

Example Concept of U.S. 17-92 at Osceola Polk Line Road

Signalized Intersection

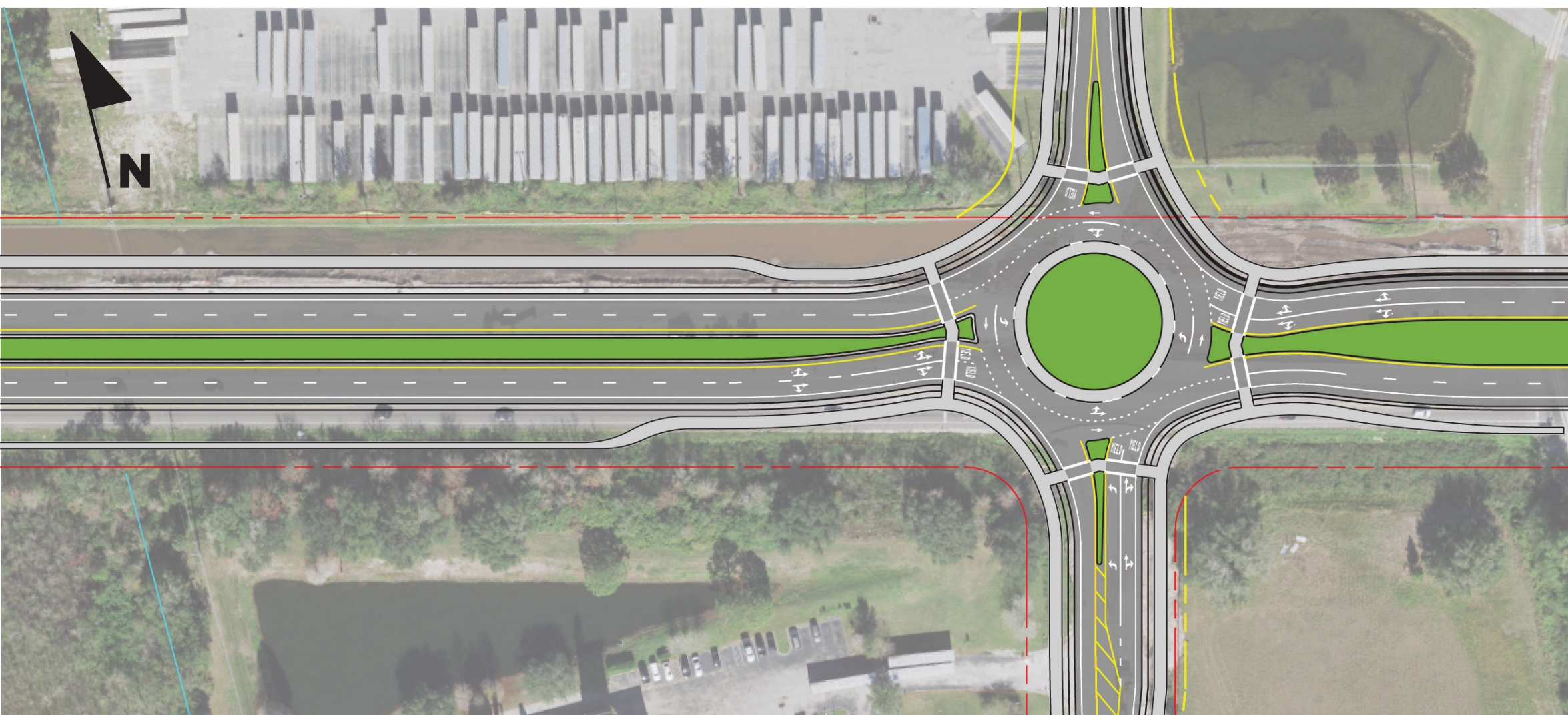
BENEFITS

Improved Safety

- Traditional intersection design meeting driver expectations
- Traffic signal phases provide safe turning movements and safe pedestrian crossing

