doing this. With our RSA initiative, we are able to recommend effective countermeasures after site visits and in-depth data analysis are done.

### **Action Step 3.2.1 – "Alternative Route development including infrastructure..." and Action Step 3.2.2 – "Car routes and car alert traveler information"**

Glen Graham gave updates on these two items. Both are underway. He said that the first item involve arterial DMS, adaptive signals, etc. DOTD is updating the architecture for each area. As for Houma region, the update is getting back up again, so we can identify key areas. So far, there are 2 DMS. As for the car routes and car alert traveler info, this is in reference to 511.

On another note, DOTD has purchased a phone application called *Way to Geaux*. It's now useable but hasn't been officially released to the public yet. It's a hands-free, eyes-free, location-based audio traffic alert system that provides traveler advisories. It has worked pretty well and it's real-time. It's downloadable on Smart or Android phones. It integrates GPS features on it. When TMC puts out an advisory, the app will notify the user as well. You can set the time interval that you want to hear the updates. If something happens in between, it will notify you immediately.

G. Graham further commended that Michael Cobb of Houma TMC does a good job in putting out bridge closure information, for instance, on Twitter and via internal emails as well. Both action steps are always evolving but marked as Underway for now.

Steve Strength commented that it's good that we included the incident management component into the plan because it's a way of keeping the law enforcement involved. He noted there was lengthy discussion about this during the statewide IO meeting and that further data analysis was recommended to determine the safety impacts and justify the need to include it in the statewide SHSP.

### **Action Step 4.1.1 – "Provide assistance to city or parish planners in their efforts to do sidewalk assessments for the purpose of developing a winning project proposal for bike and pedestrian safety improvements"**

Status is Underway. R. Capone noted that assessments have been done in conjunction with Enhancement Program and Safe Routes to School project development.

## ***SCRTSP Infrastructure & Operations Action Plan Review Continued***

### Action Step 4.1.2 – “Partner with DOTD program coordinators to assist agencies in seeking resources to implement pedestrian safety improvement projects...”

SCPDC has assisted agencies in developing project proposals for SRTS and TEP. This is done in conjunction with the SC Regional Bicycle and Pedestrian Plan which was recently adopted. R. Capone asked the team what the status for this and they agreed it to be “Substantial Progress” but also an ongoing event. M. Walsh told that there’s no Enhancement Program anymore, but instead, it’s Transportation Alternatives under MAP-21. R. Capone responded that DOTD has just advised there’s no TEP grant cycle for this year. M. Walsh said that they could look at pedestrian issue under the LRSP. R. Capone shared that there has been a lot of pedestrian fatalities lately. Discussion ensued.

### Action Step 5.1.1 – Participate or send a representative from different parishes to attend DOTD’s safety-related workshops, lectures...”

Status for this item should have been Substantial Progress because we always participate. T. Monaghan agreed, and so did the team. SCPDC always participates in statewide emphasis area meetings.

R. Capone asked what type of workshops the agencies were interested. R. Whittaker offered to bring the Work Zone Safety and Incident Management to the region once they get the Train-the-Trainer part of it completed, most likely in Baton Rouge. The Speed Management Workshop was also suggested which L. Zeringue expressed interest about. M. Walsh said LTAP would be willing to schedule this class or perhaps a Traffic Safety/Traffic Engineering class for elected officials at SCPDC. They did one before that brought in politicians. A webinar was also done through LMA. Further discussion ensued.

### Action Step 5.1.2 – Support yearly Safety Summit by conducting a forum ...”

The team agreed to mark this as completed/ongoing. The coalition makes sure to discuss the engineering side of safety during the yearly summit.

### Action Step 5.1.3 – Disseminate valuable information on transportation practices and programs when opportunity arises through press releases, newsletter, web posts, etc.

This was also marked as completed/ongoing. The SCPDC regularly sends out biweekly PR’s and bimonthly newsletters, and also posts relevant info on SCPDC website, FB and Twitter. M. Walsh expressed interest on adding to their website LHSC’s recently launched “Did You Know?” program and asked if this was something the SCSCP was interested in doing as well.

