COUNTY COMMISSION RECORD, CAMDEN COUNTY, MISSOURI

Thursday 10/22/2026

The Camden County Commission met with Presiding Commissioner Ike Skelton, First District Commissioner James Gohagan, and Second District Commissioner Steve Dougan.

Meeting Agenda

Commissioner Dougan made a motion to approve the agenda. Commissioner Gohagan seconded the motion. The motion passed by vote: Commissioner Dougan (aye) and Commissioner Gohagan (aye). Session opened at 10:00 A.M.

Prior Minutes

Commissioner Gohagan made a motion to approve the previous meeting minutes of October 15, 2026. Commissioner Dougan seconded the motion. The motion passed by vote: Commissioner Gohagan (aye) and Commissioner Dougan (aye).

New Business

1st Public Hearing- Chelsie Rd. and Brush Creek— This was the first of three hearings required by state statute. The original requester Mylinda Kifer was present to speak on her request. She stated that traffic traveling Southwest on Brush Creek Road has to come to a stop and cut across because the intersection is a "Y" and not a true left turn. She stated that vehicles coming up the hill on Chelsie Road in the opposite direction cannot be seen over the hill, even while stopped to turn left, and she has personally had several close calls of accidents. Commissioner Skelton asked if anyone else was in favor of this request. There were none. Commissioner Skelton asked if anyone was in opposition of this request. There were none. At this time Pat Wolf with Road & Bridge stated they researched the requirements for an all-way stop, which requires a traffic study performed by an engineer and there are three stipulations to the study: (1) a speed limit of at least 40 mph, (2) at least five accidents within one year, and (3) at least 200 vehicles per

eight-hour period. Road & Bridge does not believe the intersection meets the criteria and has asked the Sheriff's Office to check for accident reports at the location. It was also discussed that the hill causing the sight-distance issue could be shaved down. Road & Bridge will place a traffic counter at the intersection and provide the traffic report to the Commission by next Thursday. It was suggested that if the data meets the requirements, an engineering study be done.

Resident Kevin Gimmy asked what the requirements are based on. Pat Wolf explained that the requirements come from the Manual on Uniform Traffic Control Devices (MUTCD). Kevin requested that the requirements be listed in the minutes. Road & Bridge stated they will send the applicable pages of the manual to the Commission office. No motions were made.

The second of three public hearings will be held on Tuesday, October 27, 2026.

1st Public Hearing- Sellers Rd., Everly Loop & Lake Rd. 7-6 — This was the first of three hearings required by state statute. The original requester Lowell Wilson was present to speak on his request. He thanked the Commission and Road & Bridge staff for their assistance over the past several months and turned the floor over to Alan Roberts to speak on behalf of the Summer Place homeowners.

Alan Roberts, HOA President of Summer Place Condominiums stated he submitted 29 emails from Summer Place homeowners in support of the request, several describing incidents at the intersection. He stated all 145 Summer Place homeowners, their families, and guests use this intersection, and traffic is heavy in the summer. He stated drivers leaving Summer Place cannot see oncoming traffic from either spur of the intersection and have approximately 2½ seconds to see a vehicle coming over the hill. He stated the County has posted "Dangerous Intersection" signs at this location and that the homeowners support making the intersection safer.

Other residents spoke in favor of the request, describing near misses at the intersection, speeding vehicles coming over the hill, tall grass in the median triangle blocking visibility, and speed limit and warning signs that are mounted too low or hidden by weeds.

At this time Commissioner Skelton stated that he received several emails in opposition of this request and asked if anyone present was in opposition of the this request. A few citizens addressed their concerns regarding whether a stop sign would meet the required regulations, the hazard of requiring trucks and vehicles pulling boats and trailers to stop on the hill, and the volume of traffic on Sellers Road compared to the crossroads. Suggested alternatives mentioned included removing the grass triangle, shaving down the hill, and re-striping the intersection so traffic enters at a right angle. Discussion was had.

Commissioner Skelton asked Road & Bridge to bring alternative solutions to the Commission by next Thursday that may not require an engineer and traffic study, and suggested a traffic count be done in the summer when traffic is heavier. It was noted that speed limits in the area currently change between 25, 35, and 40 mph. Commissioner Skelton directed Road & Bridge to post a uniform 35 mph speed limit, adjust the height and location of the speed limit signs, and install chevrons where there are curves in the road. No motion was made.

