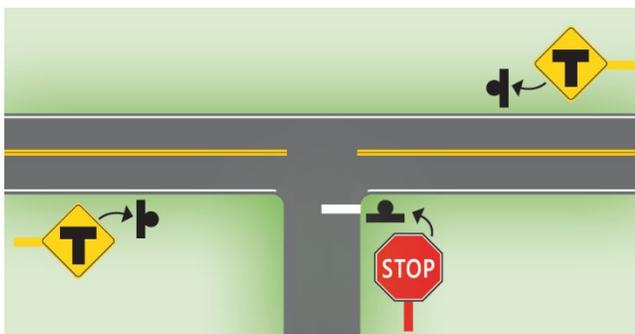


## Virginia Highway Safety Improvement Program (VHSIP) Proactive Systemic Initiatives for Locally Owned/Maintained Roads: Unsignalized Intersection Improvements



*Example of an unsignalized intersection.*



*Typical unsignalized intersection improvements.*

VDOT works hard to provide a roadway network that operates safely, efficiently, and effectively. In 2019, the Commonwealth Transportation Board approved the deployment of highly effective, low-cost safety improvements to help reduce serious injury and fatal crashes across the Commonwealth. This data-driven strategy focuses on proactively targeting locations with higher crash risk. The goal is not to wait for crashes to occur before we proactively treat high-risk locations on the roadway network!

The **unsignalized intersection initiative** is a low-cost safety countermeasure project installing signs and pavement markings at higher-risk stop-controlled intersections throughout the state. The treatments installed – such as enhanced stop signs, stop bars, advance warning signs, and more – can reduce injury and fatal crashes by up to 10 percent.<sup>1</sup>

A VTRC report on [Systemic Low-cost Countermeasures for Unsignalized Intersection](#) may be used as a guidance for countermeasure implementation at unsignalized intersections. Example treatments include stop signs, “Stop ahead” warnings signs (W3-1), stop bars, double-yellow centerlines, raised splitter islands, advanced warnings signs on the mainline approaches, retroreflective tape on warning

and stop posts, transverse rumble strips approaching the stop-controlled approach, beacon systems, and removal of foliage or parking that limits sight distance. Other materials or treatments are permissible, pending VDOT review, if they provide the same or similar benefits and functions as the treatments listed.

Local projects will be selected and funded based on a variety of criteria, including return on investment (ROI), a project’s potential to meet Virginia’s Highway Safety Investment Strategy goals, and project scope and feasibility. Localities shall follow the locally administered project procedures described in the [LAP Manual](#)<sup>2</sup>. All contract work is required to be eligible for federal funding.

**For any questions on inquiries on VHSIP, please email: [hsiprogram@vdot.virginia.gov](mailto:hsiprogram@vdot.virginia.gov)**

**Sign up for VHSIP email notifications to be notified of revised guidance, program updates, training opportunities, and more! Listserv Sign-up link: <http://eepurl.com/hY1DSj>**

<sup>1</sup> <https://safety.fhwa.dot.gov/intersection/stop/>

<sup>2</sup> [https://www.virginiadot.org/business/locally\\_administered\\_projects\\_manual.asp](https://www.virginiadot.org/business/locally_administered_projects_manual.asp)