Standard Drawing Report

Date: May 1, 2026

Technical Owner: Traffic - Jennifer Ruth Tower, P.E.

Standard Drawing No. P-400 **Calculation Book No.** n/a

Drawing Title: Sign Placement

Expires 6/30/26

Original Report Date: December 1, 2017 (Michelle Dellinger)

Background Information, Including Reference Material:

The MUTCD Section 2A provides general rules and recommendations regarding sign placement.

The first version of standard drawing P-400 was created in 2008 and included sign support details. The sign support details have since been moved to standard drawings P-405 and P-406.

Assumption Made:

Standard Drawing P-400 addresses the physical location and orientation of signs with respect to roadway geometry, and the arrangement of signs when multiple signs are located on one post. The types and sizes of the signs, posts, and footings will be shown on project specific plan sheets.

Design Narrative:

Standard drawing P-400 requires a 12-inch lateral offset from the face of curb to all post mounted signs. A 12-inch lateral offset for signs from the face of curb maximizes the amount of sidewalk area that is clear of obstructions for pedestrians on City streets. MUTCD Section 2A.19 recommends a lateral offset of at least six feet from the edge of a shoulder, or 12 feet from the edge of a traveled way. However, Section 2A.19 also states, “A lateral offset of at least 1 foot from the face of the curb may be used in business, commercial or residential areas where sidewalk width is limited or where existing pole are close to the curb.”

Standard drawing P-400 requires a minimum 7-foot mounting height for sign assemblies in areas where pedestrians could walk, and an 8-foot mounting height above bike routes. MUTCD Section 2A.18 specifies that the minimum height of “…signs installed at the side of the road in business, commercial, or residential areas where parking or pedestrian movements are likely to occur, or where the view of the sign might be

obstructed, shall be 7 feet." MUTCD Section 9B.01 specifies that "…no portion of a sign or its support shall be placed…less than 8 feet vertically over the entire width of the shared-use path." It is intended to apply to overhead signs installed above shared-use paths. This standard drawing also applies that requirement to ground-mounted signs that extend over any facility used by bicyclists.

For ground-mounted street name signs a minimum mounting height of 9.5 feet up to a maximum of 11 feet is required to minimize vandalism and to standardize their mounting height whether mounted alone or above a stop sign.

For 12" wide signs such as parking sign, the sign can be mounted lower than the standard 7-foot minimum mounting height when mounted in combination with other signs. In areas outside of the Central Business District the standard 7-foot mounting height applies to parking signs mounted alone on a post. Within the Central Business District, where parking turnover is high, parking signs are mounted lower to be more easily read by drivers.

Standard drawing P-400 also shows typical parking sign placement adjacent to a curb extension identifying where parking is allowed and prohibited and identifies a parking sign orientation of 45 degrees to traffic flow.

For the March 2013 update, the following revisions were made:

1) Added street name sign mounting details and a stand alone parking sign detail

For the May 2015 update, the following revisions were made:

1) Added notes clarifying sign orientation for parking signs and street name signs, mounting order for street name signs, and mounting height maximums

For the September 2022 update, the following revisions were made:

1) Added note clarifying that street name signs may be offset in the bracket to achieve the minimum 12" curb offset

For the May 2026 update, the following revisions were made:

1) Reordered the details
2) Renamed "Combination Traffic Sign" detail to "Traffic Sign(s)" and changed shape of the upper sign from octagon to diamond
3) Renamed "Stand Alone Parking Sign" detail to "Parking Sign(s) – Outside the Central Business District"
4) Added detail "Parking Sign(s) – Within the Central Business District"
5) Modified note in "Combination Stop/Street Name Sign" detail to identify preferred practice of mounting the shortest street name sign on top instead of the typically longer east-west street name sign.
6) Reorganized notes and made minor edits to wording