

**Memorandum  
Public Works Department**



**To:** City Manager  
**Subject:** Installation of Stop Signs  
**Date:** November 28, 2012  
**Number:** 2012-276

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**SOURCE OF REQUEST:**

Mayor Dennis Pauley

**NATURE OF REQUEST:**

The Traffic Engineering Committee received a request to install stop signs on 22<sup>nd</sup> Avenue at the intersections between 38<sup>th</sup> and 46<sup>th</sup> Streets.

**MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES WARRANTS:**

The excerpts from the Manual of Uniform Traffic Control Devices (MUTCD) are attached.

**CONTACTS WITH RESIDENTS:**

None.

**TRAFFIC STUDY INFORMATION:**

The Engineering Division conducted a traffic study of these intersections and determined that the installation of stop signs is not warranted.

A copy of the traffic study is attached.

**COST:**

The cost to the city is minimal.

**RECOMMENDATION:**

The Traffic Engineering Committee recommends that the City Council deny the request.

**Submitted by:** Robert T. Hawes, P.E., Assistant City Manager/Public Works Director  
Traffic Engineering Committee

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**Approved by:** Thomas Thomas, City Manager

# Memorandum

## Public Works Department



**To:** Traffic Engineering Committee  
**Subject:** Request for STOP signs 22<sup>nd</sup> Avenue between 38<sup>th</sup> Street and 46<sup>th</sup> Street  
**Date:** November 29, 2012  
**TEC No:** 12-23

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The Engineering Division evaluated a request about installing four-way STOP signs along 22<sup>nd</sup> Avenue at the intersections of 39<sup>th</sup>, 40<sup>th</sup>, 41<sup>st</sup>, 42<sup>nd</sup>, 43<sup>rd</sup>, 44<sup>th</sup>, 45<sup>th</sup>, and 46<sup>th</sup> Streets. Current traffic control signage is a combination of STOP and YIELD signs and is shown on the attached diagram. Traffic at the above intersections was counted between August 23<sup>rd</sup> and September 5, 2012 and traffic counts at each intersection are provided on the attachment. According to the latest edition of the Manual of Uniform Traffic Control and Devices (MUTCD), STOP signs can be warranted at an intersection if one of the following warrants is met:

**Intersection of a less important road where application of the normal right-of-way rule would not be expected to provide reasonable compliance with the law:** The traffic study indicated the following volumes:

- 22<sup>nd</sup> Avenue carried 1 to 717 AADT;
- The intersecting streets (39<sup>th</sup> to 46<sup>th</sup>) carried 35 to 866 AADT.

The intersections were observed to meet the application of the normal right-of-way rule with reasonable compliance with the law in accordance with their current traffic control signage. Therefore this warrant was not met.

**Street entering a through highway or street (arterial):** 22<sup>nd</sup> Avenue, 39<sup>th</sup> Street, 40<sup>th</sup> Street, 41<sup>st</sup> Street, 42<sup>nd</sup> Street, 43<sup>rd</sup> Street, 44<sup>th</sup> Street, 45<sup>th</sup> Street and 46<sup>th</sup> Street are classified as local streets. *Therefore this warrant was not met.*

