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ACCESS STRATEGIES & CONFIGURATIONS

For information on applications, advantages and disadvantages of the innovative and emerging access strategies listed below under sections B, D and E, see:

FHWA Informational Report on Alternative Intersections/Interchanges (AIIR)

< http://www.fhwa.dot.gov/publications/research/safety/09060/09060.pdf >

A. **Intersection Traffic Control Systems /** Strategies
   1) Yield (Roundabouts)
   2) Stop → minor leg or multi-way
   3) Signalization
      i. Full or "half"
      ii. Pedestrian Crossings (Warning Systems & Hybrid Beacon)

B. At-Grade Intersection Configurations
   1) Conventional
      i. Crossing-type: typically 4-legs at right angles
      ii. Circular: Roundabouts (Mini, Single Lane and Multi Lane)
   2) Reduced Conflict Access Concepts
      i. Restricted Crossing with U-Turn
      ii. Median U-Turn
      iii. ThrU Turn (for narrow medians)
      iv. Diverging Diamond (double crossover) Interchange
   3) Alternative Concepts
      i. Displaced Left Turn
      ii. Continuous Green Tee
      iii. Offset Tee Pair
      iv. Jughandle (aka New Jersey Left)
      v. Quadrant Roadway
      vi. Bowtie
      vii. Split
      viii. Paired

C. Pedestrian Crossing Control Strategies
   1) Rectangular Rapid Flash Beacon
   2) Pedestrian Hybrid Beacon (aka HAWK)
   3) Raised Crosswalk

ACCESS STRATEGIES & CONFIGURATIONS

D. Partial Grade-Separated Intersection Designs

1) Center Turn Overpass
2) Echelon
3) Windmill

E. Local Service Interchanges (with two or more ramp terminal intersections)

1) See Chapter 500 of the Highway Design Manual for Configurations
2) Double Roundabout (aka Teardrop or Raindrop)
3) Single Point Roundabout
4) Diverging Diamond (aka Double Crossover)
5) Compressed Diamond
6) Offset Left (aka Contraflow)