

ALTERNATIVE 1

CENTERVILLE ROAD

GRADE SEPARATED INTERSECTION



ADVANTAGES
CONSTRUCTABILITY
ELIMINATES AT-GRADE RAILROAD CROSSING ALONG CENTERVILLE RD
DOES NOT INTRODUCE ANY NEW SIGNALS ALONG SR 2

DISADVANTAGES
ENTIRELY NEW ALIGNMENT
TOTAL ACQUISITION OF PROPERTIES TO THE WEST OF CENTERVILLE RD
DOES NOT ADDRESS SR 2 / SR 141 MISSING CONNECTIONS
DOES NOT ADDRESS THE NB SR 141 / CENTERVILLE RD TO EB SR 2 WEAVE / MERGE
POTENTIALLY INTRODUCES TWO NEW SIGNALS ON CENTERVILLE RD
POTENTIAL CONCERN WITH SIGNAL SPACING
BOTH NEW POTENTIAL TRAFFIC SIGNALS WOULD BE ON GRADES AND CURVES FOR SIGHT LINE CONCERNS

Scale: 1" = 50'
(60"x40")

JULY 2026

NOTE:
LANE & TURN LANE
CONFIGURATIONS ARE
CONCEPTUAL & WILL
BE FURTHER ANALYZED.

LEGEND	
	EXISTING RIGHT-OF-WAY LINES
	EXISTING PROPERTY LINES
	PROPOSED PAVEMENT
	PROPOSED CONCRETE MEDIAN
	PROPOSED SHARED USE PATH
	REMOVAL OF EXISTING PAVEMENT
	PROPOSED GRASS BUFFER
	PROPOSED TRAFFIC SIGNAL

ALTERNATIVE 2

CENTERVILLE ROAD

PARTIAL CLOVERLEAF INTERCHANGE WITH CONNECTOR ROAD



ADVANTAGES
PROVIDES SR 2 / SR 141 MISSING CONNECTIONS
ELIMINATES NB SR 141 / CENTERVILLE RD TO EB SR 2 WEAVE / MERGE
CONSTRUCTED WITHIN EXISTING FOOTPRINT
ELIMINATES AT-GRADE RAILROAD CROSSING ALONG CENTERVILLE RD
PEDESTRIAN AND BICYCLIST FRIENDLY ALONG SR 2
NO BRIDGE STRUCTURES REQUIRED

DISADVANTAGES
POTENTIALLY INTRODUCES THREE NEW SIGNALS

Scale: 1" = 80'
(60"x40")

JULY 2026

NOTE:
LANE & TURN LANE CONFIGURATIONS ARE CONCEPTUAL & WILL BE FURTHER ANALYZED.

LEGEND	
	EXISTING RIGHT-OF-WAY LINES
	EXISTING PROPERTY LINES
	PROPOSED PAVEMENT
	PROPOSED CONCRETE MEDIAN
	PROPOSED SHARED USE PATH
	REMOVAL OF EXISTING PAVEMENT
	PROPOSED GRASS BUFFER
	PROPOSED TRAFFIC SIGNAL

ALTERNATIVE 3

CENTERVILLE ROAD

SINGLE POINT URBAN INTERCHANGE WITH CONNECTOR ROAD



ADVANTAGES
PROVIDES SR 2 / SR 141 MISSING CONNECTIONS
ELIMINATES NB SR 141 / CENTERVILLE RD TO EB SR 2 WEAVE / MERGE
RAMPS CONSTRUCTED WITHIN EXISTING FOOTPRINT
ELIMINATES AT-GRADE RAILROAD CROSSING ALONG CENTERVILLE RD

DISADVANTAGES
POTENTIALLY INTRODUCES THREE NEW SIGNALS, TWO ALONG A HEAVILY CONGESTED CORRIDOR
SIGNAL SPACING CONCERNS ON SR 2
NOT PEDESTRIAN FRIENDLY ALONG SR 2
LIKELY WOULD NEED TO REPLACE THE EXISTING SR 2 AT SR 141 BRIDGE
COMPLEX CONSTRUCTABILITY
MOST EXPENSIVE ALTERNATIVE

Scale: 1" = 80'
(60"x40")

JULY 2026

NOTE:
LANE & TURN LANE CONFIGURATIONS ARE CONCEPTUAL & WILL BE FURTHER ANALYZED.

LEGEND	
	EXISTING RIGHT-OF-WAY LINES
	EXISTING PROPERTY LINES
	PROPOSED PAVEMENT
	PROPOSED CONCRETE MEDIAN
	PROPOSED SHARED USE PATH
	REMOVAL OF EXISTING PAVEMENT
	PROPOSED GRASS BUFFER
	PROPOSED TRAFFIC SIGNAL