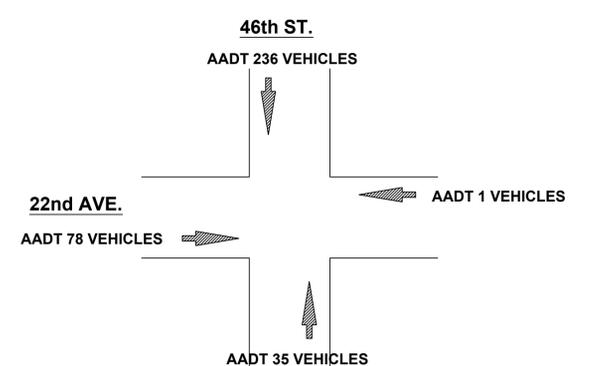
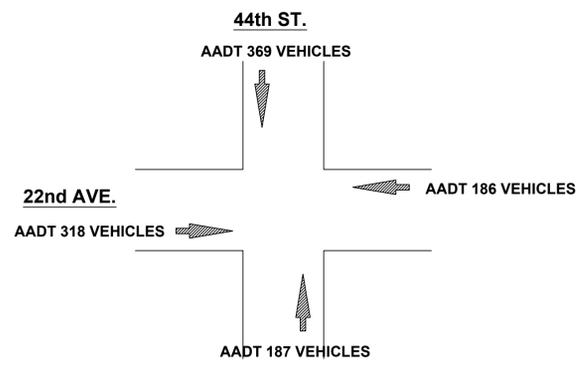
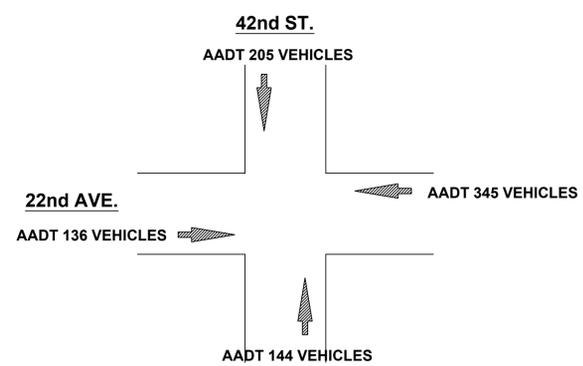
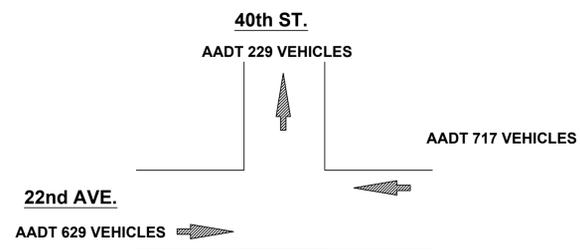
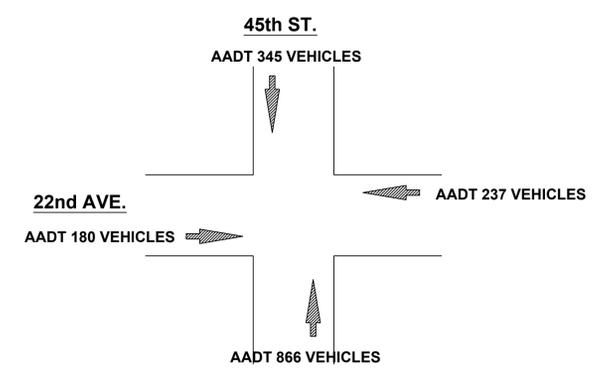
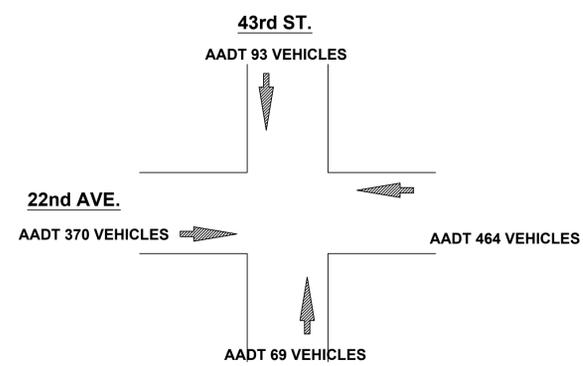
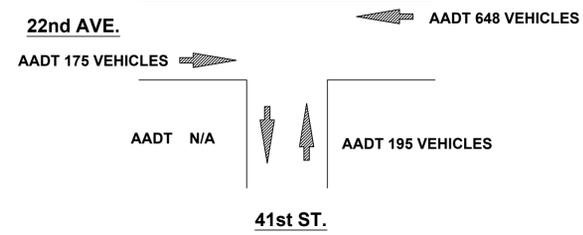
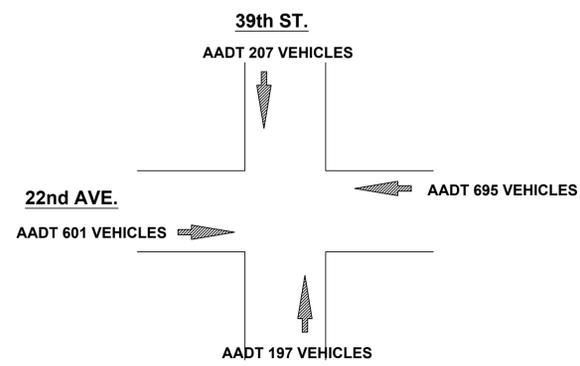
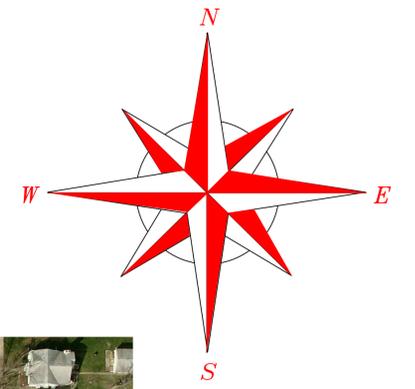
**Unsignalized intersection in a signalized area:** In accordance with MUTCD criteria, there are no signalized intersections in this area. *Therefore this warrant was not met.*

