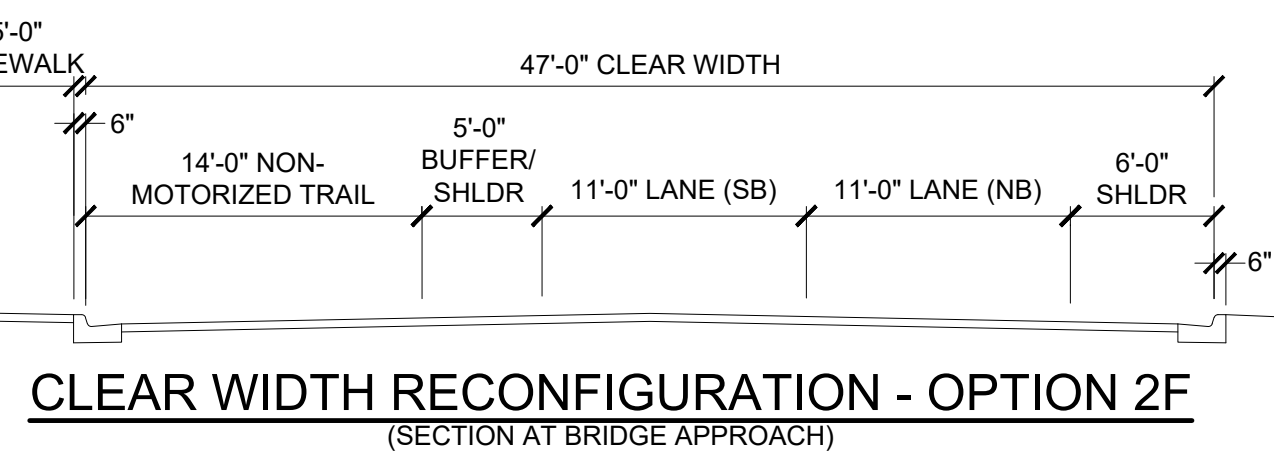
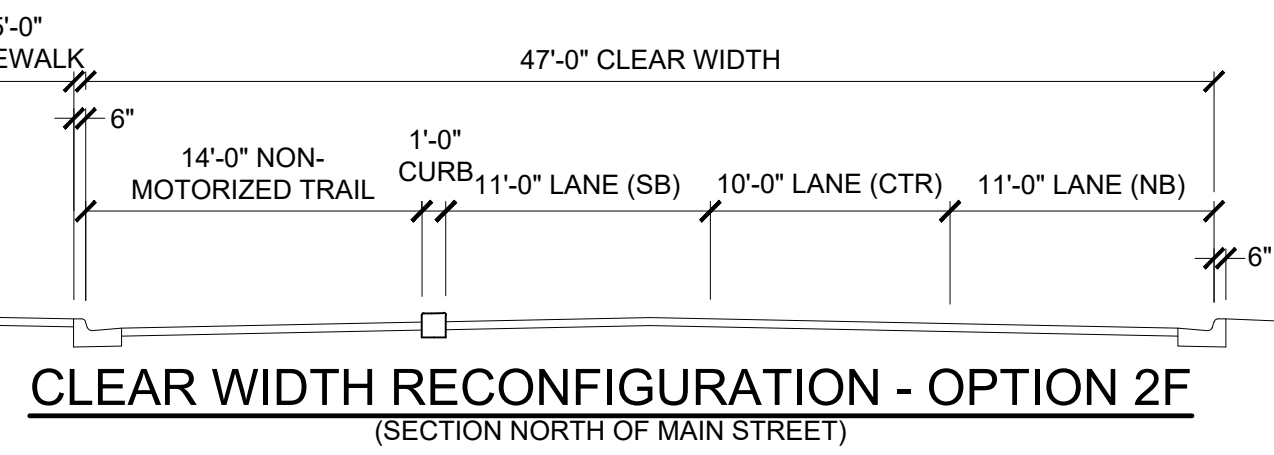


