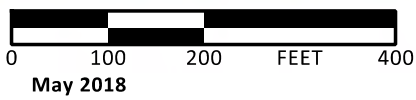
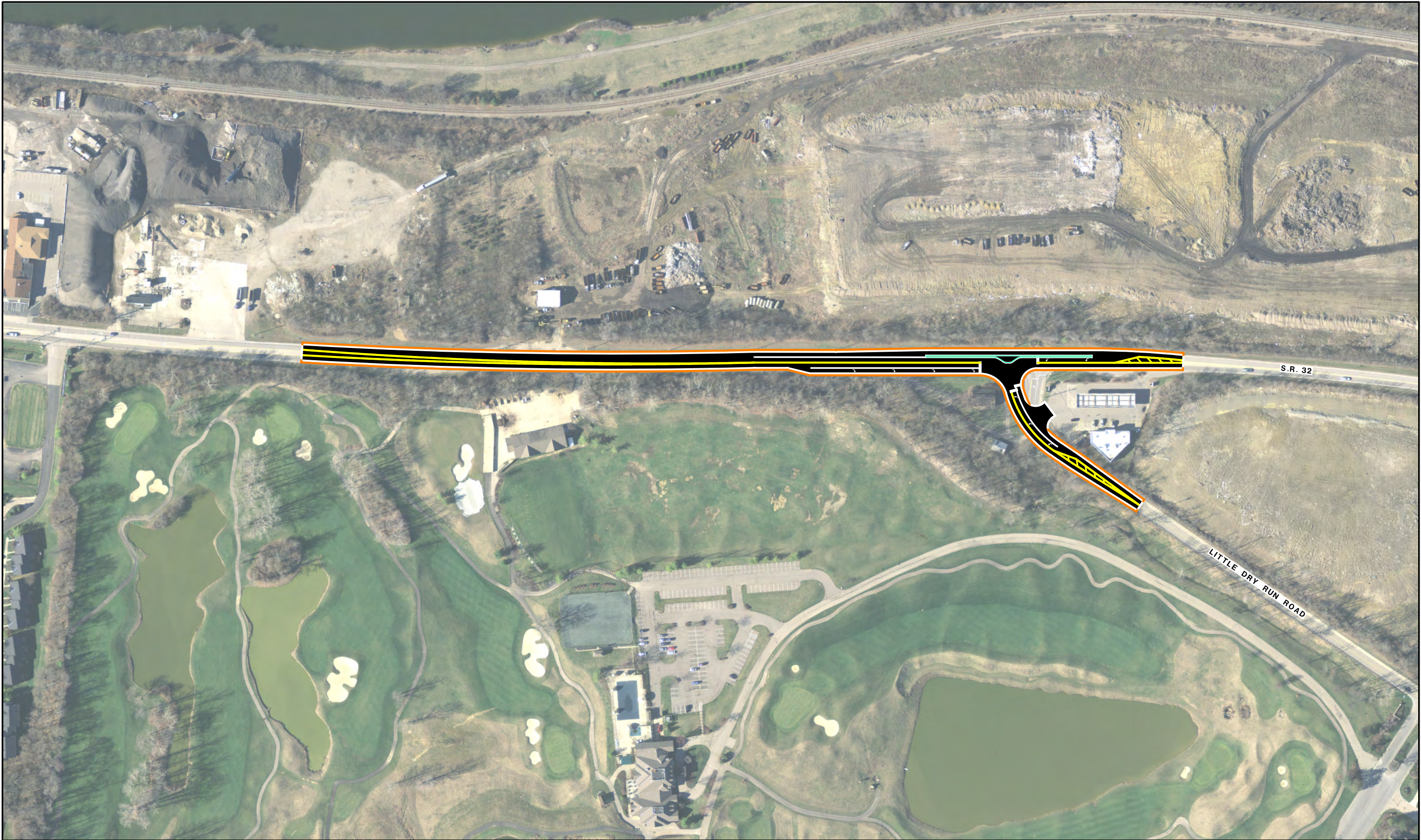




| Safety | Traffic Operations | Constructability Issues | Construction Cost | R/W Impacts | Environmental / Community Impacts | Support and/or Facilitate Multi-Modal | Improve Regional Connectivity | Improve Local Access |
|--------|--------------------|-------------------------|-------------------|-------------|-----------------------------------|---------------------------------------|-------------------------------|----------------------|
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Figure I-4A and I-4B
EXTEND STORAGE LENGTH AT THE INTERSECTION
OF S.R. 32 AND LITTLE DRY RUN ROAD



| Safety | Traffic Operations | Constructability Issues | Construction Cost | R/W Impacts | Environmental / Community Impacts | Support and/or Facilitate Multi-Modal | Improve Regional Connectivity | Improve Local Access |
|--------|--------------------|-------------------------|-------------------|-------------|-----------------------------------|---------------------------------------|-------------------------------|----------------------|
| | | | | | | | | |