The second of three public hearings will be held on Tuesday, October 27, 2026.

Bid Award- 4th Tax Sale— No bids were received. Commissioner Skelton stated it is important to get these properties back on the tax rolls and outlined three possible options: (1) leave things as they are; (2) the Commission appoint a trustee under RSMo 140.260; or (3) judicial foreclosure under Chapter 141, RSMo. He stated that the best option may be option 2, appointment of a trustee. He also asked Charlie to not be a part of this but would entertain a thought of who could counsel on these processes. It was stated that Sarah Lipp has looked into this topic. Commissioner Skelton asked 1st and 2nd District Commissioners to look into this topic and meet with Sarah Lipp to decide if option 2 is a good option to get this matter resolved. Discussion was had. Commissioner Skelton directed Sarah Lipp to compile the testing of other counties and give the Commission a briefing on the trustee and foreclosure options on October 27, 2026, and the matter will be placed on the October 29, 2026 agenda for a decision. No motions were made.

Jail Camera & Security—The Sheriff's Office reported that the network switches for the jail camera system are failing, causing cameras to fail and creating blind

spots throughout the jail. The project will replace the failing switches and several of the oldest cameras, affecting approximately 40 cameras. Because additional payments to this vendor would exceed the $12,000 bid threshold, the Commission is proceeding on an emergency basis under RSMo 50.780, as failure to make these repairs could result in loss of life or property. The Sheriff's office will pursue a maintenance contract and review other vendors going forward. Commissioner Skelton made a motion to approve the request for the Sheriff's cameras as discussed. Commissioner Dougan seconded the motion. The motion passed by vote: Commissioner Skelton (aye) and Commissioner Dougan (aye).

Adjourn: With no further official business on the agenda, Commissioner Dougan made a motion to adjourn to any unofficial business that may develop during the day. Commissioner Gohagan seconded the motion. The motion passed by vote: Commissioner Dougan (aye) and Commissioner Gohagan (aye). Session closed at 11:08 A.M.

Ordered that the Commission adjourn until further notice.

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Ike Skelton, Presiding Commissioner *Alyssa Ross, Admin. Assistant*

2.0 TRAFFIC CONTROL AT INTERSECTIONS

Traffic control devices are necessary for regulating, warning, and guiding traffic and are a primary determinant in the safe and efficient operation of intersections. The MUTCD outlines national standards for when and where traffic control is warranted. AASHTO sets forth guidelines for variables that impact traffic control such as sight distance requirements.

The uses of regulatory signs inform highway users of traffic laws or regulations and indicate the applicability of legal requirements that would not otherwise be apparent. Common regulatory signs from the right-of-way series include the STOP sign (R1-1) and YIELD sign (R1-2). The application of stop signs, multiway stop signs, and yield signs are discussed in the following sections.

2.1 Stop Signs

STOP signs are intended for use where traffic is required to stop. The standard size of a STOP sign used in Cole County will be 30” x 30”. Where greater emphasis or visibility is required, a larger size sign should be considered.

Because the STOP sign causes a substantial inconvenience to motorists, it should be used only where warranted (see Table 1). Prior to the application of a STOP sign, consideration of less restrictive measures, such as the YIELD sign should be examined. Periodic reviews of existing installations may be conducted to determine if less restrictive control or no control could accommodate traffic demands safely and more effectively.

In a situation where two main highways intersect, the STOP sign or signs should normally be posted on the minor street to stop the lesser flow of traffic. Traffic engineering studies, however, may justify the installation of a STOP sign or signs on the major street. Such a situation may occur at a three-way intersection where safety considerations may justify stopping the greater flow of traffic to permit a left-turning movement.

The CROSS TRAFFIC DOES NOT STOP (W4-4P) plaque may be used in combination with a STOP sign when engineering judgement indicated that conditions are present that are causing or could cause road users to misinterpret the intersection as an all-way stop.