On another note, M. Walsh shared some info about the RSA’s for Teens conducted by high school students. The state of Florida has done some in the past and had quite a good feedback. FHWA has worked on some through NOYS. Idaho will be taking upon this initiative as well. Is this something South Central Region is interested to do, too? T. Monaghan suggested that this could be an item to add to the Young Drivers EA. R. Capone said she’d brought it up to the coalition members to decide. Discussion ensued.

To wrap up the IO action plan review, R. Capone thanked everybody for their input and ensured she would update the tracking spreadsheets with all the status changes and comments shared in today’s meeting. The updated action plan will be released prior to the next subcommittee meeting.

## **Reports and Next Steps for Local RSA's done in St. John and St. Charles**

M. Walsh and her team distributed copies of project recommendations for RSA's done in St. John and St. Charles as well as those done in Lafourche and City of Thibodaux. Rick Holm then explained what's on the handouts and how to move forward to get the projects started. He went over the list of recommendations, including the quantity of materials to install and cost entailed. Other recommendations would be subject for further discussion. He noted that a roundabout, which was recommended for some of the locations, would entail an EDSM study.

### Lafourche

Before going over recommendations for St. John and St. Charles RSA's, the LTAP did a recap for Lafourche RSA recommendations (which was previously done at the January 30th meeting) and asked Terry Arabie if the final recommendations for Lefort Bypass, Gheens and Forty Arpent were what the parish really wanted to do (Refer to handouts).

T. Arabie noted that the recommendation list seemed to have covered what was originally discussed at the RSA site visits. M. Walsh expressed the difficulty of having pavement markings done by LTAP. T. Arabie said that he could possibly endorse to Houma Sub-district to include pavement markings on Gheens Shortcut Road in the upcoming overlay project on LA 308. He added that if they could include Choctaw Road. He's ready to roll Discussion ensued.

### St. Charles

The official RSA reports for the RSA's done in St. Charles are not available yet but the list of recommendations was provided to Lee Zeringue. He noted that during the RSA's, they talked about adding more signs. He also mentioned that he needed to go over some existing agreements and compare them with RSA findings for Ormond, Paul Frederick and Primrose Avenue that have just been provided to him at the meeting. Discussion ensued. M. Walsh recommended that her team will finalize the RSA reports, meet up with L. Zeringue and hopefully get contracts signed to move forward with this effort.

### St. John

A list of recommendations was provided to Troy Cassioppi (St. John SO) who was at the RSA's conducted in Carrollwood, Madewood and Cambridge last March 28<sup>th</sup>. He said he'd provide the list to their Public Works Director Brian Nunes and meet up with him. There's not so much cost associated with what's recommended. He also noted that the only thing on Carrollwood was that the raised curb might be a little costly and that it might cause an issue because this is a Mardi Gras parade route. Politicians were concerned that if the curb would be implemented, they'd have to change the route.

## **Scheduling for RSA's in Terrebonne, Assumption and St. James**

This was skipped because nobody from all three parishes was present.

## **Statewide SHSP Infrastructure & Operations Action Plan Report**

T. Monaghan said that they recently had a pretty good statewide meeting to review the SHSP's Infrastructure Plan. They went over some issues and conducted in-house discussions. They're restructuring the plan into two categories—roadway departure and intersection, and other areas to cover pedestrians and other project-specific issue that might arise. If the region identifies it as an issue based on data, then it could be eligible for funding.

## **Discussion on Roadway Departure Mitigation on Horizontal Curves**

Josh Manning told that maps of horizontal curve locations are available except for Assumption and St. James because the data sets were incomplete. R. Capone said she had emailed them to all the Parish reps for review.

J. Manning noted that an Excel spreadsheet containing list of roads was initially provided to him by Jason Taylor, followed by latitude-longitude shaped files for four parishes, and map docs for just Terrebonne and Lafourche. He then dug deeper to gather more data to be able to develop the maps, but if further level analysis that they wanted to do with ADT's, etcetera, then he said SCPDC would be willing to work with LTAP to get it done. Capone then provided hard copies of the maps to each of the Parish representatives present.

