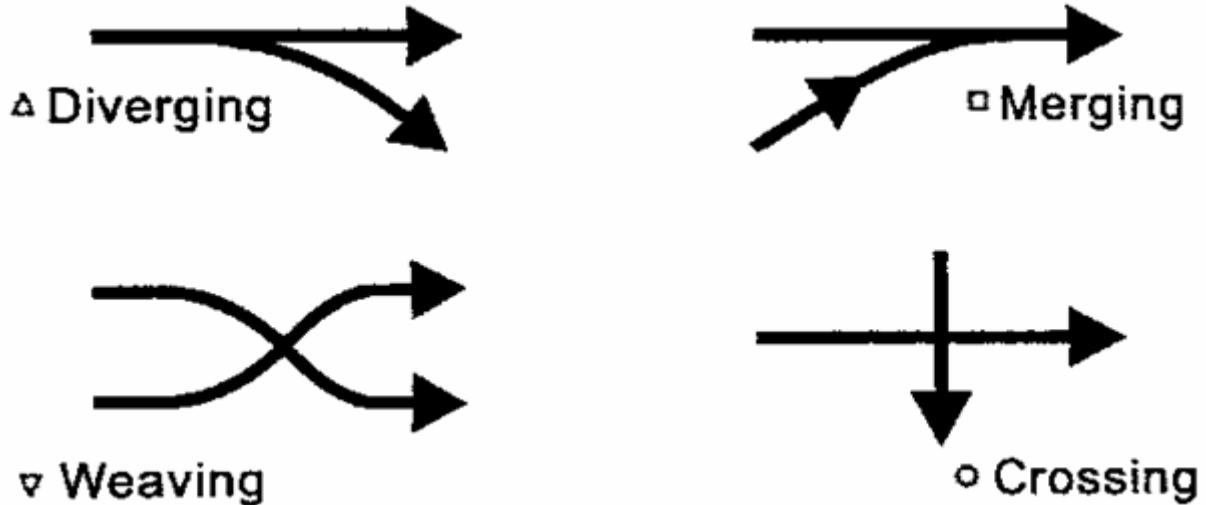


5I-2 Limiting the Number of Conflict Points

A. Path of traffic movement crosses

Traffic conflicts occur where the path of traffic movement crosses.

