

WHERE SHOULD A “STOP SIGN” AND “STOP LINE” BE LOCATED?

In Florida, as in most states, the standard for signs, signals and pavement markings is the "Manual On Uniform Traffic Control Devices" (MUTCD). This publication by the U.S. Department of Transportation serves as the standard for the installation of all traffic control devices. The MUTCD states:

STOP Sign Installation:

Standard:

STOP signs shall not be installed at intersections where traffic control signals are installed and operating because the potential for conflicting commands could create driver confusion.

Portable or part-time STOP signs shall not be used except for emergency and temporary traffic control zone purposes.

Guidance:

STOP signs should not be used for speed control. STOP signs should be installed in a manner that minimizes the numbers of vehicles having to stop. At intersections where a full stop is not necessary at all times, consideration should be given to using less restrictive measures such as YIELD signs (see Section 2B.08). Once the decision has been made to install two-way stop control, the decision regarding the appropriate street to stop should be based on engineering judgment. In most cases, the street carrying the lowest volume of traffic should be stopped. A STOP sign should not be installed on the major street unless justified by a traffic engineering study.

STOP Sign Placement:

Standard:

The STOP sign shall be installed on the right side of the traffic lane to which it applies. When the STOP sign is installed at this required location and the sign visibility is restricted, a Stop Ahead sign (see Section 2C.26) shall be installed in advance of the STOP sign. The STOP sign shall be located as close as practical to the intersection it regulates, while optimizing its visibility to the road user it is intended to regulate.

STOP signs and YIELD signs shall not be mounted on the same post.

Guidance:

Stop lines, when used to supplement a STOP sign, should be located at the point where the road user should stop (see Section 3B.16). If only one STOP sign is installed on an approach, the STOP sign should not be placed on the far side of the intersection. Where two roads intersect at an acute angle, the STOP sign should be positioned at an angle, or shielded, so that the legend is out of view of traffic to which it does not apply.

Where there is a marked crosswalk at the intersection, the STOP sign should be installed in advance of the crosswalk line nearest to the approaching traffic.

Stop Line (pavement marking):

Standard:

If used, stop lines shall consist of solid white lines extending across approach lanes to indicate the point at which the stop is intended or required to be made.

Guidance:

Stop lines should be 12 to 24 inches wide.

Stop lines should be used to indicate the point behind which vehicles are required to stop, in compliance with a STOP sign, traffic control signal, or some other traffic control device.

If used, stop and yield lines should be placed 4 feet in advance of and parallel to the nearest crosswalk line, except at roundabouts as provided for in Section 3B.24. In the absence of a marked crosswalk, the stop line or yield line should be placed at the desired stopping or yielding point, but should be placed no more than 30 feet nor less than 4 feet from the nearest edge of the intersecting traveled way. Stop lines should be placed to allow sufficient sight distance for all approaches to an intersection. Stop lines at mid-block signalized locations should be placed at least 40 feet in advance of the nearest signal indication (see Section 4D.15).