Jeff Dickey then shared information about the Degree of Curvature program that DOTD developed and he's been working on it. He said that when you click on the curve, it provides a calculation of curvature. He'd like to apply that data characteristic to each of the curves identified by South Central Region. Once degree of curvature is identified, we can potentially prioritize and rank projects.

J. Manning responded that the curvature element would be helpful because in some cases, the point layer provided to him doesn't line up with the actual road, and sometimes they're near the road. It was a challenge to make a judgment call while he was developing the curve location maps. With GIS technology, J. Dickey said he could go back to the list and confirm it with him.

T. Monaghan commended J. Dickey and J. Manning for their apparent expertise, and then suggested that they should work together in taking this initiative. M. Walsh then remarked that the next step would be to rank the list of curves based on a number of things such as degree of curvature, crashes, ADT, etc. She pointed out LRSP/LTAP could do enhanced delineations but won't do them if not warranted. The goal of this is to do a Parish-wide signing and pavement markings (and perhaps friction pavements if it warrants it) and do it all at once by Parish. She is confident and excited that this could be really great; if it could be done in South Central, it could be done in other places across the state. They would start the curve analysis and prioritization in Lafourche, then St. Charles and St. John, and so on.

Further discussion ensued.

## **Other Business/Next Meeting Date**

The next meeting is tentatively scheduled for September 12, 2013 at 10 AM to 12 Noon. Steve Strength announced that the New Orleans Regional Traffic Safety Summit is scheduled for September 17<sup>th</sup>.

## **Adjournment**

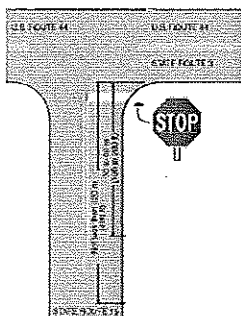
M. Walsh made a motion to adjourn the meeting, seconded by R. Whittaker. Motion carried.

## ACTION ITEMS:

- Continue tracking progress of status on safety concerns referred to LADOTD. Present update at the Safe Community Partnership Meeting on August 15, 2013.
- Conduct a RSA Refresher Training prior to the next set of RSA's
- Conduct local RSA's in Terrebonne, Assumption and St. James
- Complete RSA Reports for St. John and St. Charles, and set meetings with Brian Nunes (St. John) and Lee Zeringue (St. Charles) to move forward.
- Schedule follow-up meeting with Terry Arabie (Lafourche) to finalize their LRSP projects.
- Follow up LTAP Re: Standard Template to Determine Low-Cost Safety Improvements from RSA's
- Investigate and check with Cambridge how Action Step 2.2.1 got in the plan.
- Get TMC updates from G. Graham/M. Cobb for the next IO meeting. Is Way to Geaux phone app officially released by then? Tell partners about it.
- Find out more about Transportation Alternatives program funding opportunity
- SCPDC and LTAP will work together in collecting more data elements (degree of curvature, ADT's, crash data) which will guide us in prioritizing and ranking projects in horizontal curves.
- Attend the New Orleans Traffic Safety Summit on September 17, 2013 and next statewide IO Meeting (date is to be determined).
- See possibility of implementing workshops/initiatives in our area:
  - A. Speed Management Workshop
  - B. Traffic Engineering/Safety Engineering class for elected officials
  - C. Work Zone Safety and Incident Management (Find out when the Train-the-Trainer class for this.)
  - D. RSA's for Teens – Refer to Young Drivers Team. Are high schools interested in being part of this?

