

MUTCD Section 2B.07 Multi-way Stop Sign Warrants

- A. Where traffic control signals are justified, as an interim measure.
- B. A crash problem, as indicated by **5 or more reported crashes** in a 12-month period that are susceptible to correction by a multi-way stop installation.
- C. Minimum volumes:
 - 1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least **300 vehicles per hour** for any 8 hours of an average day, **and**
 - 2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least **200 units per hour** for the same 8 hours, **with** an average delay to minor-street vehicular traffic of at least **30 seconds** per vehicle during the highest hour.
 - 3. If the 85th-percentile approach speed of the major-street traffic exceeds 65 km/h or exceeds **40 mph**, the minimum vehicular volume warrants (C1 and C2) are **70 percent** of the above values.
 - 4. If the criteria B, C1, and C2, are satisfied to 80 percent.

In other words...

- 1. 4 crashes in a 12 month period that are correctable with stop control
- 2. 240 vph average for 8 hours – Major street
- 3. 160 vhh average for 8 hours – Minor street
- 5. Other Options For An Engineering Study:
 - 1. The need to control left-turn conflicts;
 - 2. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
 - 3. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to safely negotiate the intersection unless conflicting cross traffic is also required to stop; and
 - 4. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.