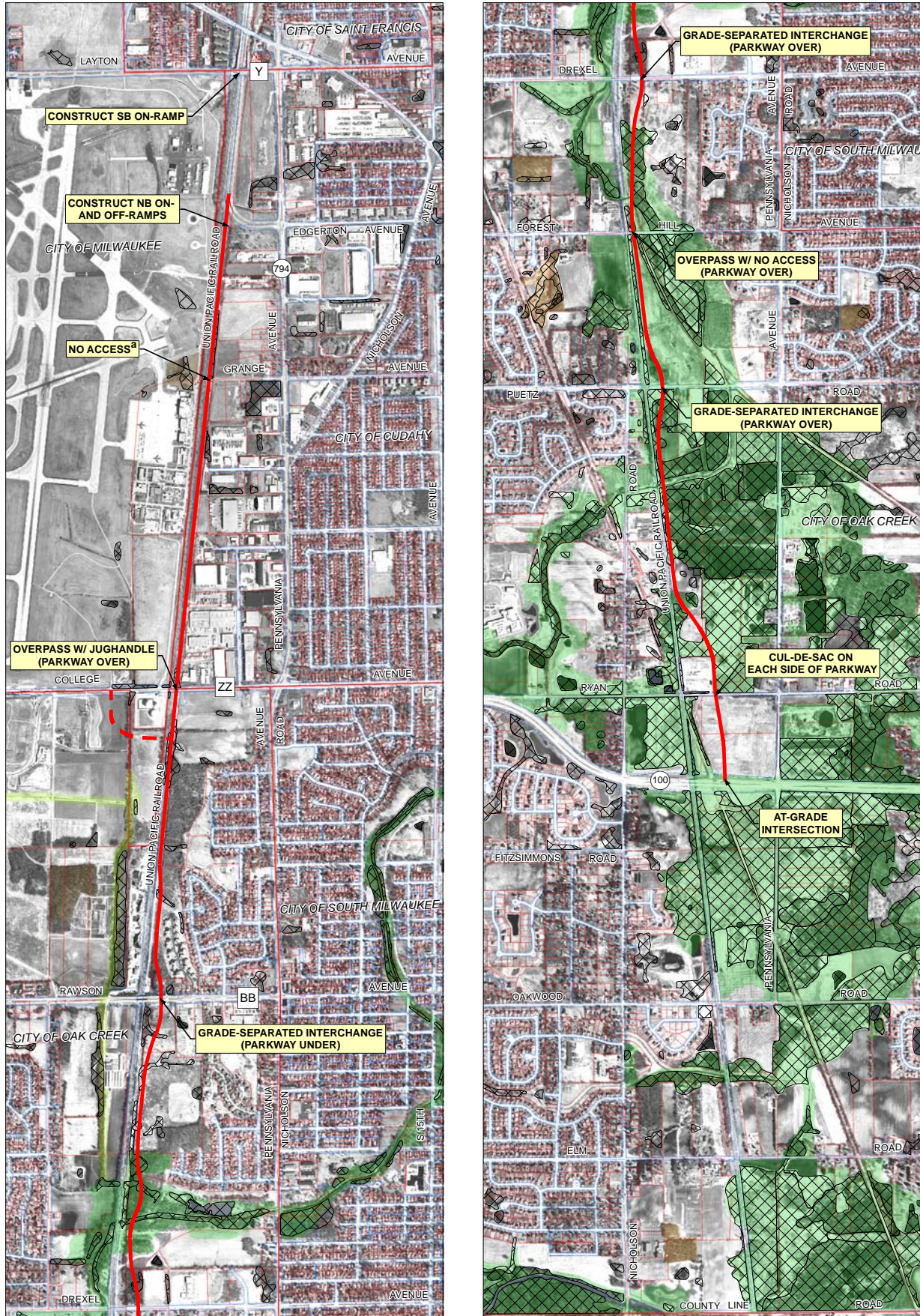


Exhibit A

PREFERRED CENTERLINE ALIGNMENT AND ROADWAY CROSSING TREATMENTS FOR A POTENTIAL LAKE PARKWAY EXTENSION BETWEEN EDGERTON AVENUE AND STH 100 IN MILWAUKEE COUNTY



^a WisDOT should work with 128th Air Refueling Wing and General Mitchell International Airport during preliminary engineering and environmental impact study to accomplish appropriate exchange of land to allow secured access to 128th Air Refueling Wing facilities to be relocated to College Avenue and Layton Avenue and secured access at Grange Avenue to be closed. This would allow Lake Parkway extension to be constructed at-grade with cul-de-sacs provided on Grange Avenue on each side of extension.

