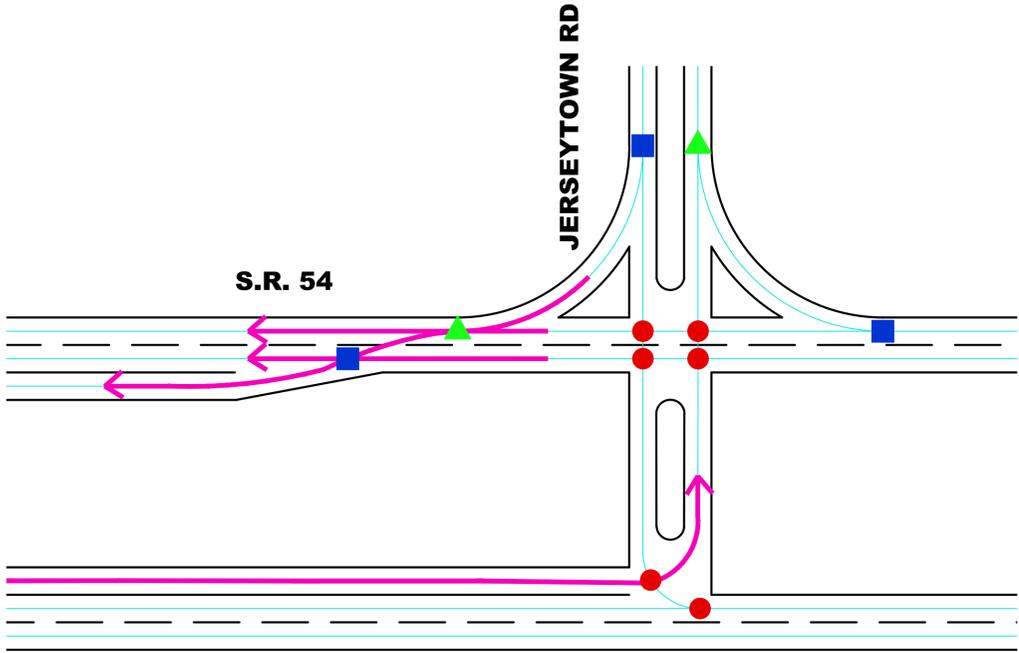
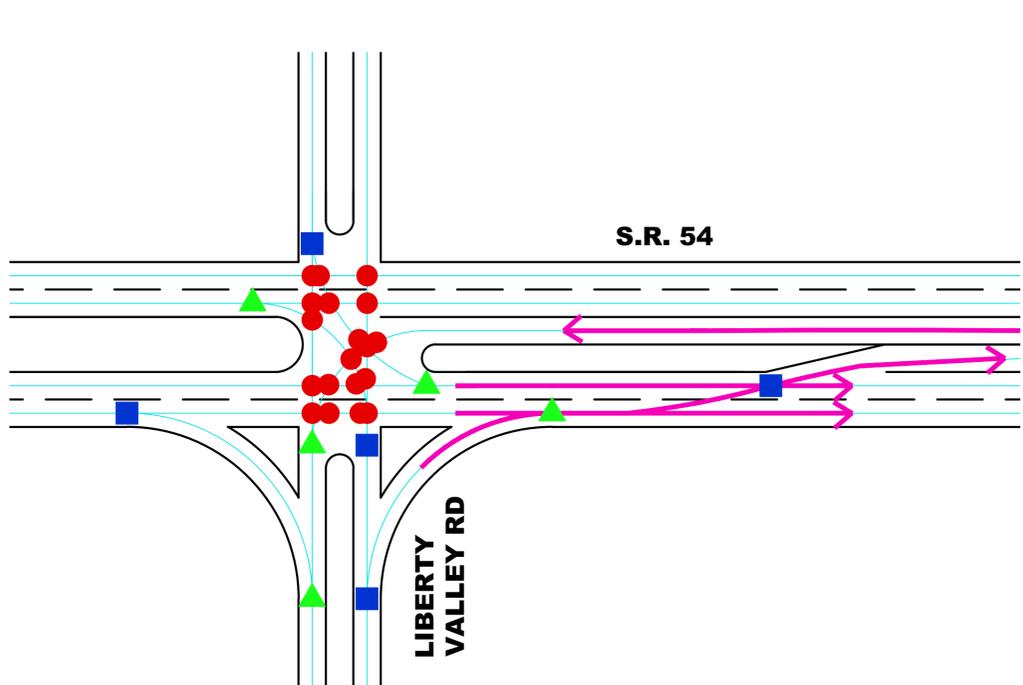


