

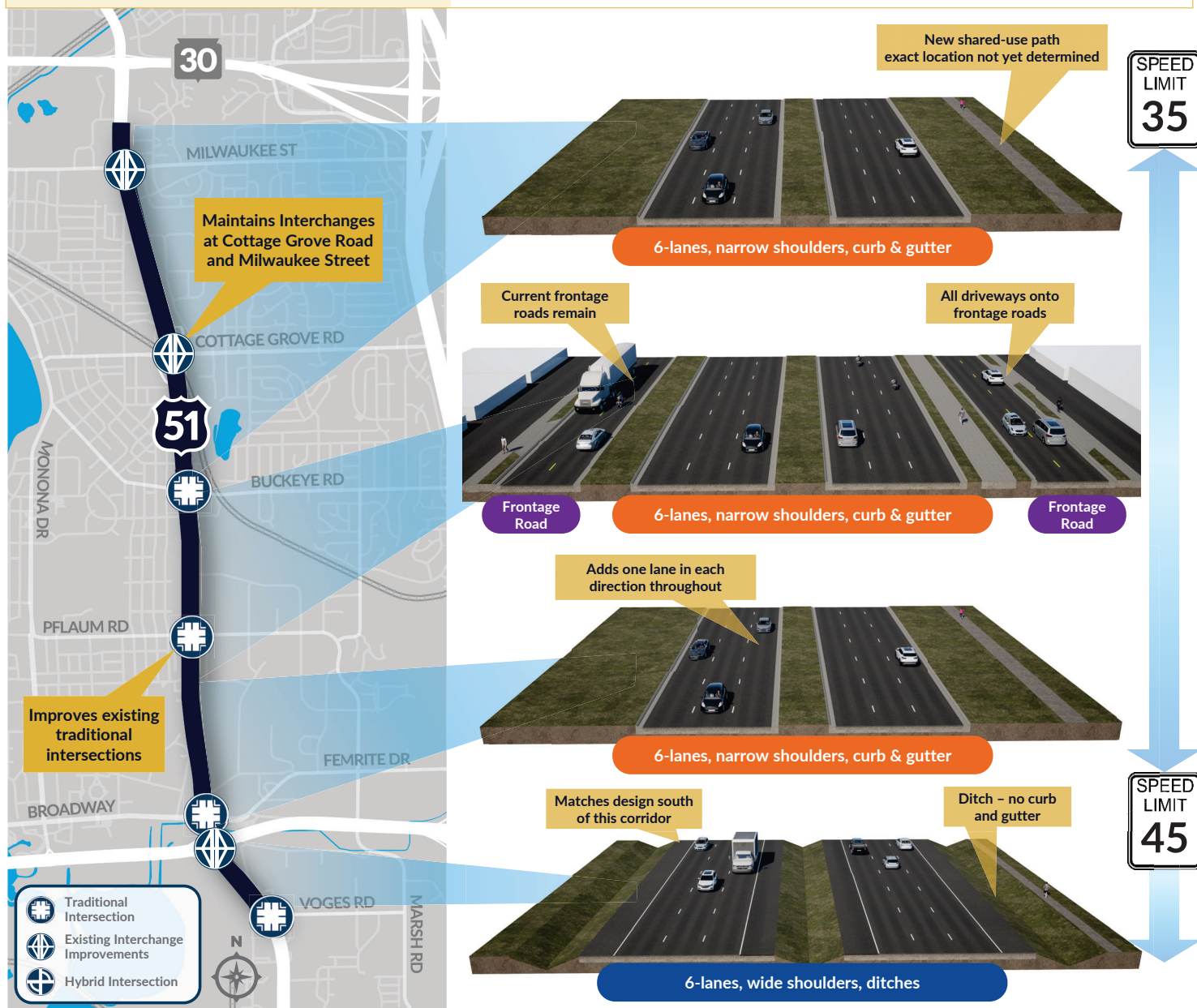
# Conceptual Alt 2: Expanded Intersections

## Description

### WHAT IS THIS CONCEPTUAL ALTERNATIVE?

A lower speed corridor that maintains existing types of intersections/interchanges.

<b>EXISTING INTERSECTIONS</b>	Intersection types stay the same as existing. Turn lanes would be added or lengthened as needed.
<b>NEW STREET CONNECTIONS</b>	None.
<b>FRONTAGE ROAD SYSTEM</b> (South of Pflaum Road to Buckeye Road)	Frontage roads remain to provide driveway access to businesses. Moving frontage roads required near Pflaum Road and Buckeye Road to provide more space between intersections.
<b>POSSIBLE MULTIMODAL FACILITIES</b>	Shared-use path, sidewalks, bike lanes along frontage roads.



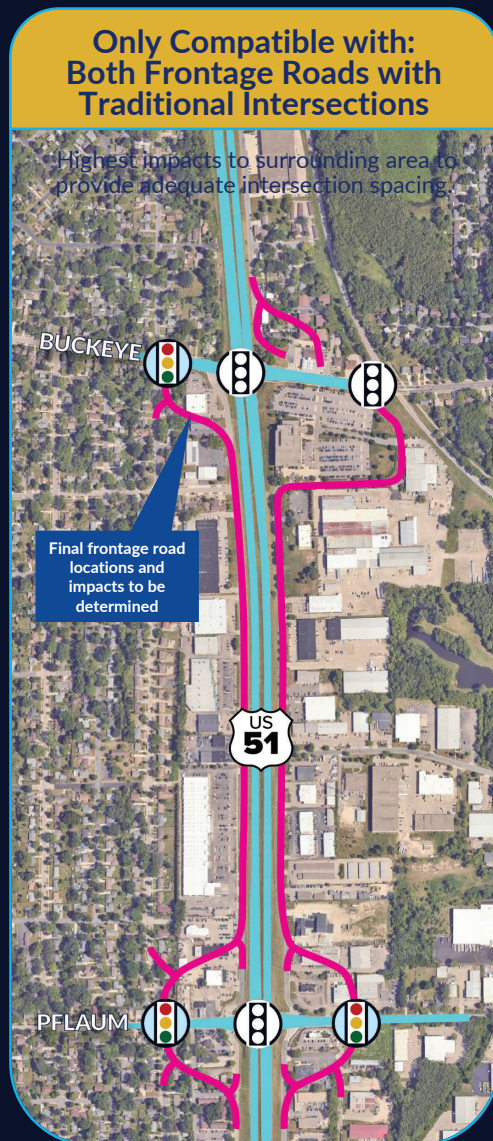
# Conceptual Alt 2: Expanded Intersections Evaluation

## WHAT DO WE LIKE ABOUT THIS CONCEPTUAL ALTERNATIVE?

The 35 mph speed could reduce the severity of crashes while keeping the traffic patterns and intersections types similar to what exists today.

## WHAT ARE THE LIMITATIONS OF THIS CONCEPTUAL ALTERNATIVE?

The expanded traditional intersections do not alleviate congestion or change crash trends as well as hybrid designs. There would be a high number of lanes to cross, especially for bicycles and pedestrians, and moving frontage roads would have property impacts to the surrounding area.



### Safety

No added street or driveway conflicts on US 51

35 mph speeds could decrease crash severity

Safer hybrid intersection design not included in alternative

### Mobility

No signal delay due to new street connections

Maintains familiar traffic patterns

35 mph speeds and traditional intersections provide slower north-south travel time

### Connectivity

No new street connections to neighborhoods and businesses

Bicycle and pedestrian traffic crosses US 51 traffic

LEGEND:



New signal



Improve existing signal

US 51, Sideroads, Connector Roadways

Frontage Road

Bridge

New green space



Right-in right-out turn