

SPRING LAKE TOWNSHIP

PRUDENT USE OF TRAFFIC SIGN POLICY

Policy Number: R-12-001

Purpose of Policy: Protect public safety through the prudent and consistent use of traffic signs.

Policy:

It is the stated objective of Spring Lake Township, Scott County, MN to maintain its town roads in a safe but cost effective manner. As part of this effort, the Township recognizes that the use of regulatory, warning, and directional road signs needs to be prudent, consistent and conform with the Manual on Uniform Traffic Control Devices. All signs installed, maintained or removed under this policy shall be done so through an engineering study and the Manual on Uniform Traffic Control Devices. To that end, the following sign usage policies will be used.

1. **Dead End/No Outlet signs.** No Outlet signs will be used only for local roads intersecting State or County roads or Township Collector roads. These signs will not be used for local roads intersecting with other local roads. Any existing "Dead End" signs will be replaced with "No Outlet" signs at such time as the Dead End sign fails to meet retroreflectivity standards or otherwise requires maintenance.
2. **Double Arrow.** Double arrow signs will be used to alert drivers that a road terminates at an intersection. Double arrow signs will be used where township collector or connector road terminates at a township collector or connector, or where a township local road with anticipated speeds of greater than 30 mph terminates at a township collector or connector road. Where a township road terminates at a State or County road, the State or County is responsible for installing and maintaining double arrow signs in accordance with their policies. Township double arrow signs will not be used at the terminus of a single access road.

3. **Arrow/Turn Ahead /Chevron.** The town shall use single arrow signs, turn ahead signs and chevrons only where the subject curve cannot be seen from an adequate distance to adjust speed.
4. **Speed Limit. Speed limit signs** will be used to post the de facto statutory speed (30 mph or 55 mph) only in areas where the statutory speed may not be obvious to roadway users. Speed limit signs will also be used where an engineering study has determined that the probable speed limit should be posted less than the statutory speed or where a speed study (conducted by MNDOT) has set the speed limit. Speed limit signs will not be used as a method of traffic calming, as studies have shown this method to be ineffective.
5. **Stop Ahead.** Stop ahead signs shall not be used in advance of ALL stop signs, but rather, only for those where a stop sign cannot be seen from an adequate distance to safely stop.

In recognition of the fact that excess road signs have been shown to reduce the effectiveness of signage, as well as impose an unnecessary financial burden on the road authority, it shall be the policy of Spring Lake Township to remove signs determined to be unnecessary for safety purposes and which are not otherwise required to comply with an applicable state or federal statute or regulation, or this policy. The removal of signs shall be based on an engineering study and the Manual on Uniform Traffic Control Devices. Particular attention shall be paid to recommendations on signage for roads considered to be "low-volume" under the Manual on Uniform Traffic Control Devices as adopted by the State.

Adopted by Spring Lake Township, this ___19___ th day of _____January_____ 20_17___

Glenn Kelley, Chairperson

Attest: _____
Kathy Nielsen, Clerk