# Implement All-Way Stop Control

Installation of STOP (R1-1) signs supplemented with the ALL WAY (R1-3P) plaque along all intersection approaches.

## Targeted Crash Types
- Right-angle
- Pedestrian
- Bicyclist

## Problems Addressed
- Inappropriate intersection traffic control
- Excessive intersection conflicts
- Inadequate intersection sight distance
- Vehicle conflicts with non-motorists

## Conditions Addressed
- Limited sight distance from minor road approaches.
- Crash history or observed conflicts involving turning or through vehicles from the minor road.
- Interim traffic control when a traffic signal is needed.
- Intersection with high pedestrian volumes.
- Intersection of two similar residential collector streets.

## Considerations
- Consider adding a NEW (W16-15P) plaque as a supplement to the STOP sign for an interim period.
- Consider installing advanced Stop Ahead (W3-1) signs and/or stop lines.
- Traffic volumes on both major and minor roads should be approximately equal.

## Industry Standard

**MUTCD**
- Section 2A.16: Standardization of Location
- Section 2B.05: STOP Sign (R1-1) and ALL WAY Plaque (R1-3P)
- Section 2B.06: STOP Sign Applications
- Section 2B.07: Multi-Way Stop Applications
- Section 2B.10: STOP Sign or YIELD Sign Placement

## Other Resources
- NCHRP 500 Volume 5: A Guide for Addressing Unsignalized Intersections

## Select Examples
- JC Galloway Rd. & Mobeys Bridge Rd., Grimesland, NC
- Cornwallis Rd. & N. Shiloh Rd., Garner, NC
- Prairie St. & 7th St., St. Charles, IL

---

The ALL WAY plaque is mounted below the STOP sign.

A NEW plaque is used here to emphasize recently-implemented all-way stop control.

The ALL WAY plaque here informs road users of the T-intersection’s control type.

---

*Source: Lee Engineering, LLC*

*Source: VHB*

*Source: iStock*