Increased Efficiency

- Decreases delay on the side streets



Example Concept of U.S. 17-92 at Avenue A

Roundabout

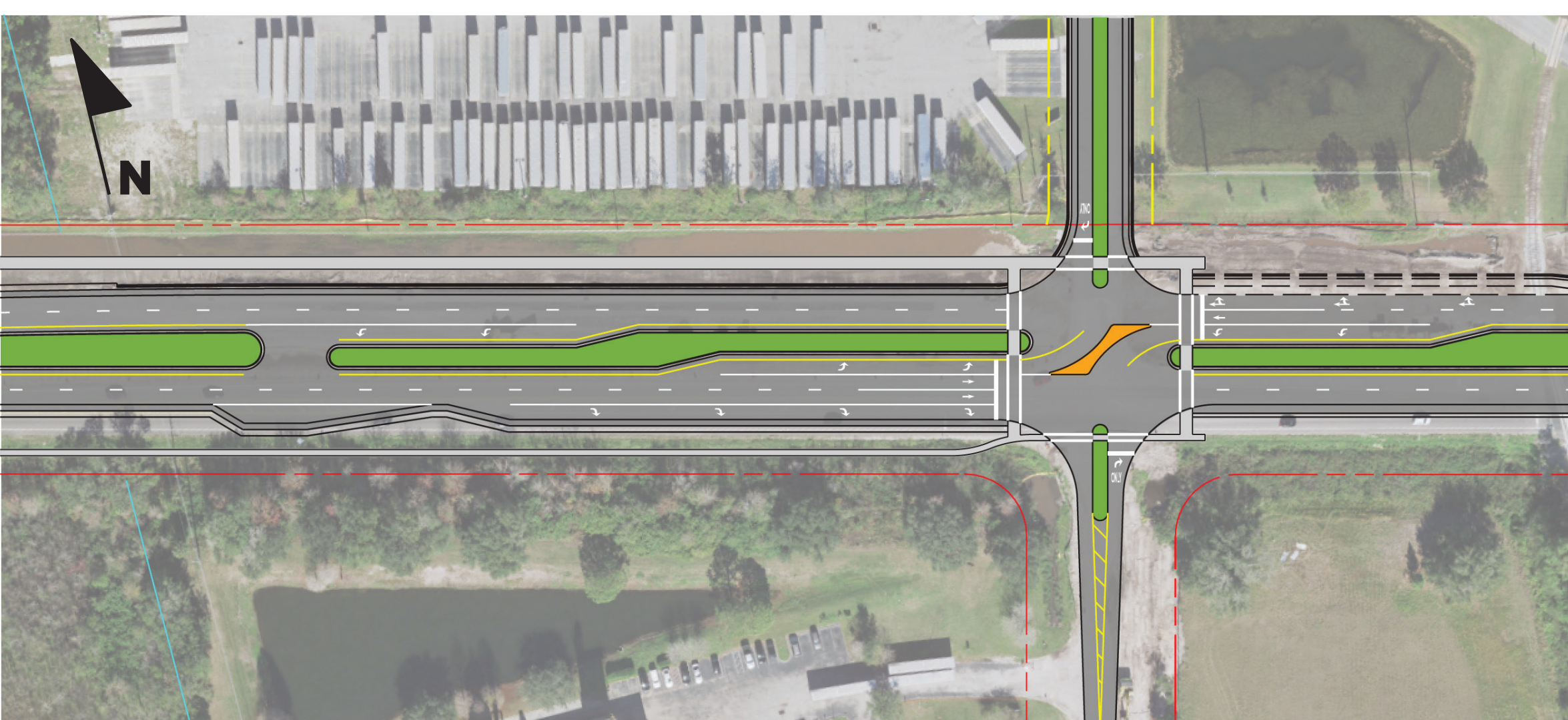
BENEFITS

Improved Safety

- Reduces vehicle conflict points and eliminates the potential for right angle and left turn crashes
- Promotes lower vehicle speeds, giving drivers more time to react and reduces potential for severe crashes

Increased Efficiency

- Yield signs upon entry mean fewer stops and fewer delays



Example Concept of U.S. 17-92 at Avenue A

Restricted Crossing U-Turn (RCUT)

