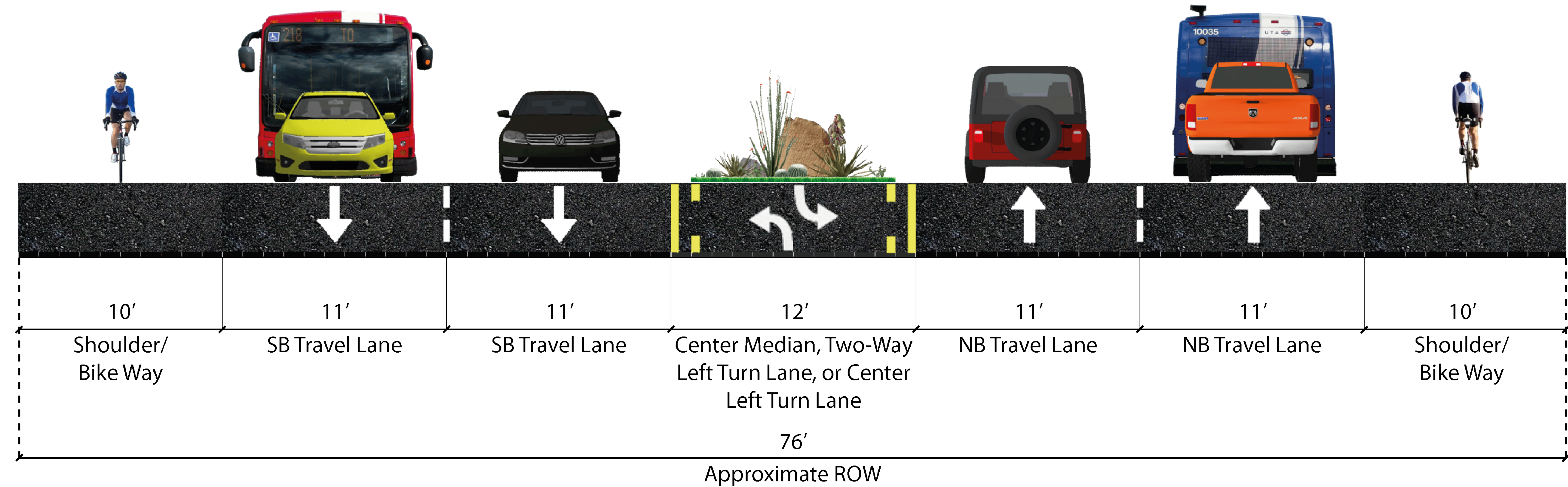


PRELIMINARY SYSTEM ALTERNATIVE 3

Four General Purpose Lanes, Center Median/Turn Lane, and Bike Way & Shoulder on Both Sides of the Road



FEATURES:

- This alternative adds vehicular capacity to existing US 180 by adding two additional general purpose lanes
- General purpose lanes would accommodate buses, vehicles and right turning movements.
- It is suggested that sidewalks be maintained where they currently exist today on both sides of US 180. Generally from Beal Road to Columbus Avenue.
- The F.U.T.S. would also be maintained as a protected shared use path.

THIS ALTERNATIVE SHOULD?

