



Install a Splitter Island on the Minor Road Approach

Channelizing island used to separate opposing lanes of traffic and accommodate a left-side STOP (R1-1) sign. This serves to (1) increase awareness of the intersection, (2) guide traffic into the intersection, (3) improve the visibility of the STOP sign on the intersection approach, and (4) provide separation between entering and exiting vehicles.



Source: VHB

This grass splitter island creates separation between vehicles entering and exiting the minor road.



Source: VHB

A Keep Right sign increases the conspicuity of this splitter island.



Source: VHB

A supplemental left-side STOP sign is placed in this splitter island.



Targeted Crash Types

- Right-angle
- Rear-end (minor road)

Problems Addressed

- Inadequate motorist guidance
- Inadequate visibility of intersection or intersection traffic control devices
- Noncompliance with intersection traffic control devices

Conditions Addressed

- Crash history or observed vehicle conflicts related to lack of awareness of intersection or intersection traffic control.
- Crash history or observed vehicle conflicts between vehicles turning from major road and vehicles on minor road approach.
- Limited visibility of standard right side STOP sign.
- High speeds along minor road.

Considerations

- Drainage, truck turning paths, and the size of the median should all be considered in the design of the island.
- Pavement markings, raised reflective pavement markers, and Keep Right (R4-7) signs will enhance the visibility of the raised median and reduce the chance of it being struck by a passing motorist.
- In settings with regular pedestrian traffic, the raised island can serve as a pedestrian refuge and must accommodate pedestrian accessibility.

Industry Standard

MUTCD

[Chapter 3I: Islands](#)

AASHTO Green Book

Section 9.6.3: Islands, Divisional Islands

Other Resources

[Innovative Operational Safety Improvements at Unsignalized Intersections, Florida DOT](#)

[Low-Cost Safety Enhancements for Stop-Controlled and Signalized Intersections, FHWA](#)

[Intersection Safety: A Manual for Local Rural Road Owners, FHWA](#)

[NCHRP 613: Guidelines for Selection of Speed Reduction Treatments at High-Speed Intersections](#)

Select Examples

[Ashe Ave. & Dexter Pl., Raleigh, NC](#)

[Lake Myra Rd. & Eagle Rock Rd., Wendell, NC](#)