***Excerpt from the Ohio Manual of Uniform Traffic Control Devices***

Section 2B.05 STOP Sign Applications

Guidance:

STOP signs should be used if engineering judgment indicates that one or more of the following conditions exist:

1. Intersection of a less important road with a main road where application of the normal right-of-way rule would not be expected to provide reasonable compliance with the law; *Rosemount Road is currently used as an alternative route for US-23 traffic. When the Portsmouth Bypass project is completed, traffic is expected to decrease on this route, so it is considered “less important” than SR 139.*
2. Street entering a through highway or street (O.R.C. Section 4511.65 provides information on through highways (see Appendix B2)); *According to this section, “All state routes are hereby designated as through highways, provided that stop signs, yield signs, or traffic control signals shall be erected at all intersections with such through highways by the department of transportation”.*
3. Unsignalized intersection in a signalized area; and/or
4. High speeds, restricted view, or crash records indicate a need for control by the STOP sign.

Since there are no other traffic signals in the area, and the speed limit on SR 139 is only 35 mph, neither condition C or D prevail. However, conditions A and B are enough to justify either a stop sign or a flashing red signal on Rosemount Road.

Standard:

Because the potential for conflicting commands could create driver confusion, STOP signs shall not be installed at intersections where traffic control signals are installed and operating except as noted in Section 4D.01. Portable or part-time STOP signs shall not be used except for emergency and temporary traffic control zone purposes.

Guidance:

* STOP signs should not be used for speed control
* STOP signs should be installed in a manner that minimizes the numbers of vehicles having to stop. At intersections where a full stop is not necessary at all times, consideration should be given to using less restrictive measures such as YIELD signs (see Section 2B.08).

Once the decision has been made to install two-way stop control, the decision regarding the appropriate street to stop should be based on engineering judgment. In most cases, the street carrying the lowest volume of traffic should be stopped.

***A STOP sign should not be installed on the major street unless justified by a traffic engineering study.***

The following are considerations that might influence the decision regarding the appropriate street upon which to install a STOP sign where two streets with relatively equal volumes and/or characteristics intersect:

1. Stopping the direction that conflicts the most with established pedestrian crossing activity or school walking routes; *Pedestrian volumes are very low*
2. Stopping the direction that has obscured vision, dips, or bumps that already require drivers to use lower operating speeds; *Sight distance is good at this smooth and level intersection.*
3. Stopping the direction that has the longest distance of uninterrupted flow approaching the intersection; *the main road, SR 139 has the greatest distance of uninterrupted flow*, and
4. Stopping the direction that has the best sight distance to conflicting traffic. *Both have the same SSD.*

***Based on the above, stop signs are not warranted on SR 139 at the intersection with Rosemount Road.***