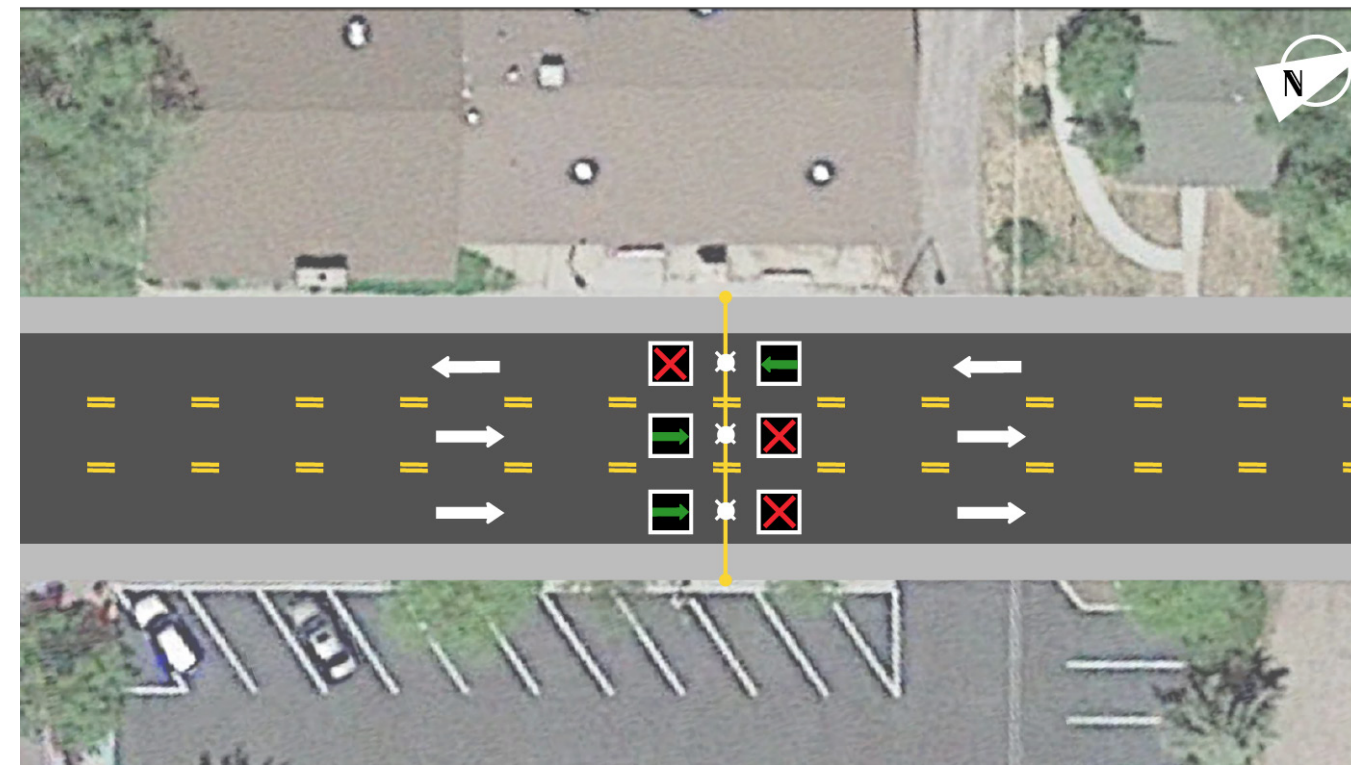
Move Forward for Further Study
Be Eliminated from Further Study
Move Forward for Further Study with Adjustments
<i>Please Fill out a Comment Card</i>

Note: Per the Road Configuration Inventory presented in the US 180 Winter Traffic Study, the existing right-of-way for US 180 varies from 50-feet to 100 feet, depending on roadway segment. The majority of road segments for US 180 average 65-80 feet in width. As such, it is assumed that this System Alternative will require some level of additional right of way expansion.

