



# STREET SIGNS AND TRAFFIC CONTROL DEVICES POLICIES



## INSTALLATION OF STREET SIGNS AND TRAFFIC CONTROL DEVICES

**April 1st 2003**

One of the most important administrative functions the City performs is the addressing of parcels, the naming of streets and the installation of traffic control devices.

The health, safety and general welfare of Raymore residents is reliant on the logical and consistent method of assigning each property a unique and identifiable address.

The creation of a new physical address, often perceived as a mundane task, permits the efficient delivery of; mail, utilities, private delivery services, and most importantly emergency services.

The City of Raymore now requires, as part of platting, the installation of all required street signage and traffic control devices prior to the City accepting the public improvements and issuance of building permits (Section 410.340).

The information contained in the Public Works Policies outlines the criteria and procedures for the installation of street signs and traffic control devices.

All development applications are now required to include, as part of their submittal, a Street Name and Traffic Control Sign Plan. The submittal requirements for the plat are listed as check box items on the application.

These new requirements will be in effect for all development applications occurring on or after April 1st 2003.

Please direct any questions concerning the application or the process to the Planning and Zoning Department at 816.331.7916.



# PUBLIC WORKS POLICY 120

## INSTALLATION OF R1-1 "STOP" SIGNS



April 1st 2003

### **Governing Document Reference:**

Manual on Uniform Traffic Control Devices for Streets and Highways, (MUTCD), 2000 or latest edition.

"Stop" (R1-1) signs are, by the Manual on Uniform Traffic Control Devices, (MUTCD), intended for use where traffic is required to stop.

According to the MUTCD, the sign should be posted at the point where the vehicle is to stop or as near thereto as possible, and may be supplemented with a stop line on the pavement. Where there is a marked crosswalk, the sign should be erected approximately 4 feet in advance of the crosswalk line nearest to approaching traffic.

### **City of Raymore Policy for Installation:**

#### **Two-Way Stop Control:**

A field investigation is required to determine if a "Stop" sign is to be installed at intersections except as noted in the following criteria. The reviewer should observe the horizontal sight distance triangle to determine if adequate sight distance is available according to the adjusted speed distances as indicated for Case I (No Control, but Allowing Vehicles to Adjust Speed) in the AASHTO publication A Policy on Geometric Design of Highways and Streets, latest edition.

#### **Multi-Way Stop Control:**

Multi-way "Stop" signs should only be installed if the intersection meets the warrants for a multi-way "Stop" as outlined in the Manual on Uniform Traffic Control Devices, (MUTCD). 24-hour traffic volumes should be collected in order to perform a full warrant analysis. If it is suspected that traffic volumes are minimal from the side street, peak hour turning movement volumes only may be collected as a preliminary analysis. Traffic accident information should also be reviewed for a continuous 12-month period to determine if the accident warrant is met. If the 24-hour or peak hour volumes or accident numbers do not meet the minimum levels as outlined in the warrants for "Stop" signs according to the MUTCD, the multi-way "Stop" sign control will not be installed.

### **Additional Installation Criteria:**

"Stop" signs will automatically be installed under the following conditions:

- On residential streets or collector streets at intersections with major thoroughfares.
- On residential streets at intersections with collector streets. This also includes cul-de-sac streets with street throats of any length except that "eye-brow" type cul-de-sacs will not require stop signs.
- On private streets, commercial drive entrances or "eye-brow" cul-de-sacs that form the fourth leg of the intersection directly across from a residential or collector street that has "stop" sign control or is scheduled to have "stop" sign control.
- At residential - residential street "T" intersections when the intersection sight distance triangle provides less than 45' of sight distance.

"Stop" signs may be installed for the following situations upon completion of a traffic study or evaluation of a request:

- On private streets or commercial drives with long approaches that give the appearance of a public street.
- If an existing "stop controlled" private street or commercial drive is across from a new "uncontrolled" private street or commercial drive, a "Stop" sign will be installed on the new private street or commercial drive.

"Stop" signs will not be installed:

- When not warranted.
- If not meeting any of the above criteria.
- On private streets or commercial drive entrances unless they meet one of the criteria as listed above.

### **Size of Stop Signs:**

The standard size of the ( R1-1 ) sign will be 30". When determined necessary by the Department of Public Works, 36" signs may be installed.

### **Signing Standards:**

The "Stop" ( R1- 1 ) sign shall be an octagon with a white legend and white border, on a reflectorized red background. Signs shall have a minimum Type III (High Intensity) retro reflective sheeting as classified by ASTM D4956-01.



# PUBLIC WORKS POLICY 121

## INSTALLATION OF R2-1 "SPEED LIMIT" SIGNS

April 1st 2003



### **Governing Document Reference:**

Manual on Uniform Traffic Control Devices for Streets and Highways,(MUTCD),  
2000 or latest edition.

"Speed Limit" (R2-1) signs, by the Manual on Uniform Traffic Control Devices  
(MUTCD), shall display the speed limit as establish by law, regulation or  
ordinance.

