

## Stop Sign Warrant Evaluation

To: Melissa Reynolds, PE, MPA, CFM, Director of Engineering & Capital Projects

From: Jennifer R. Shortess, PE, CFM, Asst. Director of Engineering & Capital Projects

Date: November 3, 2025

Subject: Stop Sign Warrant Evaluation – Coral Way at Field Brook

### 1. Purpose

This memo documents the engineering study conducted to determine whether an all-way stop sign configuration is warranted at the intersection of Coral Way and Field Brook in accordance with the Manual on Uniform Traffic Control Devices (MUTCD), 11th Edition (Part 2B).

### 2. Background

The intersection of Coral Way and Field Brook is currently controlled by a one-way stop sign, with Coral Way as the through condition (without stop). The surrounding area is characterized by residential. Recent concerns were raised regarding speeding and limited sight distance.

### 3. Data Collection

|                                  |                                                                                                                                                                          |
|----------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Date of Field Study              | October 21, 2025                                                                                                                                                         |
| Crash History (past 3 years)     | 0 crashes                                                                                                                                                                |
| Traffic Volumes (8-hour average) | Major: 103 vph; Minor: 12 vph                                                                                                                                            |
| Speed (85th percentile)          | 25 mph on major street                                                                                                                                                   |
| Sight Distance                   | Adequate - Subdivision was designed in 2017 and does not meet American Association of State Highway and Transportation Officials (AASHTO) Geometric Design Requirements. |
| Pedestrian/Bicycle Activity      | 13 pedestrians were observed during the study period                                                                                                                     |

### 4. MUTCD Warrant Analysis

#### A. One-Way Stop Control (Section 2B.07)

- Coral Way (major street) is clearly more heavily traveled.
- Field Brook (minor street) traffic is 12% of major street.
- Sight distance on minor street is adequate.
- Crash history indicates 0 right-angle or turning crashes.

Conclusion: Conditions are met for a one-way stop.

## B. Multiway Stop Control (Section 2B.09)

| Criterion                        | MUTCD Threshold   | Observed | Met? |
|----------------------------------|-------------------|----------|------|
| Correctable crashes (12 mo)      | ≥ 5               | 0        | No   |
| Major street volume              | ≥ 300 vph (8 hrs) | 103      | No   |
| Minor street volume              | ≥ 200 vph (8 hrs) | 12       | No   |
| Pedestrian/Sight distance issues | Qualitative       | No       | No   |

## 5. Alternative Measures Considered

- Improve sight lines (trim vegetation, restrict parking)
- Install warning signage (“Cross Traffic Does Not Stop” or “Intersection Ahead”)
- Apply pavement markings
- Consider neighborhood traffic calming (reduced speed limit) or increased speed enforcement

## 6. Recommendation

Based on MUTCD warrants and field observations, installation of a Multi-Way Stop Sign is not recommended at the intersection of Coral Way and Field Brook.

## 7. Supporting Attachments

- Traffic count summary
- Intersection sketch / aerial photo with sight distance measurements

## Stop Sign Evaluation Checklist

| Item | Criteria                                   | Notes |
|------|--------------------------------------------|-------|
| 1    | Major/minor road volume difference defined | Yes   |
| 2    | Crash history (right-angle or turning)     | No    |
| 3    | Restricted sight distance                  | No    |
| 4    | Right-of-way confusion observed            | No    |
| 5    | Pedestrian/bicycle needs                   | No    |
| 6    | MUTCD volume warrants met                  | No    |
| 7    | MUTCD crash warrant met (≥5 in 12 mo)      | No    |
| 8    | School crossing or special conditions      | No    |
| 9    | Alternatives reviewed                      | Yes   |
| 10   | Consistency with nearby intersections      | Yes   |

## 2. Coral Way at Field Brook - TMC

Tue Oct 21, 2025

Full Length (7 AM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1350515, Location: 29.609047, -98.001185