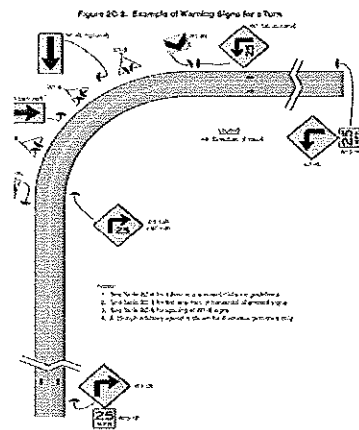
## Location of RSA project by parish

- Lafourche Parish
  - Forty Arpent Road (Thibodaux)
    - At St. Patrick intersection:
      - 4 stop bars
      - 4 W3-1 Stop Ahead signs
      - Intersection lighting on all 4 corners
      - Install drainage pipes in the operational area of the intersection to allow for the possibility of removing the truck restrictions
      - Investigate the future needs of full signalization
    - St. Patrick to Home Cottage Road:
      - 2 W2-2 Side Road Ahead signs prior to LA 3266
      - 2 W15-9 Plant Entrance signs prior to the light industrial complex on the corner of LA 3266
      - 4 OM-1 at the farm road near the light industrial complex
      - 16 R1-1 Stop Signs (2 for each side road)
      - 16 W3-1 Stop Ahead signs (for each side road)
      - 9 stop bars for each side road (2 for Esplanade Blvd)
    - Entire RSA Segment:
      - Enhanced lighting on all intersection roads within the neighborhood area
      - SCPDD to investigate the possibility of adding horizontal deflections (roundabouts or chicanes) to help reduce travel speeds and implementing and maintaining access management on newer construction in the area
  - Gheen's Short Cut Road (Mathews)
    - At LA 308 intersection:
      - 1 W3-1 Stop Ahead sign with Flashing Beacon placed before LA 308
      - 4 OM-3 (2 Right and 2 Left) placed visually across LA 308 from the T intersection
      - 1 W1-7 Large Double Arrow placed visually across LA 308 from the T intersection
      - Standard solid line intersection striping (see example to left)
    - Length between LA 308 and Latour Rd/Sugar Rd:
      - 1 R2-1 Speed Limit sign (speed to be determined by speed study)





- Remove existing railroad crossbucks until the railroad begins use again
- Dashed centerline striping to operational area of Latour Rd/Sugar Rd
- Latour Rd/Sugar Rd Intersection:
  - Solid centerline striping within the operational area of the intersection
  - Replace faded R1-1 Stop Sign on Sugar Rd
  - Repair broken asphalt on the northwest corner
  - 3 stop bars (2 on Latour, 1 on Sugar)
  - Investigate the possibility of intersection lighting (DPW)
  - Exercise vegetation control to eliminate any sight distance issues
- Length between Latour Rd/Sugar Rd to 90 Degree turn:
  - 8 OM-1 Object Markers on all culverts
  - Determine if the Sugar Mill access road is a public road and sign accordingly
  - 2 R2-1 Speed Limit signs on each side of the intersections (speed to be determined)