ALTERNATIVE #1

TRAFFIC SIGNALIZATION WITHOUT GEOMETRIC IMPROVEMENTS

- 1. DOES NOT ADDRESS WEAVING
- 2. DOES NOT REDUCE CROSSING CONFLICT POINTS
- 3. DOES NOT SUPPORT TRAFFIC VOLUMES BEYOND 2022
- 4. NO LEFT TURN LANE FOR RED ROOF ROAD



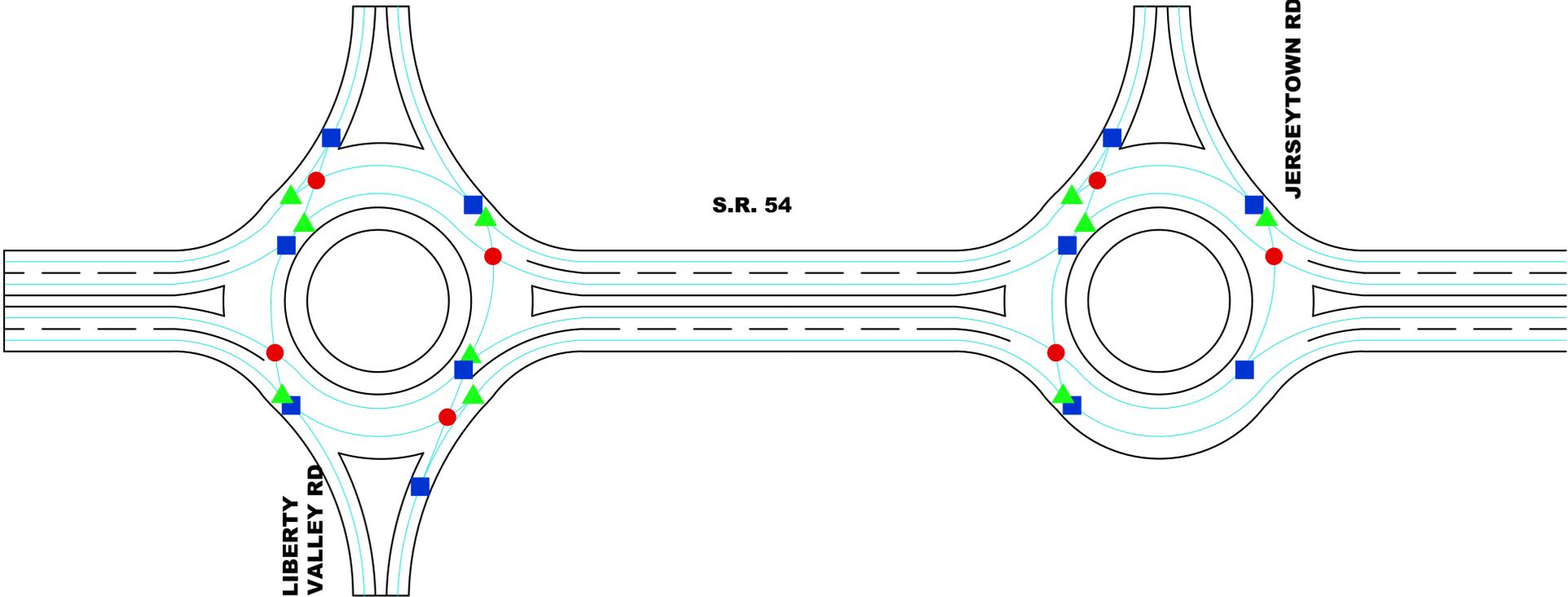
-  2 WEAVING
-  24 CROSSING
-  7 MERGE
-  8 DIVERGE



