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JAN 20 2012

ORDINANCE O12-019-02**AN ORDINANCE REGULATING MUNICIPAL SIGNAGE
ASSESSMENT AND MANAGEMENT METHOD***Boone County*

WHEREAS, the Village of Timberlane desires to control its traffic sign inspection and maintenance procedures to maintain minimum levels of sign retroreflectivity in accordance with the Manual of Uniform Traffic Control Devices (MUTCD).

WHEREAS, the Village in its concern for the health and safety of its citizens in accordance with Section 2A.08, Maintaining Minimum Retroreflectivity and Table 2A-3, Minimum Maintained Retroreflectivity Levels of the MUTCD, 2009 edition. Said section and table are included as attachments to this Ordinance.

NOW THEREFORE, BE IT ORDAINED by the President and the Board of Trustees of the Village of Timberlane, Boone County, Illinois that:

Section 1. Assessment Method - Consisting of a nighttime visual inspection from a moving vehicle.

Section 2. Inspector Requirements

- A. Age 50 years or older.
- B. Reflectivity checked with vehicle headlights on low beam.
- C. Street name signage with flashlight.

Section 3. Visibility inspection of signage by Inspector will consist of:

- A. Reflectivity
- B. Trees, weeds or grass that obscure view
- C. Damage due to paint vandalism, faded, bullet holes, etc.
- D. Sign posts shall be upright and plumb (level).

Section 4. Priority System for Inspection:

- A. Annual Inspection:
 - i. Signage - stop, stop ahead, handicap

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Ordinance No. O12-019-02**B. 18 Month Inspection:**

- i. Signage - speed limit, weight limit, rough road, no parking, slow children road marker, street name, hidden drive, no outlet, etc.

Section 5. Process for Timely Corrective Measures:**A. Highest Priority:**

- i. Signage - stop, stop ahead, handicap

B. As Soon As Possible:

- i. Upon notification by law enforcement, citizen, village website, Timberlane village roads and highway committee will respond promptly with either a temporary stand with sign or new sign replacement depending on the situation.

C. Second Priority Signage (all other signage):

- i. Five working days response time upon notification. Factors that may increase actual response time would be the necessity to special order signage. (For example a street sign would be logged into the Pending Sign Log as ordered).

Section 6. Process for Record Keeping:

- A. A Timberlane Village Inspection and Maintenance Log will be kept by the acting Roads and Highways supervisor.
- B. A Log will track when signs are replaced or repaired, what repairs are made, who made them, sign location, start date and time, completion date and time.
- C. A Log will track Annual and 18-month Inspection results.

Ordinance No. O12-019-02

Passed by the Board of Trustees of the Village of Timberlane this 19th day of January, 2012.

Approved by me this 19th day of January, 2012.



Stephen M. Rapp, Village President

Attest: 

Debra K. Marner, Village Clerk

Trustees Voting:

Aye: 4 _____

Nay: 0 _____ Absent: 1 _____

Passed: January 19th , 2012

Approved: January 19th , 2012

Published: 1/19/12

INTRODUCTION

Revision 2 of the 2003 Manual on Uniform Traffic Control Devices (MUTCD) became effective January 22, 2008. Through this revision FHWA provided additional requirements, guidance, and clarification in maintaining traffic sign retroreflectivity. These provisions contained three compliance dates:

- Agencies have until January 22, 2012, to establish and implement a sign assessment or management method to maintain minimum levels of sign retroreflectivity;
- Agencies have until January 22, 2015, for replacement of regulatory, warning, and ground mounted guide signs (except street name) that are identified using the assessment or management method as failing to meet the established minimum levels; and,
- Agencies have until January 22, 2018, for replacement of street name signs and overhead guide signs that are identified as failing to meet the established minimum levels.

PURPOSE

This guideline is being drafted to comply with the FHWA mandate as discussed above. The purpose of this guideline is to formalize the department's traffic sign inspection and maintenance procedures which will identify the sign assessment or management method the department will follow to maintain minimum levels of sign retroreflectivity in accordance with Section 2A.08, Maintaining Minimum Retroreflectivity and Table 2A-3, Minimum Maintained Retroreflectivity Levels, of the MUTCD, 2009 edition. Said section and table are included as attachments to this guideline.

Section 2A.08 Maintaining Minimum Retroreflectivity**Support:**

01 Retroreflectivity is one of several factors associated with maintaining nighttime sign visibility (see Section 2A.22).

Standard:

02 **Public agencies or officials having jurisdiction shall use an assessment or management method that is designed to maintain sign retroreflectivity at or above the minimum levels in Table 2A-3.**

Support:

03 Compliance with the Standard in Paragraph 2 is achieved by having a method in place and using the method to maintain the minimum levels established in Table 2A-3. Provided that an assessment or management method is being used, an agency or official having jurisdiction would be in compliance with the Standard in Paragraph 2 even if there are some individual signs that do not meet the minimum retroreflectivity levels at a particular point in time.