OPTION 2F

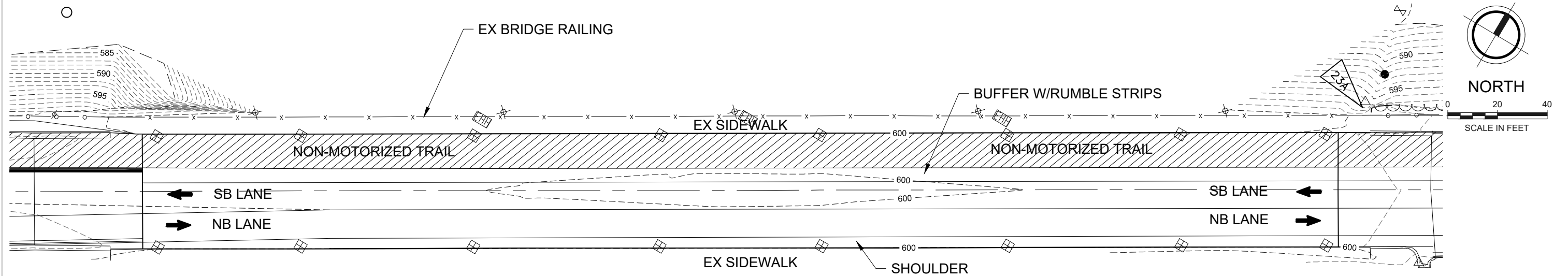
OPTION 2F - NON-MOTORIZED TRAIL IN EXISTING ROADWAY, WEST SIDE, TWO LANE PLUS BUFFER SECTION DESCRIPTION: UNDER THIS OPTION, THE NORTHWESTERN 14 FEET OF EXISTING PAVEMENT WOULD BE CONVERTED TO THE NON-MOTORIZED TRAIL. SEPARATION BETWEEN THE SOUTHBOUND LANE AND NON-MOTORIZED TRAIL WOULD BE ACHIEVED BY A 5-FOOT BUFFER WIDTH. THE EXISTING WIDE 3-LANE PLUS BIKE LANE/SHOULDER CONFIGURATION WOULD BE CONVERTED TO A 2-LANE SECTION WITH BUFFER/SHOULDER, WITH TRANSITION FOR THE LEFT TURN LANE AT MAIN STREET. A CONCRETE CURB WOULD BE USED IN THE TRANSITION WHERE THE 5-FOOT BUFFER CAN'T BE PROVIDED.