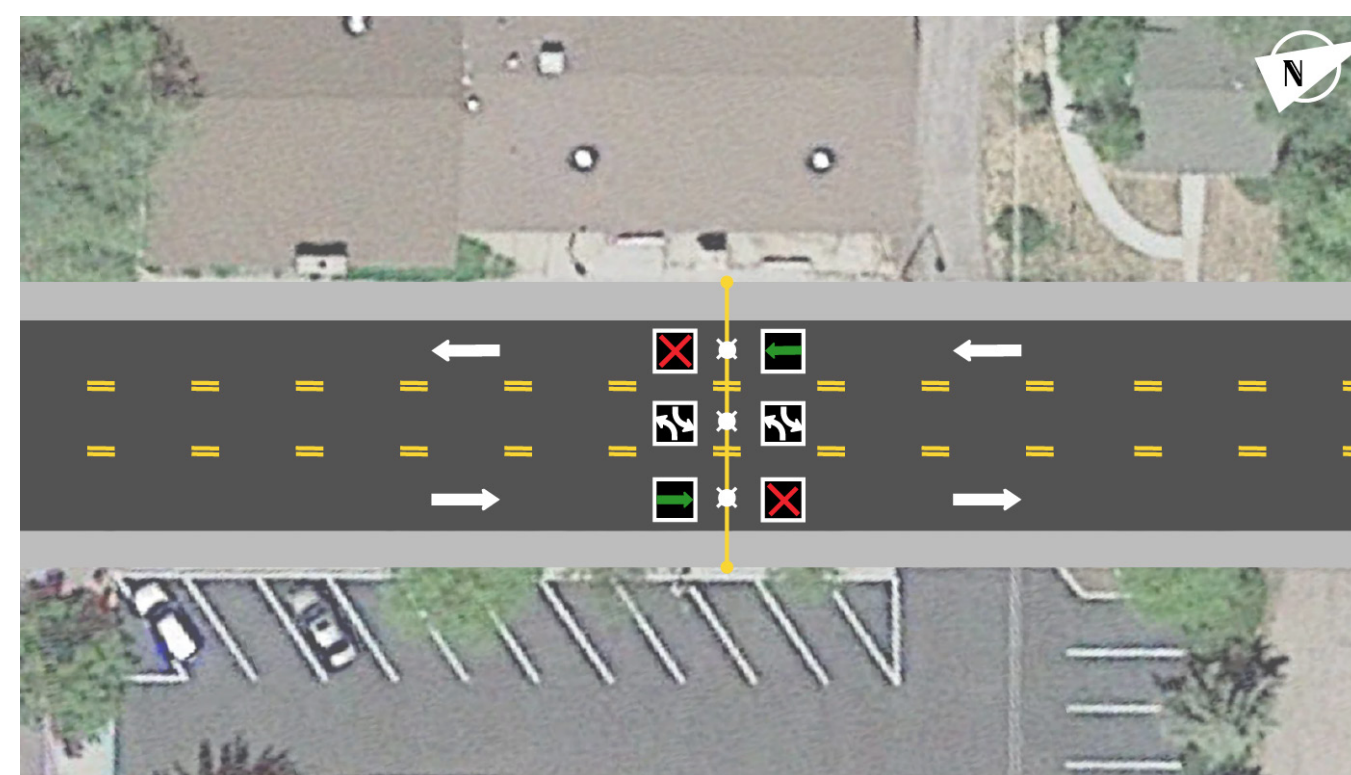
PRELIMINARY SYSTEM ALTERNATIVE 4

US 180 AM and PM Peak Managed Lane from Meade Street South to Downtown (Reversible Center Lane)

