2-lane at 2-lane Intersection with Minor Road Stop Control

One-Before

- Lack of clear priority / right-of-way
- Sight distance issues for drivers at the stop signs
- Potential turning movement conflicts
- High speeds entering a sharp curve
Single-lane Roundabout
One-After

- Fewer potential turning movement conflicts
- Slows vehicles entering the intersection, reducing potential and severity of crashes
- Clarifies priority and right-of-way
- Reduce right-angle crashes
5-lane Segment with Center Two-way Left Turn Lane

- Lack of buffer between sidewalk and roadway
- Moderate/high traffic volume
- Wide roadway (4 or more through-lanes)
- Frequent driveways and potential for turning movement conflicts
- Nowhere for pedestrians to cross road
- High speed

Two-Before
Raised Median with Pedestrian Hybrid Beacon and Designated Turn Lanes

Buffer space between sidewalk and travel lanes

Dedicated left turn lanes

Pedestrian hybrid beacon to facilitate midblock crossing

Improved bus stop with better visibility

Improved access control using medians and less frequent driveway spacing
4-lane Undivided Segment with Moderate Traffic Volumes and No Dedicated Bikeway

Three-Before

- High speed, high traffic volumes
- Lack of dedicated bicycle facilities
- Wide roadway (4 or more lanes)
- Lack of buffer between sidewalk and travel lanes
- Driveways not clearly defined
- Numerous retail establishments in the area are activity generators/destinations
- Frequent bus service
Three-After

3-lane with Center Two-way Left-turn Lane + Buffered Bike Lanes

Improved bus stop

Multi-use path (sidepath)

Protected bike lane

Reduction of number of lanes

Clear delineation of driveways and pedestrian crossings across driveways
2-lane Segment with Horizontal Curvature

Four-Before
Note: Consideration is being given to potential bike/ped infrastructure.

Signing and Pavement Marking with Minor Roadside Improvements

Four-After

Wider clear zone
Wider edge line
Curve warning signage
Improved sight distance
Relocating mailboxes requires contacting postmaster general
4-lane Undivided Segment

Five-Before

- Vegetation close to roadway
- Fixed object close to edge of road
- Posted speed limit 45+ mph
- Steep slopes off side of roadway
- No separation between direction of travel
Median Separation and Roadside Improvements

Five-After

Note: Consideration is being given to potential bike/ped infrastructure and other options for roadside improvements.