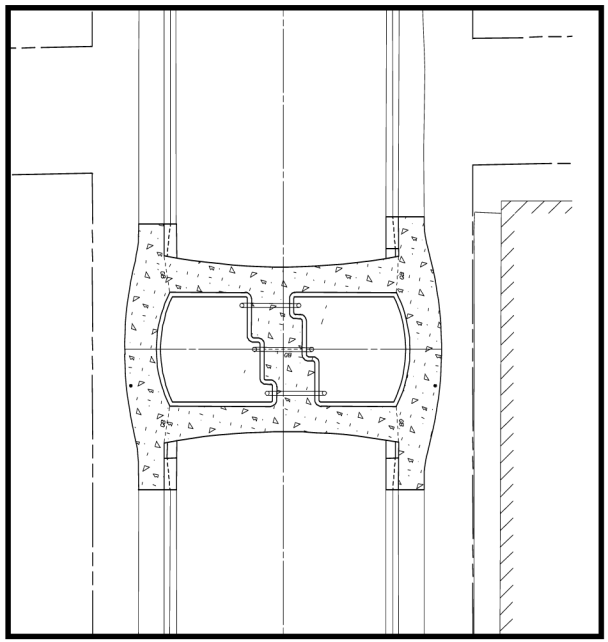
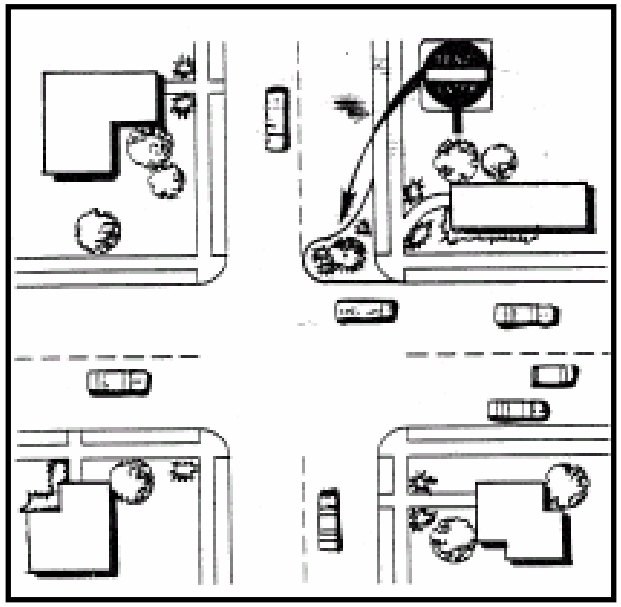
Full Street Closures



