

Stop Sign Checklist

A Stop sign is used to indicate that traffic is always required to stop before entering an intersection. Stop signs should not be used for speed control. If a full stop is not necessary at all times consider using a less restrictive Yield sign.

Criteria Checklist (Defined as Guidance in the MUTCD, a statement of recommended, but not mandatory, practice in typical situations, with deviations allowed if engineering judgment or study indicates the deviation to be appropriate.)

Stop signs should be used at an intersection if engineering judgment indicates that one or more of the following criteria (A, B, C, and/or D, and for local roads E and/or F) have been met:

A. Intersection of a less important road with a main road where application of the normal right-of-way rule would not be expected to provide reasonable compliance with the law (see MGL Chapter 89, Section 8);

B. Minor road entering a through street or highway (such as a numbered route);

C. Unsignalized intersection in a signalized corridor;

D. High speeds, restricted sight distance, or accident records indicate a need for Stop sign control.

Additional Criteria for low-volume (less than 400 vehicles per day) local roads:

E. An intersection of a less-important road with a main road where application of the normal right-of-way rule might not be readily apparent;

F. An intersection that has restricted sight distance for the prevailing vehicle speeds.

General Notes (Notes 1 and 2 are defined as Guidance in the MUTCD, Note 3 is defined as Support, an informational statement that does not convey any degree of mandate, recommendation, authorization, prohibition, or enforceable condition.)

Once the decision has been made to install two-way stop control at an intersection, the decision regarding the appropriate street to stop should be based on engineering judgment. Stop signs should be installed in a manner that minimizes the number of vehicles that have to stop.

1. In most cases the street carrying the lowest volume of traffic should be stopped.
2. A traffic engineering study is required to justify installing a stop sign on the major street (see the Multiway Stop Sign Checklist)
3. On streets with relatively equal volumes of traffic and/or similar physical characteristics, the following considerations might influence the decision as to the placement of Stop signs.

A. Stop the road that conflicts the most with established pedestrian crossing activity, or school walking routes.

B. Stop the road with lower operating speed, due to limited sight distance and/or steep grades.

C. Stop the road that has the longest distance of uninterrupted flow approaching the intersection.

D. Stop the road that has the best sight distance to conflicting traffic

This checklist is not for use at highway/railroad or highway/light rail transit grade crossings.

Source:

Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD), Federal Highway Administration, 2003 Edition 23 CFR 655 603, MGL C.85, S.2. Composed and edited by the Acton Engineering Department, November 2003.