

# Engineering Study

## Control Device: Stop Signs in Residences of Cottage Hill

**Roadway / Intersection:**

Intersection of Mann Parkway with FM 2478, Tucker Place and Mann Parkway, Custer Court and Mann Parkway, Orchard Lane and Mann Parkway, Bobcat Trail and Orchard Lane, Bobcat Trail and CR 171, Mann Parkway and County Road 171

**Location / Extent:**

West of the City of Weston off FM 2478 in the Residences of Cottage Hill Subdivision (see Location Map)

**Existing Traffic Control:**

None

**Roadway Width/ Surface Type:**

All roads 25-feet (2-lane Concrete)

**Adjoining Land Development:**

Residential

**Visibility:**

Good

**Accident History:**

None have been reported to Public Works Department

**Traffic Counts:**

None taken for this study as these roads lie within a residential subdivision.

**Warrant for Stop Sign:**

Stop signs are warranted by Section 2B.04, P3, Article A of the 2011 Texas Manual on Uniform Traffic Control Devices.

**Other Factors:**

None

**Recommendation:**

It is recommended that Stop Signs be placed at the intersections of Mann Parkway with FM 2478, Tucker Place and Mann Parkway, Custer Court and Mann Parkway, Orchard Lane and Mann Parkway, Bobcat Trail and Orchard Lane, Bobcat Trail and CR 171, Mann Parkway and County Road 171 as shown on the attached "Sign Layout".

**Date:**

August 15, 2019

**Engineer:**

Tracy Homfeld, P.E.



## Engineering Study

### Control Device: Speed Limit Signs The Residences at Cottage Hill

**Roadway / Intersection:** Intersection of Mann Parkway and FM 2478, Bobcat Trail and County Rd 171, Intersection of Mann Parkway and County Road 171.

**Location / Extent:** West of the City of Weston off FM 2478 in the Residences of Cottage Hill Subdivision (see Location Map)

**Existing Speed Limit:** None

**Existing Traffic Control:** None

**Traffic Counts:** None taken for this study as these roads lie within a residential subdivision

**Roadway Width/ Surface Type:** 25-feet (2-Lane Concrete)

**Adjoining Land Development:** Residential

**Roadway Design Speed:** None

**Visibility Along the Roadway:** Good

**Accident History:** No speed related accidents reported to Public Works

**Radar Speed Survey Result** None taken for this study as these roads lie within a residential subdivision

**Other Factors:** These roads lie within an "urban district", as defined in Transportation Code, Title 7, sec 541.102. Title 7, sec 545.352 calls for urban district speed limit to be 30 MPH. Spiars Engineering requests 20 MPH due to the site topography.

**Recommendation:** A 20 M.P.H. Speed Limit is recommended to be placed at locations indicated above and on Sign Layout.

**Date:** August 15, 2019

**Engineer:** Tracy Homfeld, P.E.