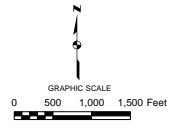


Exhibit A (continued)

#159363v2

PREFERRED ROADWAY CROSSING TREATMENTS AND ACCESS AT EACH ROADWAY CROSSING ALONG THE POTENTIAL LAKE PARKWAY EXTENSION BETWEEN EDGERTON AVENUE AND STH 100 IN MILWAUKEE COUNTY

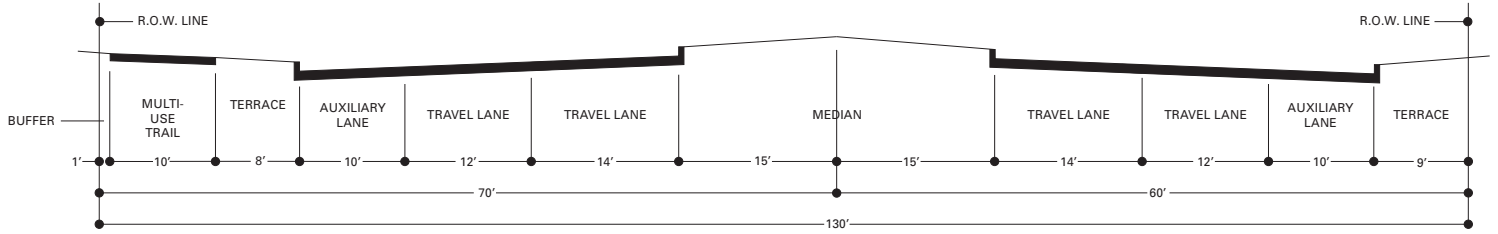
Roadway Crossing	Potential Crossing Treatment	Access Provided
Layton Avenue	Add southbound on-ramp to existing half interchange	Yes
Edgerton Avenue	Replace current connection with northbound on-and off-ramps	Yes
Grange Avenue	No access ^a	No
College Avenue (CTH ZZ)	Overpass with "jughandle" ramp access between Lake Parkway and College Avenue (Lake Parkway over)	Yes
Rawson Avenue (CTH BB)	Grade-separated interchange (Lake Parkway under)	Yes
Drexel Avenue	Grade-separated interchange (Lake Parkway over)	Yes
Forest Hill Avenue	Overpass with no access (Lake Parkway over)	No
Puetz Road	Grade-separated interchange (Lake Parkway over)	Yes
Ryan Road	Cul-de-sac on each side of Lake Parkway	No
STH 100	At-grade intersection west of Pennsylvania Avenue	Yes

^a WisDOT should work with the 128th Air Refueling Wing and General Mitchell International Airport during preliminary engineering and environmental impact study to accomplish the appropriate exchange of land to allow the secured access to the 128th Air Refueling Wing facilities to be relocated to College Avenue and Layton Avenue and the secured access at Grange Avenue to be closed. This would allow the Lake Parkway extension to be constructed at-grade with cul-de-sacs provided on Grange Avenue on each side of the extension.

Exhibit A (continued)

TYPICAL CROSS-SECTION FOR LAKE PARKWAY EXTENSION

DIVIDED FOUR-LANE URBAN ARTERIAL WITH AUXILIARY LANES AND MULTI-USE TRAIL



NOTE: BETWEEN INTERSECTIONS WITH MAJOR ARTERIALS, THERE MAY BE THE POTENTIAL TO REDUCE THE WIDTH OF THE MEDIAN AND RIGHT-OF-WAY BY ABOUT 25 FEET.