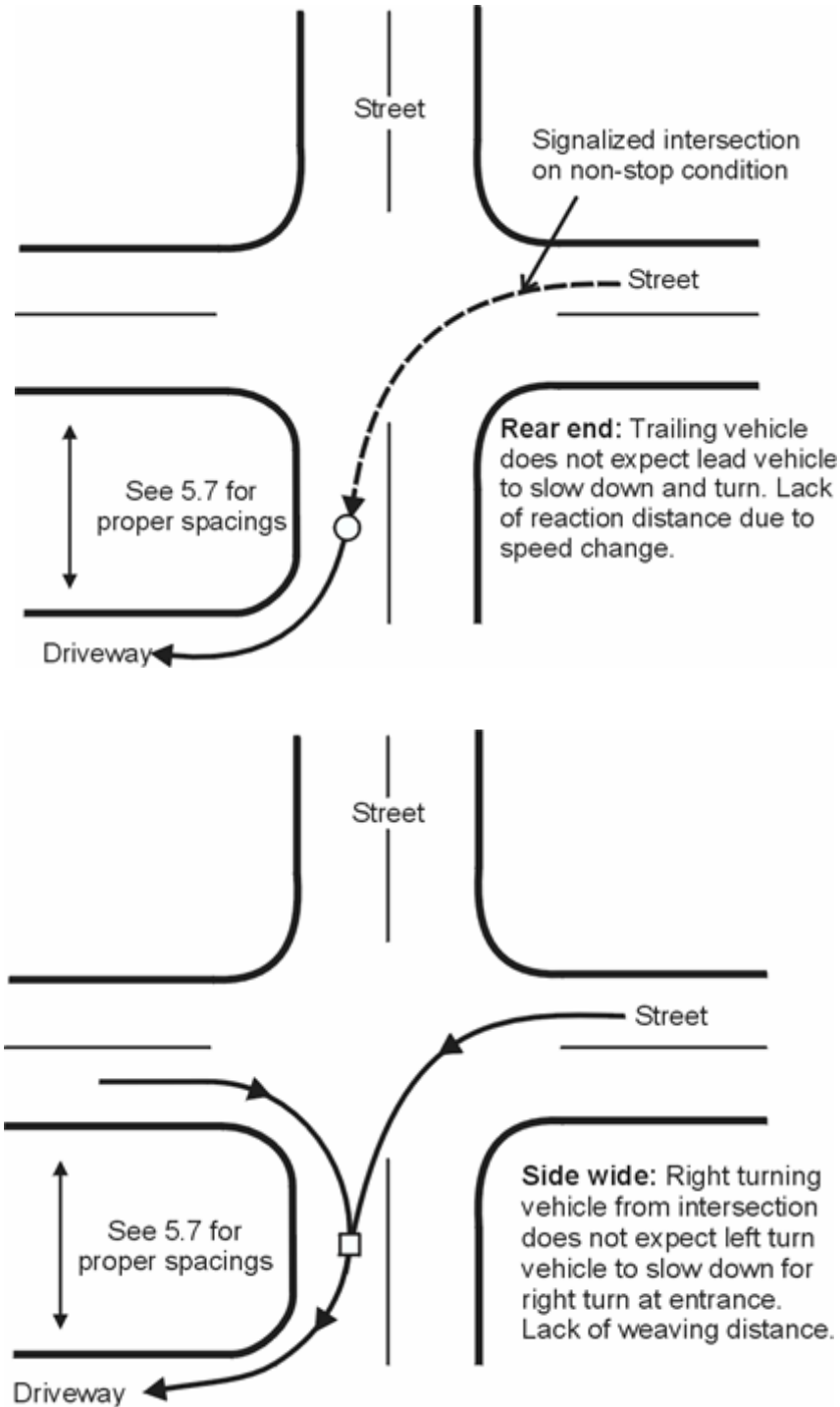
Figure 1: Types of vehicular conflicts



B. Corner conflicts

Lack of weaving distance and speed change. Corner clearance should provide drivers with adequate perception and reaction time to address potential downstream conflicts.

Figure 2: Conflict with entrance too close to intersection



C. Closely spaced entrances

Figure 3: Two lane undivided roadway (single entrance)

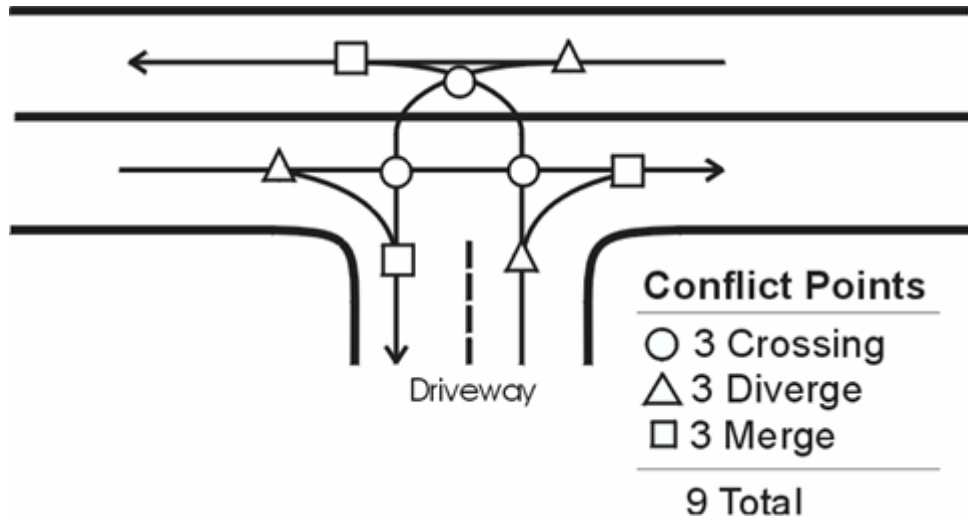
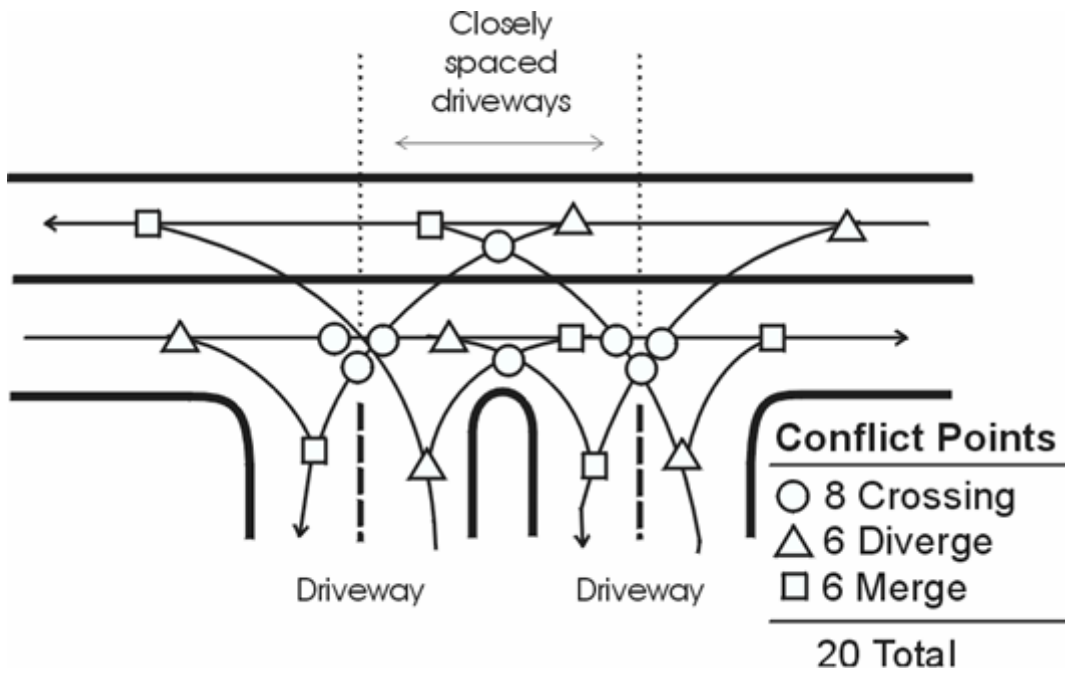