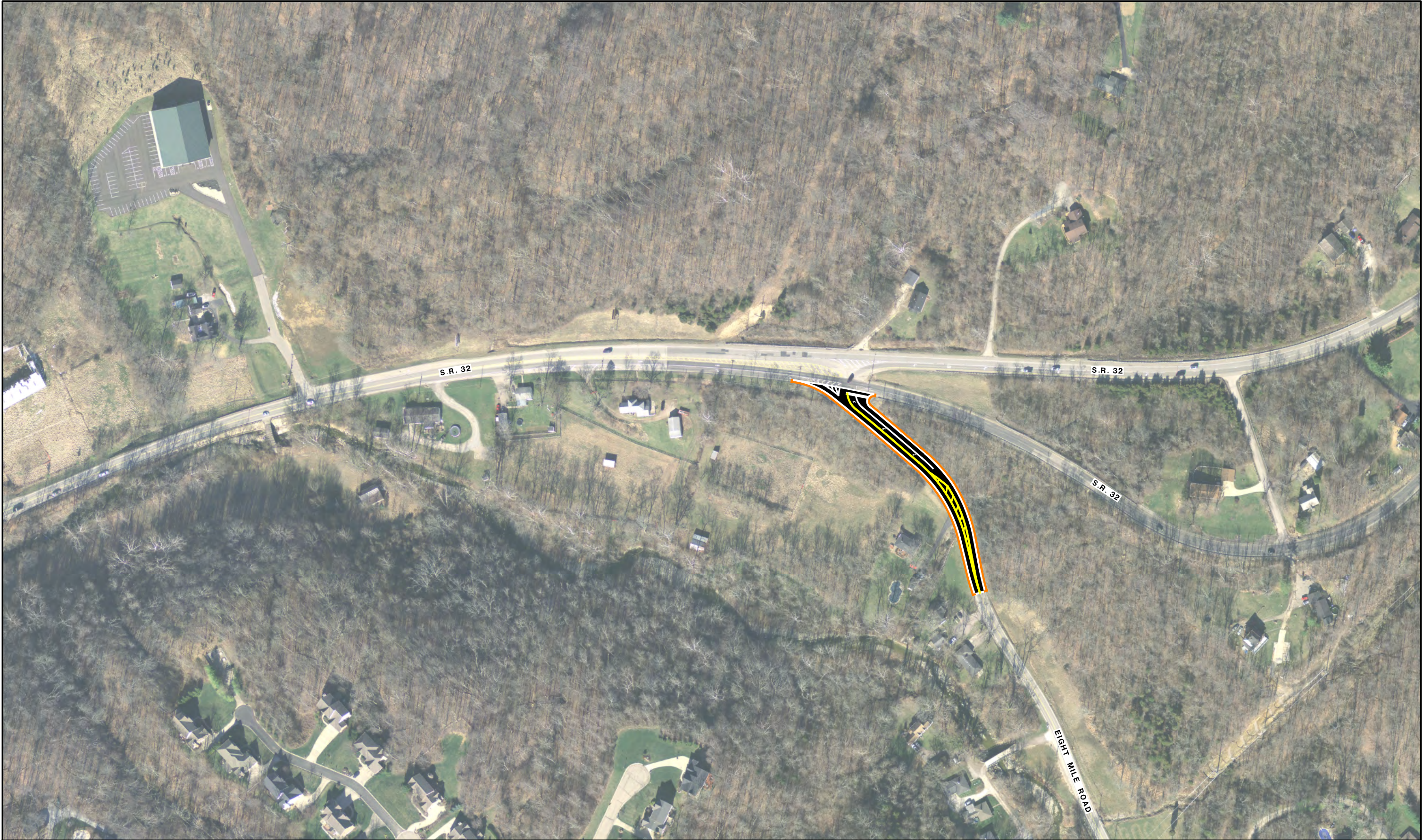
Figure I-4C
CONTINUOUS GREEN TEE INTERSECTION AT
LITTLE DRY RUN ROAD



Stantec

| Safety | Traffic Operations | Constructability Issues | Construction Cost | R/W Impacts | Environmental / Community Impacts | Support and/or Facilitate Multi-Modal | Improve Regional Connectivity | Improve Local Access |
|--------|--------------------|-------------------------|-------------------|-------------|-----------------------------------|---------------------------------------|-------------------------------|----------------------|
| | | | | | | | | |

Figure 32-10
S.R. 32 WESTBOUND TURN LANE AT HICKORY CREEK



| Safety | Traffic Operations | Constructability Issues | Construction Cost | R/W Impacts | Environmental / Community Impacts | Support and/or Facilitate Multi-Modal | Improve Regional Connectivity | Improve Local Access |
|--------|--------------------|-------------------------|-------------------|-------------|-----------------------------------|---------------------------------------|-------------------------------|----------------------|
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Figure I-3A
EIGHT MILE ROAD LEFT TURN LANE
EXTENSION AND GRADE IMPROVEMENTS



Stantec

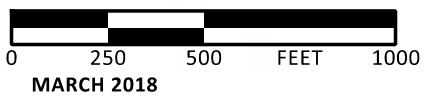
| Safety | Traffic Operations | Constructability Issues | Construction Cost | R/W Impacts | Environmental / Community Impacts | Support and/or Facilitate Multi-Modal | Improve Regional Connectivity | Improve Local Access |
|--------|--------------------|-------------------------|-------------------|-------------|-----------------------------------|---------------------------------------|-------------------------------|----------------------|
| | | | | | | | | |