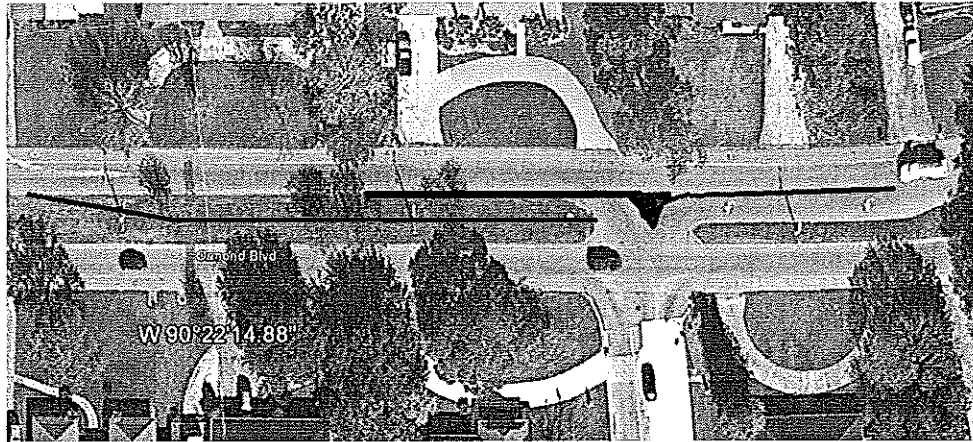


- 90 Degree turn:
  - Superelevate in the upcoming overly, if existing right-of-way will allow
  - Widen to 24' if possible in the upcoming overlay
  - Standard LTAP turn signing with flashing curve ahead sign (see picture to left)
  - Raised pavement markers along the edge lines of the curve
  - Standard MUTCD curve striping
  - Vegetation control on the inside of curve to improve visibility
- Length between 90 Degree turn and LA 654:
  - Standard MUTCD striping
  - 12 OM-1 Object Markers on all culverts
  - 1 W3-1 Stop Ahead sign before LA 654
  - Standard intersection striping at LA 654
- Lefort Bypass Road (Thibodaux)
  - LA 1 Intersection:
    - 1 W3-1 Stop Ahead sign with Flashing Beacon placed before LA 1
    - 4 OM-3 (2 Right and 2 Left) placed visually across LA 1 from the T intersection

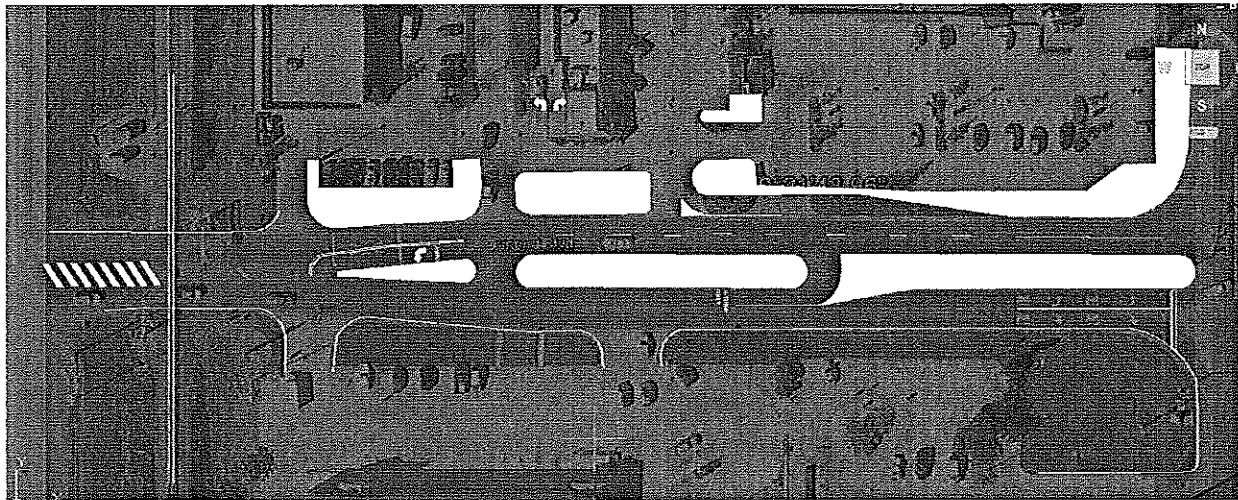
- 1 W1-7 Large Double Arrow placed visually across LA 1 from the T intersection
- Length between LA 1 to Narrow Bridge:
  - 18 OM-1 Object Markers on various telephone poles and culverts
- At Narrow Bridge:
  - 4 bridge end treatments
  - 4 OM-3 (2 Right and 2 Left) Object Markers on bridge end treatments
  - 8 Inner guard rail prismatic reflectors
  - 2 W1-4 Reverse Curve Warnings before bridge and chicane
- Burma Road intersection:
  - 1 S3-1 Stop Ahead sign with Flashing Beacon placed before Burma Rd
  - 4 OM-3 (2 Right and 2 Left) placed visually across Burma Road from the T intersection
  - 1 W1-7 Large Double Arrow placed visually across Burma Road from the T intersection
- Thibodaux
  - Acadia Road at Audubon Drive (short term):
    - Fix the broken inductance loops at the intersection
    - Update the timing to accommodate spikes in demand
  - Acadia Road at Audubon Drive (long term) Option 1:
    - Diverge the left turn lanes on Acadia
      - Pros:
        - Allows left turns to work at same time on Acadia
        - Will result in less signal related delays
      - Cons:
        - Expensive ~\$200,000
        - Must move both signal poles on Acadia
        - Does not address the problem on Audubon
  - Acadia Road at Audubon Drive (long term) Option 2:
    - Compress the intersection into a traditional configuration
      - Pros:
        - Allows for all movements to work in a more efficient manner
        - Will result in the least amount of signal delay