BLUE STAR TRAIL IMPROVEMENTS
 CITY OF SAUGATUCK, MI
 EXISTING TRAIL TO KALAMAZOO RIVER BRIDGE
PART 1 - OPTION 2F

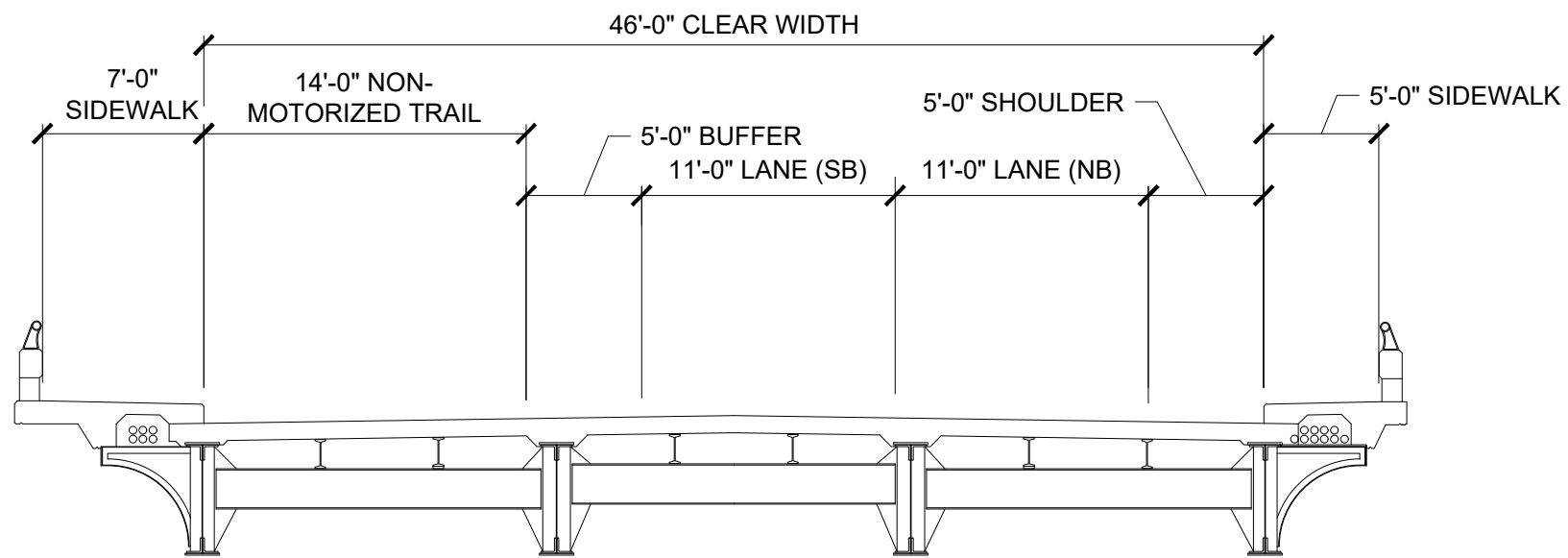


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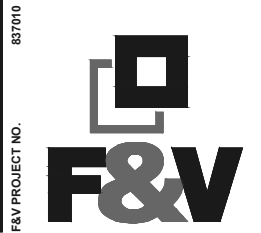
OPTION 2F

OPTION 2F - NON-MOTORIZED TRAIL IN EXISTING ROADWAY, TWO LANE PLUS BUFFER/SHOULDER SECTION
 DESCRIPTION: UNDER THIS OPTION, THE NORTHWESTERN 14 FEET OF EXISTING BRIDGE SURFACE WOULD BE CONVERTED TO THE NON-MOTORIZED TRAIL. SEPARATION BETWEEN THE SOUTHBOUND LANE AND NON-MOTORIZED TRAIL WOULD BE ACHIEVED BY A 5-FOOT BUFFER. THE EXISTING WIDE 3-LANE PLUS BIKE LANE/SHOULDER CONFIGURATION WOULD BE CONVERTED TO A 2-LANE SECTION WITH A BUFFER ON THE WEST SIDE AND SHOULDER ON THE EAST SIDE.

