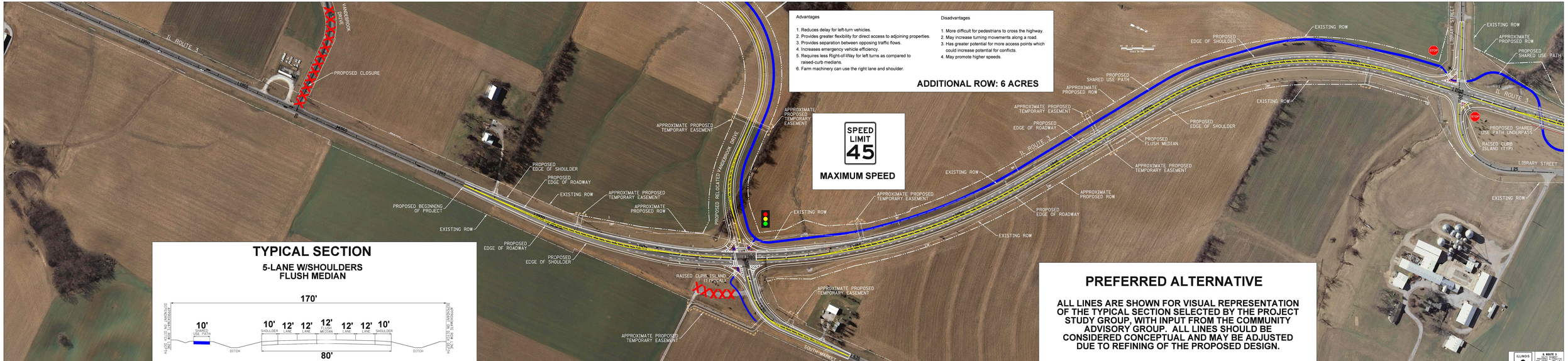
IL ROUTE 3
HANEBROOK DRIVE
PROPOSED CLOSURE
PROPOSED BEGINNING OF PROJECT
EXISTING ROW
PROPOSED EDGE OF SHOULDER
PROPOSED EDGE OF ROADWAY
APPROXIMATE PROPOSED TEMPORARY EASEMENT
APPROXIMATE PROPOSED ROW
PROPOSED RELOCATED HANEBROOK DRIVE
RAISED CURB ISLAND (TYPICAL)
SOUTH MARKET STREET
PROPOSED FLUSH MEDIAN
PROPOSED SHARED USE PATH
PROPOSED SHARED USE PATH UNDERPASS
RAISED CURB ISLAND (TYP)
LIBRARY STREET
STOP
SPEED LIMIT 45
MAXIMUM SPEED
Advantages
1. Reduces delay for left-turn vehicles.
2. Provides greater flexibility for direct access to adjoining properties.
3. Provides separation between opposing traffic flows.
4. Increases emergency vehicle efficiency.
5. Requires less Right-of-Way for left turns as compared to raised-curb medians.
6. Farm machinery can use the right lane and shoulder.
Disadvantages
1. More difficult for pedestrians to cross the highway.
2. May increase turning movements along a road.
3. Has greater potential for more access points which could increase potential for conflicts.
4. May promote higher speeds.
ADDITIONAL ROW: 6 ACRES
TYPICAL SECTION
5-LANE W/SHOULDERS
FLUSH MEDIAN
170'
10' SHARED USE PATH
10' SHOULDER
12' LANE
12' LANE
12' FLUSH MEDIAN
12' LANE
12' LANE
10' SHOULDER
DITCH
DITCH
80'
PREFERRED ALTERNATIVE
ALL LINES ARE SHOWN FOR VISUAL REPRESENTATION OF THE 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.