



① Left-Turn Arrow  
(Lane-use pavement marking)

② Median Nose Delineation

③ Wrong-Way Arrow  
Pavement Marking

④ Raised Channelization

⑤ Channelization Accomplished  
Using Retroreflective  
Pavement Markings

⑥ Raised Crossing Island  
for Pedestrians

★ Optional Signs  
(For medians less than 30ft wide)

# Nchrp Intersection Channelization Design Guide

**National Research Council (U.S.).  
Transportation Research Board**



## **Nchrp Intersection Channelization Design Guide:**

Intersection Safety Issue Briefs ,2004      *A Policy on Geometric Design of Highways and Streets*, 2011 American Association of State Highway and Transportation Officials,2011      **Guide for the Geometric Design of Driveways** ,2010 TRB s National Cooperative Highway Research Program NCHRP Report 659 Guide for the Geometric Design of Driveways explores guidelines related to the geometric design of driveways The report includes driveway related terms and definitions an examination of basic geometric controls a summary of access spacing principles and detailed discussions of various geometric design elements Material related to and supporting the contents of NCHRP Report 659 including an extensive review of literature has been published as NCHRP Web Only Document 151 Geometric Design of Driveways      **Left-turn Accommodations at Unsignalized Intersections** Kay Fitzpatrick,2013 TRB s National Cooperative Highway Research Program NCHRP Report 745 Left Turn Accommodations at Unsignalized Intersections presents guidance for the selection and design of left turn accommodations at unsignalized intersections The report includes 11 case studies of typical situations that illustrate the use of the guidance publisher s description      Intersection Channelization Design Guide Timothy R. Neuman,National Research Council (U.S.). Transportation Research Board,1985      Design Guidance for Intersection Auxiliary Lanes Kay Fitzpatrick,2014 TRB s National Cooperative Highway Research Program NCHRP Report 780 Design Guidance For Intersection Auxiliary Lanes expands on guidance provided in *A Policy on Geometric Design of Highways and Streets* the Green Book published by the American Association of State Highway and Transportation Officials AASHTO This report highlights information regarding bypass lanes channelized right turn lanes deceleration and taper length design and capacity of multiple left turn lanes and alternative intersection designs Publisher description      **Facilities Development Manual** Wisconsin. Department of Transportation,1979      *Accident Mitigation Guide for Congested Rural Two-lane Highways* Kay Fitzpatrick,2000      Intersection Geometric Design and Operational Guidelines for Older Drivers and Pedestrians L. K. Staplin,1997      Bureau of Design and Environment Manual Illinois. Division of Highways. Bureau of Design and Environment,2000      Publications - Transportation Research Board National Research Council (U.S.). Transportation Research Board,1996      **Signalized Intersections** Lee August Rodegerdts,2004 This guide provides a single comprehensive document with methods for evaluating the safety and operations of signalized intersections and tools to remedy deficiencies The treatments in this guide range from low cost measures such as improvements to signal timing and signage to high cost measures such as intersection reconstruction or grade separation Topics covered include fundamental principles of user needs geometric design and traffic design and operation safety and operational analysis techniques and a wide variety of treatments to address existing or projected problems including individual movements and approaches pedestrian and bicycle treatments and corridor techniques It also covers alternative intersection forms that improve intersection performance through the use of indirect left turns and other treatments Each treatment includes a discussion of

safety operational performance multimodal issues and physical and economic factors that the practitioner should consider Although the guide focuses primarily on high volume signalized intersections many treatments are applicable for lower volume intersections as well The information contained in this guide is based on the latest research available on treatments and best practices in use by jurisdictions across the United States Additional resources and references are highlighted for the student practitioner researcher or decisionmaker who wishes to learn more about a particular subject

Design Guidelines for At-grade Intersections Near Highway-railroad Grade Crossings Mark Douglas Wooldridge,2000      *Guidance for Implementation of the AASHTO Strategic Highway Safety Plan* ,2004      Summary of Progress - National Cooperative Highway Research Program National Cooperative Highway Research Program,2009      **Guidelines for Right-turn Treatments at Unsignalized Intersections and Driveways** Tanweer Hasan,Robert W. Stokes,1996 Guidelines for right turn treatments at unsignalized intersections and driveways on the state highway system of Kansas were developed in this study Two types of treatments full width lane and taper were considered over the do nothing radius treatment The guidelines were based on the results of an economic analysis conducted over a wide range of traffic volumes and speeds A simple model was developed to determine the operational effects of right turn movements at unsignalized intersections and driveways on high speed highways The operational effects were estimated in terms of delay and excess fuel consumption experienced by through vehicles due to the right turns The relationship between speed differential and accidents was used to estimate the reduction in right turn same direction rear end accidents that would be expected to result from the provision of a right turn treatment Comparison with other guidelines and validation of existing right turn treatments at the study sites indicate that the range of the guidelines developed in this study is reasonable They are also more definitive because they consider highway operating speed They are more flexible in determining an appropriate treatment because an intermediate taper treatment is considered      *Guidance for Implementation of the AASHTO Strategic Highway Safety Plan* National Cooperative Highway Research Program,2003      **Triple Left-turn Lanes at Signalized Intersections** ,2002      Highway Design Manual of Instructions California. Department of Transportation. Office of Planning and Design,1987

**Publications Catalog** National Research Council (U.S.). Transportation Research Board,1997

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