ALTERNATIVE #2

ROUNDBABOUTS AT BOTH INTERSECTIONS

- 1. DOES NOT FULLY ADDRESS WEAVING
- 2. REDUCES CROSSING CONFLICT POINTS
- 3. DOES NOT SUPPORT TRAFFIC VOLUMES IN 2041



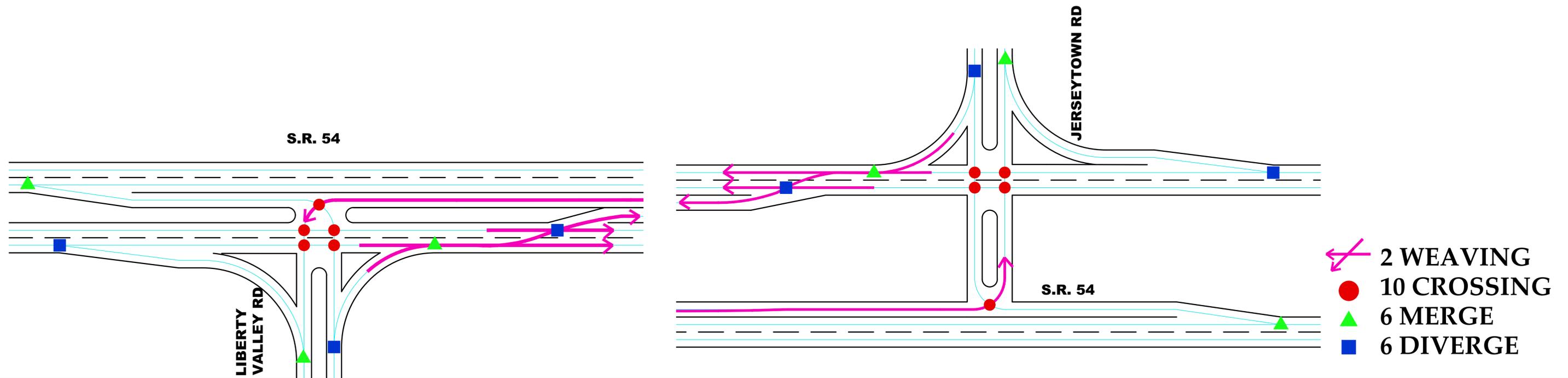
- 0 WEAVING
- 7 CROSSING
- 10 MERGE
- 11 DIVERGE