- Cons:
    - Expensive (More than \$500,000)
    - Remove U-turn pockets before and after the intersection
    - Long term construction
- Acadia Road at Audubon Drive (long term) Option 3:
  - Install a Roundabout
    - Pros:
      - Can accommodate all intersection movements with minimal delay
      - Should result in the least amount of intersection delay
      - Cheapest option to maintain
      - 100% federally funded as of the writing (please confirm this with SCPDD)
    - Cons:
      - Expensive ~\$500,000
      - Learning curve for the drivers
      - Resistance from the public
      - U-turn pockets would have to be removed
- Audubon Road (General Comments) (short term):
  - Step up law enforcement to discourage speeding
  - If a speed display trailer is available, place this before the main intersections
  - Restripe the road if it is within the budget of the city
- Audubon at Ardoyne (short term):
  - Remove 2 parking spaces from the operational area of the intersection
  - Remove the yellow paint from the northern side of the intersection
  - Paint the turn lanes, center lines and edge lines according to chapter 3 of the MUTCD
- Audubon Road (General Comments) (short term):
  - Light the entire road (*While nighttime collisions are not common on this road segment, high pedestrian nighttime movements are assumed.*)

- Consider 10 foot lane striping to better slow down traffic and integrate bicycles and pedestrians
- Audubon at Ardoyne (short term):
  - Install a roundabout (*This could be accomplished through a student engineer project and a participating firm or through a full design and implementation through the LRSP*)
- St Patrick Street (General) (short term):
  - Step up law enforcement during afternoon hours to keep drivers more aware
  - Recommend contracting a road design specialist to evaluate the cost effectiveness of the existing pavement and sub base. It may be cheaper in the long run to fix it now rather than repave it every 2 years
  - To reduce night time collisions, increase lighting from LA 308 to Rienzi
  - Investigate the reality of reducing the number of access points for local businesses
  - Upgrade signage and striping on all T intersections
- St Charles Parish
  - Ormond Boulevard (Destrehan)
    - Entire length of Ormond Boulevard:
      - Restripe all pedestrian crossings
      - Update all railroad crossing markings
      - Restripe road at 10 or 11' lanes with a 8" thick striping for illusion of narrowness
        - This will also benefit the bike lane
    - Thomas Colby Drive Intersection:
      - Do not block intersection sign(s) (R10-7)
      - Remove the CITGO driveway nearest to the railroad tracks
        - Causes a sight distance issue due to the elevation of the tracks
    - Plantation Road Intersection:
      - OM3 on both sides of canal
      - Install breakaway posts for the elementary school sign
      - Stress some type of access management policy at this intersection
    - Stanton Hall Drive Intersection:
      - Acceleration lane and a possible 3 way stop on the southern side (see sketch below)



- Length between E Airline Hwy/Johnson St and Villere Dr
  - Alter road layout according to the picture below



- Paul Frederick Street (Luling)
  - Entire length of Paul Frederick St:
    - Increase trash pick-up to better serve pedestrians
      - Trash in walking paths forcing people into the street
    - Remove all 2-way, 3-way, and 4-way signs and add appropriate 'All Way' signs or use no signage
    - Sidewalks are needed as well as enclosed ditches
      - Appears to be a political problem
- Primrose Street (Luling)
  - Primrose St (General):
    - Install Children at Play signs
    - Insufficient guardrail along the canal
    - Add turn signs in various places

