

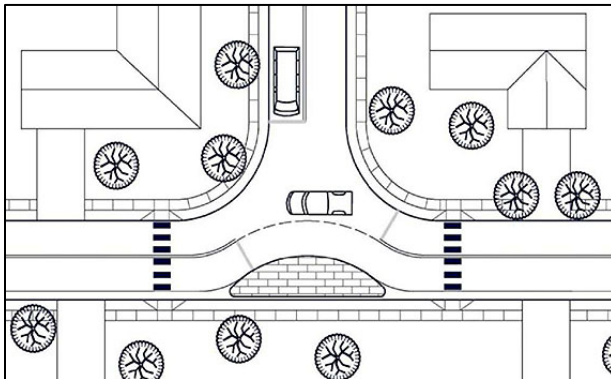
Realigned Intersection

Description:

- Reconfiguration of an intersection with perpendicular angles to have skewed approaches or travel paths through the intersection
- Also called modified intersection

Applications:

- Appropriate for collector or local streets
- Most applicable at T-intersections
- Can be used where on-street parking exists
- Applicable on one-way and two-way roadways
- Most commonly installed on closed-section roads (i.e. curb and gutter)
- Can be applied with and without a dedicated bicycle facility
- Can be applied with or without on-street parking



(Source: Delaware Department of Transportation)



(Source: Delaware DOT)

ITE/FHWA Traffic Calming EPrimer: https://safety.fhwa.dot.gov/speedmgt/traffic_calm.cfm

Design/Installation Issues:

- Need to avoid relocating drainage features such as catch basins, concrete channels, valley gutters, inlets, and trench drains
- Bicyclists and motorists may have separate lanes or may share lanes at intersections
- Be cognizant of pedestrian crossing needs (e.g., ADA, wheelchair ramps at T-intersections)
- Default design vehicle SU-30
- Typical maximum speed limit of 25 mph
- May be appropriate for buses if adequate turning radii can be provided

Potential Impacts:

- Limited-to-no impact on access
- Minimal anticipated diversion of traffic
- Can result in speed reductions between 5 and 13 mph within intersection limits
- Provides opportunity for landscaping
- Can improve pedestrian safety
- Consider additional intersection lighting

Emergency Response Issues:

- Appropriate along an emergency vehicle route or on a street with access to hospital/emergency medical services
- Little impact on response time

Typical Cost (2017 dollars):

- Costs range between \$15,000 and \$60,000

Traffic Calming Fact Sheets

May 2018 Update