ALTERNATIVE #4

CONTINUOUS FLOW THRU WITH SIGNALIZATION

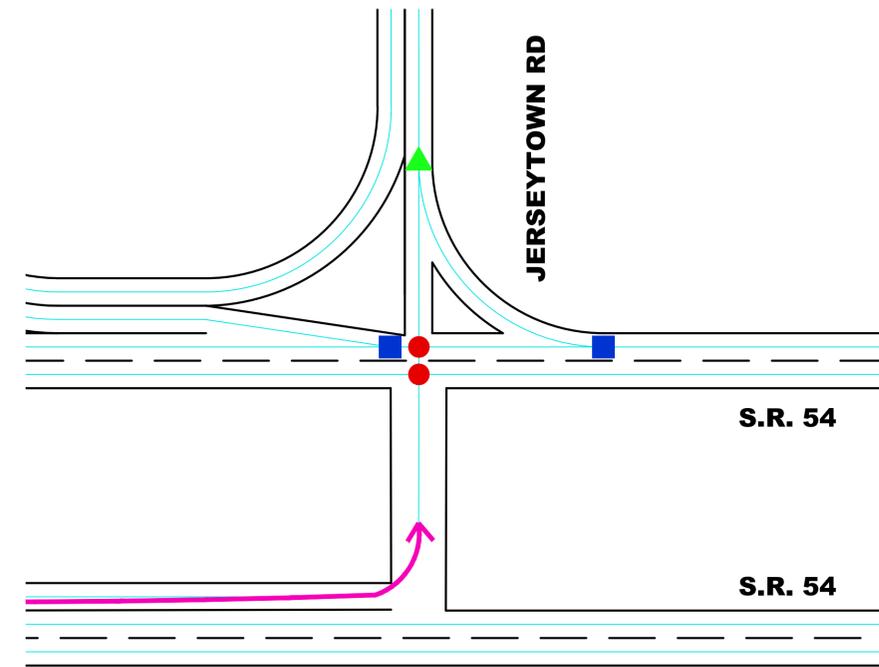
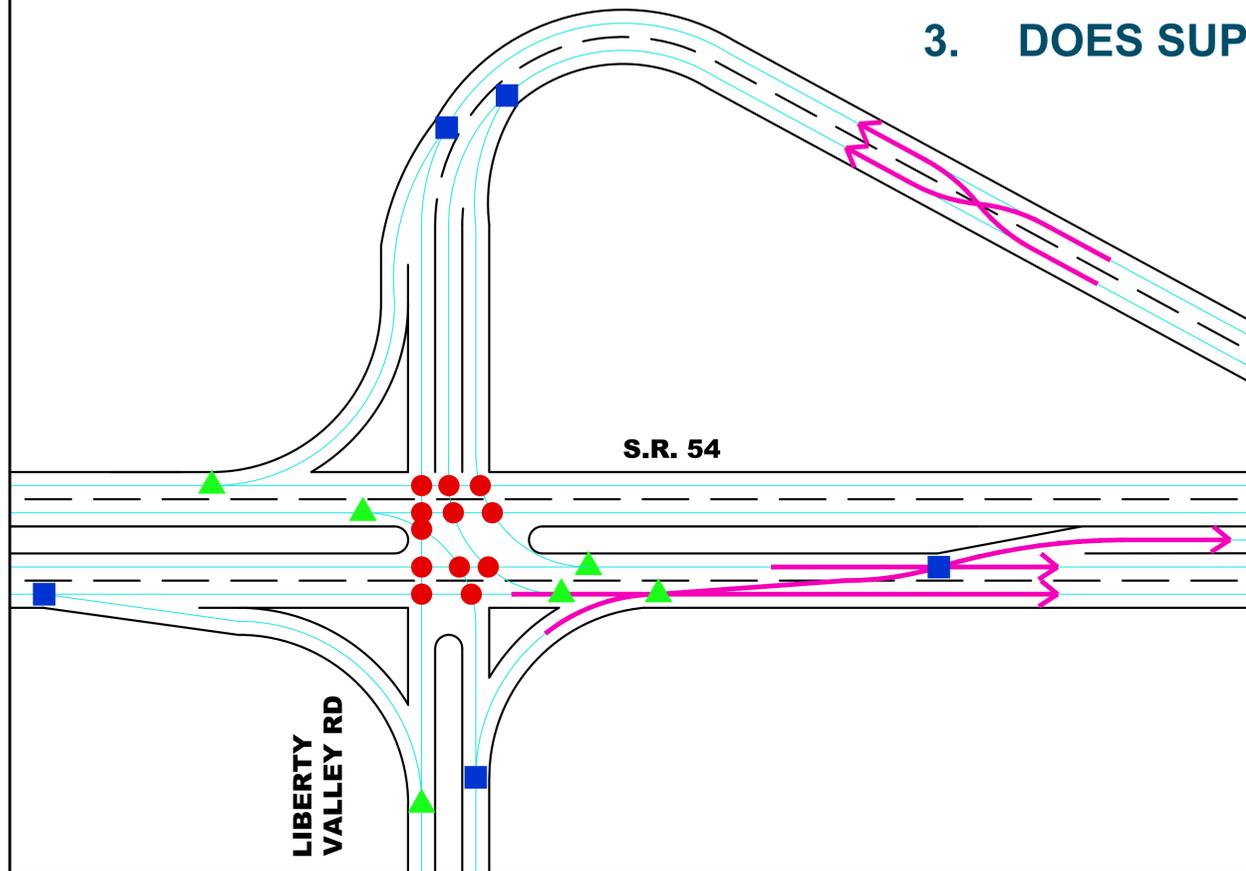
1. DOES NOT ADDRESS WEAVING
2. DOES NOT REDUCE CROSSING CONFLICT POINTS ON S.R 54
3. DOES NOT SUPPORT TRAFFIC VOLUMES IN 2041
(INSUFFICIENT LEFT TURN LANE STORAGE)