Figure I-3B
SIGNALIZED GREEN TEE INTERSECTION AT
S.R. 32 AND EIGHT MILE ROAD



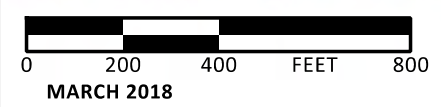
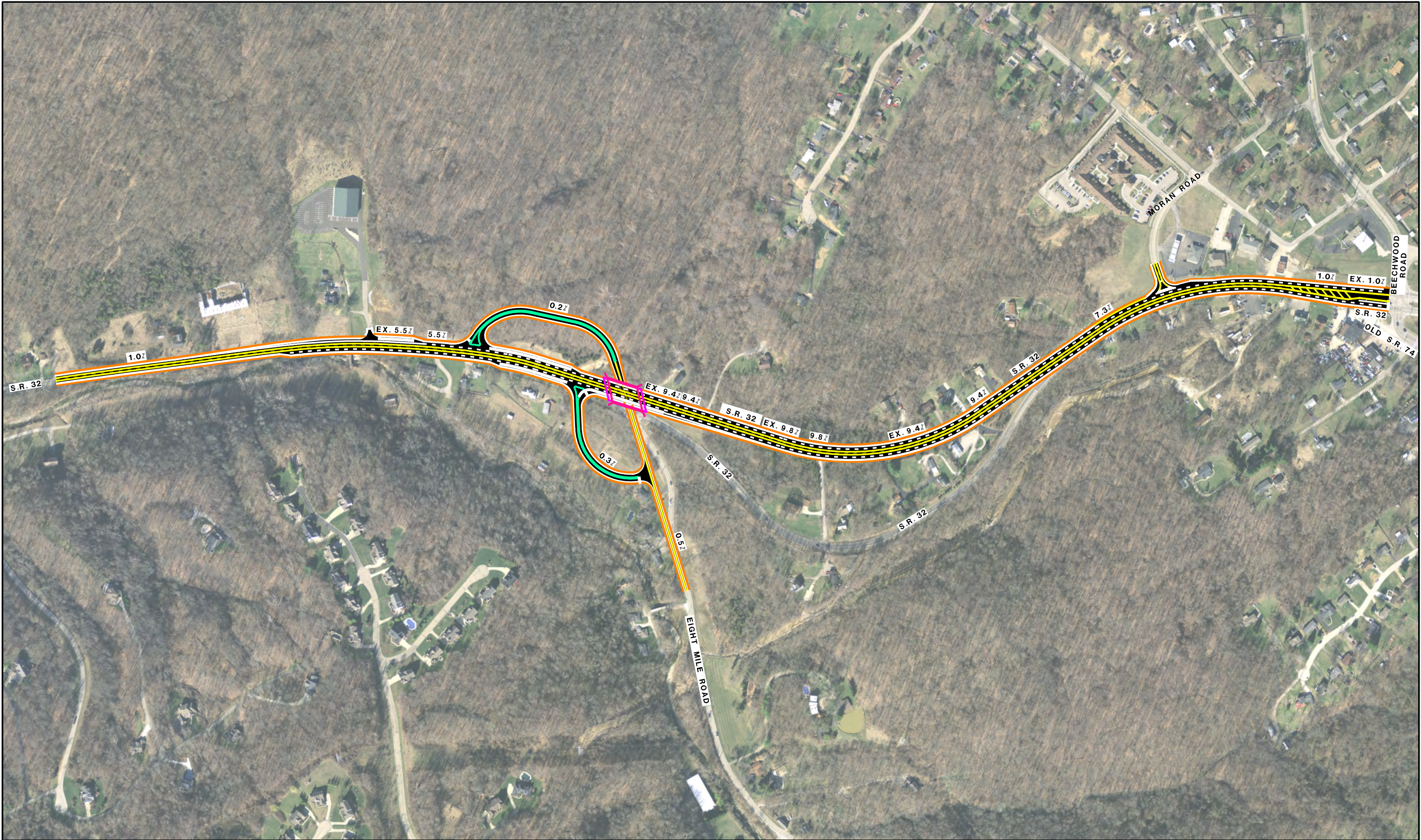
| Safety | Traffic Operations | Constructability Issues | Construction Cost | R/W Impacts | Environmental / Community Impacts | Support and/or Facilitate Multi-Modal | Improve Regional Connectivity | Improve Local Access |
|--------|--------------------|-------------------------|-------------------|-------------|-----------------------------------|---------------------------------------|-------------------------------|----------------------|
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Figure I-3C
ROUNDBOUT AT EIGHT MILE ROAD
AND S.R. 32 INTERSECTION



