



Traffic Signal Design Manual

ORIGINATOR Director, Bureau of Highway Operations		3-3-3
CHAPTER 3	Project Scoping Process & Geometric Design Considerations	
SECTION 3	Intersection Geometrics	
SUBJECT 3	Corridor Considerations	

THIS SECTION OFFERS INTERIM GUIDANCE ONLY

The design of an individual intersection will not only need to provide a safe environment with adequate capacity, but will also need to reflect the needs of adjacent intersections and the corridor as a whole. As such, isolated intersection designs *may* need to include features not dictated by capacity alone. These features *should* be coherent with the overall facility, examples of which *may* include: turn lanes, separation of turn lanes from adjacent through lanes, raised medians, islands, and separated bicycle facilities. Right-of-way *may* also need to be preserved for future corridor-based improvements.

The proximity of adjacent intersections to locations that are or *may* be signalized *should* be maintained at a minimum of 1200-ft. The distance to adjacent private driveways also need to be considered, especially as to how traffic along the corridor and at various access points interact.

Refer to FDM Procedure 11-30-1 regarding ramp terminal spacing and FDM Procedure 11-5-5, Access Control, Figure 2 for access spacing guidelines.