### **City of Raymore Policy for Installation:**

Requests for new "Speed Limit" signs and/or changes to established speed  
limits:

A field investigation by the Department of Public Works is required to determine  
if a "Speed Limit" sign is to be installed or if changes to posted speed limits are  
necessary.

### **On Residential Streets:**

It is not the intent to install "Speed Limit" signs on residential streets within sub-  
divisions where the primary traffic is generated from citizens that reside within.  
"Speed Limit" signs are generally installed on residential streets at locations  
where traffic would be entering from a street that has a higher posted speed  
limit. The intent is to provide the motorist information in regard to an  
impending change in posted speed, which may otherwise be difficult to perceive.

### **On Collector Streets:**

"Speed Limit" signs are generally installed on collector streets at locations where  
traffic would be entering from a street that has a higher posted speed limit and  
at intervals not to exceed approximately 1/2 mile intervals. Additional signs may  
be installed per request if deemed necessary for excessive speeding violations.

### **On Thoroughfare Streets:**

"Speed Limit" signs are generally installed as part of thoroughfare improvement  
projects and will generally be installed at the beginning and middle of the  
improved sections. Additional signs may be installed per request if deemed  
necessary for excessive speeding violations.

### **Signing Standards:**

The "Speed Limit" (R2-1) sign shall have black letters and border, on a  
reflectorized white background. Signs shall have a minimum Type III (High  
Intensity) retro reflective sheeting as classified by ASTM D4956-01.



# **PUBLIC WORKS POLICY 122**

## **INSTALLATION OF D3 "STREET NAME" SIGNS**



**April 1st 2003**

### **Governing Document Reference:**

Manual on Uniform Traffic Control Devices for Streets and Highways, (MUTCD), 2000 or latest edition.

### **City of Raymore Policy for Installation:**

Street Name signs shall be installed at the intersection of all public, platted streets in the City of Raymore. The sign legend shall read according to the approved **platted street names**. It is not the intent of this policy to install Street Name signs at the intersections of private drives, alleyways, or Unplatted streets.

### **Local roads with speed limits of 25 mph or less:**

At the intersection of local roads that have speed limits of 25 mph or less, Street Name signs shall have a lettering height of 4 inches with supplementary lettering, indicating Street, Avenue, Road, North, South, etc... of 3 inches. The sign shall be 6 inches in height with a varied length based upon the sign legend.

### **Roads with speed limits of greater than 25 mph:**

At the intersection of roads that have speed limits of greater than 25 mph, Street Name signs shall have a lettering height of 6 inches with supplementary lettering, indicating Street, Avenue, Road, North, South, etc... of 4 inches. The sign shall be 9" inches in height with a varied length based upon the sign legend.

### **Installation:**

When possible Street Name signs shall share a post with Stop or Yield Signs located at the intersection. Street Name signs shall be located in the South East or South West corners of the intersection. When no regulatory control sign is present at the intersection preference shall be given to the South East corner and the post shall be located similarly to that of a regulatory sign. Street Name signs shall be installed utilizing a square top bracket specifically designed for use with the pole. The bracket shall have a slot adequately sized for the installation of each sign blade. A "T" bracket adequately sized for use with each sign blade shall used to join each consecutive sign blade in the installation.

### **Signing Standards:**

The "Street Name" (D3) sign shall be rectangular with a minimum height of 6 inches and a minimum width of 24 inches. The sign shall have a white legend and no border, on a reflectorized green background.



# PUBLIC WORKS POLICY 129



## INSTALLATION OF SIGN POST SYSTEMS

April 1st 2003

### **Governing Document Reference:**

Manual on Uniform Traffic Control Devices for Streets and Highways, (MUTCD), 2000 or latest edition; National Highway Cooperative Research Program Report 350 (NCHRP350) requirements for sign posts; American Society for Testing Materials (ASTM), Designation A653; Federal Highway Administration (FHWA), Approval.

### **City of Raymore Policy for Installation:**

#### **Sign Post Specifications:**

The City of Raymore requires the use of an FHWA approved "break-away" signpost system. The system shall be a 3-piece assembly to include a 2 inch 14 gauge square signpost, a 2¼-inch X 36-inch 12 gauge square anchor, and a 2-1/2 inch X 18 inch 12-gauge square anchor sleeve. All signpost materials shall be; hot-dip galvanized zinc coated meeting ASTM designation A653, perforated on all sides with uniform 7/16-inch diameter holes on 1-inch centers.

#### **Sign Post Installation:**

Sign posts shall be installed based upon manufacturer approved installation practices. Signpost location shall be determined according to current MUTCD standards or as directed by the City Engineer. Signpost length will vary for each installation based upon current MUTCD standards for sign mounting height.

#### **Hardware and Accessories for Square Posts:**

Hardware used in the installation of the sign and signpost system shall be as recommended by the manufacturer and as approved by the City of Raymore Department of Public Works.