

<b>Change in Stop Control</b>	
Request send by Michigan on November 6, 2015.	
<b>Question:</b>	Do you have a procedure in place when switching stopped control approaches?
<b>Scenario:</b>	A two way stop which per existing criteria should be still be a two way stop for the other two approaches.
<b>State</b>	<b>Response</b>
Arizona	No formal procedures.
Arkansas	We've done a few in Arkansas, and we always place CMS on the approaches to the intersection and leave them up for 30 days.
Delaware	We've had this situation come up a few times in recent years. We were not comfortable switching the stop control, so we either left it as-is or converted to all- way stop.
Iowa	Four stage procedure establish in Polices and Procedures Manual, 620.05. See attached.
Kentucky	No formal procedures but have policy regarding public notice. Along with any sign(s) changing the right-of-way assignment(s), the public shall be informed of the change in advance in the form of a press release to the media, variable message signs, and/or fixed signs.  Although not required, some Districts use temporary rumble strips on relevant approaches to warn of the new Stop conditions.
Maine	No formal procedures.
Massachusetts	No formal procedures.
Michigan	No formal procedures.

New Hampshire	<p>Only know of two locations where this was done.</p> <p>The one reference above was the intersection of two municipal streets. The change that warranted swapping the regulatory control was the extension of the initial minor route so that it was more of an arterial. The only thing that I recall the city doing was installing orange flags on top of the new STOP signs. They may have included the W16-15P "NEW" plaque, but I don't recall. The orange flags stayed on the signs until they rotted off, but probably could have been removed after the first few months.</p> <p>The second location was for a ramp that crossed a local collector. Initially, the crossing road stopped, then as properties were developed along the crossing road, the traffic volumes exceeded the ramp volume and the stop regulation switched. The intersection was expected to reach traffic signal warrants, so there were mast arms with flashing signals at the intersection. We used portable CMS for a week or more to alert ramp traffic of the change in regulation before we swapped the flashing configuration.</p>
New Jersey	<p>NJ has no formal policy, but as a matter of past practice, once the investigation is completed and we've determined that the stop signs are currently on the major approaches, we'll call for the intersection to be a 4-way stop for a period of 30 days, removing the stop signs from the original two approaches after.</p>
New Mexico	<p>Signing manual provides process. See attached.</p>
New York	<p>No formal procedures.</p>
South Dakota	<p>No formal procedures.</p>

#### IV. Signing Change - Reversal of Through Route

- A. Stage 1. A temporary sign stating "ALL WAY STOP TO BE INSTALLED ON \_\_/\_\_/\_\_" shall be installed at each approach to the intersection and shall remain in place for a minimum of 14 days.
- B. Stage 2. On the date posted:
1. Each sign stating "ALL WAY STOP TO BE INSTALLED ON \_\_/\_\_/\_\_" shall be removed.
  2. A STOP sign shall be installed at each new location.
  3. Beneath each old and new STOP sign, an ALL WAY or 4-WAY supplemental sign shall be added.
  4. On the old through route, a STOP AHEAD sign shall be installed at the proper distance in advance of each new STOP sign. If the approach speed on the old through route exceeds 50 miles per hour, a 48-inch STOP AHEAD sign shall be installed on both sides of the highway, and rumble strips should be installed as soon as practicable.
  5. A red flag shall be placed above each new STOP and STOP AHEAD sign and remain in place for a minimum of 30 days. The flag may be removed earlier if rumble strips are installed.
- C. Stage 3.
1. Each ALL WAY or 4-WAY supplemental sign shall remain in place beneath its STOP sign.
  2. On the new through route, a stop removal sign stating "THIS STOP TO BE REMOVED ON \_\_/\_\_/\_\_" shall be installed beneath each ALL WAY or 4-WAY sign and shall remain in place for 14 days.
  3. On the old through route, a stop removal sign stating "CROSS STREET STOP TO BE REMOVED ON \_\_/\_\_/\_\_" shall be installed beneath each ALL WAY or 4-WAY sign and shall remain in place for 14 days.
- D. Stage 4. On the date posted on each sign installed in Stage 3:
1. On the new through route, each STOP sign, each STOP AHEAD sign and each sign stating "THIS STOP TO BE REMOVED ON \_\_/\_\_/\_\_" shall be removed. Special warning signs stating "WATCH FOR CROSS TRAFFIC" shall be installed at the proper distance in advance of the intersection and shall remain in place for a minimum of three months.

2. On the old through route, each sign stating "CROSS STREET STOP TO BE REMOVED ON \_\_/\_\_/\_\_" shall be removed and replaced with a sign stating "CROSS TRAFFIC DOES NOT STOP." A red flag shall be placed above each STOP sign and remain in place for a minimum of 30 days.
  3. Each ALL WAY and 4-WAY supplemental sign shall be removed.
- E. In residential areas (speed limits less than 30 miles per hour), the transition time between Stages 3 and 4 may be less than 14 days.
- F. In emergency situations, the transition time may be less than 14 days, as determined by the district office.

## New Mexico

*“A frequent issue that is not addressed in the MUTCD concerns the methodology of revising traffic control at an intersection such as: (1) converting all-way to two-way stop control, and (2) reversing STOP signs. The recommended transitional procedures are as follows for these two situations:*

*Converting All-Way to Two-Way Stop Control.*

*1. Install black-on-white notification signs 30 days prior to the changeover date under the STOP signs to be removed stating, “THIS STOP TO BE REMOVED ON —/—/—,” and under the STOP signs to remain stating, “CROSS STREET STOP TO BE REMOVED ON —/—/—.”*

*2. Remove the STOP signs, Stop Ahead signs, notification signs, ALL WAY plaques and stop lines on the appropriate approaches on the changeover date. Also, install CROSS TRAFFIC DOES NOT STOP signs under the remaining STOP signs.*

*3. A minimum of 30 days after removing the two STOP signs, remove the CROSS TRAFFIC DOES NOT STOP signs.*

*Reversing STOP Signs.*

*1. Create a transitional all-way stop for 30 days, beginning about 60 days before the proposed STOP sign reversal date. To accomplish this, install Stop Ahead (W3-1) signs on the previously uncontrolled approaches, supplemented by a black-on-yellow plaque with the legend NEW. To make the new signs more conspicuous, you may add flags or flashing yellow lights to the new W3-1 signs. Install STOP signs on the uncontrolled approaches and add the standard ALL WAY plaque under the STOP signs on every approach on the changeover date. You may also add flags or flashing red lights to the new STOP signs, and add stop lines as needed.*

*2. After the all-way stop was in place for 30 days, remove the flags and NEW plaque, and install a black-on-white notification sign under the STOP signs to be removed stating “THIS STOP TO BE REMOVED ON —/—/—.” Also, install notification signs underneath the STOP signs to remain stating “CROSS STREET STOP TO BE REMOVED ON —/—/—.”*

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*3. Remove the STOP signs, Stop Ahead signs, notification signs, ALL WAY plaques and stop lines on the appropriate approaches on the changeover date. Also, install CROSS TRAFFIC DOES NOT STOP signs under the remaining STOP signs.*

*4. After at least another 30 days, remove the CROSS TRAFFIC DOES NOT STOP signs.”*

NOTE: Using transitional signing will require the following new sign face approvals (suggested sizes are in parentheses).

- CROSS TRAFFIC DOES NOT STOP (24"x30")
- CROSS STREET STOP TO BE REMOVED ON —/—/— (24"x30")
- NEW (24"x12")
- THIS STOP TO BE REMOVED ON —/—/— (18"x24")