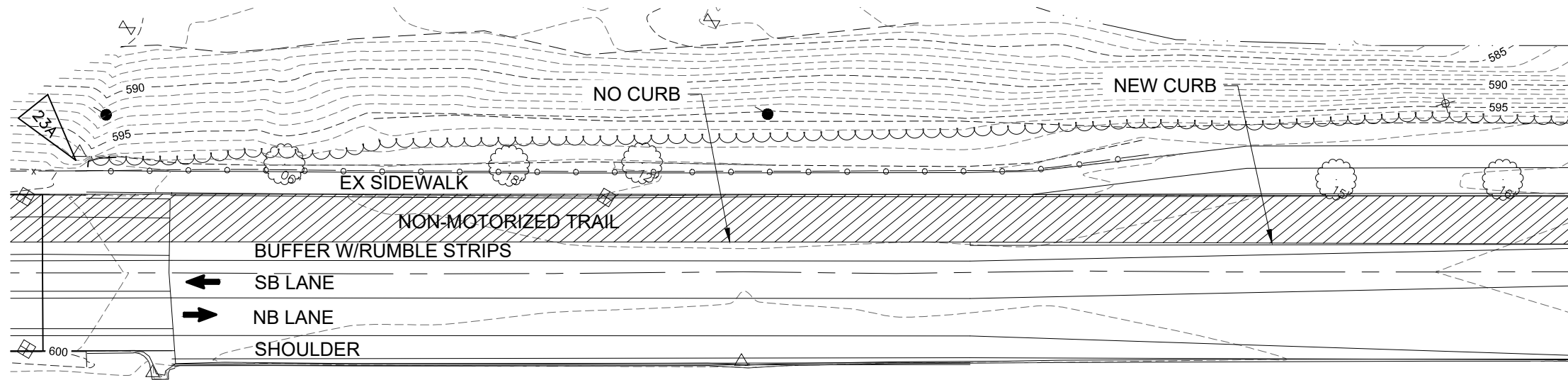


CLEAR WIDTH RECONFIGURATION - OPTION 2F

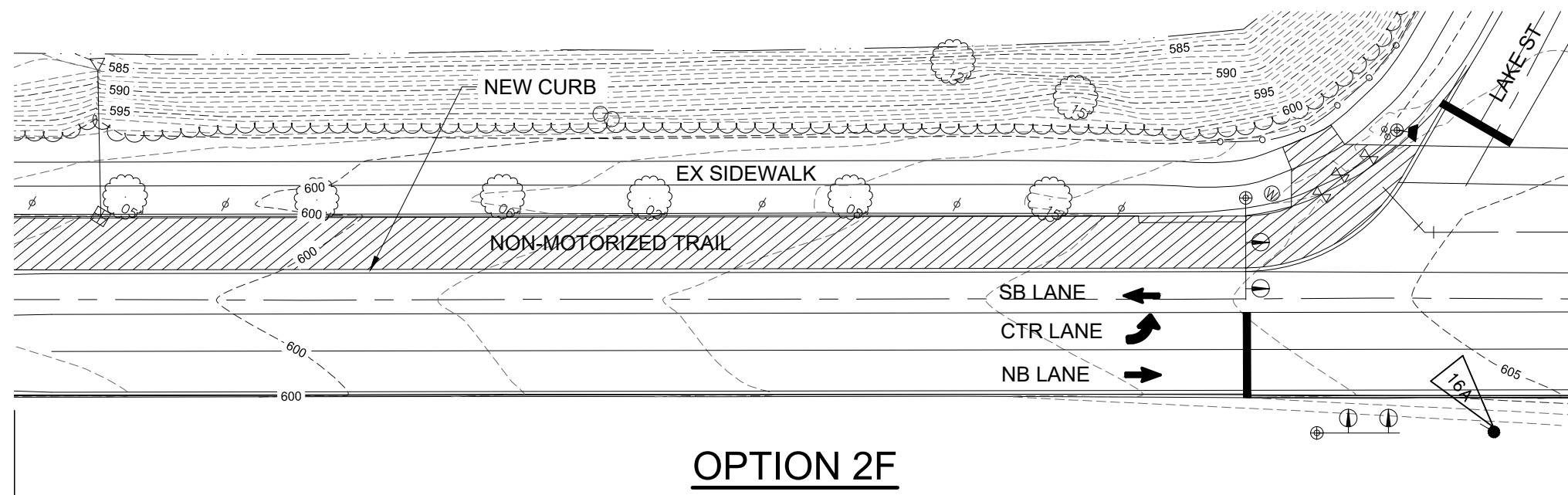
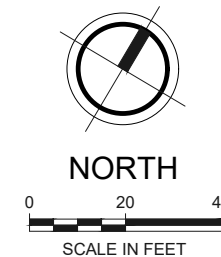
BLUE STAR TRAIL IMPROVEMENTS
 CITY OF SAUGATUCK, MI
 KALAMAZOO RIVER BRIDGE
 PART 2 - OPTION 2F



