

# Implement All-Way Stop Control

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



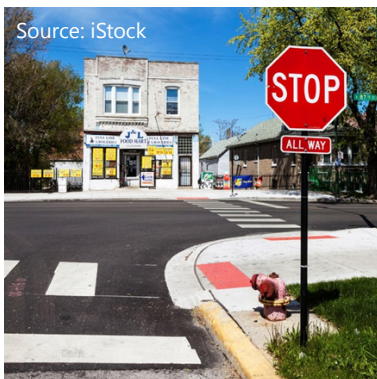
Source: Lee Engineering, LLC

The ALL WAY plaque is mounted below the STOP sign.



Source: VHB

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



Source: iStock

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

## Targeted Crash Types

- Right-angle
- Bicyclist
- Pedestrian

## 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. & Mobleys Bridge Rd., Grimesland, NC](#)

[Cornwallis Rd. & N. Shiloh Rd., Garner, NC](#)

[Prairie St. & 7th St., St. Charles, IL](#)

