



ALT.	TRAFFIC CONTROL	PROS	CONS	OTHER CONSIDERATIONS
1	NO BUILD MINOR LEG STOP CONTROL	<ul style="list-style-type: none"> <li>• Costs nothing</li> <li>• No impacts</li> <li>• Maintains access to all movements at the intersection</li> </ul>	<ul style="list-style-type: none"> <li>• Does not address the known safety issues</li> <li>• Will not improve intersection skew, vehicle speeds, and mis-judging of gaps</li> </ul>	
2	MINOR LEG STOP CONTROL WITH OFFSET TURN LANES	<ul style="list-style-type: none"> <li>• Maintains access to all movements at the intersection</li> <li>• Reduces crash potential, by eliminating poor intersection angle</li> <li>• No added delay to sideroad movements</li> </ul>	<ul style="list-style-type: none"> <li>• Highest crash potential alternative (except no build)</li> <li>• No reduction in intersection conflict points</li> <li>• Driver discomfort from minor street approaches trying to enter USH 18/151</li> <li>• Real estate impacts</li> </ul>	<ul style="list-style-type: none"> <li>• Street light may be needed</li> <li>• Oversized Ag equipment may have width restrictions if using turn lanes</li> </ul>
3	RIGHT-IN/RIGHT-OUT/ LEFT-IN	<ul style="list-style-type: none"> <li>• Reduces crash potential, specifically right-angle crashes</li> <li>• Reduces intersection conflict points by 71%. (12 vs 42)</li> <li>• Simplifies driver decision-making task</li> </ul>	<ul style="list-style-type: none"> <li>• Increased delay for all intersection left-turn and sideroad thru movements</li> <li>• Increases delay &amp; travel time for sideroad traffic that are required to find alternate routes to USH 18/151</li> <li>• May increase risk of illegal U-turns</li> <li>• Real estate impacts</li> </ul>	<ul style="list-style-type: none"> <li>• Street light may be needed</li> <li>• Oversized Ag equipment may have width restrictions if using turn lanes</li> </ul>
4	RIGHT-IN/RIGHT-OUT	<ul style="list-style-type: none"> <li>• Lowest-cost alternative</li> <li>• Safest alternative, eliminating all angle crashes</li> <li>• Reduces intersection conflict points by 86%. (6 vs 42)</li> <li>• Offset alignments could be used to reduce R/W impacts and cost</li> <li>• Simplifies driver decision-making tasks</li> </ul>	<ul style="list-style-type: none"> <li>• Increased delay for all intersection left-turn and sideroad thru movements</li> <li>• Limits access, by eliminating sideroad left turn and thru movements</li> <li>• Increased delays and travel time for restricted movements that are required to find alternate routes</li> <li>• May increase risk of illegal U-turns</li> <li>• Real estate impacts</li> </ul>	
5	RESTRICTED CROSSING U-TURN (RCUT) - NO LEFT TURNS	<ul style="list-style-type: none"> <li>• Maintains access to all movements at the intersection</li> <li>• Reduces crash potential, specifically right-angle crashes</li> <li>• Reduces intersection conflict points by 57%. (18 vs 42)</li> <li>• Offset alignments could be used to reduce R/W impacts and cost</li> <li>• Simplifies driver decision-making task</li> </ul>	<ul style="list-style-type: none"> <li>• Second-highest cost alternative</li> <li>• Increased delay for all intersection left-turn and sideroad thru movements</li> <li>• Real estate impacts</li> </ul>	<ul style="list-style-type: none"> <li>• Requires street lighting</li> </ul>
6	RESTRICTED CROSSING U-TURN (RCUT)	<ul style="list-style-type: none"> <li>• Maintains access to all movements at the intersection</li> <li>• Reduces crash potential, specifically right-angle crashes</li> <li>• Reduces intersection conflict points by 43%. (24 vs 42)</li> <li>• Simplifies driver decision-making tasks</li> </ul>	<ul style="list-style-type: none"> <li>• Highest-cost alternative</li> <li>• Increased delay for sideroad left-turn and thru movements</li> <li>• Real estate impacts</li> </ul>	<ul style="list-style-type: none"> <li>• Requires street lighting</li> <li>• Oversize Ag equipment may have width restrictions if using turn lanes</li> </ul>

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PROJECT ID 1204-00-06/76  
 DODGEVILLE - MOUNT HOREB  
 (CTH YZ INTERSECTION)  
 USH 18/151, IOWA COUNTY

DESIGN ALTERNATIVES  
 SUMMARY