The TRAFFIC FROM LEFT (RIGHT) DOES NOT STOP (W4-4aP) plaque or ONCOMING TRAFFIC DOES NOT STOP (W4-4bP) plaque should be used at intersections where STOP sings control all but one approach to the intersection, unless the only non-stopped approach is from a one-way street.

If a W4-4P series plaque is used, it shall be mounted below the STOP sign. Figure 1 displays the R4-4P series plaques.

Figure 1: W4-4P Series Plaques

W4-4P W4-4aP W4-4bP

Source: Manual on Uniform Traffic Control Devices, 11th Edition (2023). (page 179)

2.2 Multiway Stop Signs

A multiway stop installation is useful as a safety measure at some locations. It should be ordinarily used only where the volume of traffic on the intersecting roads is approximately equal. Table 1 includes conditions that may warrant the installation of a multiway stop.

At a multiway stop intersection, Cole County will use a supplementary plate (R1-3P) 18" x 6" in size that will be mounted just below the STOP sign. Regardless of the number of approach legs, any multiway stop intersection shall use the R1-3P (ALL WAY) supplementary plaque. Any supplementary plaque indicating the number of approach legs (i.e., 3-WAY, 4-WAY) should be removed.

2.3 Yield Signs

The YIELD sign assigns right-of-way to traffic on certain approaches to an intersection. Vehicles controlled by a YIELD sign need stop only when necessary to avoid interference with other traffic that is given the right-of-way. Table 1 outlines conditions when a YIELD sign may be warranted.

The standard size of a YIELD sign used in Cole County will be 36" x 36" x 36". Where greater emphasis or visibility is required, a larger seize sign should be considered. YIELD signs generally should not be placed to control the major flow of traffic at an intersection. However, YIELD signs may be installed to control traffic movement where a majority of drivers in that movement are making right turns. At such an intersection, YIELD signs should not be erected on more than one approach.

2.4 Summary of Warrants for Intersection Control

This section provides a summary of the MUTCD warrants related to intersection control. The MUTCD should be consulted for a comprehensive list of warrants.

Minor Road Stop

See Table 1.

All-Way Stop Control Warrant A: Crash Experience

All-way stop control may be installed at an intersection where an engineering study indicates that:

A. For a four-leg intersection, there are five or more reported crashes in a 12-month period or six or more reported crashes in a 36-month period that were of a type susceptible to correction by the installation of all-way stop control.
B. For at three-leg intersection, there are four or more reported crashes in a 12-month period or five or more reported crashes in a 36-month period that were of a type susceptible to correction by the installation of all-way stop control.

All-Way Stop Control Warrant B: Sight Distance

All-way stop control may be installed at an intersection where an engineering study indicates that sight distance on the minor-road approaches controlled by a stop sign is not adequate for a vehicle to turn onto or cross the major (uncontrolled) road.

All-Way Stop Control Warrant C: Transition to Signal Control or Transition to Yield Control at a Circular Intersection

All-way stop control may be installed at locations where all-way stop control is an interim measure that can be installed to control traffic while arrangements are being made for the installation of a traffic control signal at the intersection or for the installation of yield control at a circular intersection.

All-Way Stop Control Warrant D: 8-Hour Volume (Vehicles, Pedestrian, Bicycles)

All-way stop control may be installed at an intersection where an engineering study indicates:

A. The combined motor vehicle, bicycle, and pedestrian volume entering the intersection from the major-street approaches at least 300 units per hour for each of any 8 hours of a typical day; and
B. The combined minor vehicle, bicycle, and pedestrian volume entering the intersection from the minor-street approaches is a t least 200 units per hour for each of any of the same 8 hours.

All-Way Stop Control Warrant E: Other Factors

All-way stop control may be installed at an intersection where an engineering study indicates that all-way stop control is needed due to other factors not addressed in the other all-way stop control warrants. Such other factors may include, but are not limited to, the following:

A. The need to control left-turn conflicts,
B. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where all-way stop control would improve operational characteristics of the intersection, or
C. Where pedestrian and/or bicyclist movements support the installation of all-way stop control.

Yield Sign

See Table 1.