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,  
Pasadena, TX, 77503, US

| Leg Direction                  | Coral Way Southbound |       |       |    |       |      | Field Brook Westbound |    |       |      |       |      | Coral Way Northbound |       |    |      |       |      | Alleyway Eastbound |    |    |    |     |      |       |
|--------------------------------|----------------------|-------|-------|----|-------|------|-----------------------|----|-------|------|-------|------|----------------------|-------|----|------|-------|------|--------------------|----|----|----|-----|------|-------|
| Time                           | R                    | T     | L     | U  | App   | Ped* | R                     | T  | L     | U    | App   | Ped* | R                    | T     | L  | U    | App   | Ped* | R                  | T  | L  | U  | App | Ped* | Int   |
| 2025-10-21 7:00AM              | 0                    | 78    | 7     | 0  | 85    | 0    | 5                     | 0  | 7     | 0    | 12    | 0    | 2                    | 16    | 0  | 0    | 18    | 0    | 0                  | 0  | 0  | 0  | 0   | 0    | 115   |
| 8:00AM                         | 0                    | 61    | 4     | 0  | 65    | 0    | 5                     | 0  | 3     | 0    | 8     | 6    | 2                    | 16    | 0  | 1    | 19    | 0    | 0                  | 0  | 0  | 0  | 0   | 1    | 92    |
| 9:00AM                         | 0                    | 33    | 3     | 0  | 36    | 0    | 4                     | 0  | 1     | 0    | 5     | 2    | 2                    | 17    | 0  | 0    | 19    | 0    | 0                  | 0  | 0  | 0  | 0   | 1    | 60    |
| 10:00AM                        | 0                    | 23    | 6     | 0  | 29    | 0    | 4                     | 0  | 4     | 0    | 8     | 0    | 5                    | 23    | 0  | 0    | 28    | 0    | 0                  | 0  | 0  | 0  | 0   | 0    | 65    |
| 11:00AM                        | 0                    | 28    | 2     | 0  | 30    | 0    | 7                     | 0  | 8     | 0    | 15    | 0    | 3                    | 27    | 0  | 0    | 30    | 0    | 0                  | 0  | 0  | 0  | 0   | 0    | 75    |
| 12:00PM                        | 0                    | 43    | 5     | 0  | 48    | 0    | 5                     | 0  | 2     | 0    | 7     | 0    | 1                    | 29    | 0  | 0    | 30    | 0    | 0                  | 0  | 0  | 0  | 0   | 0    | 85    |
| 1:00PM                         | 0                    | 34    | 5     | 0  | 39    | 0    | 7                     | 0  | 3     | 0    | 10    | 0    | 3                    | 26    | 0  | 0    | 29    | 0    | 0                  | 0  | 0  | 0  | 0   | 0    | 78    |
| 2:00PM                         | 0                    | 33    | 5     | 0  | 38    | 0    | 2                     | 0  | 2     | 0    | 4     | 0    | 3                    | 43    | 0  | 0    | 46    | 0    | 0                  | 0  | 0  | 0  | 0   | 0    | 88    |
| 3:00PM                         | 0                    | 26    | 6     | 0  | 32    | 0    | 6                     | 0  | 8     | 2    | 16    | 1    | 4                    | 40    | 0  | 0    | 44    | 1    | 0                  | 0  | 0  | 0  | 0   | 0    | 92    |
| 4:00PM                         | 0                    | 39    | 5     | 0  | 44    | 0    | 7                     | 0  | 4     | 0    | 11    | 0    | 4                    | 60    | 0  | 0    | 64    | 0    | 0                  | 0  | 0  | 0  | 0   | 0    | 119   |
