

# South Carolina Department of Transportation

## Engineering Directive

**Directive Number:** ED-6 **Effective:** April 29, 2011

**Subject:** Changes to Stop Control

**References:** None

**Purpose:** Specify Procedures in Making Changes to Stop Control

**This Directive Applies to:** Traffic Engineering

The Manual on Uniform Traffic Control Devices (MUTCD) describes applications for both two-way and all-way stop conditions; however, the MUTCD does not describe recommended procedures in making changes to stop control. Effective immediately, these are the recommended procedures for changing:

### Two-Way to All-Way

Approximately two weeks prior to the date of the intended establishment of all-way STOP control, signs (R24-1-36), should be erected on all intersection approaches giving notice that an all-way stop will be effective on a specific date. The signs may be erected below or adjacent to the STOP signs on the stop approaches and 100 feet to 200 feet in advance of the intersection on the through (uncontrolled) approaches.

An explanation of the change should be provided by public notice to the local news media approximately one week in advance of the date the change is to be implemented.

On the day the change is to be implemented, the following actions should be undertaken in the order listed.

1. Erect STOP AHEAD signs on the new stop approaches and STOP signs at the new stop locations. All STOP signs should be complimented by ALL-WAY (R1-4) (R1-3P in 2009 MUTCD) sign panels below each STOP sign. Signs giving notice of the effective date of the all-way stop may then be removed. Flags and NEW (W16-20-24) (W16-15P in 2009 MUTCD) plates should be utilized on the STOP AHEAD warning signs for the previously uncontrolled approaches. Remove the flags and NEW plates no later than six months after the regulation has been in effect.
2. Pavement markings at the intersection should be addressed by applying stop limit lines on the new stop approaches and, if needed, replacing the existing stop limit lines on the old stop approaches. Omit replacing existing markings if they must be removed in a subsequent step, as when reversing stop control.
3. If overhead flashers exist, the lens covers should be revised to reflect the change in right-of-way control.

If STOP AHEAD signs would not normally be required on the new stop approaches, they may be removed after six months.

All-Way to Two-Way

On the approaches from which stop control is to be removed, erect signs having the message TEMPORARY (M4-7-24) beneath the STOP signs and above the ALL-WAY signs approximately two weeks prior to the date the change is to be implemented.

An explanation of the change should be provided by public notice to the local news media approximately one week in advance of the date the change is to be implemented.

On the date of the change, the following actions should be done:

1. Erect signs having the message CROSS TRAFFIC DOES NOT STOP (W4-4P-XX) below or adjacent to the STOP signs on approaches that are to remain stop approaches. Next, remove all ALL-WAY signs. Then remove the STOP signs and the STOP AHEAD signs on the new through street. Finally, pavement markings on the new through street should be corrected by removing any stop limit lines that exist.
2. If overhead flashers exist, the lens covers should be revised to reflect the change in right-of-way control.

Signs with the message CROSS TRAFFIC DOES NOT STOP should remain in place a minimum of two months after the date of the change.

Changing (Reversing) Stop Control from One Street to Another

The intersection must first be converted to all-way stop control as detailed in the Two-Way to All-Way Section. The news release that accompanies the change should indicate the intent is to change stop control from one street to another.

On the date all-way stop control is implemented; signs should be erected having the message TEMPORARY below each STOP sign, as detailed in the All-Way to Two-Way Section. This is to preclude motorists from getting used to the all-way STOP control and thinking it is a permanent change.

After a minimum of two weeks of all way stop control, follow the process described above to convert intersection to two-way stop control.

Submitted by: Tony Fallaw  
Director of Traffic Engineering

Recommended by: Ron K. Patton  
Chief Engineer for Design and Traffic Engineering

Approved: Christy A. Hall  
Deputy Secretary for Engineering

Lead: Director of Traffic Engineering

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