**Minimum vehicular volumes:** To satisfy the traffic warrant, the vehicular volume entering the intersections from the major street approaches (total of both approaches) should average at least 300 vehicles/hour for any 8 hours of an average day. The study indicated that the major streets averaged less than 71 vehicles/hour for the busiest 8 hours of an average day. *Therefore this warrant was not met.*

**Restricted view or crash records indicate a need for control by the STOP sign:** There are no obstructions that would restrict a motorist's vision at these intersections. To satisfy the accident experience warrant, at least 5 or more reported crashes in a 12-month period that is susceptible to correction by a STOP sign installation at each intersection. Accident reports filed with the City of Rock Island Police Department indicate that there were three (3) reported accidents at these intersections in the past 3 years that may have been avoided with the installation of 4-way STOP Signs. *Therefore this warrant was not met.*

**Summary:** *The traffic study performed on the dates referenced above indicated that the intersections of 22<sup>nd</sup> Avenue with 39<sup>th</sup>, 40<sup>th</sup>, 41<sup>st</sup>, 42<sup>nd</sup>, 43<sup>rd</sup>, 44<sup>th</sup>, 45<sup>th</sup>, and 46<sup>th</sup> Streets did not meet any of the above warrants or conditions for the installation of 4-way STOP signs.*

**Submitted by:** Michael J. Kane, P.E., City Engineer



**Michelle M. Martin**

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**From:** Robert T. Hawes  
**Sent:** Tuesday, August 21, 2012 4:34 PM  
**To:** Dennis E. Pauley  
**Cc:** Thomas E. Thomas; Michelle M. Martin  
**Subject:** RE: Traffic signs

Dear Mayor Pauley,

We will check the 22nd Avenue intersections between 38th Street and 46th Street. A traffic study will be conducted as soon as possible for those that are not all-way STOPS and the Traffic Engineering Committee will prepare reports.

It will probably take a couple months to schedule all the traffic counts and review the accident records histories.

Please let me know if you have any questions.

Sincerely,

Robert (Bob) T. Hawes, P.E.  
Assistant City Manager/Public Works Director [hawes.robert@rigov.org](mailto:hawes.robert@rigov.org)  
309 732-2239

-----Original Message-----

**From:** Dennis E. Pauley  
**Sent:** Tuesday, August 21, 2012 4:22 PM  
**To:** Robert T. Hawes  
**Cc:** Thomas E. Thomas  
**Subject:** Traffic signs

Bob, I received a call from Mr. Sulouff, a resident by Denkman school. He says the signs on the avenue behind the school need to be looked at, he says they go from stop sign to yield sign back to stop sign and so on. He says there are accidents and many near accidents due to people ignoring the yield signs, he thinks we should have four way stop signs.

His son had an accident there a couple of weeks ago, he was broadsided by a person ignoring the yield sign.

Dennis

Sent from my iPad