| 5:00PM                         | 0                    | 44    | 11    | 0  | 55    | 0    | 13                    | 0  | 8     | 0    | 21    | 1    | 7                    | 61    | 0  | 1    | 69    | 0    | 0                  | 0  | 0  | 0  | 0   | 0    | 145   |
| Total                          | 0                    | 442   | 59    | 0  | 501   | 0    | 65                    | 0  | 50    | 2    | 117   | 10   | 36                   | 358   | 0  | 2    | 396   | 1    | 0                  | 0  | 0  | 0  | 0   | 2    | 1014  |
| % Approach                     | 0%                   | 88.2% | 11.8% | 0% | -     | -    | 55.6%                 | 0% | 42.7% | 1.7% | -     | -    | 9.1%                 | 90.4% | 0% | 0.5% | -     | -    | 0%                 | 0% | 0% | 0% | -   | -    | -     |
| % Total                        | 0%                   | 43.6% | 5.8%  | 0% | 49.4% | -    | 6.4%                  | 0% | 4.9%  | 0.2% | 11.5% | -    | 3.6%                 | 35.3% | 0% | 0.2% | 39.1% | -    | 0%                 | 0% | 0% | 0% | 0%  | -    | -     |
| Lights                         | 0                    | 433   | 59    | 0  | 492   | -    | 63                    | 0  | 48    | 2    | 113   | -    | 35                   | 348   | 0  | 2    | 385   | -    | 0                  | 0  | 0  | 0  | 0   | -    | 990   |
| % Lights                       | 0%                   | 98.0% | 100%  | 0% | 98.2% | -    | 96.9%                 | 0% | 96.0% | 100% | 96.6% | -    | 97.2%                | 97.2% | 0% | 100% | 97.2% | -    | 0%                 | 0% | 0% | 0% | -   | -    | 97.6% |
| Articulated Trucks             | 0                    | 0     | 0     | 0  | 0     | -    | 0                     | 0  | 0     | 0    | 0     | -    | 0                    | 0     | 0  | 0    | 0     | -    | 0                  | 0  | 0  | 0  | 0   | -    | 0     |
| % Articulated Trucks           | 0%                   | 0%    | 0%    | 0% | 0%    | -    | 0%                    | 0% | 0%    | 0%   | 0%    | -    | 0%                   | 0%    | 0% | 0%   | 0%    | -    | 0%                 | 0% | 0% | 0% | -   | -    | 0%    |
| Buses and Single-Unit Trucks   | 0                    | 9     | 0     | 0  | 9     | -    | 2                     | 0  | 2     | 0    | 4     | -    | 1                    | 10    | 0  | 0    | 11    | -    | 0                  | 0  | 0  | 0  | 0   | -    | 24    |
| % Buses and Single-Unit Trucks | 0%                   | 2.0%  | 0%    | 0% | 1.8%  | -    | 3.1%                  | 0% | 4.0%  | 0%   | 3.4%  | -    | 2.8%                 | 2.8%  | 0% | 0%   | 2.8%  | -    | 0%                 | 0% | 0% | 0% | -   | -    | 2.4%  |
| Pedestrians                    | -                    | -     | -     | -  | -     | 0    | -                     | -  | -     | -    | -     | 10   | -                    | -     | -  | -    | -     | 1    | -                  | -  | -  | -  | -   | 2    |       |
| % Pedestrians                  | -                    | -     | -     | -  | -     | -    | -                     | -  | -     | -    | -     | 100% | -                    | -     | -  | -    | -     | 100% | -                  | -  | -  | -  | -   | 100% | -     |
| Bicycles on Crosswalk          | -                    | -     | -     | -  | -     | 0    | -                     | -  | -     | -    | -     | 0    | -                    | -     | -  | -    | -     | 0    | -                  | -  | -  | -  | -   | 0    |       |
| % Bicycles on Crosswalk        | -                    | -     | -     | -  | -     | -    | -                     | -  | -     | -    | -     | 0%   | -                    | -     | -  | -    | -     | 0%   | -                  | -  | -  | -  | -   | 0%   | -     |

\* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

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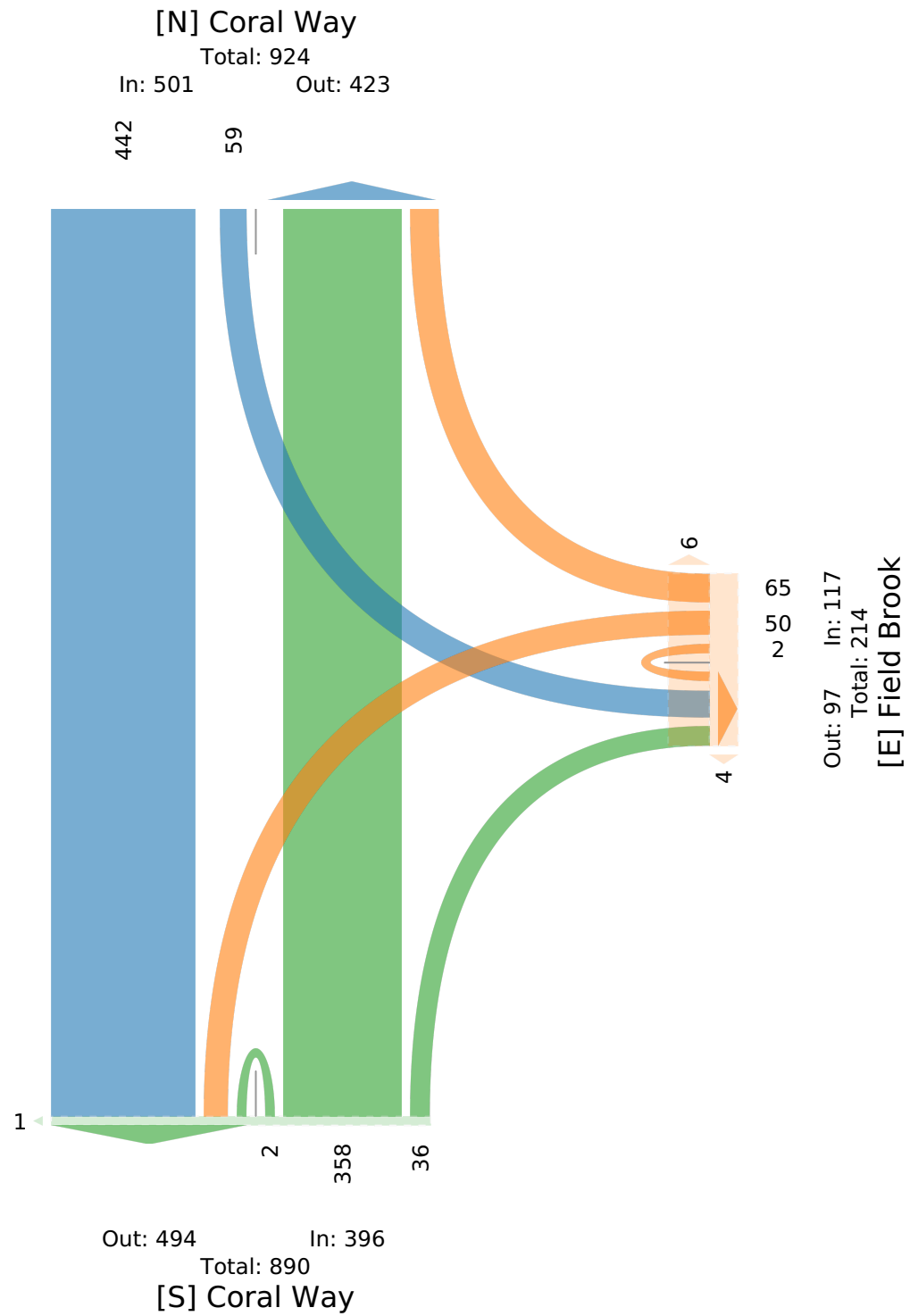
ID: 1350515, Location: 29.609047, -98.001185



Provided by: C. J. Hensch & Associates Inc.