Guidance:

04 *Except for those signs specifically identified in Paragraph 6, one or more of the following assessment or management methods should be used to maintain sign retroreflectivity:*

- A. *Visual Nighttime Inspection—The retroreflectivity of an existing sign is assessed by a trained sign inspector conducting a visual inspection from a moving vehicle during nighttime conditions. Signs that are visually identified by the inspector to have retroreflectivity below the minimum levels should be replaced.*
- B. *Measured Sign Retroreflectivity—Sign retroreflectivity is measured using a retroreflectometer. Signs with retroreflectivity below the minimum levels should be replaced.*
- C. *Expected Sign Life—When signs are installed, the installation date is labeled or recorded so that the age of a sign is known. The age of the sign is compared to the expected sign life. The expected sign life is based on the experience of sign retroreflectivity degradation in a geographic area compared to the minimum levels. Signs older than the expected life should be replaced.*
- D. *Blanket Replacement—All signs in an areacorridor, or of a given type, should be replaced at specified intervals. This eliminates the need to assess retroreflectivity or track the life of individual signs. The replacement interval is based on the expected sign life, compared to the minimum levels, for the shortest-life material used on the affected signs.*

Table 2A-3. Minimum Maintained Retroreflectivity Levels¹

Sign Color	Sheeting Type (ASTM D4956-04)				Additional Criteria
	Beaded Sheeting			Prismatic Sheeting	
	I	II	III		
White on Green	W*: G ≥ 7	W*: G ≥ 15	W*: G ≥ 25	W ≥ 250; G ≥ 25	Overhead
	W*: G ≥ 7	W ≥ 120; G ≥ 15			Post-mounted
Black on Yellow or Black on Orange	Y*: O*	Y ≥ 50; O ≥ 50			ε
	Y*: O*	Y ≥ 75; O ≥ 75			α
White on Red	W ≥ 35; R ≥ 7				κ
Black on White	W ≥ 50				-
¹ The minimum maintained retroreflectivity levels shown in this table are in units of cd/lx/m ² measured at an observation angle of 0.2° and an entrance angle of -4.0°.					
² For text and fine symbol signs measuring at least 48 inches and for all sizes of bold symbol signs					
³ For text and fine symbol signs measuring less than 48 inches					
⁴ Minimum sign contrast ratio ≥ 3:1 (white retroreflectivity + red retroreflectivity)					
⁵ This sheeting type shall not be used for this color for this application.					
Bold Symbol Signs					
<ul style="list-style-type: none"> • W1-1,2 – Turn and Curve • W1-3,4 – Reverse Turn and Curve • W1-5 – Winding Road • W1-6,7 – Large Arrow • W1-8 – Chevron • W1-10 – Intersection in Curve • W1-11 – Hairpin Curve • W1-15 – 270 Degree Loop • W2-1 – Cross Road • W2-2,3 – Side Road • W2-4,5 – T and Y Intersection • W2-6 – Circular Intersection • W2-7,8 – Double Side Roads 		<ul style="list-style-type: none"> • W3-1 – Stop Ahead • W3-2 – Yield Ahead • W3-3 – Signal Ahead • W4-1 – Merge • W4-2 – Lane Ends • W4-3 – Added Lane • W4-5 – Entering Roadway Merge • W4-6 – Entering Roadway Added Lane • W6-1,2 – Divided Highway Begins and Ends • W6-3 – Two-Way Traffic • W10-1,2,3,4,11,12 – Grade Crossing Advance Warning 		<ul style="list-style-type: none"> • W11-2 – Pedestrian Crossing • W11-3,4,16-22 – Large Animals • W11-5 – Farm Equipment • W11-6 – Snowmobile Crossing • W11-7 – Equestrian Crossing • W11-8 – Fire Station • W11-10 – Truck Crossing • W12-1 – Double Arrow • W16-5P,6P,7P – Pointing Arrow Plaques • W20-7 – Plagger • W21-1 – Worker 	
Fine Symbol Signs (symbol signs not listed as bold symbol signs)					
Special Cases					
<ul style="list-style-type: none"> • W3-1 – Stop Ahead: Red retroreflectivity ≥ 7 • W3-2 – Yield Ahead: Red retroreflectivity ≥ 7; White retroreflectivity ≥ 35 • W3-3 – Signal Ahead: Red retroreflectivity ≥ 7; Green retroreflectivity ≥ 7 • W3-5 – Speed Reduction: White retroreflectivity ≥ 50 • For non-diamond shaped signs, such as W14-3 (No Passing Zone), W4-4P (Cross Traffic Does Not Stop), or W13-1P,2,3,6,7 (Speed Advisory Plaques), use the largest sign dimension to determine the proper minimum retroreflectivity level. 					

E. *Control Signs*—Replacement of signs in the field is based on the performance of a sample of control signs. The control signs might be a small sample located in a maintenance yard or a sample of signs in the field. The control signs are monitored to determine the end of retroreflective life for the associated signs. All field signs represented by the control sample should be replaced before the retroreflectivity levels of the control sample reach the minimum levels.

F. *Other Methods*—Other methods developed based on engineering studies can be used.

Support:

05 Additional information about these methods is contained in the 2007 Edition of FHWA's "Maintaining Traffic Sign Retroreflectivity" (see Section 1A.11).

Option:

06 Highway agencies may exclude the following signs from the retroreflectivity maintenance guidelines described in this Section:

- A. Parking, Standing, and Stopping signs (R7 and R8 series)
- B. Walking/Hitchhiking/Crossing signs (R9 series, R10-1 through R10-4b)
- C. Acknowledgment signs
- D. All signs with blue or brown backgrounds
- E. Bikeway signs that are intended for exclusive use by bicyclists or pedestrians