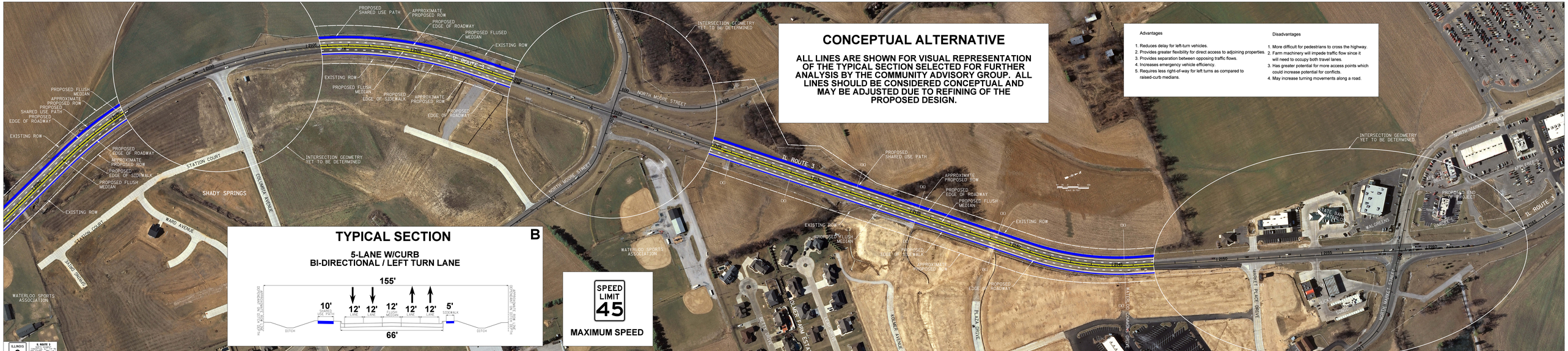

CONCEPTUAL ALTERNATIVE

ALL LINES ARE SHOWN FOR VISUAL REPRESENTATION OF THE TYPICAL SECTION SELECTED FOR FURTHER ANALYSIS BY THE COMMUNITY ADVISORY GROUP. ALL LINES SHOULD BE CONSIDERED CONCEPTUAL AND MAY BE ADJUSTED DUE TO REFINING OF THE PROPOSED DESIGN.

Advantages	Disadvantages
1. Reduces delay for left-turn vehicles. 2. Provides greater flexibility for direct access to adjoining properties. 3. Provides separation between opposing traffic flows. 4. Increases emergency vehicle efficiency. 5. Requires less right-of-way for left turns as compared to raised-curb medians.	1. More difficult for pedestrians to cross the highway. 2. Farm machinery will impede traffic flow since it will need to occupy both travel lanes. 3. Has greater potential for more access points which could increase potential for conflicts. 4. May increase turning movements along a road.

TYPICAL SECTION B

5-LANE W/CURB
BI-DIRECTIONAL / LEFT TURN LANE

SPEED LIMIT 45

MAXIMUM SPEED

(X) = CONCEPTUALLY AGREED UPON ENTRANCES