





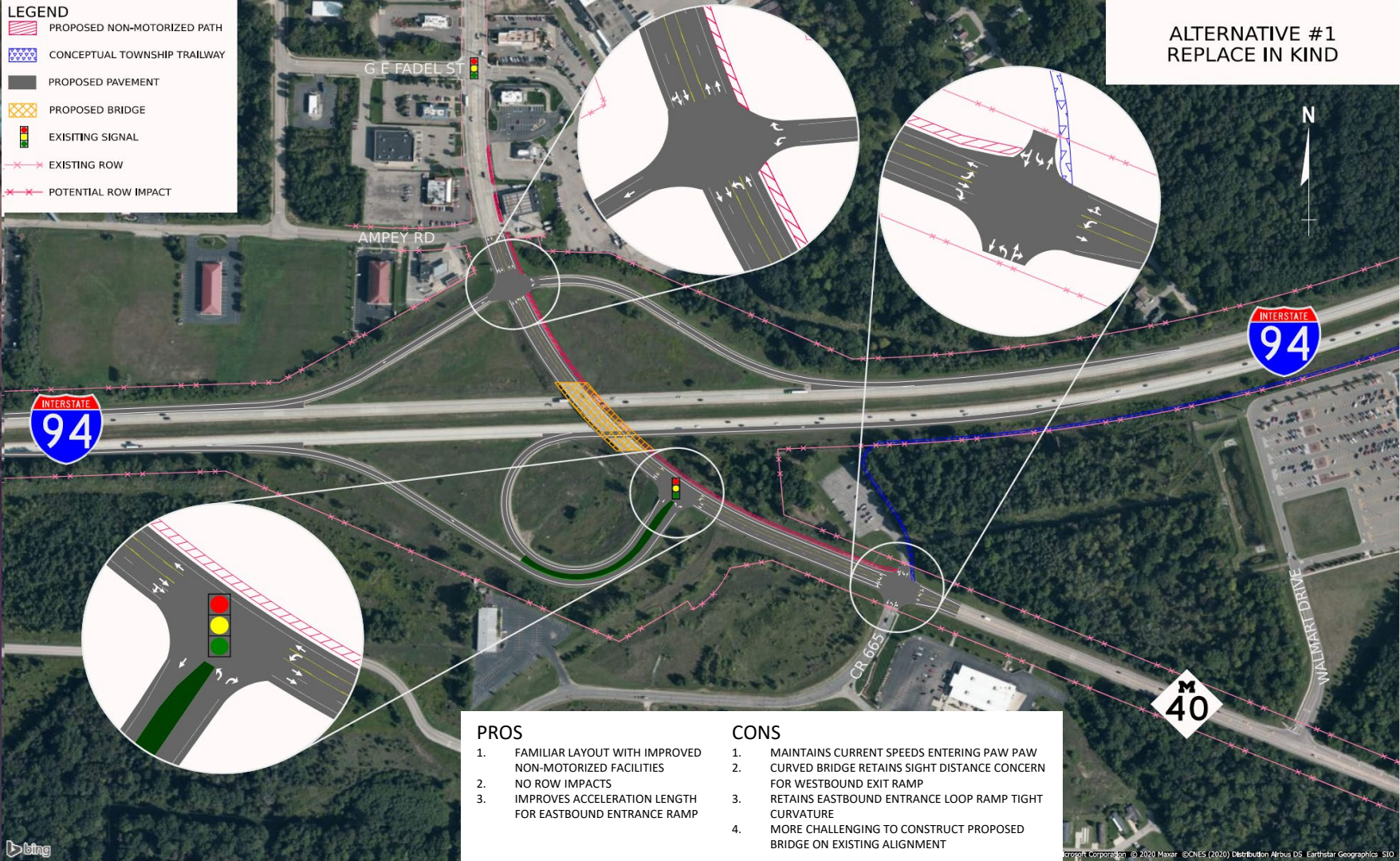


ALTERNATIVE #1 REPLACE IN KIND

- LEGEND**
-  PROPOSED NON-MOTORIZED PATH
 -  CONCEPTUAL TOWNSHIP TRAILWAY
 -  PROPOSED PAVEMENT
 -  PROPOSED BRIDGE
 -  EXISTING SIGNAL
 -  EXISTING ROW
 -  POTENTIAL ROW IMPACT