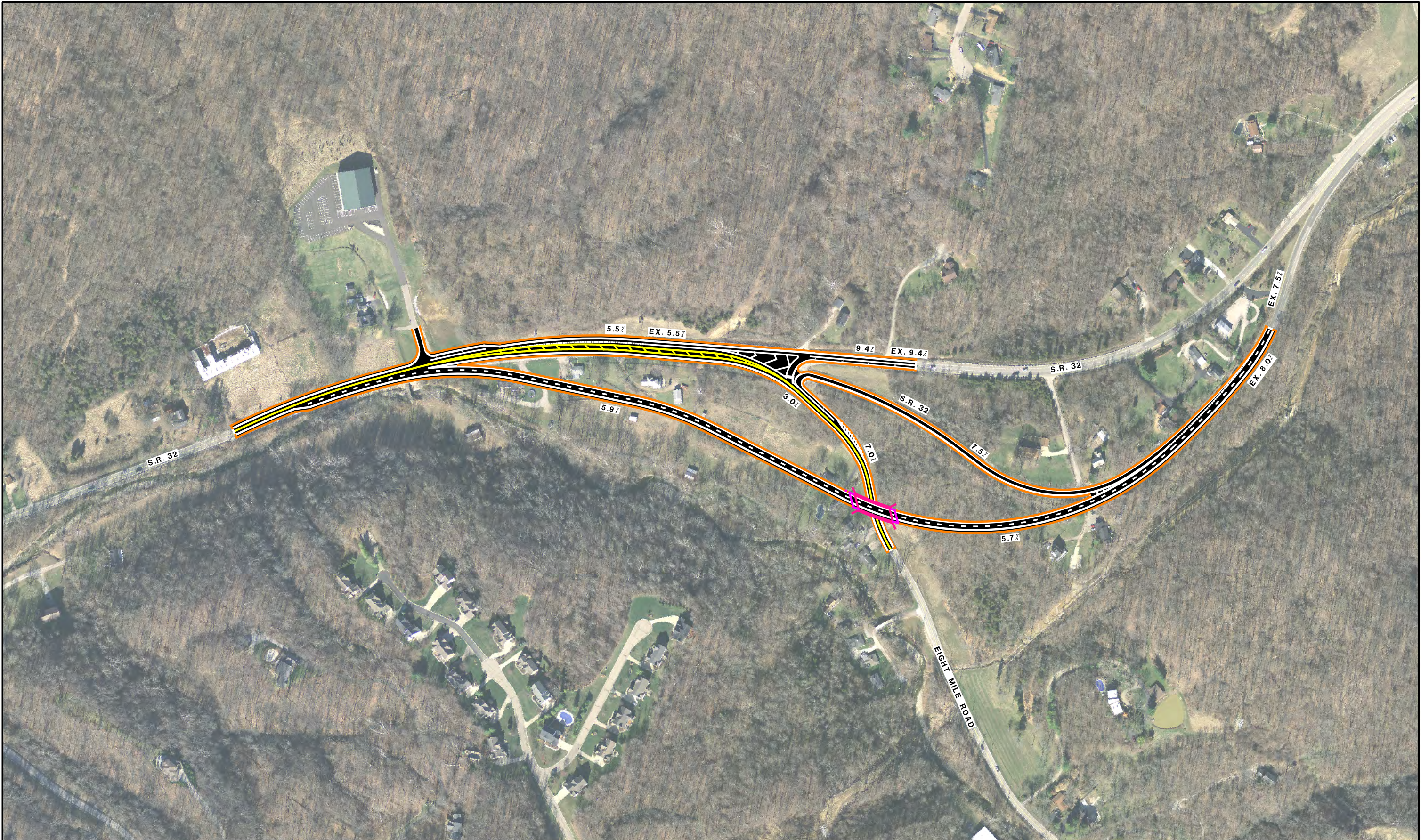
| Safety | Traffic Operations | Constructability Issues | Construction Cost | R/W Impacts | Environmental / Community Impacts | Support and/or Facilitate Multi-Modal | Improve Regional Connectivity | Improve Local Access |
|--------|--------------------|-------------------------|-------------------|-------------|-----------------------------------|---------------------------------------|-------------------------------|----------------------|
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Figure I-3D-1
S.R. 32 GRADE SEPARATED INTERCHANGE AT EIGHT MILE ROAD



| Safety | Traffic Operations | Constructability Issues | Construction Cost | R/W Impacts | Environmental / Community Impacts | Support and/or Facilitate Multi-Modal | Improve Regional Connectivity | Improve Local Access |
|--------|--------------------|-------------------------|-------------------|-------------|-----------------------------------|---------------------------------------|-------------------------------|----------------------|
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Figure I-3D-2
NEW S.R. 32 ALIGNMENT AND GRADE SEPARATION
AT EIGHT MILE ROAD



0 150 300 FEET 600

May 2018

| Safety | Traffic Operations | Constructability Issues | Construction Cost | R/W Impacts | Environmental / Community Impacts | Support and/or Facilitate Multi-Modal | Improve Regional Connectivity | Improve Local Access |
|--------|--------------------|-------------------------|-------------------|-------------|-----------------------------------|---------------------------------------|-------------------------------|----------------------|
| | | | | | | | | |