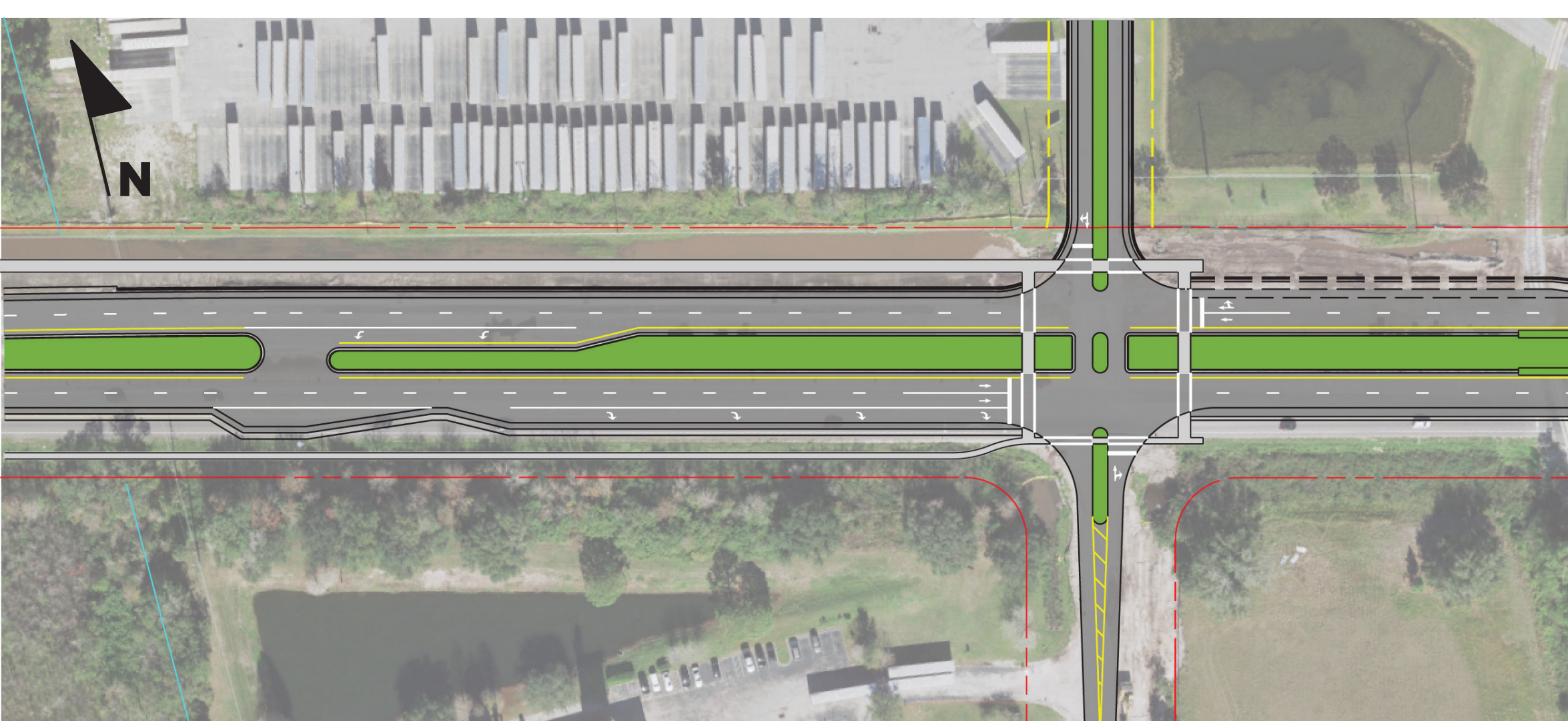
BENEFITS

Improved Safety

- Reduces vehicle conflict points where collisions could occur
- Restricts movements that can lead to right angle or T-bone accidents

Increased Efficiency

- Eliminates left turn movements from the main intersection, allowing for fewer traffic signal phases, which reduces delay and increases capacity
- Reduces travel time through the intersection while accommodating a higher volume of traffic



Example Concept of U.S. 17-92 at Avenue A

Median U-Turn (MUT)

BENEFITS

Improved Safety

- Reduces vehicle conflict points and decreases the potential for right angle crashes

Increased Efficiency

- Eliminates left turn movements from the main intersection, allowing for fewer traffic signal phases, which reduces delay and increases capacity
- Fewer traffic signal phases means less time stopped at the main intersection

INNOVATIVE INTERSECTION ALTERNATIVES

U.S. 17-92 PROJECT DEVELOPMENT & ENVIRONMENT (PD&E) STUDY