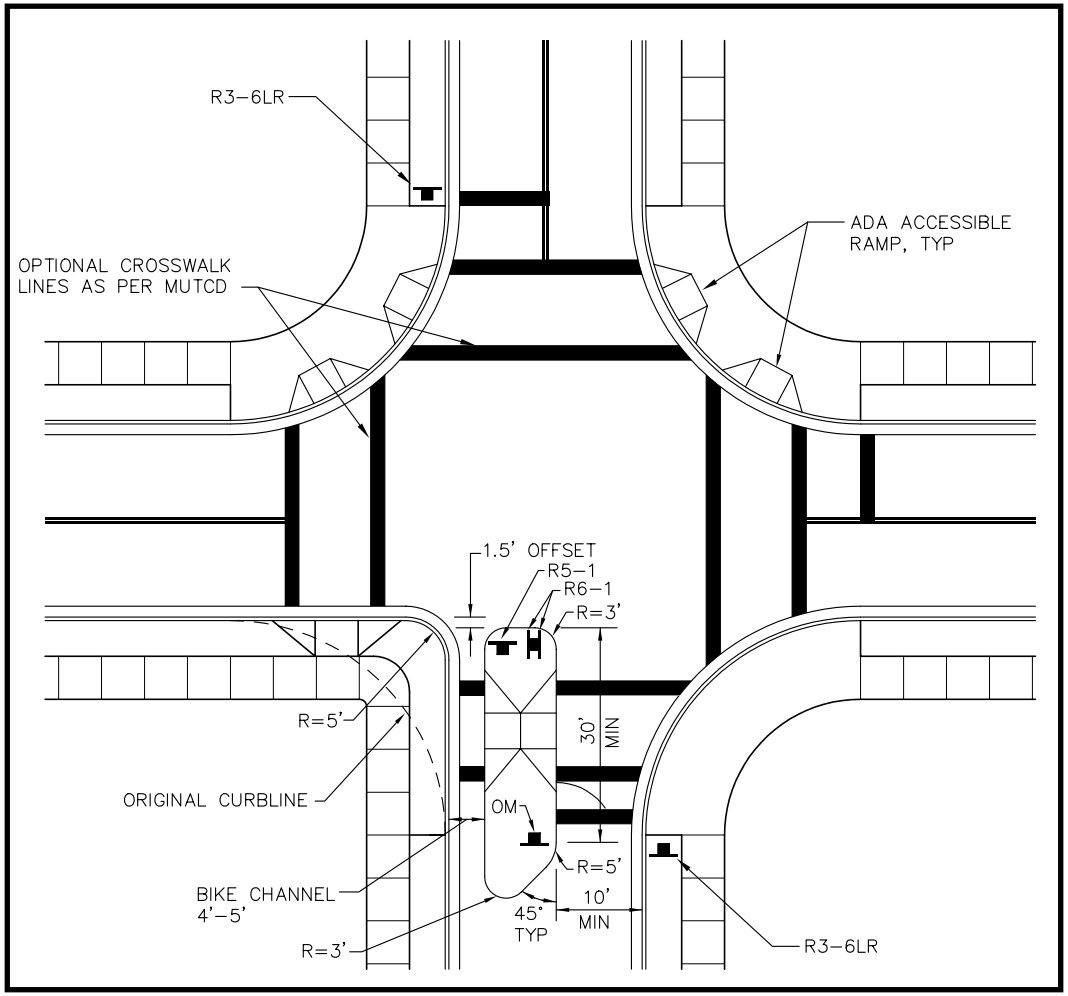
Full street closures are barriers placed across a street to completely close the street to through traffic usually leaving only sidewalks open. Examples of full street closures include hammer heads, cul-de-sacs, and dead-ends. Closure barriers may consist of landscaped islands, walls, gates, side-by-side bollards, or any other obstructions that leave an opening smaller than the width of a passenger car.

Given the fact that full closures can be designed in so many ways, no typical design is included in this manual.

Half Street Closures

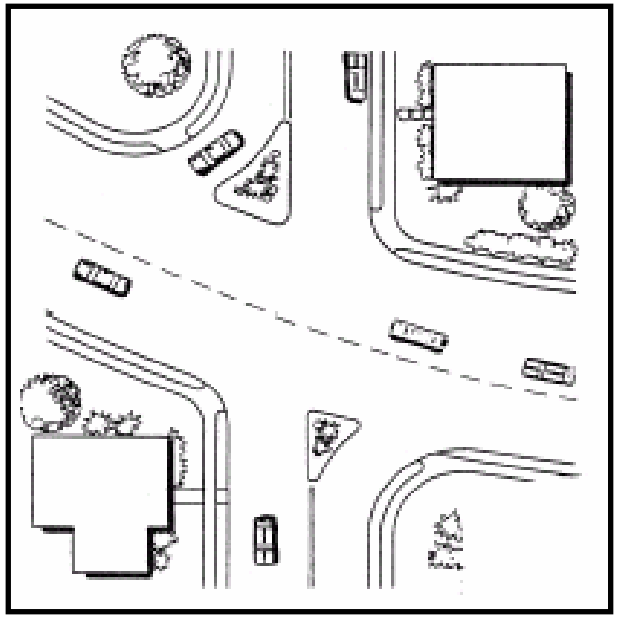


Half street closures are barriers that block travel in one direction for a short distance on otherwise two-way streets. They are also sometimes called *partial closures* or *one-way closures.* When two half closures are placed across from one another at an intersection, the result is a *semi-diverter* that blocks through movement on a cross street.