Table 1: Summary of Stop, Multiway Stop, and Yield Control

Regulatory Sign	Guidance
Minor Road Stop R1-1	A. A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway
	B. Crash records indicate that: 1. For a four-leg intersection, there are three or more reported crashes in a 12-month period or six or more reported crashes in a 36-month period. The crashes should be sescepticle to correction by installation of minor-road stop control. 2. For a three-leg intersection, there are three or more reported crashes in a 12-month period or five or more reported crashes in a 36-month period. The crashes should be sescepticle to correction by installation of minor-road stop control.
	C. The intersection is of a lower functional classification road with a higher functional classification road.
	D. Conditions that previously suppoerted in theanllation of all-way stop control no longer exist.
All-Way Stop R1-1 R1-3P	A. All-Way Stop Control Warrant A: Crash Experience (see section 2.4)
	B. All-Way Stop Control Warrant B: Sight Distance (see section 2.4)
	C. All-Way Stop Control Warrant C: Transition to Signal Control or Transition to Yield Control at a Curcular Intersection (see section 2.4)
	D. All-Way Stop Control Warrant D: 8-Hour Volume (Vehicles, Pedestrian, Bicycles) (see section 2.4)
	E. All-Way Stop Control Warrant E: Other Factors (see section 2.4)
YIELD Sign (R1-2) R1-2	A. Intersection sight distance is adequate on the approaches to be controlled by YIELD signs.
	B. All approaches to the intersection are a single lane and there are no separate turn lanes.
	C. One of the following crash-related criteria applies:
	D. For changing from no intersection control to yield control, there have been two or more reported crashes in the previous 12 months that are susceptible to correction by the installation of a YIELD sign.
	E. For changing from minor road stop control to yeild control, there have been two or fewer reported crashes in the previous 12 months.
	F. The combined motor vehicle, bicycle, and pedestrian volume entering the intersection averages less than 1,800 units per day or 140 units in the peak hour.
	G. The angle of intersection is between 90 degrees and 75 degrees.
	H. The functional classification of the intersecting streets is either the intersection of two local streets or the intersection of a local street with a colllector street.

Source: Manual on Uniform Traffic Control Devices, 11th Edition (2023). (pages 77,78)

2.5 Location of Stop Sign and Yield Sign

A STOP sign should be erected at the point where the vehicle is to stop or as near thereto as possible. If traffic crash trends or engineering analysis indicate a reoccurring violation of this standard, the County should consider adding a stop line, if recommended by an engineering study. A YIELD sign should be erected in the same manner, at the point where the vehicle is to stop if necessary to yield the right-of-way. Where a marked crosswalk on pavement exists, the sign should be erected approximately four feet in advance of the crosswalk line nearest to approaching traffic.

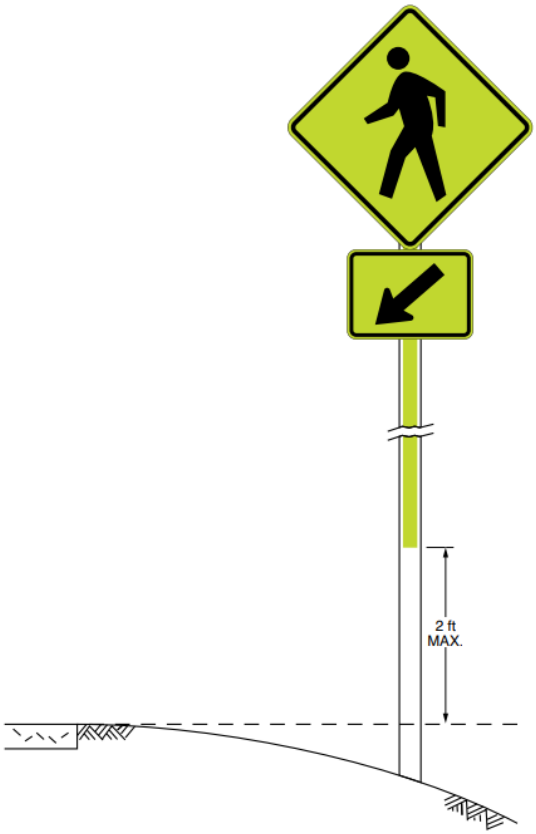
In a situation where the visibility of a STOP sign or a YIELD sign is restricted, the STOP sign or YIELD sign shall be located as specified, and a STOP AHEAD (W3-1a) or a YIELD AHEAD (W3-2a) sign shall be erected in advance of the STOP or YIELD sign. The minimum standard size for the STOP AHEAD and YIELD AHEAD warning signs to be used in Cole County will be 30” x 30”. Where greater emphasis or visibility is required, a larger size sign should be considered. In instances where there is a history of poor observance of the STOP sign, the County will install a STOP AHEAD warning sign. The placement of the STOP AHEAD and YIELD AHEAD sign shall be determined from Table 7 (Condition B) later in this manual. Figure 2 displays the advance warning signs to be used by Cole County.

