

Alternative Design

Alternative design may be considered when conventional design cannot provide adequate capacity or safety benefits to offset a new development's projected impacts. An exception to conventional design may be considered if an alternative design will allow safe, adequate and convenient movement of traffic of all types into and out of the development site. The applicant is responsible for showing how the alternative will meet the required needs. MaineDOT has sole discretion in whether to accept the alternative or not. Examples of potential alternative designs are listed below.

Adaptive Signal Technology

Transportation Demand Management (TDM) Measures

Improved transportation options

Incentives to use alternative transportation modes and reduce driving.

Parking management

Traffic Calming

Driver feedback signs

Vertical changes in the street

Roadway narrowing

Painted markings.

Intersection or road segment mitigation

Single Point Diamond Interchange (aka SPUI)

Diverging diamond interchanges

Roundabouts

Restricted-crossing U-turn (RCUT) or Superstreet

Median U-Turn (MUT, Michigan Left)

Continuous Flow Intersection (Displaced Left-Turn)

Continuous Green-T

February 27th, 2024

Jughandle

Quadrant Roadway Intersection

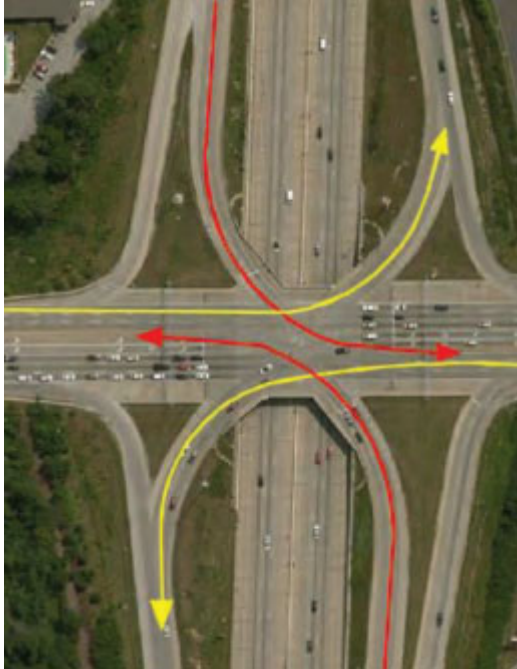
Durable Pavement Markings

Recessed

Thermoplastic

Polyurea

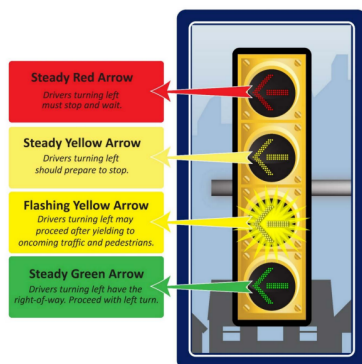
Preformed



Diverging diamond interchanges



Flashing yellow arrows



Roundabouts



Superstreet (aka RCUT)



Median U-Turn (aka MUT, Michigan Left)



Continuous Flow Intersection (aka DLT)



Continuous Green-T



Jughandle



Quadrant Roadway Intersection



Durable Pavement Markings

-Recessed in pavement grooves and painted with Thermoplastic or Polyurea