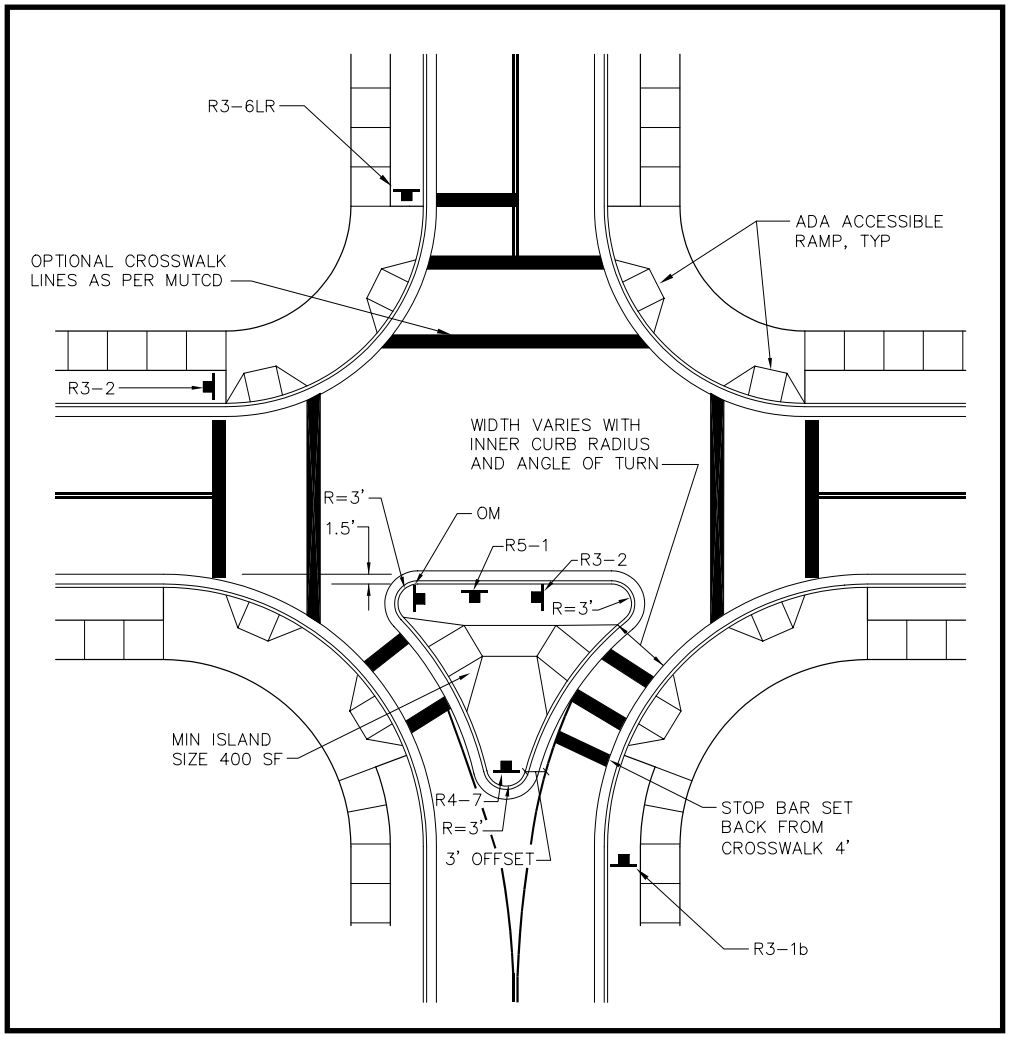


The typical *half closure* has two geometric features designed to encourage compliance with the one-way restriction. First, the curb extension or edge island extends more than a car length along the roadway. Second, the curb extension or edge island extends all the way to the centerline of the street or beyond on a wide street.

Forced Turn Islands

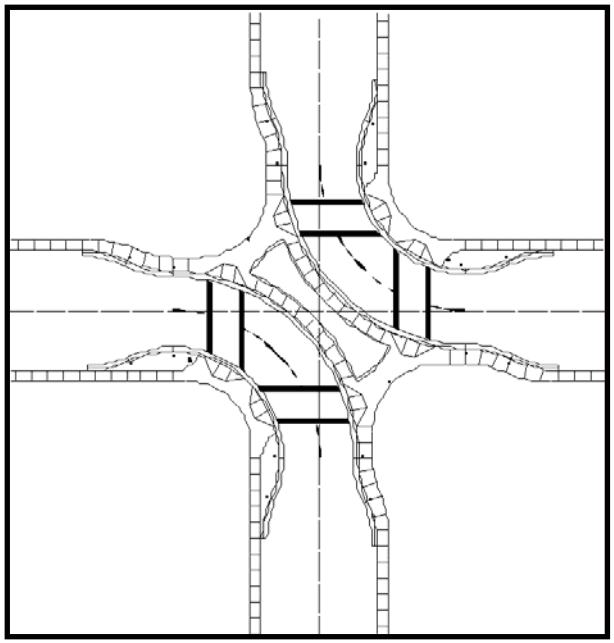


Forced turn islands are raised islands on approaches to an intersection that block certain movements. They are sometimes called *forced turn channelizations, pork chops,* or in their most common incarnation, *right turn islands.*