Figure 4: Two lane undivided roadway (closely spaced entrances)



D. Median closure

1. Design

Implementation of a median closure involves a section of median of the same design as existing on either side of the opening.

- a. Tree lines, building lines, and lighting may lead drivers into believing the median can be crossed.
- b. Visual cues must be provided to clearly inform drivers that the opening has been closed.
- c. The need for visual cues is especially critical during nighttime hours where a 4-way intersection previously existed or there are access drives directly opposite each other.
- d. Minimum 4 ft. width face-to-face of curbs is recommended.
- e. Select and locate landscaping materials to delineate the median.
- f. Landscaping must not obscure sight distances.

2. Application

Median openings should be considered for closure when:

- a. A safety or operational problem is evident and an appropriate retrofit cannot be made.
- b. Median width less than 11 ft, such that the median opening cannot be used for storage safely.
- c. The left-turn bay of a nearby signalized intersection needs to be extended.
- d. Where a pattern of left-turn crashes is evident.
- e. Where heavy pedestrian use is predicted or crashes involving pedestrians have occurred at intersections.

E. Tee intersection or driveway

Figure 5: Two lane roadway conflict points at typical three-way intersection or driveway

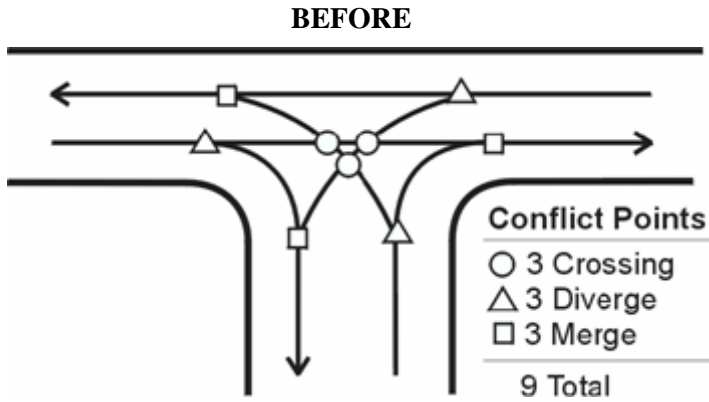


Figure 6: Two lane roadway with raised median closed no left-turn

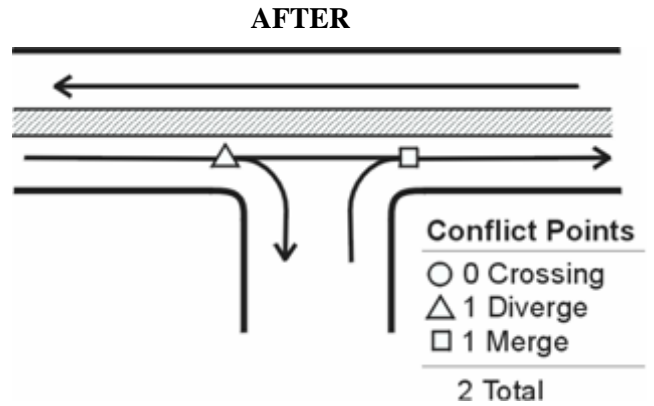


Figure 7: Two lane roadway with raised median (left turn egress only from intersection or driveway)

