

UNSIGNALIZED INTERSECTION SAFETY STRATEGIES



Provide Pavement Markings with Supplementary Messages

WHERE TO USE

Unsignalized intersections with patterns of rear-end, right-angle, or turning crashes related to lack of driver awareness of the presence of the intersection.



Photos by: FHWA

DETAILS

Providing pavement markings with supplementary messages (such as “STOP AHEAD”) can help alert drivers and thus enhance the ability of approaching drivers to be more aware of the presence of the intersection. These markings should follow the *Manual on Uniform Traffic Control Devices*.

KEY TO SUCCESS

Select a combination of marking techniques appropriate to conditions on particular unsignalized intersection approaches.

Another key is the ability and commitment of the highway agency to maintain the markings adequately.

ISSUES

Potential difficulties may be encountered in the winter, when these markings may not be as visible to the driver. The pavement markings may also have a lower coefficient of friction compared to the rest of the approach, especially during wet conditions.



TIME FRAME ●○○○

This strategy does not require a long development process and can typically be implemented in 3 months or less.

COSTS ●○○○

Costs to implement this strategy are nominal. An agency's maintenance costs may increase.

EFFECTIVENESS

TRIED: Limited studies have suggested that installing supplementary pavement messages may decrease overall crashes by 6% and right-angle crashes at urban locations by 30%.

COMPATIBILITY

This strategy can be used in conjunction with most other strategies for improving safety at unsignalized intersections.

SUPPLEMENTAL INFORMATION

Supplementary pavement markings should follow the MUTCD, which drivers should understand with no need for special public education campaigns.

For more details on this and other countermeasures: <http://safety.transportation.org>

For more information contact:

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