Figure 2: Stop Ahead and Yield Ahead Warning Signs

Source: Manual on Uniform Traffic Control Devices, 11th Edition (2023). (page 177)

Retroreflective strips may be placed on sign supports to enhance the conspicuity of standard signs, as shown in Figure 3. The retroreflective strip shall be at least 2 inches in width, it shall be placed for the full length of the support from the sign to within 2 feet above or near edge of the roadway, and its color shall match the background color of the sign. This method can be used for all types of standard signs (regulatory, warning, or guide). When used on YIELD and DO NOT ENTER signs, the retroreflective material should be red. The retroreflective strip shall not display any legend or other information.

Figure 3: Vertical retroreflective strip on sign support



Source: Manual on Uniform Traffic Control Devices, 11th Edition (2023). (page 48)

2.6 Intersection Sight Distance and Clear Sight Triangles

Intersection sight distance (ISD) is the length of roadway in which approaching vehicles have an unobstructed view. Adequate ISD is necessary to allow approaching vehicles to safely anticipate oncoming traffic and find sufficient gaps in traffic to enter an intersection.

Clear sight triangles are specified areas along intersection approach legs and the intersection corners that should be clear of obstructions that might block a driver's view of potentially conflicting vehicles. The dimensions of the legs of the sight triangles depend on the design speeds of the intersection roadways and the type of traffic control used at the intersection.

Intersections with No Traffic Control or Yield Traffic Control

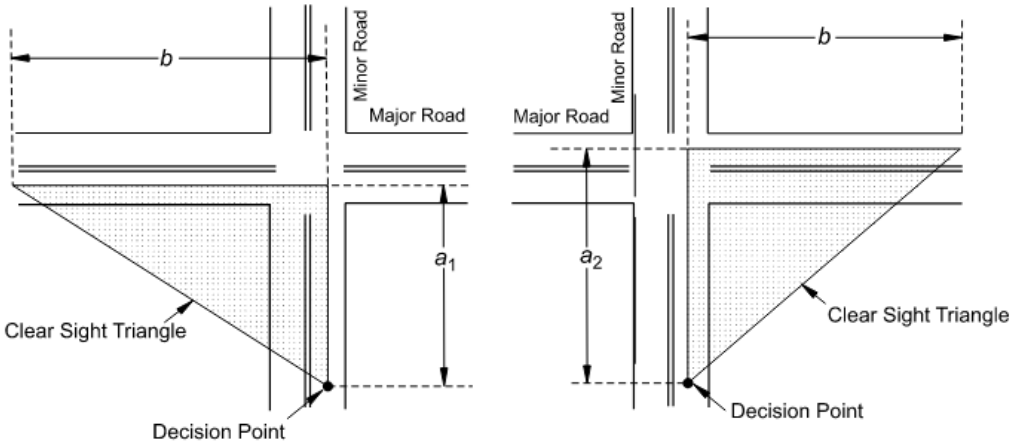
In a situation where an intersection crossing has no traffic control or yield control, the operator of a vehicle approaching an intersection must be able to perceive cross traffic in sufficient time to alter the vehicle's speed as necessary before reaching the intersection. Figure 4 shows the sight triangle for an intersection with no traffic control or yield traffic control.

