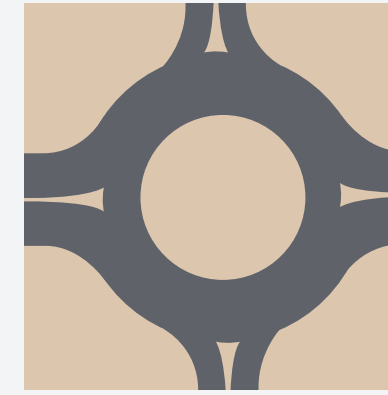
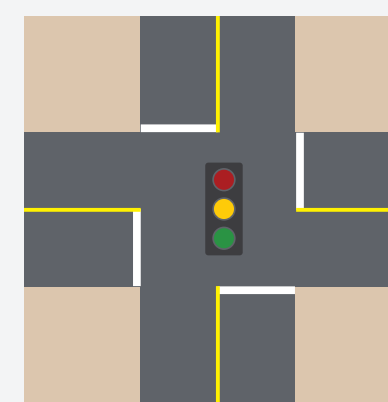


Intersection Types



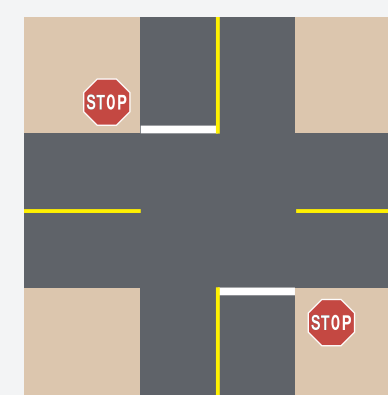
Roundabout

- Nearly continuous flow
- Reduced speed while navigating the roundabout
- Reduced conflict points



Traffic Signal

- Protected turning movements
- Improved side street accessibility
- Signal timing optimized for Route 15 through movements

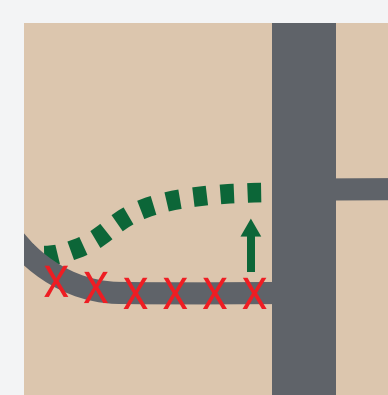


Unsignalized Stop Control

- Free flow along Route 15
- Side street stop-controlled at the intersection

Realignment of Cross Streets

(Corridorwide)



- Consolidates access and turning movements
- Removes skew and reduces the number of access points to Route 15
- Can be implemented with intersection improvements

Existing Corridor Driveways and Entrances



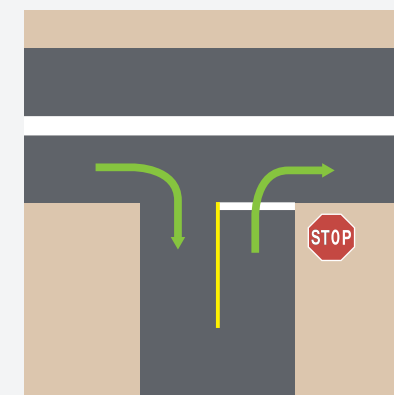
Existing Signal



Existing Driveways and Entrances (90 Total)

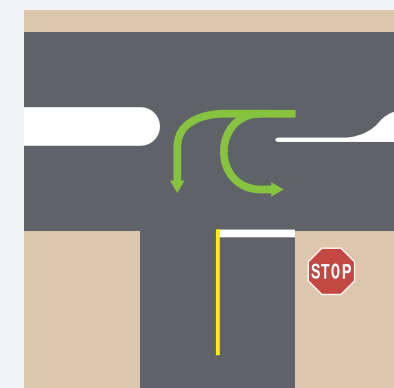
Driveway Access Options

(Corridorwide)



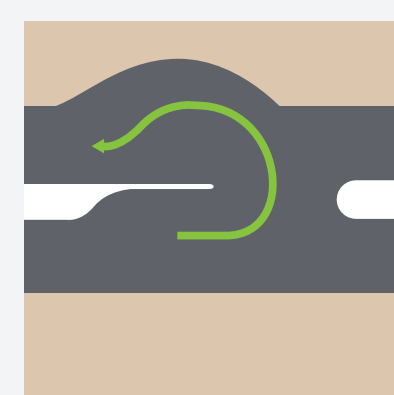
Right-Turn In, Right-Turn Out

- Driveways and minor uncontrolled roadways typically must turn right onto Route 15
- Entrance is typically only permitted from Route 15 by turning right (no direct left turn)
- Consolidates median breaks to minimize conflicts and increase traffic flow
- Removes crossover traffic and safer access



Median Left Turns

- Provides a median break wide enough for left turn bays and U-turns
- Creates a refuge for turning without interrupting the through movement
- Allows left turn access into businesses and developments



U-Turns at Key Locations

- Provides a median break for U-turn movements at key locations along the corridor
- Designed to accommodate large trucks and horse trailers