



NOTE:

THE STOP SIGN SHALL BE LOCATED AS CLOSE AS PRACTICAL TO THE INTERSECTION IT REGULATES, WHILE OPTIMIZING ITS VISIBILITY.

GUIDANCE:

STOP BARS, WHEN USED TO SUPPLEMENT A STOP SIGN, SHOULD BE AT THE POINT WHERE THE USER SHOULD STOP.

OPTION:

AT WIDE-THROAT INTERSECTIONS OR WHERE TWO OR MORE APPROACH LANES OF TRAFFIC EXIST ON THE SIGNED APPROACH, OBSERVANCE OF THE STOP CONTROL MAY BE IMPROVED BY THE INSTALLATION OF AN ADDITIONAL STOP SIGN ON THE LEFT SIDE OF THE ROAD AND/OR USE OF A STOP BAR. AT CHANNELIZED INTERSECTIONS, THE ADDITIONAL STOP SIGN MAY BE EFFECTIVELY PLACED ON A CHANNELIZING ISLAND.

FOR ADDITIONAL INFORMATION, SEE MUTCD MANUAL SECTION 2B.06 FOR STOP SIGN PLACEMENT.

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REV NO.	DATE	BY	APPR	AGE
1	3/06	RAW	AGE	
2	2/07	RAW	AGE	
3	8/08	RAW	AGE	
4	1/15	RAW	AGE	
5	7/18	RAW	CJC	
6	9/21	RAW	CJC	

PUBLIC WORKS – STREETS AND TRANSPORTATION

APPROVED BY: *[Signature]*
TRAFFIC ENGINEER MANAGER

APPROVED DATE: 9/1/2021



STOP SIGN, STOP BAR AND CROSSWALK LOCATIONS DETAILS

STANDARD PLAN NUMBER
T29-24