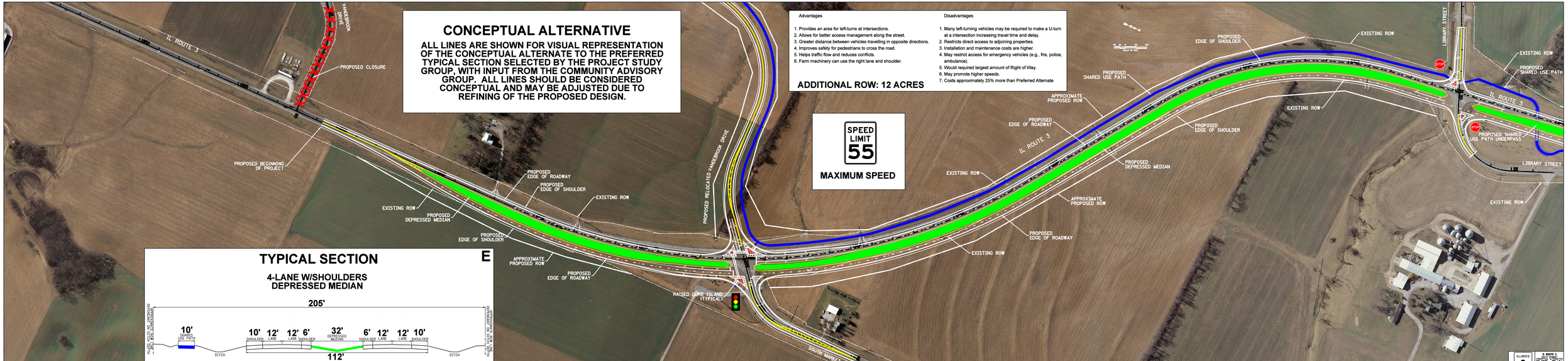
CONCEPTUAL ALTERNATIVE
ALL LINES ARE SHOWN FOR VISUAL REPRESENTATION OF THE CONCEPTUAL ALTERNATE TO THE PREFERRED TYPICAL SECTION SELECTED BY THE PROJECT STUDY GROUP, WITH INPUT FROM THE COMMUNITY ADVISORY GROUP. ALL LINES SHOULD BE CONSIDERED CONCEPTUAL AND MAY BE ADJUSTED DUE TO REFINING OF THE PROPOSED DESIGN.
Advantages
1. Provides an area for left-turns at intersections.
2. Allows for better access management along the street.
3. Greater distance between vehicles travelling in opposite directions.
4. Improves safety for pedestrians to cross the road.
5. Helps traffic flow and reduces conflicts.
6. Farm machinery can use the right lane and shoulder.
Disadvantages
1. Many left-turning vehicles may be required to make a U-turn at a intersection increasing travel time and delay.
2. Restricts direct access to adjoining properties.
3. Installation and maintenance costs are higher.
4. May restrict access for emergency vehicles (e.g., fire, police, ambulance).
5. Would required largest amount of Right of Way.
6. May promote higher speeds.
7. Costs approximately 25% more than Preferred Alternate
ADDITIONAL ROW: 12 ACRES
SPEED LIMIT 55
MAXIMUM SPEED
TYPICAL SECTION
E
4-LANE W/SHOULDERS
DEPRESSED MEDIAN
205'
10' SHARED USE PATH
10' SHOULDER
12' LANE
12' LANE
6' SHOULDER
32' DEPRESSED MEDIAN
6' SHOULDER
12' LANE
12' LANE
10' SHOULDER
112'
DITCH
DITCH
APPROXIMATE PROPOSED ROW
APPROXIMATE ROW LINE DEPENDENT ON DITCH DEPTH
IL ROUTE 3
VANDEBROOK DRIVE
PROPOSED CLOSURE
PROPOSED BEGINNING OF PROJECT
PROPOSED EDGE OF ROADWAY
PROPOSED EDGE OF SHOULDER
EXISTING ROW
PROPOSED DEPRESSED MEDIAN
PROPOSED RELOCATED VANDEBROOK DRIVE
RAISED CURB ISLAND (TYPICAL)
SOUTH MARKET STREET
APPROXIMATE PROPOSED ROW
PROPOSED SHARED USE PATH
PROPOSED SHARED USE PATH UNDERPASS
LIBRARY STREET
STOP
ILLINOIS 3
WASHINGTON
IL ROUTE 3
SECTION 2-2
HERNER & ASSOCIATES
CONSULTING ENGINEERS