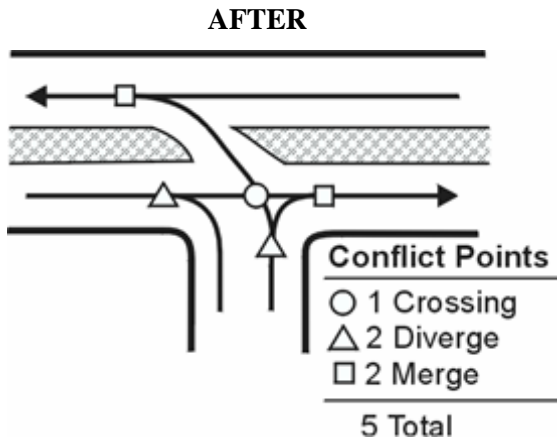
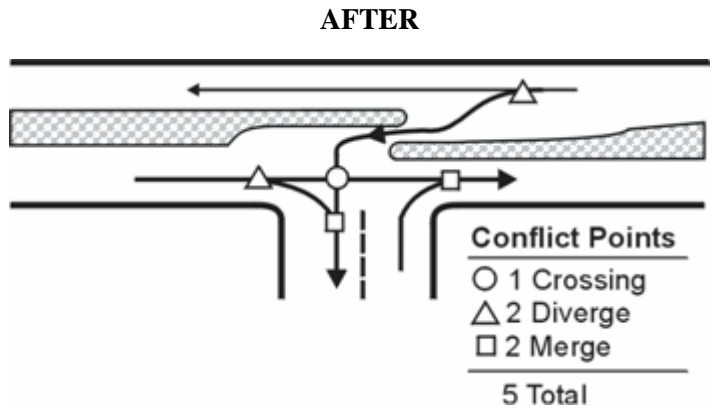


Figure 8: Two lane roadway with raised median (left turn ingress only into driveway)



F. Four way intersection or driveways - reduced conflicts from 32 to 4

NOTE: Add four conflicts to each for four lane roadways.

Figure 9: Two lane roadways conflict points at a typical four-way intersection or driveway

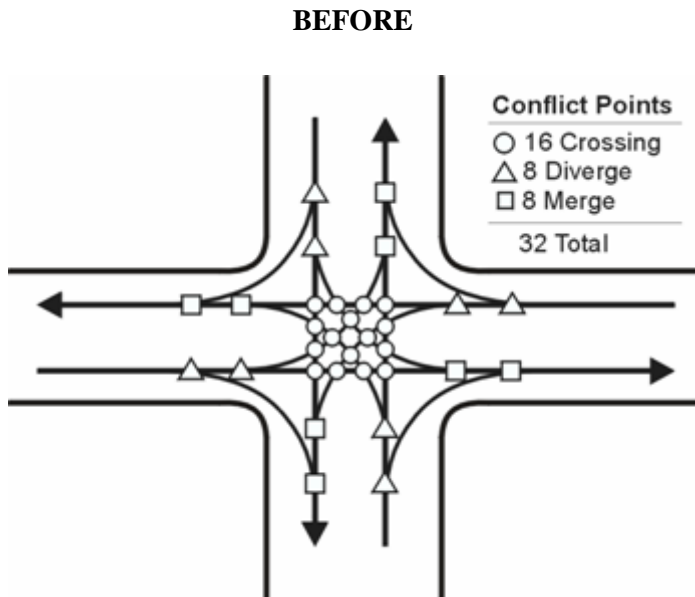


Figure 10: Added median close eliminates left turn conflicts

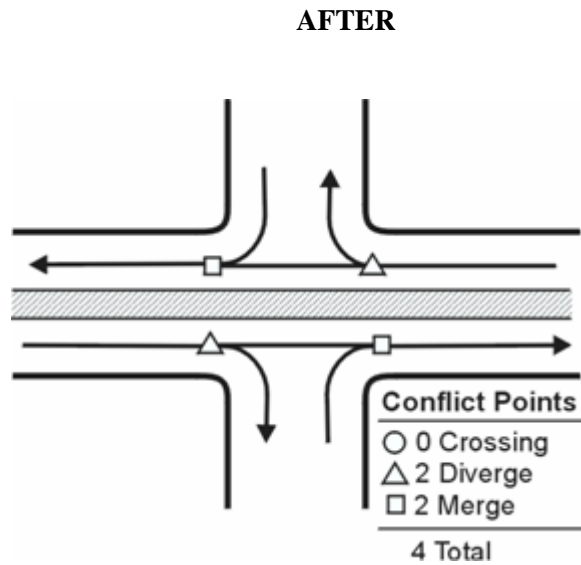


Figure 11: Two lane roadway with raised median (left turn egress only from intersection or driveway)

