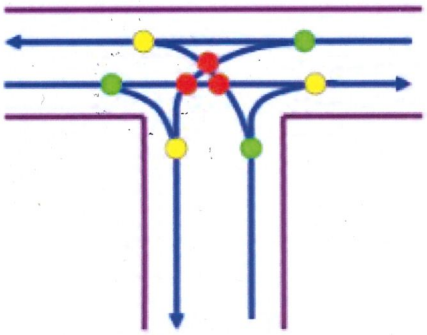
Conflict points at unsignalized intersections

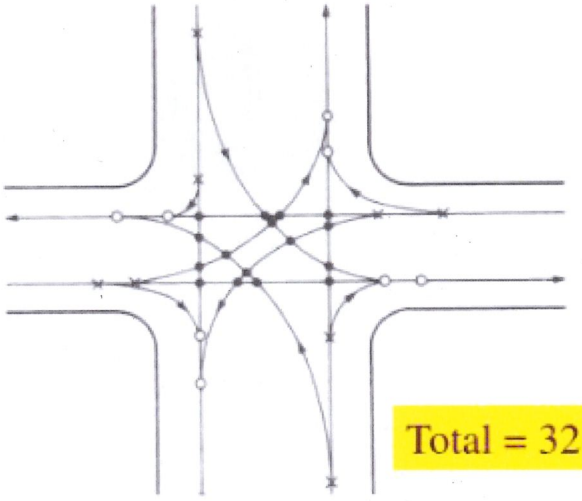
T intersection



- Crossing = 3
- Merging = 3
- Diverging = 3

Total = 9

4-leg intersection



Total = 32

- ○ Merging conflict points = 8
- × Diverging conflict points = 8
- • Crossing conflict points = 16

Hi Steve,

As discussed over the phone, my response to "2a" would be that an additional intersection on Beulah Road would have more disadvantages than advantages. A "T" intersection would have 9 vehicle to vehicle conflict points (see diagram below). Generally, the more conflict points at an intersection, the more chances of a vehicle crash occurring. Also, a northbound vehicle wanting to turn left onto the new road would have to wait for a gap in the southbound traffic before making their turn. In the AM Peak hour during school times, this may be harder to find acceptable gaps in traffic. This would likely create a northbound queue on Beulah Road and increases the chance of a rear-end crash. Depending on where this new roadway connects to Beulah Road, the northbound queue could extend beyond the Rolling Hills Elementary School entrance. If the new roadway connects to Beaulah Road opposite McCarthy Drive entrance, it would increase the conflict points. From 9 conflict points to 32 conflict points.

As far as adding better circulation, with the current subdivision with entrances on Beulah Road at Prairie Lane and on County Hwy NN at Stone Brook Pass, vehicles from the school site would need to travel approximately ½ mile to these two access points, which would take approximately 40 – 50 seconds (under a minute). The additional short travel time for a few residents (who might be going to/from the school) would likely not outweigh disadvantages of additional conflict points and added congestion in front of the school.