- St. Nicholas St Intersection:
    - Add a diverge right sign and one to delineate traffic
  - Diane Dr Intersection:
    - Needs more delineation
    - Update all way sign on stop sign
    - Add stop bars
- St John Parish
  - Cambridge Drive (LaPlace):
    - Entire length of Cambridge Dr:
      - Remove the cut through nearest Airline Highway
      - Access management issue as well as being in the main operational area of an intersection
      - Every place with more than 30 feet of median needs to be stop or yield controlled per AASHTO MUTCD
      - Stripe the road as a 4 lane road as well as proper merge going to a 2 lane road
      - Remove the no passing zone sign
      - Correct sign heights. Signs are currently at wrong height
      - Remove 'Blind Person Area' sign
      - Conducted speed study and concluded that 20 MPH is unreasonable
      - Placement of speed limit signs is wrong
      - All way signs are missing
      - Remove foliage in the medians to assist in sight distance problems
      - Place stop bars on high crash locations that follow:
  - Carrollwood Drive (LaPlace):
    - Entire length of Carrollwood Dr:
      - Restripe the section by Walmart to widen the lane
      - Place a raised concrete curb (mountable) turn lane to discourage left turners from businesses
        - If the curb is not politically viable, ensure that all driveways are right turn in and out if possible
      - Ensure that parade floats can go down this road
  - Madewood Drive/Road (LaPlace):
    - Entire length of Madewood Rd/Dr:
      - Correct general sign placement
      - Remove 'Children at Play' signs
      - Place stop bars on high crash locations as follows:

## Existing Projects

- Destrehan Intersection Project (H.009178)
- St. Charles RWD Project (H.009453)
- St. Charles Intersection Project (H.009176)
- Terrebonne RWD Project (H.009462)
- Thibodaux Downtown Parking Study (H.009705)
- Thibodaux Intersection Project (H.009170)

*S. Strength & T. Arabie  
will meet offline*

**Roadway Safety Assessment (RSA)  
For  
South Central Planning & Development Commission**

**For Lafourche Parish**

**Forty Arpent Road Recommendations**

Included in Entity/State Purchase Agreement:

Description	Quantity
24" x 12' Stop Bar, Preformed Tape	13
Stop signs, R1-1	16
Stop Ahead signs, W3-1	20
Side Road Ahead signs, W2-1	2
Plant Entrance sign, W15-9	2
Object Markers, OM-1	4
Posts	44

Total Estimated Costs = \$3500

Additional Discussion Needed To Decide Implementation

Intersection lighting

Reduce travel speeds at key intersections by roundabouts or chicanes

Roundabout – must meet EDSM requirements

**Gheen's Shortcut Road Recommendations**

Included in Entity/State Purchase Agreement:

Description	Quantity
24" x 12' Stop Bar, Preformed Tape	3
Stop signs, R1-1	1
Stop Ahead signs, W3-1	2
Speed Limit sign, R2-1	4
Curve Symbol, W1-1	4
Curve Symbol with advisory speed, W1-1a	4
Large Single Arrow, W1-6	4
Large Double Arrow sign, W1-7	1
Chevrons, W1-8	16
Advisory Speed Plate, W13-1p	4
Object Markers, OM-3	4
Object Markers, OM-2	20



12" Solar Flashing Beacon	5
Posts	65

Total Estimated Costs = \$16,500

(Additional Discussion Needed To Decide Implementation)

Intersection Lighting  
Intersection Pavement Markings  
Centerline Pavement Markings  
Vegetation Control  
Adding Superelevation to curve  
Widening Roadway

### **Lefort Bypass Recommendations**

Included in Entity/State Purchase Agreement:

Description	Quantity
Stop Ahead signs, W3-1	2
Reverse Curve Symbol, W1-4	2
Large Double Arrow sign, W1-7	2
Object Markers, OM-3	30
12" Solar Flashing Beacon	2
Guardrail Prismatic Reflectors	8
Posts	38

Total Estimated Costs = \$7,500

(Additional Discussion Needed To Decide Implementation)

Guardrail end treatments

**Roadway Safety Assessment (RSA)**  
**For**  
**South Central Planning & Development Commission**

**For City of Thibodaux**

***Acadia North and South:***

(Additional Discussion Needed To Decide Implementation)