Table 2 will be used to determine the appropriate distance of the sight triangle legs based on the design speed limit of the respective roadway and the type of maneuver of the vehicle approaching the intersection. The leg of the sight triangle along the major road, *b*, will be obtained from Table 2 based on the design speed limit of the major road. Leg a_1 will be obtained from Table 2 based on the design speed of the minor

road. Leg a_2 is equal to leg a_1, plus the width of the lane(s) and median the approaching vehicle must cross during a left-turn movement. For example, a right-turn maneuver at an intersection with the minor roadway at 25 mph and the major roadway at 40 mph would result in the legs of the sight triangle a_1 and b equal to 115 feet and 195 feet, respectively. These, or greater distances, will allow the approaching vehicle clear view of conflicting traffic to change speed before reaching the intersection.

Intersections with sight triangles having dimensions approximately equal to those indicated in Table 2 are not necessarily safe on their own. There is the potential for confusion to operators with the possibility of a driver on one highway being confronted with a succession of vehicles on the intersecting highway. Another important factor is that a vehicle approaching a noncontrolled intersection must yield the right-of-way to vehicles approaching the intersection on the right. Noncontrolled intersections should be used only in the design of rural intersections on lightly traveled two lane roads where the cost of achieving greater sight distance is prohibitive. Where this minimum sight triangle cannot be provided, traffic control devices should be used to slow down or stop vehicles on one or both roads even if both roads are lightly traveled.

Figure 4: Sight Triangle at Intersection with No Traffic Control



Source: A Policy on Geometric Design of Highways and Streets, AASHTO, 7th Edition (2018). Figure 9-16, page 9-37).

Table 2: Intersection Sight Distance Required at No Control or Yield Control Intersections

No Control or Yield Control Intersections				
Design Speed (mph)	Minimum Intersection Sight Distance (ft)			
	No Control	Yield Control		
	All Maneuvers	Crossing		Left or Right Turn
	Legs a_1 and b	Leg a_1	Leg b *	Legs a_1 and b
15	70	75	145	180
20	90	100	195	240
25	115	130	240	295
30	140	160	290	355
35	165	195	335	415
40	195	235	385	475
45	220	275	430	530
50	245	320	480	590
55	285	370	530	650
60	325	420	575	710
65	365	470	625	765
70	405	530	670	825

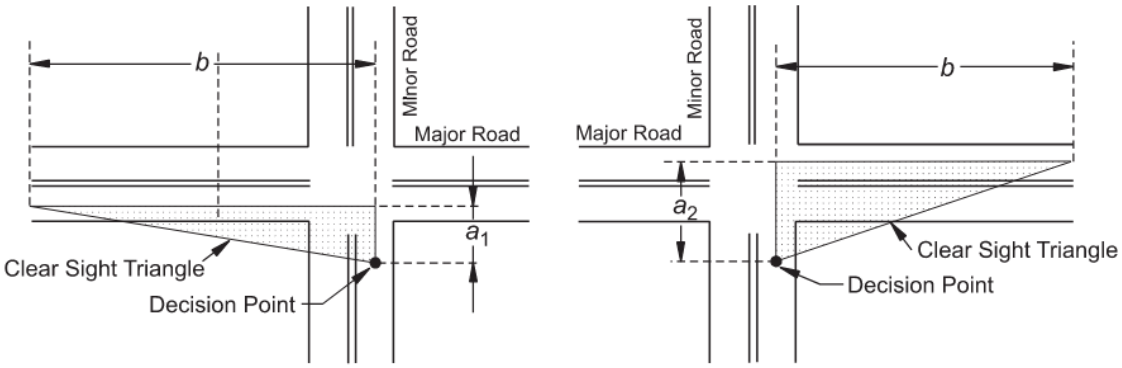
* Lengths for leg *b* for crossing manuever at yield control intersection are shown for minor approach design speed between 20-50 mph. For minor roads with design speeds 15 mph or 55+ mph, see Table 9-13 on page 9-54 in the

Source: A Policy on Geometric Design of Highways and Streets, AASHTO, 7th Edition (2018). (Table 9-4, page 9-41, Table 9-12, page 9-52, Table 9-13, page 9-54, and Table 9-15, page 9-55).

Intersections with Stop Control on Minor Approach

For intersections with stop control on the minor approach, Table 3 provides the appropriate distance of leg *b* (shown in Figure 5) to allow the approaching vehicle to safely view oncoming traffic from a complete stop before beginning a left or right turning maneuver. Leg a_1 is the distance from the centerline of the nearest receiving lane for a right-turn maneuver to the location a vehicle stops at the stop sign. Leg a_2 is equal to leg a_1, plus the width of the lane(s) and median the approaching vehicle must cross during a left-turn movement.