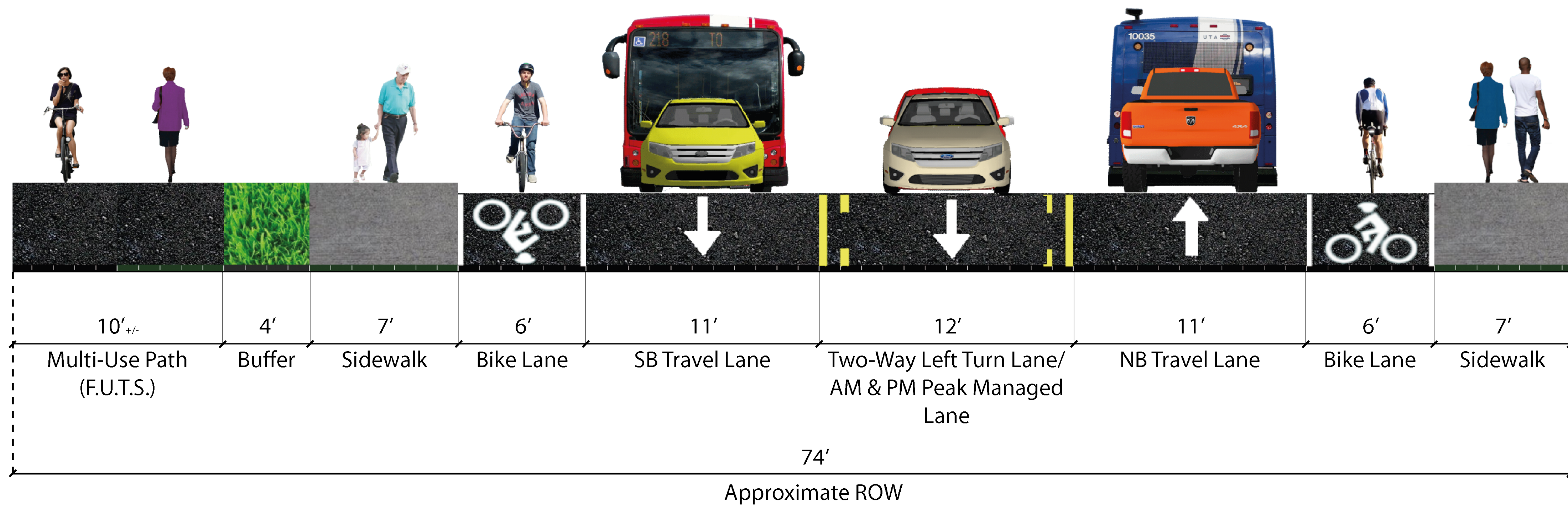
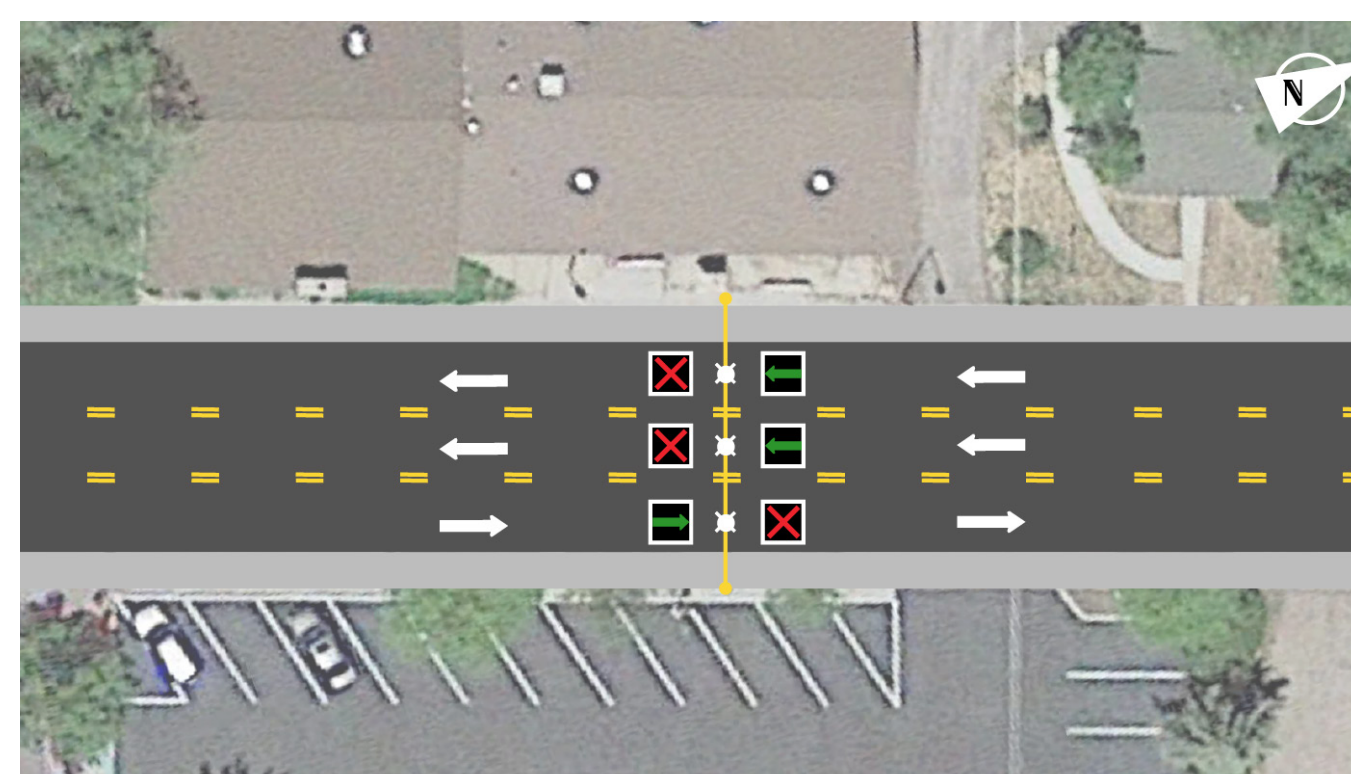
AM Peak
Period Traffic
Designation



Mid-Day /
Standard
Traffic
Designation



PM Peak
Period Traffic
Designation



Note: Detailed traffic studies are necessary to apply this concept to any arterial/highway such as US 180 to address matters of safety, access management (especially with the high number of existing driveways) and multimodal considerations.

FEATURES:

- Reversible traffic lanes (aka managed lanes) add capacity to a road and decrease congestion by borrowing capacity from the other (off-peak) direction. There are a wide variety and combination of approaches to managed lane operations. These have typically encompassed such methods as:

- Static signing and striping
- Changeable message signs
- Economic incentives / disincentives
- Lane Controls
- Temporary traffic control devices
- Law enforcement / legal restrictions

- This Alternative also includes sidewalks and bike lanes on both sides

- The F.U.T.S. would also be maintained as a protected shared use path.

THIS ALTERNATIVE SHOULD?