PROS

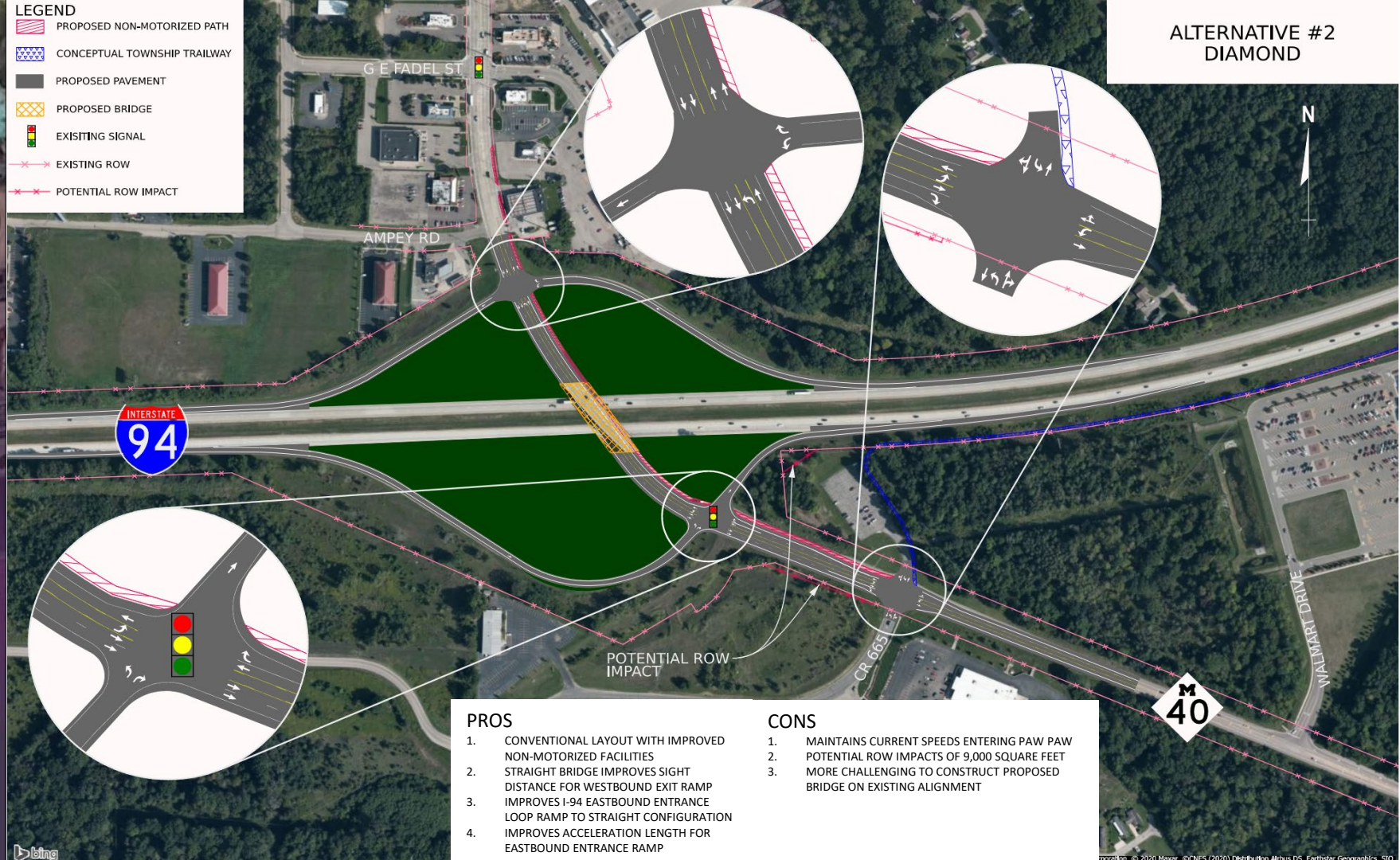
1. FAMILIAR LAYOUT WITH IMPROVED NON-MOTORIZED FACILITIES
2. NO ROW IMPACTS
3. IMPROVES ACCELERATION LENGTH FOR EASTBOUND ENTRANCE RAMP

CONS

1. MAINTAINS CURRENT SPEEDS ENTERING PAW PAW
2. CURVED BRIDGE RETAINS SIGHT DISTANCE CONCERN FOR WESTBOUND EXIT RAMP
3. RETAINS EASTBOUND ENTRANCE LOOP RAMP TIGHT CURVATURE
4. MORE CHALLENGING TO CONSTRUCT PROPOSED BRIDGE ON EXISTING ALIGNMENT

ALTERNATIVE #2 DIAMOND

- LEGEND**
-  PROPOSED NON-MOTORIZED PATH
 -  CONCEPTUAL TOWNSHIP TRAILWAY
 -  PROPOSED PAVEMENT
 -  PROPOSED BRIDGE
 -  EXISTING SIGNAL
 -  EXISTING ROW
 -  POTENTIAL ROW IMPACT



PROS

1. CONVENTIONAL LAYOUT WITH IMPROVED NON-MOTORIZED FACILITIES
2. STRAIGHT BRIDGE IMPROVES SIGHT DISTANCE FOR WESTBOUND EXIT RAMP
3. IMPROVES I-94 EASTBOUND ENTRANCE LOOP RAMP TO STRAIGHT CONFIGURATION
4. IMPROVES ACCELERATION LENGTH FOR EASTBOUND ENTRANCE RAMP








