



TO: Mayor Shaun Sipma
Members of the City Council

FROM: Stephen Joersz, P.E., P.T.O.E, Traffic Engineer

DATE: January 21st, 2020

SUBJECT: ENGINEERING STUDY FOR REGION VIII SIGN REPLACEMENTS

I. RECOMMENDED ACTION

1. It is recommended that Council pass an ordinance on modifying the following approaches from Yield control to Stop control within the Region VIII Sign Replacement Area.

YIELD TO STOP STREET

10th Avenue SW
4th Street SW
4th Street SW
4th Street SW
4th Street SW
12th Avenue SW
13th Avenue SW
15 ½ Avenue SW
10th Street SW
10th Street SW
11th Street SW
12th Street SW
12th Street SW
14th Street SW

AT ITS INTERSECTION WITH

5th Street SW
14th Avenue SW
15th Avenue SW
17th Avenue SW
18th Avenue SW
6th Street SW
6th Street SW
6th Street SW
16th Avenue SW
18th Avenue SW
16th Avenue SW
16th Avenue SW
18th Avenue SW
18th Avenue SW

II. DEPARTMENT CONTACT PERSONS

Lance Meyer, City Engineer	857-4100
Stephen Joersz, Traffic Engineer	857-4100

III. DESCRIPTION

A. Background

In order to sustain minimum sign retroreflectivity requirements set forth by the Federal Highway Administration (FHWA), the City of Minot Traffic Department has had a policy to replace all traffic control related signs in a ten (10) year rotation. The 2020 sign region replacement area is Region VIII. Region VIII encompasses Edison Elementary, Jim Hill Middle School and Magic City Campus High School. The approximate boundaries are east to South Broadway, north to 8th Avenue SW, west to US 2/52 and south to 18th Avenue SW.

Sign Region VIII has a combination of both Yield and Stop controlled intersections. Since the existing Yield signs are going to be replaced with the region replacement program, the Traffic Department studied each location to determine if the existing yield control was both safe and complied with city ordinances or if a change to stop control should be

recommended. Analysis consisted of applying AASHTO's guidelines for intersection sight triangles, per City of Minot Ordinance Section 28-13.

For each of the approaches and intersections mentioned in the Recommended Action, the clear view approaching sight distance for yield control is inadequate for drivers to safely determine potentially conflicting vehicles approaching the intersection. Therefore, the conversion from Yield control to Stop control should be considered at each of the locations listed under Recommended Action.

B. Proposed Project
N/a

C. Consultant Selection
N/a

IV. **IMPACT:**

A. Strategic Impact:

Safer traffic control treatments and more visible intersections for the general traveling public.

B. Service/Delivery Impact:
N/a

C. Fiscal Impact:

The stop signs will come out of the Traffic Department's inventory. The Traffic Department will perform the installation.

Project Costs

Traffic Department's budgeted funds

V. **ALTERNATIVES**

N/a

VI. **TIME CONSTRAINTS**

N/a

VII. **LIST OF ATTACHMENTS**

A. Location Overview

B. Departure Sight Triangle - 10th Avenue SW at 5th Street SW

C. Departure Sight Triangle - 4th Street SW at 14th Avenue SW

D. Departure Sight Triangle - 4th Street SW at 15th Avenue SW

E. Departure Sight Triangle - 4th Street SW at 17th Avenue SW

F. Departure Sight Triangle - 4th Street SW at 18th Avenue SW

G. Departure Sight Triangle - 12th Avenue SW at 6th Street SW

H. Departure Sight Triangle - 13th Avenue SW at 6th Street SW

I. Departure Sight Triangle - 15 ½ Avenue SW at 6th Street SW

J. Departure Sight Triangle - 10th Street SW at 16th Avenue SW

K. Departure Sight Triangle - 10th Street SW at 18th Avenue SW

L. Departure Sight Triangle - 11th Street SW at 16th Avenue SW

M. Departure Sight Triangle - 12th Street SW at 16th Avenue SW

N. Departure Sight Triangle - 12th Street SW at 18th Avenue SW

O. Departure Sight Triangle - 14th Street SW at 18th Avenue SW

P. Proposed Ordinance (Region VIII Sign Replacement)