Move Forward for Further Study

Be Eliminated from Further Study

Move Forward for Further Study with Adjustments

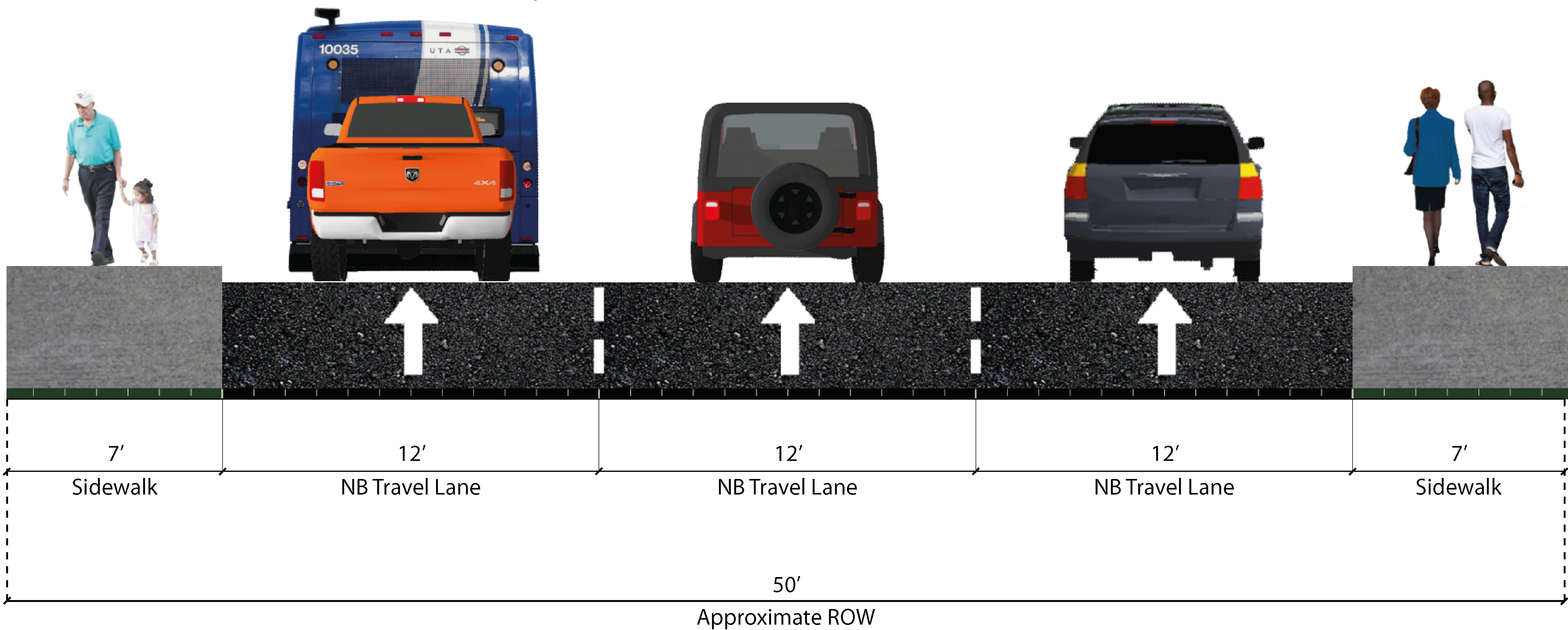
Please Fill out a Comment Card

Note: Per the Road Configuration Inventory presented in the US 180 Winter Traffic Study, the existing right-of-way for US 180 varies from 50-feet to 100 feet, depending on roadway segment. The majority of road segments for US 180 average 65-80 feet in width. As such, it is assumed that this System Alternative will require some level of additional right of way expansion.



PRELIMINARY SYSTEM ALTERNATIVE 5

Humphrey's Street One Way Northbound for AM Peak & One Way Southbound for PM Peak



FEATURES:

- This Preliminary System Alternative calls for Humphrey's Street between Business 40 and Columbus Street to convert both general purpose lanes and center turn lane into one way directional traffic flows:
 - Northbound for the AM Peak and
 - Southbound for the PM Peak

• Figure above depicts the northbound AM peak condition only.

• An eastbound right turn lane on Columbus to Beaver Street is suggested to complement this alternative by helping mitigate southbound PM peak volumes as an alternative to Humphrey's Street.

• Two southbound right turn lanes to westbound Business 40 is also suggested.

THIS ALTERNATIVE SHOULD?

