

RPRMA

Sign Committee Recommendation

March 5, 2012

A motion was passed at the RPRMA annual meeting in September 2011 that a committee be formed to review the signs on the road and make recommendations to the RPRMA board for changes (if any).

The committee was formed with volunteers; Rick Fant, Vaughn Ploegher, Ned Kirschbaum and Jim Plihal. Jim Biddick joined the meetings as an observer.

The committee conducted three meetings (by conference call) and discussed the situation and submits the following recommendations to the RPRMA Board.

1. **Replace the entry sign.** The entry sign (big blue sign) does not set a friendly tone to guests and visitors and may serve to detract from the value of the properties on Raccoon Point Road (RPR). The committee suggests the blue sign be replaced with a new smaller sign (not smaller than 3' by 3') at the entrance with the following logo and words (white background, black letters).



Raccoon Point Road

**Private Drive
For Residents & Guests Only
20 mph speed limit**

Raccoon Point Road Maintenance Association

2. **Remove most signs on the road.** The committee proposes that we remove all the sign's along the road; except for items #3 and #4 below. Existing sign's don't add to beauty of the road, they are ignored and less may be more to call attention to specific hazards. The committee discussed that speed limit and other signs are routinely ignored and that the entrance sign will set the limit for the entire road.
3. **Install new Blind Curve signs.** As the primary hazard on the road, install/update the warning signs for the two blind curve's. The committee suggests "Caution – Blind Curve" yellow diamond warning signs above and below the two blind curve's for a total of 4 signs.
 - a. *The first set, when traveling toward Raccoon Point, one sign located to the west of the Brant's driveway (South side) and when traveling towards town another sign just west of Timbercove (North side)*
 - b. *The second set, when traveling toward Raccoon Point, one sign west of the Timbercove sign (approximately 100 ft. west of Ned's field driveway – south side) and when traveling toward town the second sign 100+ feet up hill of the Speck rental driveway (replacing existing sign – North side)*



Existing Westbound Curve sign



Possible Blind Curve sign

4. **Update Hill Sign.** When traveling westbound, the committee suggests the sign indicating the hill be updated to include a warning for "steep grade". There was a discussion about listing the percentage grade, but since the grade on the hill varies a simple "Steep Grade" was recommend.



Existing Westbound Hill sign



Possible Hill sign

5. **No Mirror's.** The committee discussed the installation of convex mirrors at the blind curves to allow visibility of other traffic. But, it was felt that the mirrors would quickly cover in moss or be broken and become ineffective; and, they would reflect the driver's lights at night and be a hazard.
6. **The committee will review** the final sign designs, graphics and locations prior to purchase and installation.