



Traffic Guidelines Manual

ORIGINATOR State Traffic Engineer		3-2-16
CHAPTER 3	Markings	
SECTION 2	Applications	
SUBJECT 16	Stop Lines	

A. GENERAL

The 2009 MUTCD, Section 3B.16, indicates that for non-signalized intersection approaches, the usage of stop lines are optional. In addition to signalized intersections, there are other intersection approaches where stop lines *should* be used. This policy provides guidance as to when stop lines should be used on approaches to state highways and the policy for installation.

B. GUIDELINES FOR USAGE

Listed below are locations where stop lines *should* be used on the state highway system:

- An approach to a signalized intersection where detection is installed and stopping at a certain point *may* enhance the operation.
- Intersection approaches with unusual geometrics such as large skew angles or non-symmetric approaches.
- Complex multilane approaches.
- An approach to an intersection with the STOP sign installed well in advance of the desired stopping point because of curb radii.
- In advance of a marked or unmarked crosswalk with significant pedestrian volumes.

Stop lines with crosswalks *may* be marked by contract on local road approaches at the request of the municipality with the understanding that the local agency assumes responsibility for their maintenance.

C. INSTALLATION POLICY

Stop line placement *should* be as far forward as safe and practical to provide visibility, but no closer than four feet from a marked crosswalk or twelve feet from an intersecting live lane (see [Standard Detail Drawing 15 C33-1](#)).

Where traffic on the through highway *may* bypass vehicles slowing or stopped for a left turn, no stop line *should* be marked that would allow encroachment in that area.