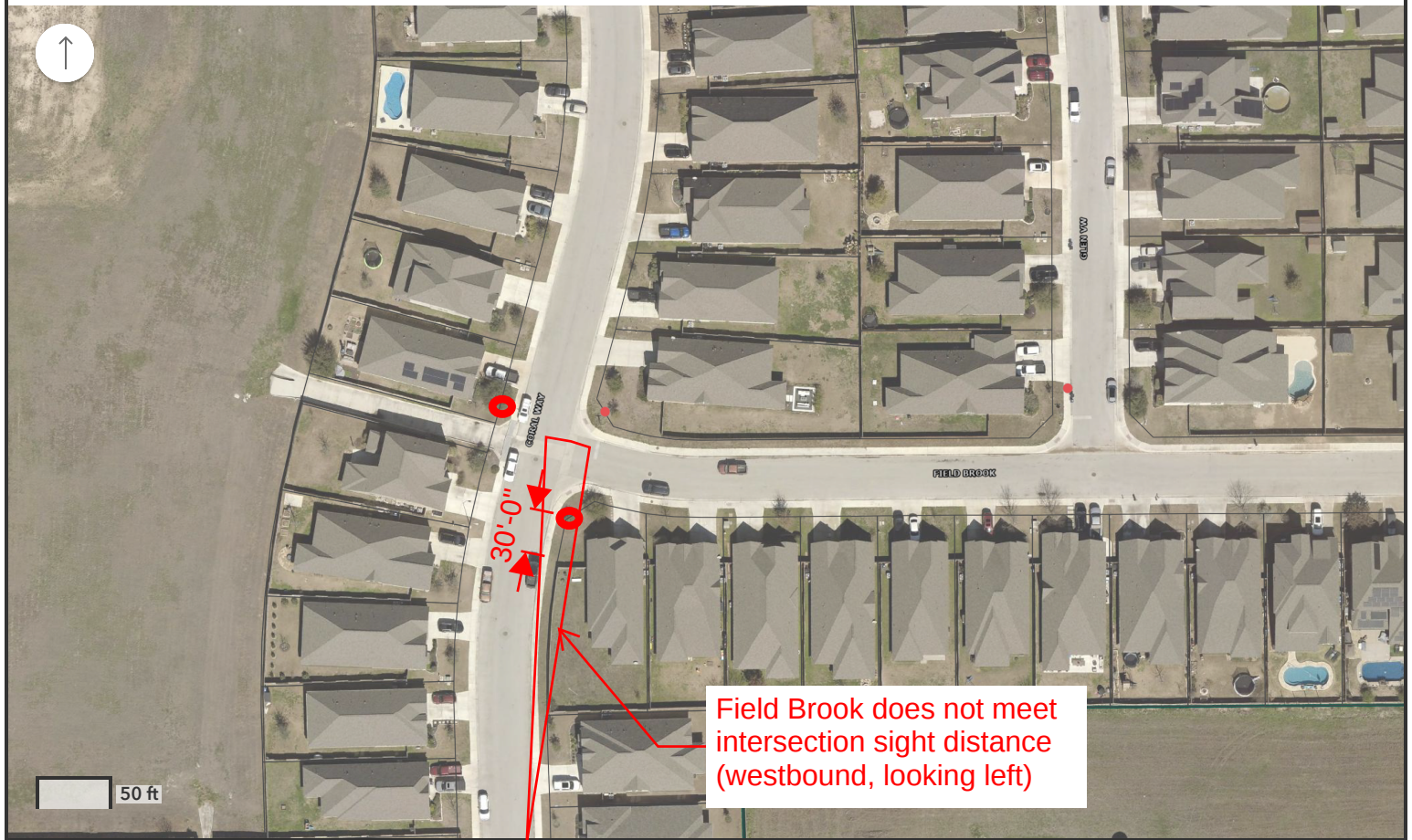
5215 Sycamore Ave.,  
Pasadena, TX, 77503, US