CONS

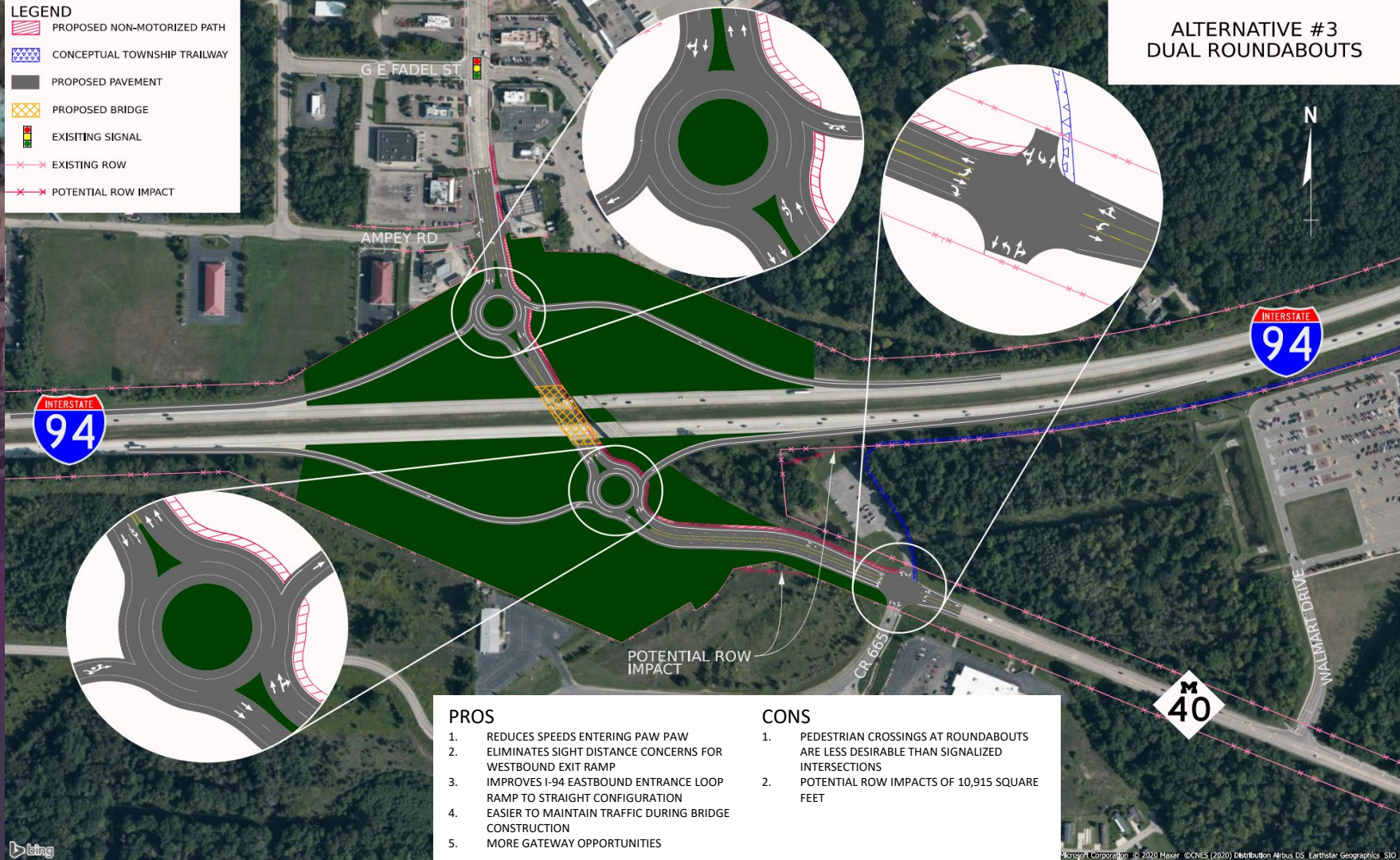
1. MAINTAINS CURRENT SPEEDS ENTERING PAW PAW
2. POTENTIAL ROW IMPACTS OF 9,000 SQUARE FEET
3. MORE CHALLENGING TO CONSTRUCT PROPOSED BRIDGE ON EXISTING ALIGNMENT



ALTERNATIVE #3 DUAL ROUNDABOUTS

LEGEND

-  PROPOSED NON-MOTORIZED PATH
-  CONCEPTUAL TOWNSHIP TRAILWAY
-  PROPOSED PAVEMENT
-  PROPOSED BRIDGE
-  EXISTING SIGNAL
-  EXISTING ROW
-  POTENTIAL ROW IMPACT



PROS

1. REDUCES SPEEDS ENTERING PAW PAW
2. ELIMINATES SIGHT DISTANCE CONCERNS FOR WESTBOUND EXIT RAMP
3. IMPROVES I-94 EASTBOUND ENTRANCE LOOP RAMP TO STRAIGHT CONFIGURATION
4. EASIER TO MAINTAIN TRAFFIC DURING BRIDGE CONSTRUCTION
5. MORE GATEWAY OPPORTUNITIES

CONS

1. PEDESTRIAN CROSSINGS AT ROUNDABOUTS ARE LESS DESIRABLE THAN SIGNALIZED INTERSECTIONS
2. POTENTIAL ROW IMPACTS OF 10,915 SQUARE FEET





1
Replace in Kind



2
Diamond



3
Dual Roundabouts