Figure I-3E

NEW S.R. 32 EASTBOUND ALIGNMENT AND GRADE SEPARATION OVER EIGHT MILE ROAD

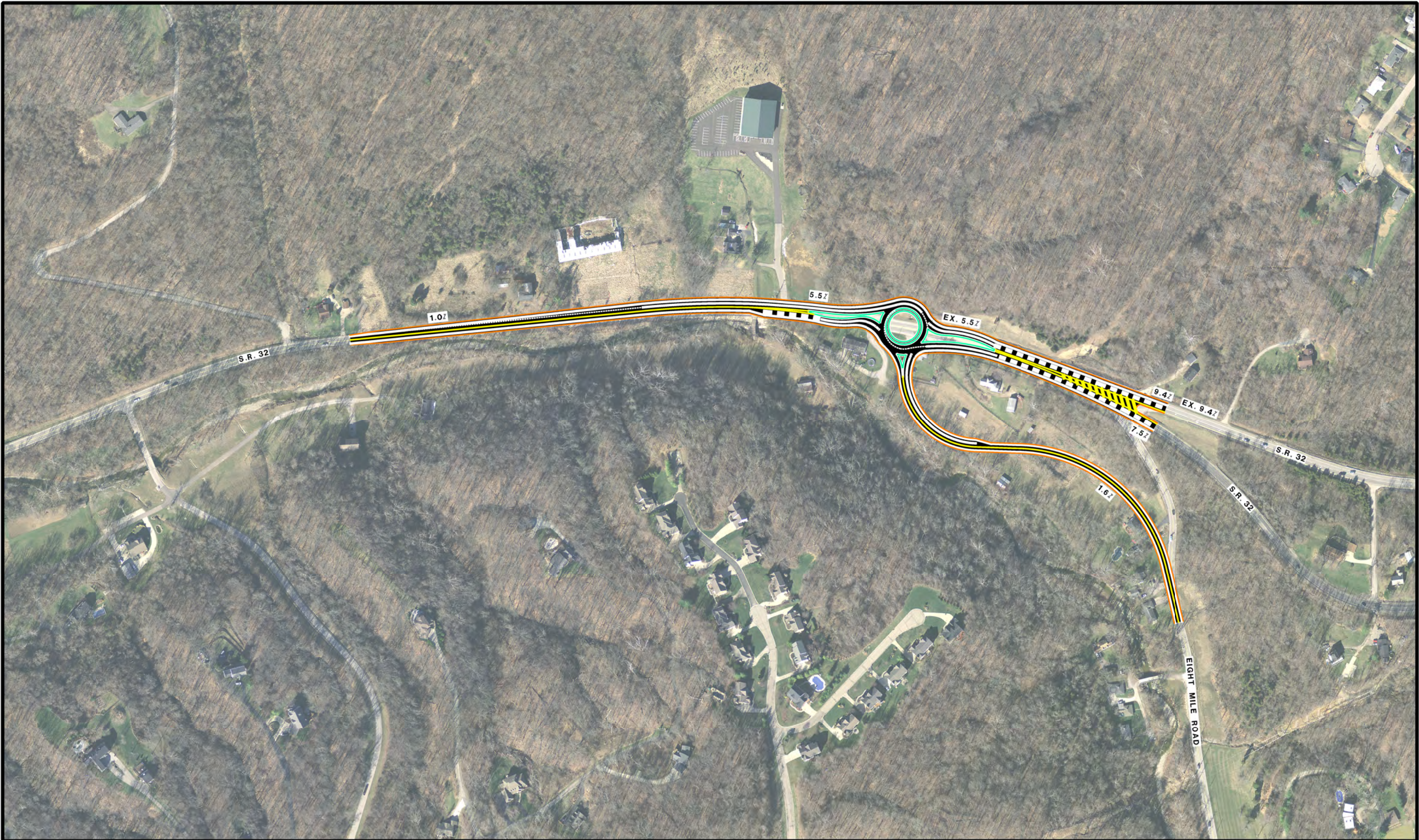


0 150 300 FEET 600
May 2018

| Safety | Traffic Operations | Constructability Issues | Construction Cost | R/W Impacts | Environmental / Community Impacts | Support and/or Facilitate Multi-Modal | Improve Regional Connectivity | Improve Local Access |
|--------|--------------------|-------------------------|-------------------|-------------|-----------------------------------|---------------------------------------|-------------------------------|----------------------|
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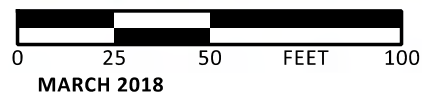
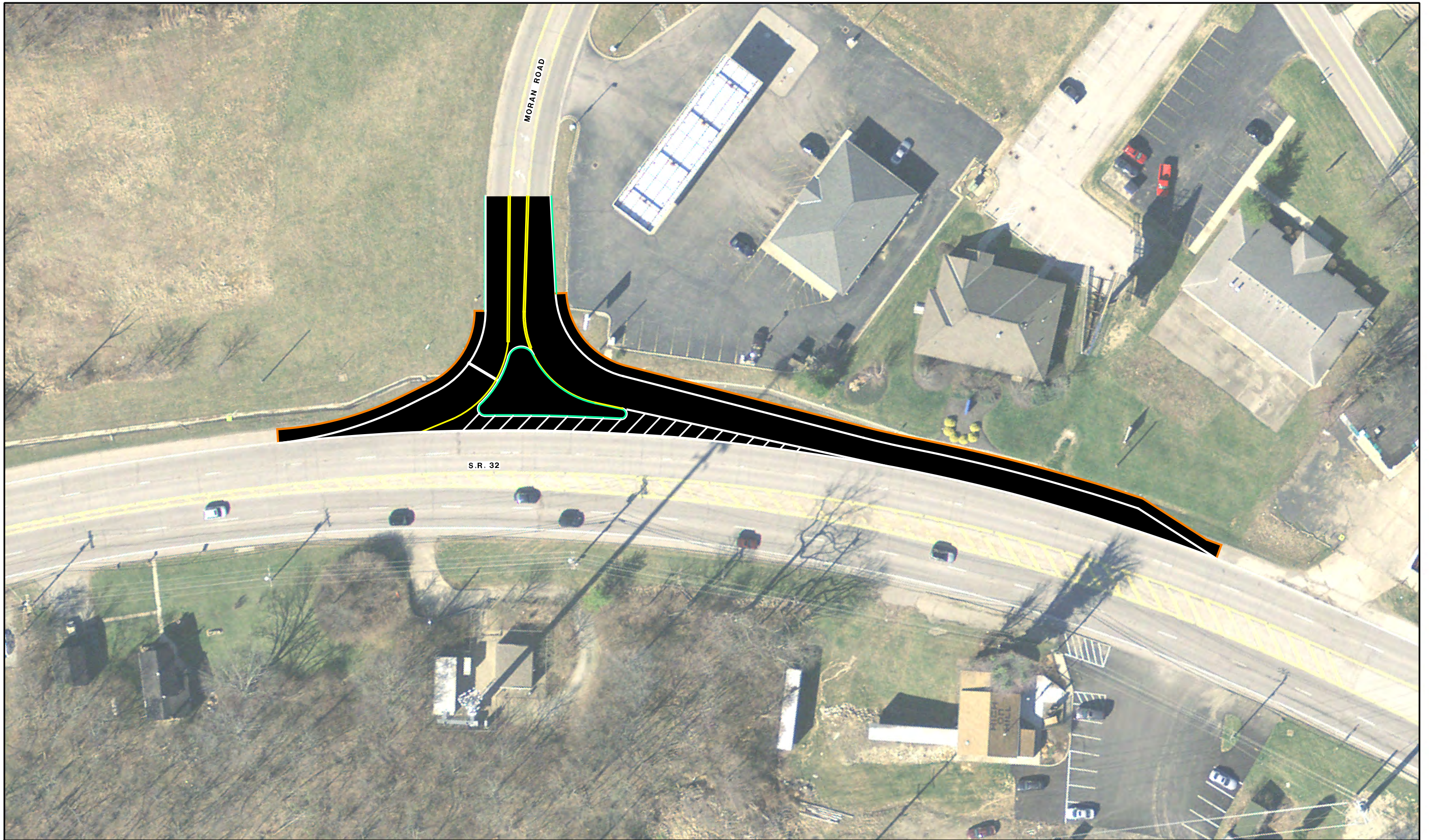
Figure I-3G