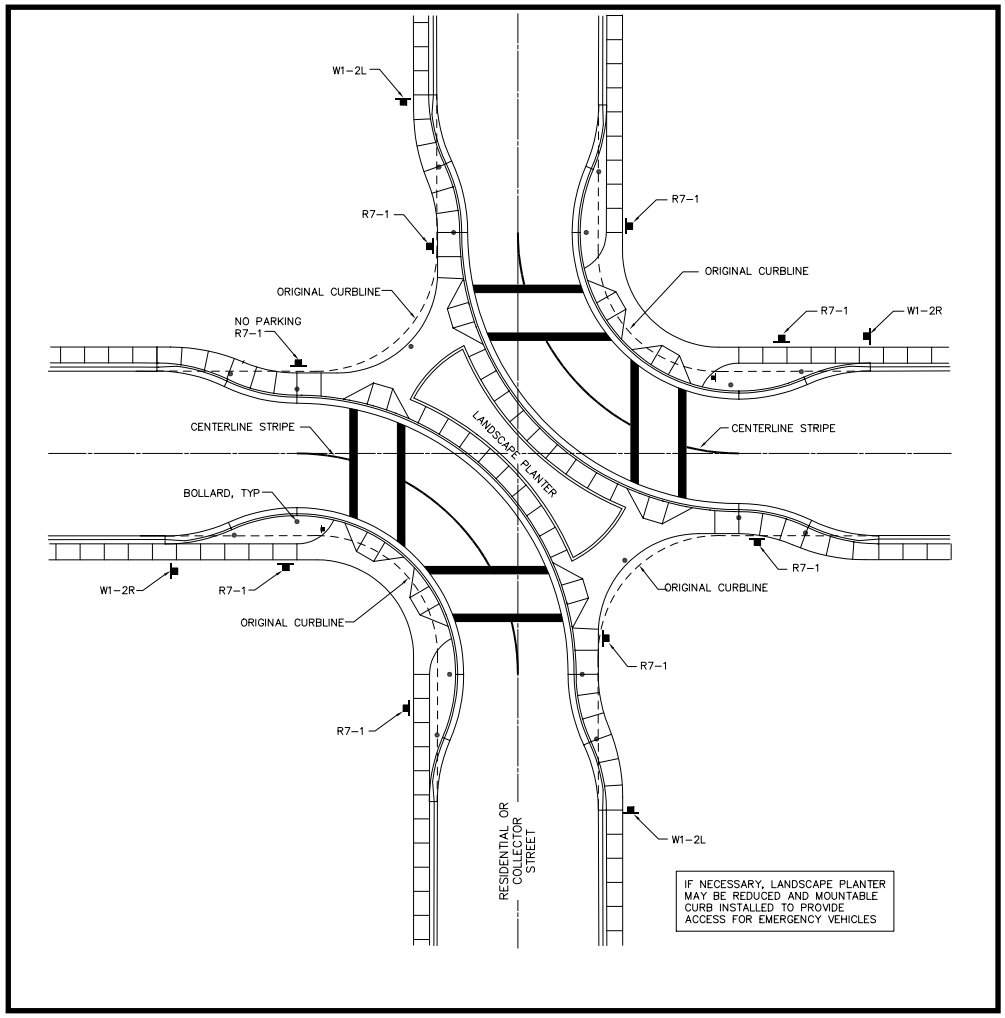


Forced turn islands will have clear widths sufficient for single-unit trucks (or buses if a transit route) to make turns at treated intersections without encroaching into opposing lanes. In addition, islands will be sharply angled toward the right on the approach to discourage wrong-way movement.

Diagonal Diverters



Diagonal diverters are barriers placed diagonally across an intersection blocking through movement. They are also called *full diverters* and *diagonal road closures.*



Diagonal diverters will have clear widths sufficient for single-unit trucks (or buses if a transit route) to make turns at treated intersections without encroaching into opposing lanes. They will have openings five to six feet, sufficient for bicyclists to pass through barriers, but not for motorists to do so.