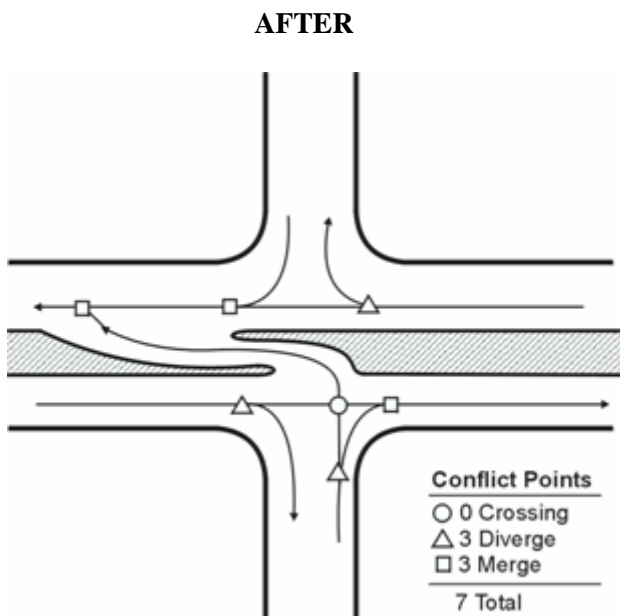
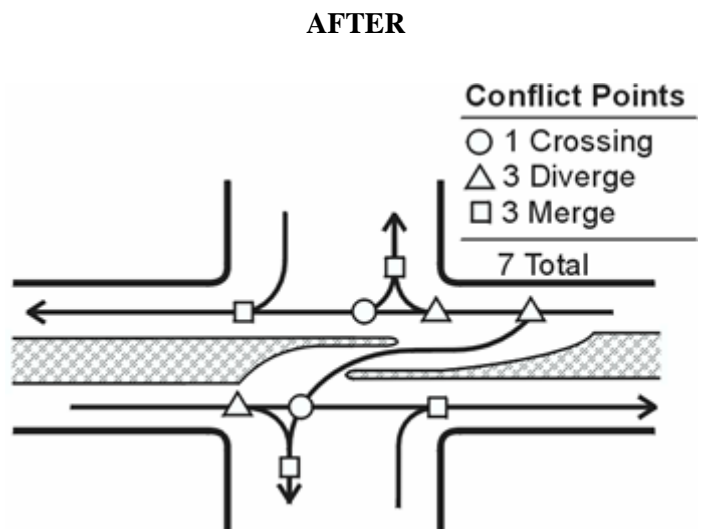


Figure 12: Two lane roadway with raised median (left turn ingress only into intersection or driveway)



G. Two way left turn lanes at intersection or driveway

Figure 13: Two way left turn lanes (TWLTL) (three lane roadway)

AFTER

Reduce rear end crashes and allow merging traffic to store in TWLTL.

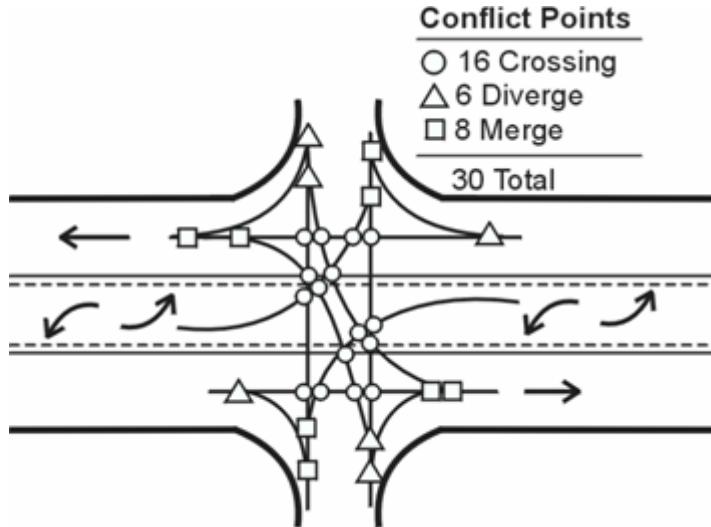


Figure 14: Pedestrian refuge island at intersection for TWLTL

