Install Pavement Word and/or Symbol Markings

Pavement markings placed at or in advance of the intersection for the purpose of supplementing existing signs to guide, warn, or regulate traffic. Markings that would apply to unsignalized intersections include: STOP, YIELD, RIGHT (LEFT) TURN ONLY messages; lane-use and wrong-way arrows; and STOP AHEAD, YIELD AHEAD, SCHOOL XING, PED XING messages.

Targeted Crash Types
- Right-angle
- Rear-end (major road)
- Rear-end (minor road)

Conditions Addressed
- Poor visibility of the intersection from approaches, especially when caused by vegetation or other obstacles along the road (e.g., parked vehicles).
- Crash history or observed conflicts caused by lack of awareness of intersection.
- In areas where the roadside may be "cluttered" with posted signs.

Problems Addressed
- Inadequate visibility of intersection or intersection traffic control devices
- Inadequate motorist guidance

Considerations
- Symbol messages are preferable to word messages.
- Letters or numerals should be six feet or more in height. The longitudinal space between words or symbols should be at least four times the height of the characters (low speed roads) and not more than 10 times the height of the characters.
- Text presented in multiple lines should be applied such that the first word of the message is the first word a driver encounters, and no more than three lines are recommended.
- Non-slick material should be used for markings with large surfaces.
- Message may not be visible during the winter.

Industry Standard
MUTCD
Section 3B.20: Pavement Word, Symbol, and Arrow Markings

Select Examples
- E. Chestnut St. & Line St., Mifflinburg, PA
- Earlystown Rd. & Schempf Rd., Boalsburg, PA
- Periwinkle Way & Dixie Beach Blvd., Sanibel, FL
- NC 55 & NC 111, Seven Springs, NC

Other Resources
- Innovative Operational Safety Improvements at Unsignalized Intersections, Florida DOT
- NCHRP 500 Volume 5: A Guide for Addressing Unsignalized Intersections
- Low-Cost Safety Enhancements for Stop-Controlled and Signalized Intersections, FHWA

Check for Crash Modification Factor: CMF

Source: Lee Engineering, LLC

The STOP pavement marking along this approach adds emphasis to the stop condition.