Short Term Recommendation - repair broken inductance loops at intersection

Long Term Recommendation, Option 1 – diverge the left turn lanes on Acadia (\$200,000);  
Option 2 – compress intersection into traditional configuration (greater than \$500,000)

***Audobon Avenue:***

(Additional Discussion Needed To Decide Implementation)

Short Term Recommendation

Setup law enforcement to discourage speeding  
Place speed trailer before main intersection  
Restripe roadway

Long Term Recommendation

Roadway lighting  
Consider 10' travel lanes to reduce speeding

***Audobon Avenue at Aroyne:***

(Additional Discussion Needed To Decide Implementation)

Short Term Recommendation

Remove 2 parking spaces from operational area of intersection  
Remove yellow paint from north side of intersection  
Restripe intersection

Long Term Recommendation

Roundabout – must meet EDSM requirements

***St. Patrick Street:***

(Additional Discussion Needed To Decide Implementation)

**Short Term Recommendation St. Patrick Street**

Setup law enforcement to discourage speeding

Recommend pavement design specialist evaluate cost effectiveness of new construction vs maintenance every 2 years

Increase lighting from La 308 to Rienzi

Evaluate reducing business access points

Upgrade intersections signs & pavement markings at t-intersections

**Long Term Recommendations St. Patrick at Forty Arpent**

Install stop bars

Install signal ahead signs in all 4 directions

Extend drainage pipes to allow truck movements

Investigate future needs of full signalization

Install lighting on all 4 mast arms

Steve Strength get  
with L. Veringue

**Roadway Safety Assessment (RSA)  
For  
South Central Planning & Development Commission**

**For St. Charles Parish**

Recommendations for:

***Entire length of Ormond:***

Restripe all pedestrian crosswalks  
Update railroad pavement markings  
Restripe road 10 or 11' lanes with 8" striping (will create illusion of narrowness & benefit bike lane)

***Intersection Ormond Blvd and Thomas Colby Dr:***

Install Do Not Block Intersection sign, R10-7  
Remove CITGO driveway nearest railroad track (causes sight distance issue due to elevation of tracks)

***Intersection of Ormond Blvd and Plantation Rd:***

Install OM-3 on both sides of canal  
Install breakaway posts for elementary school sign  
Stress access management policy at intersection

***Intersection of Ormond Blvd and Stanton Hall Dr:***

Construct acceleration lane and possible 3-way stop on southside of intersection

***Roadway between E Airline Hwy/Johnson St and Villere Dr:***

Alter roadway layout as per sketch

***Entire length of Paul Frederick St:***

Increase trash pickup to better serve pedestrians (trash in walking paths forces people into the street)  
Remove all 2-way, 3-way and 4-way signs and add appropriate All Way sign, R1-4  
Sidewalks needed which requires subsurface drainage

***Entire length of Primrose St:***

Insufficient guardrail along canal  
Add turn signs in various locations

***Intersection of Primrose St and St. Nicholas St:***

Add diverge right sign and one to delineate traffic

***Intersection of Primrose St and Diane Dr:***

Needs more delineation

Remove all 2-way, 3-way and 4-way signs and add appropriate All Way sign, R1-4

S. Strength w/ meet w/  
Brian Nunez (Public  
works)

**Roadway Safety Assessment (RSA)**  
**For**  
**South Central Planning & Development Commission**

**For St. John Parish**

Recommendations for:

***Entire length of Madewood Rd/Dr:***

Correct general sign placement  
Remove Children at Play signs  
Place stop bars at high crash locations

***Entire length of Cambridge Dr:***

Remove cut through nearest Airline Hwy  
Every place with more than 30' median needs to be stop or yield controlled  
Restripe roadway as 4 lane road with proper merges to 2-lane  
Remove No Passing signs  
Correct sign heights  
Remove Blind Person Area sign  
Posted 20 mph speed limit is unreasonable after speed study conducted

***Entire length of Carrollwood Dr:***

Restripe roadway near Walmart to widen the lane  
Construct raised mountable curb to discourage left turns into businesses  
Ensure parade floats use this road