**RELOCATE S.R. 32 AND EIGHT MILE ROAD INTERSECTION
AND CHANGE TO A SIGNALIZED GREEN TEE**



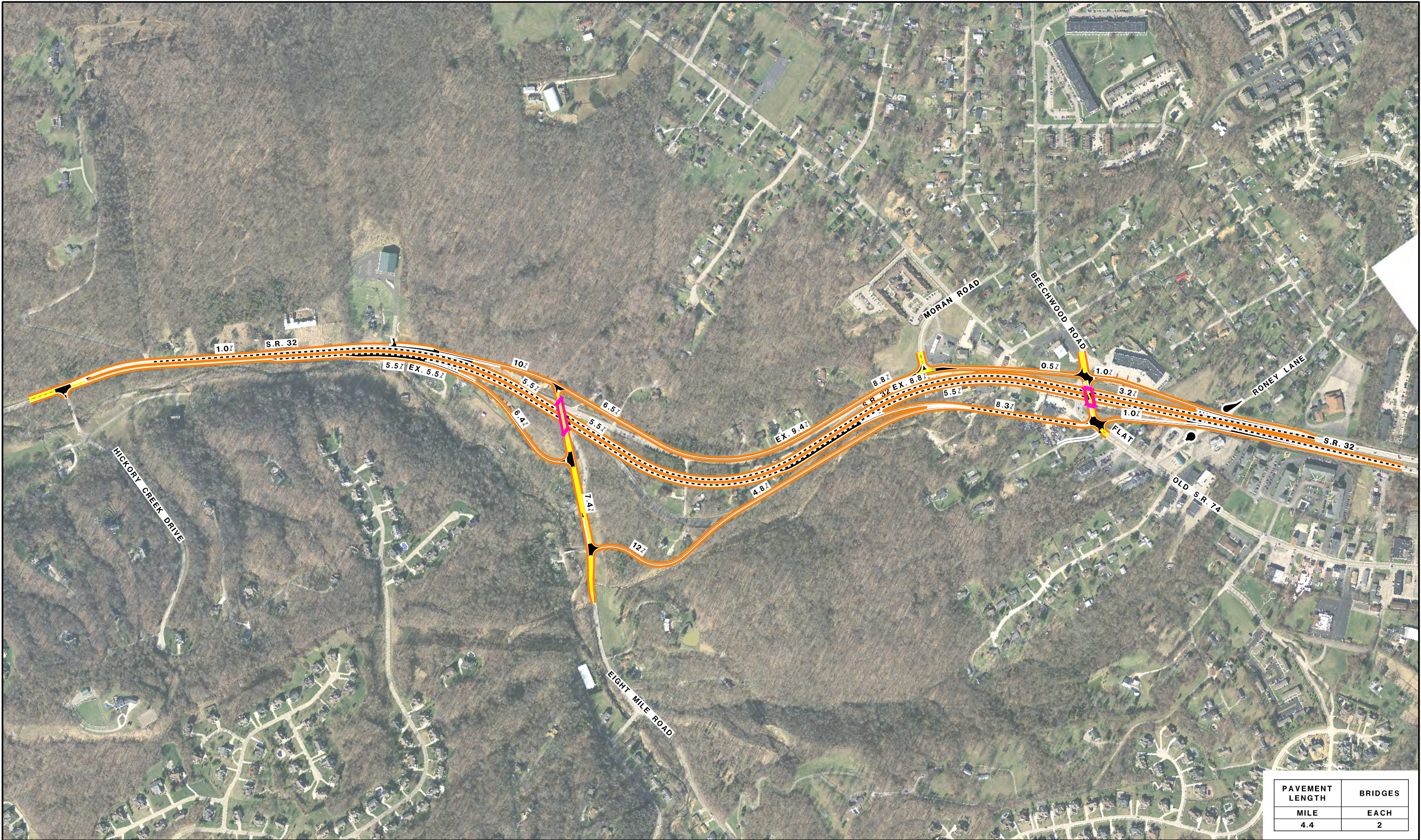
| Safety | Traffic Operations | Constructability Issues | Construction Cost | R/W Impacts | Environmental / Community Impacts | Support and/or Facilitate Multi-Modal | Improve Regional Connectivity | Improve Local Access |
|--------|--------------------|-------------------------|-------------------|-------------|-----------------------------------|---------------------------------------|-------------------------------|----------------------|
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Figure I-3H
RELOCATE S.R. 32 AND EIGHT MILE ROAD INTERSECTION AND CHANGE TO A ROUNDABOUT

