

RESOLUTION NO. 2012-27

A RESOLUTION TO ESTABLISH A YIELD SIGN AT A LOCATION ON
JACKSON COUNTY ROAD -286

WHEREAS, pursuant to K.S.A. 8-2008, local authorities may erect and maintain signs for roads under their jurisdiction; and

WHEREAS, it has been determined that in the best interest of the traveling public that a yield sign be required at the following described county road or highway location, to wit:

Yield sign placement, to slow east bound traffic approaching County Road "W".
(per recommendation of Intersection Analysis by TranSystems dated 11/20/2012)

Also described as being in the Northwest corner of Section 3, Township 6 South, Range 16 East.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF JACKSON COUNTY, KANSAS that a sign be erected and maintained and the same is hereby determined and declared to be reasonable and safe traffic control for the above described location. This stop sign shall become effective when the appropriate signs giving notice thereof are erected upon the road above described.

ADOPTED THIS 26TH DAY OF NOVEMBER, 2012

BOARD OF COUNTY COMMISSIONERS
OF JACKSON COUNTY, KANSAS



ED KATHRENS



ROGER COVERDALE



LARRY FENSKE



ATTEST



KATHY MICK, COUNTY CLERK



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November 20, 2012

NOV 26 2012

Mr. Randy Pool
Jackson County Road and Bridge Administrator
400 New York
Holton, KS 66436

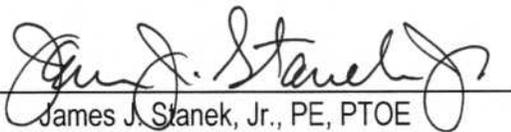
**Re: Intersection Analyses
270th Road and H Road
286th Road and W Road**

Dear Mr. Pool:

Please find enclosed two (2) copies of our final report for the following intersection analyses completed for Jackson County, Kansas. The Kansas Department of Transportation (KDOT) has reviewed and approved the report.

Please review the report and call me if you should have any questions. We will be available to review this with you at your convenience.

Sincerely,
TranSystems

By: 
James J. Stanek, Jr., PE, PTOE

JJS/js/P101120179
Enclosures

cc: Mr. Lynn Berges, P.E., Traffic Safety Engineer, KDOT Bureau of Local Projects (w/five report copies)
Mr. Curt Niehaus, P.E., Metro Engineer, KDOT District One

- Remove the existing 35 m.p.h. speed limit signs on 270th Road, or conduct an investigation of this speed limit. Based on our spot speed study results, very few motorists comply with this at present. In fact, the relative frequency distributions included in the Appendix (Pages A-10 and A-11) indicate that less than 10 percent of the traffic on 270th Road travels at or below 35 m.p.h. These findings suggest this is an inappropriate speed limit and it would be appropriate to consider simply removing the existing signing.

At 286th and W Roads, a request was made to replace the existing Stop sign on the eastbound approach with a Yield sign. As we have noted earlier, it is typically desirable to provide the least restrictive form of control possible to minimize delays and reduce the potential for driver compliance issues. At this location, our data collection indicated that there is currently adequate sight distance to use yield sign control on this approach, as well as for southbound W Road at the curve. In conjunction with these findings, we would recommend that the County implement the following signing modifications:

- Replace the existing Stop sign for eastbound 286th Road with a less restrictive Yield sign (MUTCD No. R1-2, 36" x 36" x 36" size). We recognize that this modification will be a change for familiar drivers, but in contrast to the potential change considered for 270th and H Roads, eastbound 286th Road will remain the controlled approach.
- Install a Yield sign (MUTCD No. R1-2, 36" x 36" x 36" size) for southbound W Road at its intersection with the curve
- Some flags should be installed above each new Yield sign as a temporary measure to supplement the new control sign and should remain in place for an adequate time period (roughly 3-6 months) so that familiar drivers can become accustomed to the new control. Two (2) orange or fluorescent red-orange flags (16"x16" minimum size) should be used for this purpose.

While the above recommendations are appropriate measures for the existing conditions at the time of our site visit (August of 2012), we would also encourage the County to periodically review sight lines at the 286th Road and W Road intersection, particularly in the southwest quadrant, to ensure that the recommended yield sign control continues to be appropriate. Increased grass/foilage growth in this quadrant or modifications to the existing fencing or building locations, may reduce the existing clear sight lines and preclude the use of yield sign control.

Conclusion

The above analysis has focused on intersection control and potential safety enhancements for the intersections of 270th Road and H Road; and, 286th Road and W Road, both in Jackson County, Kansas. The general procedures and analyses for this study were based on criteria set forth in AASHTO's *A Policy on Geometric Design of Highways and Streets* as well as the *Manual on Uniform Traffic Control Devices* (MUTCD), the Federal Highway Administration (FHWA) reference adopted as the standard governing the use of traffic control devices in the State of Kansas.

For the 270th Road and H Road intersection, a request was made to change the Stop signs from H Road to the 270th Road approaches. While some of the data collection indicated that 270th Road would be the more appropriate roadway to operate under stop sign control at this intersection, we do not recommend this control change at this time. Of primary importance is that the intersection appears to be operating safely and has been for a long period of time (at least 5-½ years based on the crash review findings) under the existing form of control. Switching the Stop signs to the 270th Road approaches will be a significant change for drivers familiar with the current intersection control, a condition that is of greater concern at this location given the limited advance visibility of the intersection for westbound drivers. The current safe operations suggest there is no need to make this type of intersection control change and introduce the potential for violations of the new stop sign control. Although we would not recommend modifying the existing intersection control configuration at this location, we have recommended that the County consider some signing modifications based on our data collection findings. These modifications have been outlined in the report.

At 286th and W Roads, a request was made to replace the existing Stop sign on the eastbound approach with a Yield sign. Based on the data collected, there is currently adequate sight distance to use yield sign control on this approach and as a result, we have recommended that the County replace the existing Stop sign with a less restrictive Yield sign. This form of control has also been recommended for the currently uncontrolled southbound W Road movement at the curve. Some flags

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should be installed above the new Yield signs as a temporary measure to supplement each new control sign and should remain in place for an adequate time period (roughly 3-6 months) so that familiar drivers can become accustomed to the new control. We have also recommended that the County periodically review sight lines at this intersection, particularly in the southwest quadrant, to ensure that the recommended yield sign control continues to be appropriate. Increased grass/foilage growth in this quadrant or modifications to the existing fencing or building locations, may reduce the existing clear sight lines and preclude the use of yield sign control.