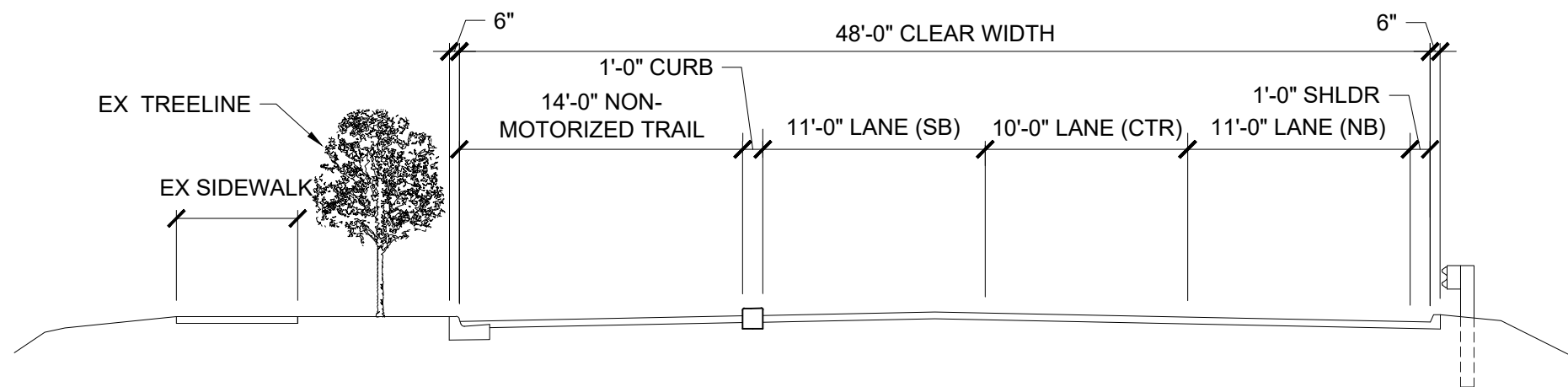
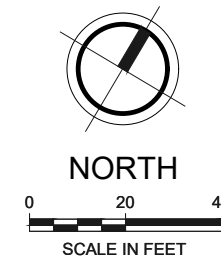
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OPTION 2F



OPTION 2F



NOTE: FOR CROSS SECTION WITH BUFFER, REFER TO PART 1.

CLEAR WIDTH RECONFIGURATION - OPTION 2F
(SECTION AT NORTH OF TRANSITION)

OPTION 2F - NON-MOTORIZED TRAIL IN EXISTING ROADWAY, TWO LANE PLUS BUFFER/SHOULDER OR CURB SECTION.