Figure 5: Sight Triangle at Intersection with Stop Control on Minor Approach



Source: A Policy on Geometric Design of Highways and Streets, AASHTO, 7th Edition (2018). Figure 9-17, page 9-38).

Table 3: Intersection Sight Distance Required at Stop Controlled Intersections

Stop Control on Minor Approach		
Design Speed (mph)	Minimum Intersection Sight Distance (ft)	
	Leg *b*	
	Left Turn or Crossing	Right Turn
15	170	145
20	225	195
25	280	240
30	335	290
35	390	335
40	445	385
45	500	430
50	555	480
55	610	530
60	665	575
65	750	625
70	775	670

Source: A Policy on Geometric Design of Highways and Streets, AASHTO, 7th Edition (2018). (Tables 9-7, and 9-9, pages 9-41 through 9-48).

Table 2 and Table 3 show the minimum intersection sight distances for at-grade intersections and driveways based on the operating speed of the major road. For multi-lane roadways or roads that exceed 3% grade, see section 9.5 in the AASHTO Green Book, 7th Edition (2018). ISD is measured using an eye height of 3.5 feet for passenger vehicles and 7.6 feet for trucks. For both passenger vehicles and trucks, and object height of 3.5 feet is used.

2.7 Stopping Sight Distance at Intersections

The minimum stopping sight distance (SSD) available on a roadway should be sufficiently long to enable a vehicle traveling at or near the design speed to stop before reaching a stationary object in its path, such as a vehicle slowing to make a turning maneuver. Table 4 gives the minimum stopping sight distances based on the operating speed of the roadway. These distances should be available at all legs of a given intersection to ensure approaching vehicle users can safely stop in the case of queuing vehicles.

Table 4: Stopping Sight Distance Requirements

Speed (mph)	Minimum Stopping Sight Distance (ft)
15	80
20	115
25	155
30	200
35	250
40	305
45	360
50	425
55	495
60	570
65	645
70	730

Source: A Policy on Geometric Design of Highways and Streets, AASHTO, 7th Edition (2018). (Table 3-1, page 3-4).

Where adequate stopping sight distance at the intersection is not available to the through traffic at the posted speed, then intersection warning signs (W2-1 through W2-5) should be installed on the main road approaches. The standard size of the intersection warning signs used in Cole County will be 30" x 30". Where greater emphasis or visibility is required, a larger sign should be considered. Examples of these signs are displayed in Figure 6. The placement of these signs is determined by using Table 7 later in this manual.

Figure 6: Intersection Warning Signs

Source: Manual on Uniform Traffic Control Devices, 11th Edition (2023). (page 179).

2.8 Traffic Control Signals

If an intersection is under consideration for traffic control signals, an engineering study should be conducted, following the procedures outlined in the current edition of the MUTCD.

2.9 Unwarranted Traffic Control Devices

STOP signs will not be installed by the County solely to control vehicle speeds or divert traffic. STOP signs installed in the wrong places for the wrong purposes may have unintended consequences and may not address the underlying problem. The County will not use portable or part-time STOP signs except for emergency purposes.

The County will not misuse stop signs to arbitrarily interrupt traffic, either by causing it to stop or by causing such an inconvenience that motorists are forced to use other routes. One consequence of the installing stop signs for purposes such as these is that there may be a high incidence of intentional violations

and may cause drivers to see stop signs in these locations as “nuisances” or “speed breakers.” Another potential consequence of installing stop signs for these purposes is that although vehicular speeds may be reduced in the immediate vicinity of the stop signs, speeds may actually be higher between intersections than they would have been if these signs had not been installed.

At the right place and under the right conditions, a STOP sign tells the drivers and pedestrians who has the right of way. Nationally recognized standards have been established to determine when STOP signs should be used. These standards, or warrants, take into consideration, among other things, traffic speed and volume, sight distance, and the frequency of traffic gaps which will allow safe vehicle entry or pedestrian crossing.