[W] Alleyway





1"=120'



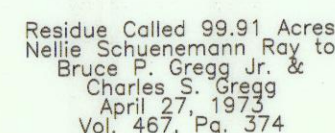
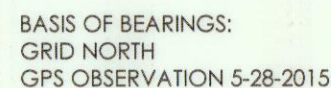
1"=120'

### Texas Transportation Code Section 545.302 - Stopping, Standing, or Parking Prohibited in Certain Places

(b) An operator may not stand or park an occupied or unoccupied vehicle;

- (1) in front of a public or private driveway
- (2) within 15 feet of a fire hydrant
- (3) within 20 feet of a crosswalk at an intersection
- (4) within 30 feet on the approach to a stop sign

|                                                                                                                                                          |                                         |                                                                                   |                 |
|----------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------|-----------------------------------------------------------------------------------|-----------------|
|                                                                         | MAN HOLE                                |  | TREE            |
|                                                                         | FIRE HYDRANT                            |  | BUSH/VEGETATION |
|                                                                         | GUY WIRE                                |                                                                                   |                 |
|                                                                         | VM (WATER METER)                        |                                                                                   |                 |
|                                                                         | UTILITY POLE                            |                                                                                   |                 |
|         | 1/2" REBAR SET (UNLESS NOTED OTHERWISE) |                                                                                   |                 |
|  | 1/2" REBAR SET WCAP "B&A RPLS 2833"     |                                                                                   |                 |
|                                                                         | CONCRETE MARKER FOUND                   |                                                                                   |                 |
|                                                                         | LEAD PLUG & TACK                        |                                                                                   |                 |
|                                                                         | TRB (TELEPHONE RISER BOX)               |                                                                                   |                 |
|                                                                         | BEARINGS & DISTANCES OF RECORD          |                                                                                   |                 |
|                                                                         | MAP RECORDS                             |                                                                                   |                 |
|                                                                         | OVERHEAD ELECTRIC LINE                  |                                                                                   |                 |
|                                                                         | WIRE FENCE                              |                                                                                   |                 |
|                                                                         | CHAIN LINK FENCE                        |                                                                                   |                 |
|                                                                         | IRON FENCE                              |                                                                                   |                 |
|                                                                         | WOOD FENCE                              |                                                                                   |                 |
|                                                                         | ELECTRIC FENCE                          |                                                                                   |                 |
|                                                                         | UNDERGROUND STORM SEWER LINE            |                                                                                   |                 |
|                                                                         | OVERHEAD TELEPHONE LINE                 |                                                                                   |                 |
|                                                                         | UNDERGROUND SANITARY SEWER LINE         |                                                                                   |                 |
|                                                                         | UNDERGROUND WATER LINE                  |                                                                                   |                 |
|                                                                         | UNDERGROUND TELEPHONE LINE              |                                                                                   |                 |
|                                                                         | ARC LENGTH                              |                                                                                   |                 |



TYPICAL REAR LOT CORNER MONUMENTATION DETAIL

The diagram shows a rear lot corner monumentation detail. A central square represents the 'TYPICAL 2' x 2' COLUMN'. Two lines intersect at the corner of this column: a vertical line labeled 'LOT LINE' and a horizontal line labeled 'LOT LINE'. The intersection point is marked with a circle containing the number '0'. Two curved lines, representing 'RBS (B&A CAP)', are shown on either side of the intersection, connecting the 'LOT LINE' to the 'TYPICAL 2' x 2' COLUMN'. The distance from the intersection point to the column is marked as '2' on both the horizontal and vertical axes. Below the diagram, the text 'RUDELOFF ROAD' is written in large, bold, capital letters. At the bottom, it says 'DETAIL NOT TO SCALE'.

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