

DATE: 03.21.2019
TO: ProTrak
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Traffic Engineering

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■ ST MARK MAYFAIRE ENTRANCE [TRC Plan Rev #5]

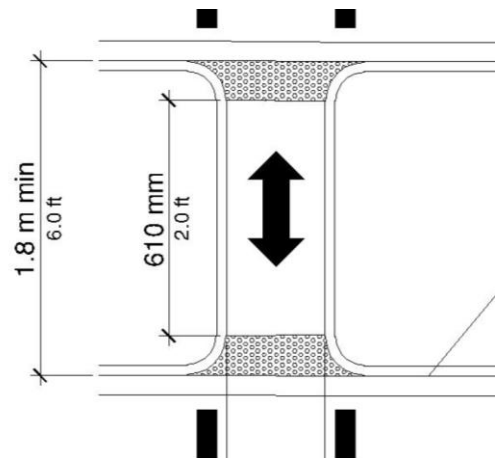
PAVEMENT MARKING AND SIGNAGE PLAN:

- ‘No outlet’ (as per signage plan) traffic signage is not installed at an appropriate location. The NO OUTLET (W14-2) sign, may be used at the entrance to a road or road network from which there is no other exit. In this instance the entrance of Road A is off Eastwood Rd. As per MUTCD it should be at the entrance of Road A, but outside the Eastwood Rd ROW. [MUTCD]
- Please revise the site plan to show the ‘No outlet’ signage instead of ‘Not a through street’.
- The plan shows W11-15 signage at various locations. The combined Bicycle/Pedestrian (W11-15) sign may be used where both bicyclists and pedestrians might be crossing the roadway, such as at an intersection with a shared-use path [MUTCD]. Please replace these signs with pedestrian crossing (W11-2) signs.

PEDESTRIAN REFUGE ISLANDS:

At cut-through pedestrian refuge islands, detectable warning surfaces shall be placed at the edges of the pedestrian island and shall be separated by a 2’ minimum length of surface without detectable warnings. On blended transitions, detectable warning surfaces shall be placed at the back of curb.

Left image from the site plan shows 7’ long island. Please verify and demonstrate with dimensions if this satisfies the condition as per right side image (only for the reference). Applicable to all the refuge islands.



Please let me know if you have any questions or if I can be of further assistance as this development moves through the review process.