



STOP SIGN. 2' MIN. BACK FROM EDGE OF SIDEWALK TO EDGE OF SIGN IF SIDEWALK IS NARROWER THAN 10'. PLACE EVEN WITH STOP BAR.

STOP SIGN. 2' MIN. BACK FROM FACE OF CURB TO EDGE OF SIGN. PLACE EVEN WITH STOP BAR IN SIDEWALK IF SIDEWALK IS WIDER THAN 10'.

NO PARKING SIGN. 2' MIN. BACK FROM FACE OF CURB TO EDGE OF SIGN. SEE NOTES FOR ORIENTATION.

STREET NAME SIGN. 2' MIN. FROM SIDEWALK TO EDGE OF SIGN WHERE ADEQUATE RIGHT-OF-WAY EXISTS. LOCATE ON STOP SIGN POST IF PRESENT.

TYPICAL CROSSWALK IS 8' WIDE

STOP SIGN. 2' MIN. BACK FROM FACE OF CURB TO EDGE OF SIGN. PLACE EVEN WITH STOP BAR IF PRESENT. WHERE NO STOP BAR IS PRESENT, LOCATE WHERE FUTURE STOP BAR WOULD BE (USUALLY 4' BACK EDGE OF PEDESTRIAN CROSSING LOCATION).

STOP SIGN. 2' MIN. BACK FROM FACE OF CURB TO EDGE OF SIGN. PLACE EVEN WITH STOP BAR.

GENERAL NOTES:

1. FINAL SIGN LOCATION, MOUNTING, BREAKAWAY, AND HEIGHT INSTALLATION SHALL BE IN ACCORDANCE WITH THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) INCLUDING THE MOST CURRENT REVISIONS AND SUPPLEMENTS. THIS DRAWING IS A GUIDELINE AND DOES NOT ADDRESS ALL SITUATIONS.
2. "NO PARKING" SIGN ORIENTATION – WITH ARROWS SHALL BE SET AT 30° TO 45° TO THE STREET IN THE DIRECTION OF TRAVEL. WITHOUT ARROWS SHALL BE SET AT 90° TO THE STREET.
3. INTERSECTIONS SHALL INCLUDE AT LEAST ONE STREET NAME SIGN AND THE SIGN IS TYPICALLY LOCATED AT ONLY ONE CORNER.



Engineering Division

Typical Sign Location Standard

Approved By
City Engineer
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Adopted: 01/30/1980
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STD - 722