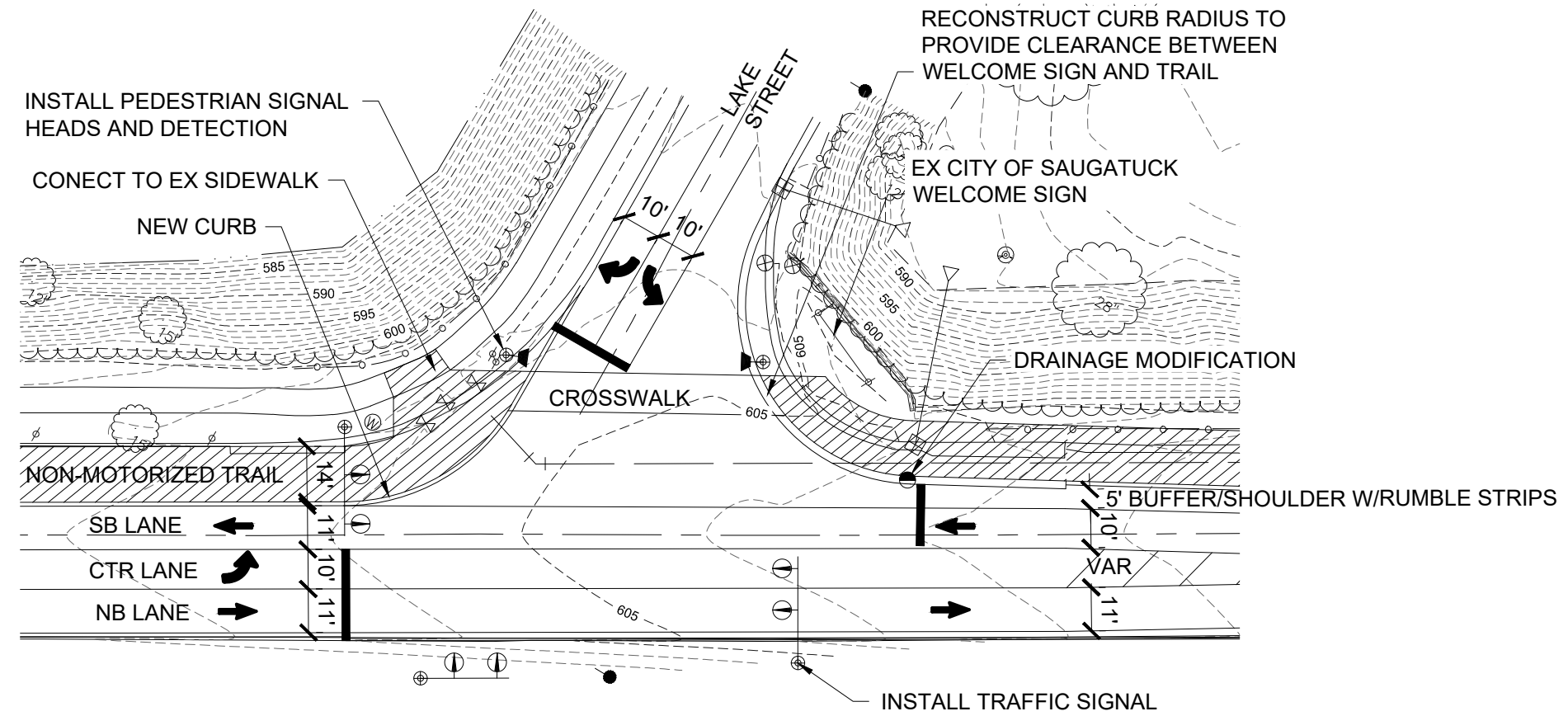
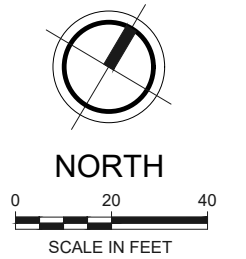
DESCRIPTION: UNDER THIS OPTION, THE NORTHWESTERN 14 FEET OF EXISTING PAVEMENT WOULD BE CONVERTED TO THE NON-MOTORIZED TRAIL. SEPARATION BETWEEN THE SOUTHBOUND LANE AND NON-MOTORIZED TRAIL WOULD BE ACHIEVED BY A 5-FOOT BUFFER WIDTH. A CONCRETE CURB WOULD BE USED IN THE TRANSITION WHERE THE 5-FT BUFFER CAN'T BE PROVIDED. THE EXISTING WIDE 3-LANE PLUS BIKE LANE/SHOULDER CONFIGURATION WOULD BE CONVERTED TO A 2-LANE SECTION WITH SHOULDERS.