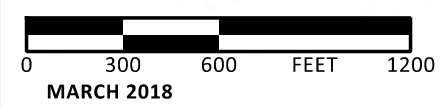


| Safety | Traffic Operations | Constructability Issues | Construction Cost | R/W Impacts | Environmental / Community Impacts | Support and/or Facilitate Multi-Modal | Improve Regional Connectivity | Improve Local Access |
|--------|--------------------|-------------------------|-------------------|-------------|-----------------------------------|---------------------------------------|-------------------------------|----------------------|
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Figure 32-17
MODIFICATIONS AT MORAN ROAD TO PREVENT
ILLEGAL LEFT TURNS

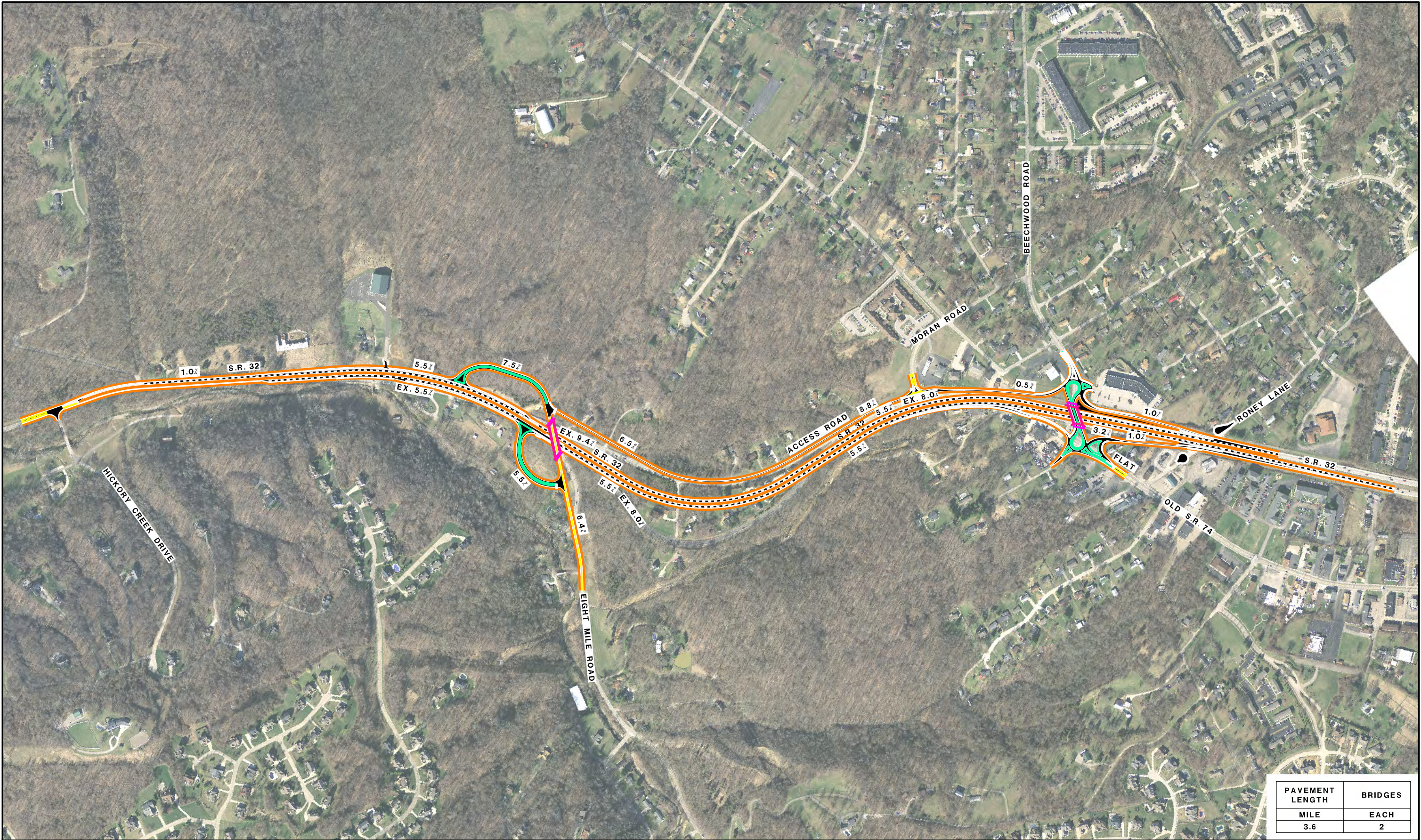


| PAVEMENT LENGTH | BRIDGES |
|-----------------|---------|
| MILE | EACH |
| 4.4 | 2 |



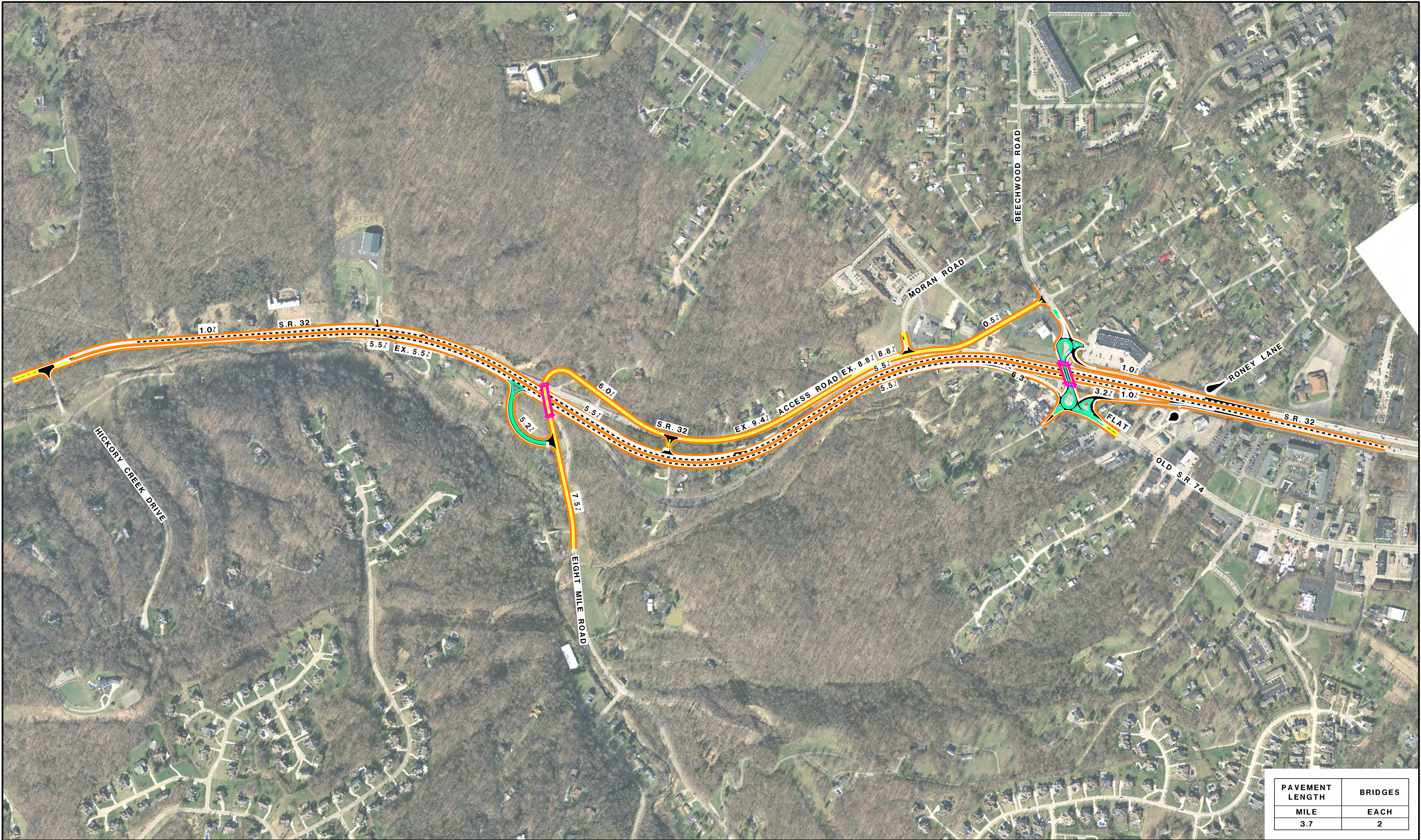
| Safety | Traffic Operations | Constructability Issues | Construction Cost | R/W Impacts | Environmental / Community Impacts | Support and/or Facilitate Multi-Modal | Improve Regional Connectivity | Improve Local Access |
|--------|--------------------|-------------------------|-------------------|-------------|-----------------------------------|---------------------------------------|-------------------------------|----------------------|
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Figure 32-18-1
 NEW S.R. 32 ALIGNMENT TO ACHIEVE 6% GRADE
 GRADE SEPARATED INTERCHANGES AT EIGHT MILE ROAD
 & BEECHWOOD ROAD

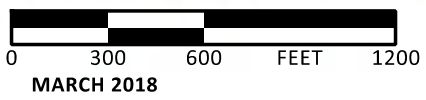


| Safety | Traffic Operations | Constructability Issues | Construction Cost | R/W Impacts | Environmental / Community Impacts | Support and/or Facilitate Multi-Modal | Improve Regional Connectivity | Improve Local Access |
