

## Two-Way Left-Turn Lane (TWLTL)

### ***What is a Two-Way Left-Turn Lane?***

A TWLTL is a lane between opposing lanes of traffic for the purpose of allowing vehicles from either direction to make left turns. They are commonly used on heavily trafficked urban and suburban roadways where numerous entrances and intersections exist.

### ***Why is a TWLTL planned for WIS 33 in Baraboo?***

To address traffic safety and operations. Currently, the corridor has a high rate of rear-end, angle, and side swipe crashes, as well as lower levels of service at a number of intersections.

### ***How does a TWLTL provide better safety and traffic operations?***

Conversions to TWLTLs have shown a 19-to-47 percent reduction in crashes by:

- Reducing the number of conflict points for left-turns onto side roads
- Removing left-turning traffic from the through lane
- Reducing traffic queuing in the through lanes
- Providing separation between opposing lanes of traffic
- Improving sight distances by removing the potential for hidden vehicles in the outside lane
- Functioning as a lane for emergency vehicles
- Providing dedicated left-turn lanes at signalized intersections
- Providing pedestrian and bicycle refuge islands at select intersections

### ***Why can't the WIS 33 traffic lanes remain the way they are?***

The current configuration of the 4-lane highway would not address existing or future traffic problems. Additionally, the physical constraints of the proximity of retaining walls, houses and signs limit the project to make improvements other than highway reconstruction, which would result in significant property impacts. The WIS 33 project design works within the physical constraints of the existing roadway while still addressing safety and operational needs through the TWLTL.

### ***How was the TWLTL selected for this project?***

A WIS 33 Corridor Study was completed in 2017 to assess traffic safety and operations and identify improvement projects between Baraboo to Portage. The study included outreach with local officials, stakeholders, and the public to identify needs related to WIS 33 and the surrounding area. From this input and the data collected, the study considered the roadway and intersection safety, current and future traffic operations, and physical constraints of the corridor in Baraboo.

### **For more information:**

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