Move Forward for Further Study

Be Eliminated from Further Study

Move Forward for Further Study with Adjustments

Please Fill out a Comment Card

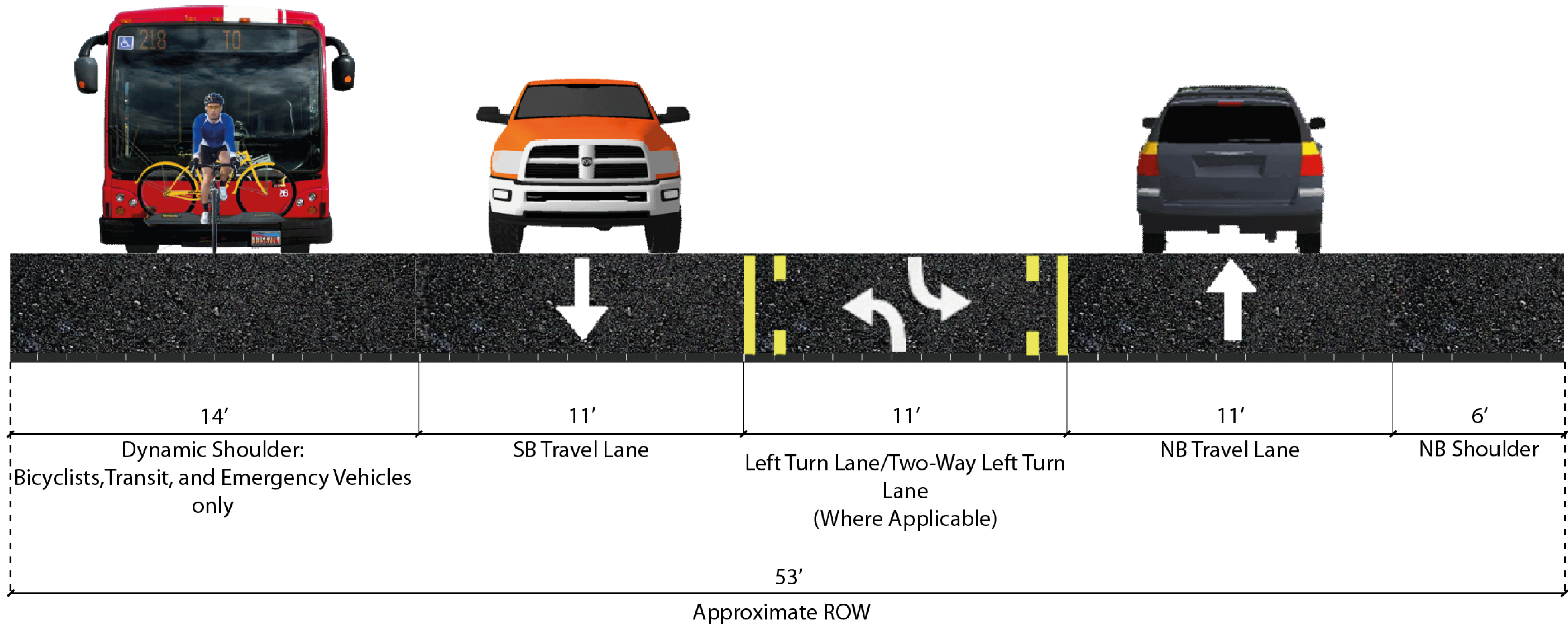
Note: Per the Road Configuration Inventory presented in the US 180 Winter Traffic Study, the existing right-of-way for US 180 varies from 50-feet to 100 feet, depending on roadway segment. The majority of road segments for US 180 average 65-80 feet in width. As such, it is assumed that this System Alternative will require some level of additional right of way expansion.



PRELIMINARY SYSTEM ALTERNATIVE 6

Dynamic Southbound Shoulder

North of Creekside Drive



FEATURES:

- This Preliminary System Alternative would generally have minimal impact and does not require substantial amounts of additional right-of-way
- The dynamic shoulder would support the use of transit and emergency vehicles to bypass congestion on US 180 general purpose lanes during winter peak traffic congestion only
- The dynamic shoulder would accommodate pedestrians and bicyclists on any other standard day.
- Signage would need to be placed at appropriate intervals that would indicate the southbound shoulder is only permitted to non-motorized travel, and emergency and transit vehicles during winter peak traffic congestion.

THIS ALTERNATIVE SHOULD?

Move Forward for Further Study

Be Eliminated from Further Study

Move Forward for Further Study with Adjustments

Please Fill out a Comment Card

Note: Per the Road Configuration Inventory presented in the US 180 Winter Traffic Study, the existing right-of-way for US 180 varies from 50-feet to 100 feet, depending on roadway segment. The majority of road segments for US 180 average 65-80 feet in width. As such, it is assumed that this System Alternative will require some level of additional right of way expansion.