BLUE STAR TRAIL IMPROVEMENTS
CITY OF SAUGATUCK, MI
KALAMAZOO RIVER BRIDGE TO LAKE STREET

PART 3 - OPTION 2F

F&V PROJECT NO. 837010





TRAIL FRONT OF WELCOME SIGN
SIGNALIZED - OPTION 2F

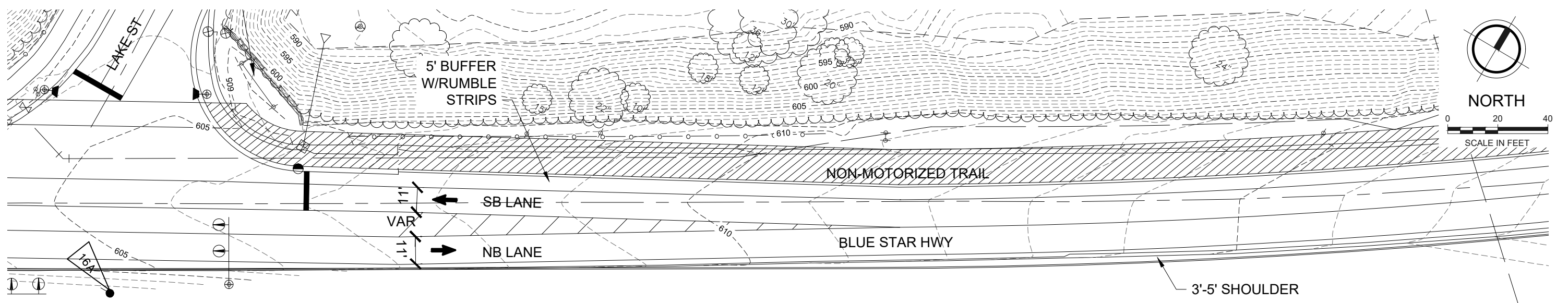
OPTION 2F - SIGNALIZED WITH NON-MOTORIZED TRAIL IN EX ROADWAY AND SIDEWALK
 DESCRIPTION: UNDER THIS OPTION THE INTERSECTION WOULD BE CONVERTED FROM MINOR STREET STOP CONTROLLED TO TRAFFIC SIGNAL CONTROLLED. THE NORTHWESTERN 14 FEET OF PAVEMENT WOULD BE CONVERTED TO THE NON-MOTORIZED TRAIL. SEPARATION BETWEEN THE SOUTHBOUND LANE AND THE NON-MOTORIZED TRAIL WOULD BE A CONCRETE CURB. A NON-MOTORIZED TRAIL CROSSING WOULD BE PROVIDED TO CROSS LAKE STREET. ON THE SOUTH SIDE OF THE INTERSECTION, A CONNECTION WOULD BE PROVIDED BETWEEN EXISTING SIDEWALK AND THE NON-MOTORIZED TRAIL. ON THE NORTH SIDE OF THE INTERSECTION, THE NON-MOTORIZED TRAIL WOULD BE CONSTRUCTED IN FRONT OF THE EXISTING CITY OF SAUGATUCK WELCOME SIGN. THE LANE CONFIGURATION AT THE INTERSECTION WOULD REMAIN THE SAME WITH THE EXCEPTION OF THE REMOVAL OF THE SOUTHBOUND ACCELERATION LANE.

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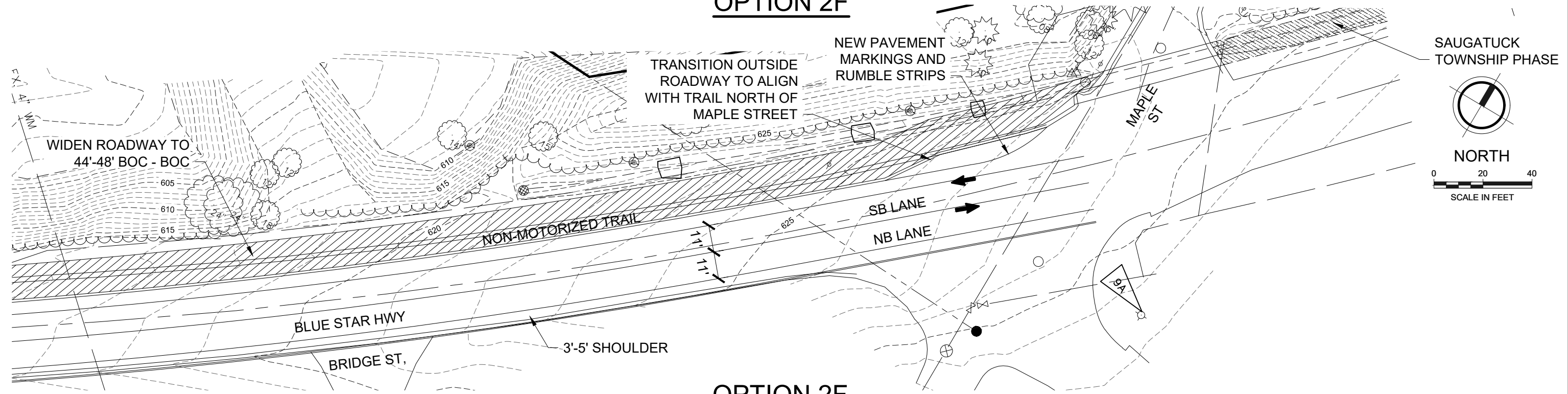
BLUE STAR TRAIL IMPROVEMENTS
 CITY OF SAUGATUCK, MI
 LAKE STREET INTERSECTION