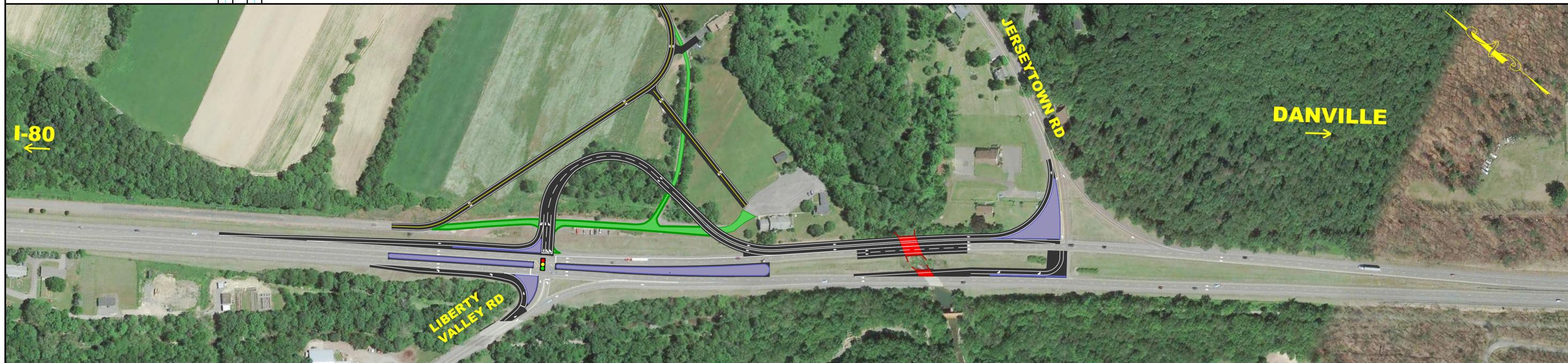
ALTERNATIVE #5

JUG HANDLE

1. DOES NOT ADDRESS WEAVING
2. SOME REDUCTION IN CROSSING CONFLICT POINTS
3. DOES SUPPORT TRAFFIC VOLUMES IN 2041

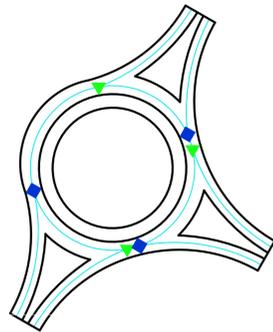


-  2 WEAVING
-  14 CROSSING
-  7 MERGE
-  7 DIVERGE



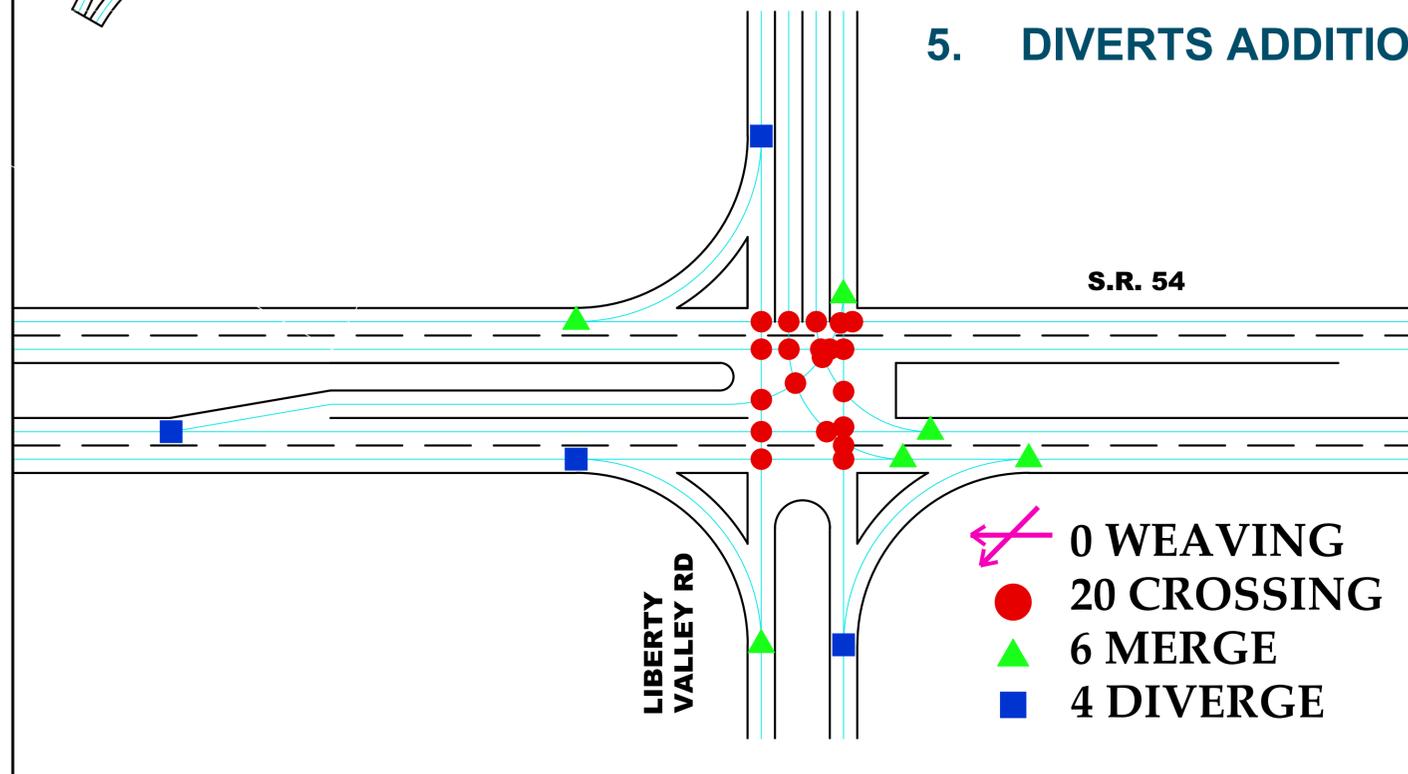
ALTERNATIVE #6

S.R. 642 (JERSEYTOWN ROAD) REALIGNMENT WITH ROUNDABOUT



-  0 WEAVING
-  0 CROSSING
-  3 MERGE
-  3 DIVERGE

1. REMOVES WEAVING
2. REDUCES CROSSING CONFLICT POINTS
3. DOES SUPPORT TRAFFIC VOLUMES IN 2041
4. SIGNIFICANT PROPERTY IMPACT
5. DIVERTS ADDITIONAL TRAFFIC ON JERSEYTOWN ROAD



-  0 WEAVING
-  20 CROSSING
-  6 MERGE
-  4 DIVERGE

