



DEPARTMENT OF PUBLIC WORKS  
**COUNTY OF HUMBOLDT**  
 MAILING ADDRESS: 1106 SECOND STREET, EUREKA, CA 95501-0579  
 AREA CODE 707



On-line  
 Web: [humboldt.gov](http://humboldt.gov)

	Public Works Building Second & L St., Eureka Fax 445-7409		
Administration	445-7491	Natural Resources	445-7741
Business	445-7652	Natural Resource Planning	267-9542
Engineering	445-7377	Parks	445-7651
Facility Management	445-7621	Roads	445-7421

Clark Complex  
 Harris & H St., Eureka  
 Fax 445-7388  
 Land Use 445-7205

**ENGINEERING & TRAFFIC SURVEY FOR YIELD OR STOP SIGN**

Date: 12/05/2022

By: R.W. Bronkall

Major Street: 8th Avenue (West Leg) / Kingdom Ro

Minor Street: 8th Avenue (East Leg)

**Part 1: Yield Sign**

Consideration for a yield sign per CAMUTCD 2B.08:

At intersections where a full stop is not necessary at all times, consideration should first be given to using less restrictive measures such as YIELD signs (see CAMUTCD Sections 2B.08 and 2B.09). Reference: CA MUTCD Section 2B.06 STOP Sign Applications, Guidance, Paragraph 01

*(check all that apply)*

- A. On the approaches to a through street or highway where conditions are such that a full stop is not always required.
- B. At the second crossroad of a divided highway, where the median width at the intersection is 30 feet or greater. In this case, a STOP or YIELD sign may be installed at the entrance to the first roadway of a divided highway, and a YIELD sign may be installed at the entrance to the second roadway.
- C. For a channelized turn lane that is separated from the adjacent travel lanes by an island, even if the adjacent lanes at the intersection are controlled by a highway traffic control signal or by a STOP sign.
- D. At an intersection where a special problem exists and where engineering judgment indicates the problem to be susceptible to correction by the use of the YIELD sign.
- E. Facing the entering roadway for a merge-type movement if engineering judgment indicates that control is needed because acceleration geometry and/or sight distance is not adequate for merging traffic operation.

Conditions met for yield sign?  Yes  No

Date: 12/05/2022

By: R.W. Bronkall

Major Street: 8th Avenue (West Leg) / Kingdom Ro

Minor Street: 8th Avenue (East Leg)

**ENGINEERING & TRAFFIC SURVEY FOR YIELD OR STOP SIGN**

(Continued)

**Part 2: Stop Sign**

Consideration for a stop sign per CAMUTCD 2B.06:

Complete if Part 1 not met. The use of STOP signs on the minor-street approaches should be considered if engineering judgment indicates that a stop is always required because of one or more of the following conditions:

*(check all that apply)*

- A. The vehicular traffic volumes on the through street or highway exceed 6,000 vehicles per day;
- B. A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway; and/or
- C. Crash records indicate that three or more crashes that are susceptible to correction by the installation of a STOP sign have been reported within a 12-month period, or that five or more such crashes have been reported within a 2-year period. Such crashes include right-angle collisions involving road users on the minor-street approach failing to yield the right-of-way to traffic on the through street or highway.

Conditions met for stop sign  Yes  No

**Other consideration**

See Attached Exhibit "A".

Consideration for yield sign

Consideration for stop sign

**Recommendation**

Conditions met for stop sign.

Prepared by or under the direction of:

Robert W. Bronkall, RCE 55631

12/05/2022  
Date



EXHIBIT "A"

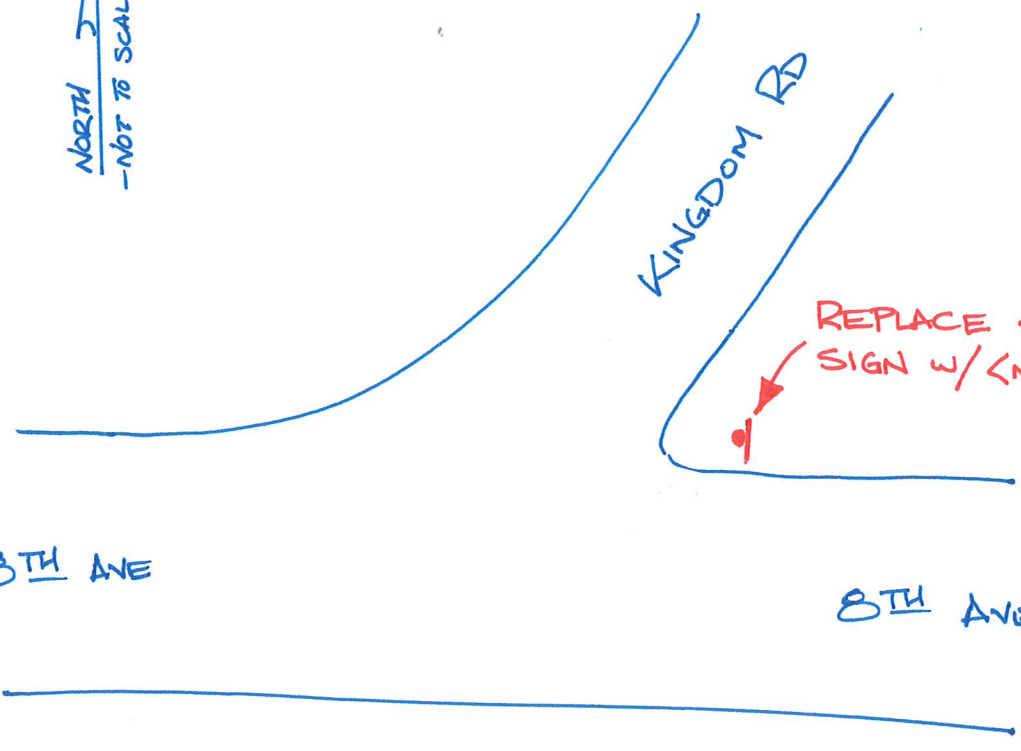
NORTH  
-NOT TO SCALE-

KINGDOM RD

REPLACE (E) YIELD  
SIGN W/ (N) STOP SIGN

8TH AVE

8TH AVE





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**ENGINEERING & TRAFFIC SURVEY FOR YIELD OR STOP SIGN**

Date: 01/13/2023

By: R.W. Bronkall

Major Street: Wilson Street

Minor Street: Montgomery Street

**Part 1: Yield Sign**

Consideration for a yield sign per CAMUTCD 2B.08:

At intersections where a full stop is not necessary at all times, consideration should first be given to using less restrictive measures such as YIELD signs (see CAMUTCD Sections 2B.08 and 2B.09). Reference: CA MUTCD Section 2B.06 STOP Sign Applications, Guidance, Paragraph 01

*(check all that apply)*

- A. On the approaches to a through street or highway where conditions are such that a full stop is not always required.
- B. At the second crossroad of a divided highway, where the median width at the intersection is 30 feet or greater. In this case, a STOP or YIELD sign may be installed at the entrance to the first roadway of a divided highway, and a YIELD sign may be installed at the entrance to the second roadway.
- C. For a channelized turn lane that is separated from the adjacent travel lanes by an island, even if the adjacent lanes at the intersection are controlled by a highway traffic control signal or by a STOP sign.
- D. At an intersection where a special problem exists and where engineering judgment indicates the problem to be susceptible to correction by the use of the YIELD sign.
- E. Facing the entering roadway for a merge-type movement if engineering judgment indicates that control is needed because acceleration geometry and/or sight distance is not adequate for merging traffic operation.

Conditions met for yield sign?  Yes  No

Date: 01/13/2023

By: R.W. Bronkall

Major Street: Wilson Street

Minor Street: Montgomery Street

**ENGINEERING & TRAFFIC SURVEY FOR YIELD OR STOP SIGN**

(Continued)

**Part 2: Stop Sign**

Consideration for a stop sign per CAMUTCD 2B.06:

Complete if Part 1 not met. The use of STOP signs on the minor-street approaches should be considered if engineering judgment indicates that a stop is always required because of one or more of the following conditions:

*(check all that apply)*

- A. The vehicular traffic volumes on the through street or highway exceed 6,000 vehicles per day;
- B. A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway; and/or
- C. Crash records indicate that three or more crashes that are susceptible to correction by the installation of a STOP sign have been reported within a 12-month period, or that five or more such crashes have been reported within a 2-year period. Such crashes include right-angle collisions involving road users on the minor-street approach failing to yield the right-of-way to traffic on the through street or highway.

Conditions met for stop sign  Yes  No

**Other consideration**

Consideration for yield sign  Consideration for stop sign

**Recommendation**

Conditions met for stop sign.

Prepared by or under the direction of:



Robert W. Bronkall, RCE 55631

01/13/2023

Date

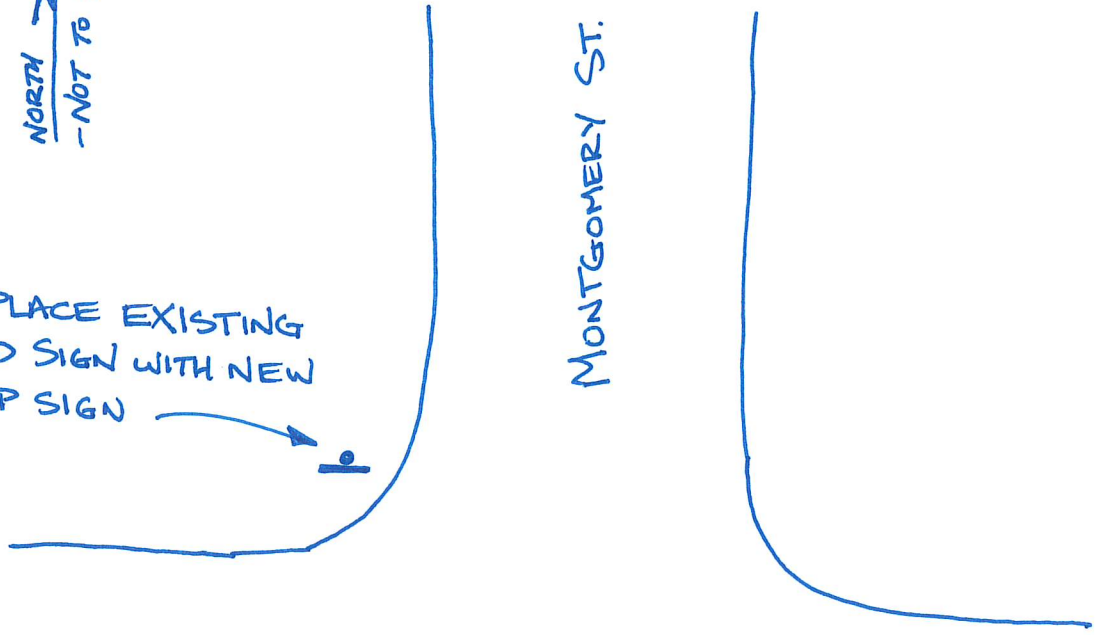


EXHIBIT "A"

NORTH  
— NOT TO SCALE —

MONTGOMERY ST.

REPLACE EXISTING  
YIELD SIGN WITH NEW  
STOP SIGN



WILSON STREET

REPLACE EXISTING  
YIELD SIGN WITH NEW  
STOP SIGN