PART 4 - OPTION 2F

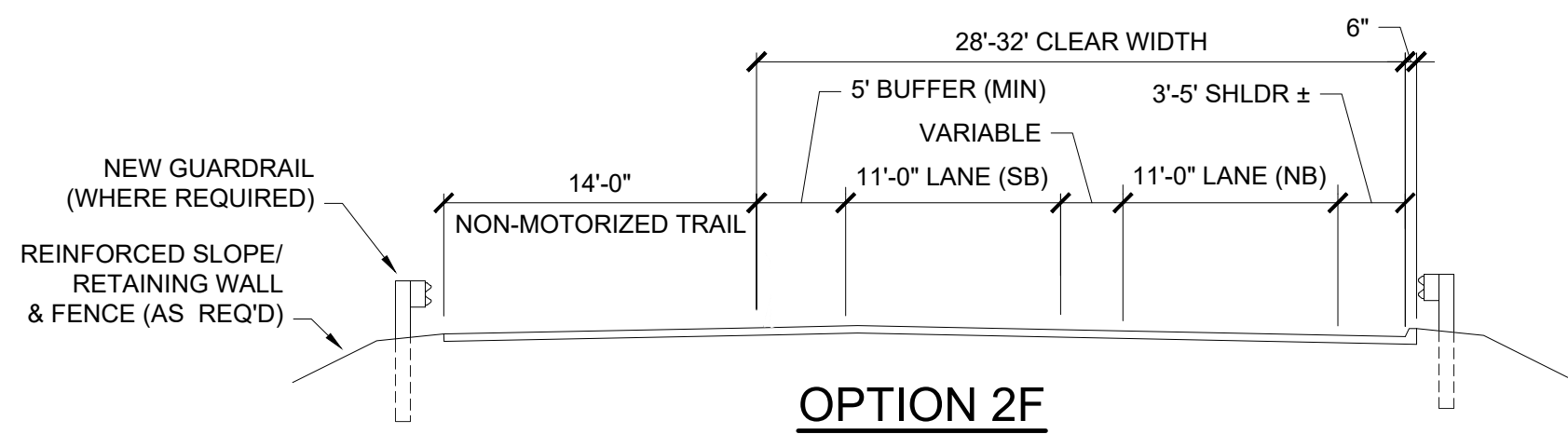
837010
F&V PROJECT NO.



OPTION 2F



OPTION 2F



OPTION 2F

OPTION 2F - NON-MOTORIZED TRAIL IN EXISTING ROADWAY, TWO LANE PLUS BUFFER/SHOULDER SECTION DESCRIPTION: UNDER THIS OPTION, THE ROAD WOULD BE WIDENED, AND THE NORTHWESTERN 14 FEET OF EXISTING PAVEMENT WOULD BE CONVERTED TO THE NON-MOTORIZED TRAIL. SEPARATION BETWEEN THE SOUTHBOUND LANE AND NON-MOTORIZED TRAIL WOULD BE ACHIEVED BY A 5-FOOT BUFFER WIDTH. TRANSITION WOULD BE MADE TO MAINTAIN THE LEFT TURN LANE AT LAKE STREET.

BLUE STAR TRAIL IMPROVEMENTS
 CITY OF SAUGATUCK, MI
 LAKE STREET TO MAPLE STREET
 PART 5 - OPTION 2F



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