

			Number through lanes:	Minor street						
Major street		Low AADT:		0	5,000	7,500	10,000	10,000	4	6 or 8
Number through lanes	Low AADT	High AADT	High AADT:	5,000	7,500	10,000	15,000	25,000	25,000 and above	Any
	2	0	7,500		AWSC	AWSC	n/a	n/a	n/a	n/a
4	7,500	15,000		Roundabout	Roundabout	Roundabout	Roundabout or signal	n/a	n/a	n/a
	10,000	15,000		Unsignalized RCI or TWSC	MUT	MUT	MUT	Signalized RCI	n/a	n/a
	15,000	20,000		Unsignalized RCI or TWSC	MUT	MUT	MUT	Signalized RCI	n/a	n/a
	20,000	25,000		Unsignalized RCI or TWSC	MUT	MUT	MUT	Signalized RCI	n/a	n/a
25,000 and above			Unsignalized RCI or TWSC	MUT	MUT	MUT	Signalized RCI	MUT	n/a	
6 or 8	Any		Unsignalized RCI or TWSC	Signalized RCI	Signalized RCI	Signalized RCI	Signalized RCI	MUT	MUT	

Shaded cells represent cases when a particular design minimized the weighted total number of flags for both pedestrians and bicyclists. Red lettering indicates a design that was also the safest feasible intersection design based on total crashes.

Bicyclist Optimum Feasible Intersection Design
(Altered from NCDOT - Selecting Optimum Intersection or Interchange Alternatives)

Disclaimer: Information provided as part of this document is intended for policy guidance and initial planning evaluation. Information presented in this document does not supersede detailed requirements set by MoDOT for further analysis of specific projects or proposed improvements.