

## **TRAFFIC AND SAFETY NOTE 603A**

**SUBJECT:** Traffic Volume Guidelines for Driveway Passing Flares

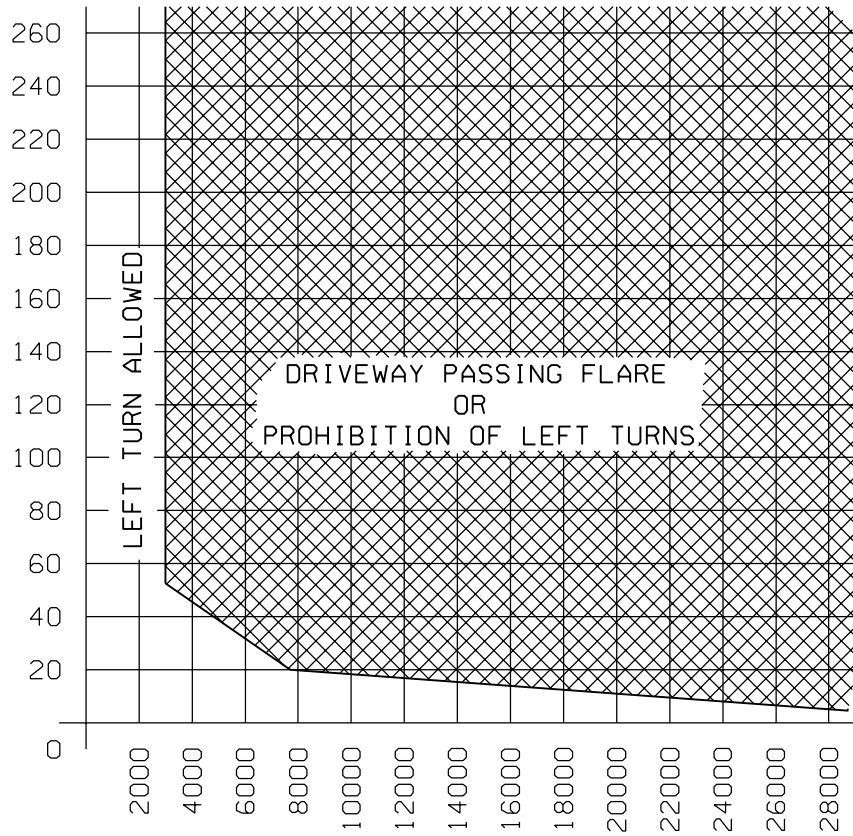
**PURPOSE:** To Promote a Uniform System of Determining When Driveway Passing Flares Should be Constructed

**COORDINATING UNIT:** Geometric Design Unit

**INFORMATION:** Driveways serving large developments along state trunkline highways frequently generate large numbers of left-turns. On two-lane, two-way roadways, this situation can aggravate the efficiency of traffic operations and often make shoulder maintenance difficult. Prohibition of left-turns at driveways to large developments or construction of driveway passing flares should be considered.


In an attempt to alleviate the types of problems outlined above, a chart showing the relationship between peak hour left-turns and 24-hour volumes is included on page two. When peak hour left-turns and 24-hour volumes fall within the area above and to the right of the trend line, left-turns should be prohibited or a driveway passing flare be installed. If a driveway passing flare is constructed, the entire cost should be borne by the developer. For details on flares see the Geometric Design Guide VIII-650 series.

PEAK HOUR LEFT TURNS  
PASSENGER CARS PER HOUR  
 ( 1 - TRUCK = 2 - PASSENGER CARS )



TWO-WAY 24 HOUR VOLUME

Note: This Chart is Based on Total Development and is for Two Way Roadways.

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|---|--|--------------------------|
| <br><b>MDOT</b><br>Michigan Department of Transportation<br>TRAFFIC AND SAFETY<br>NOTE | TRAFFIC VOLUME GUIDELINES<br>FOR DRIVEWAY PASSING FLARES |                          |
|   | DRAWN BY: MTS<br>CHECKED BY: JAT                         | 08/05/2004<br>PLAN DATE: |
| FILE: K:/DGN/ts notes/Note603A tsn.dgn  |  | REV. 08/05/2004          |