|--------|--------------------|-------------------------|-------------------|-------------|-----------------------------------|---------------------------------------|-------------------------------|----------------------|
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Figure 32-18-2
NEW S.R. 32 ALIGNMENT TO ACHIEVE 6% GRADE
GRADE SEPARATED INTERCHANGES AT EIGHT MILE ROAD
& BEECHWOOD ROAD



| PAVEMENT LENGTH | BRIDGES |
|--------------------|---------|
| MILE | EACH |
| 3.7 | 2 |



| Safety | Traffic Operations | Constructability Issues | Construction Cost | R/W Impacts | Environmental / Community Impacts | Support and/or Facilitate Multi- Modal | Improve Regional Connectivity | Improve Local Access |
|--------|-----------------------|----------------------------|----------------------|-------------|---|--|----------------------------------|-------------------------|
| | | | | | | | | |

Figure 32-18-3
NEW S.R. 32 ALIGNMENT TO ACHIEVE 6% GRADE
GRADE SEPARATED INTERCHANGES AT EIGHT MILE ROAD
& BEECHWOOD ROAD

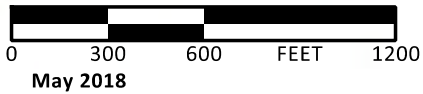


| Traffic Operations | Constructability Issues | Construction Cost | R/W Impacts | Environmental / Community Impacts | Support and/or Facilitate Multi-Modal | Improve Regional Connectivity | Improve Local Access |
|--------------------|-------------------------|-------------------|-------------|-----------------------------------|---------------------------------------|-------------------------------|----------------------|
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Figure A-1 THROUGH A-5
NEW ACCESS ROAD FROM NEWTOWN EAST CORPORATION LINE TO BROADWELL ROAD ALTERNATIVES

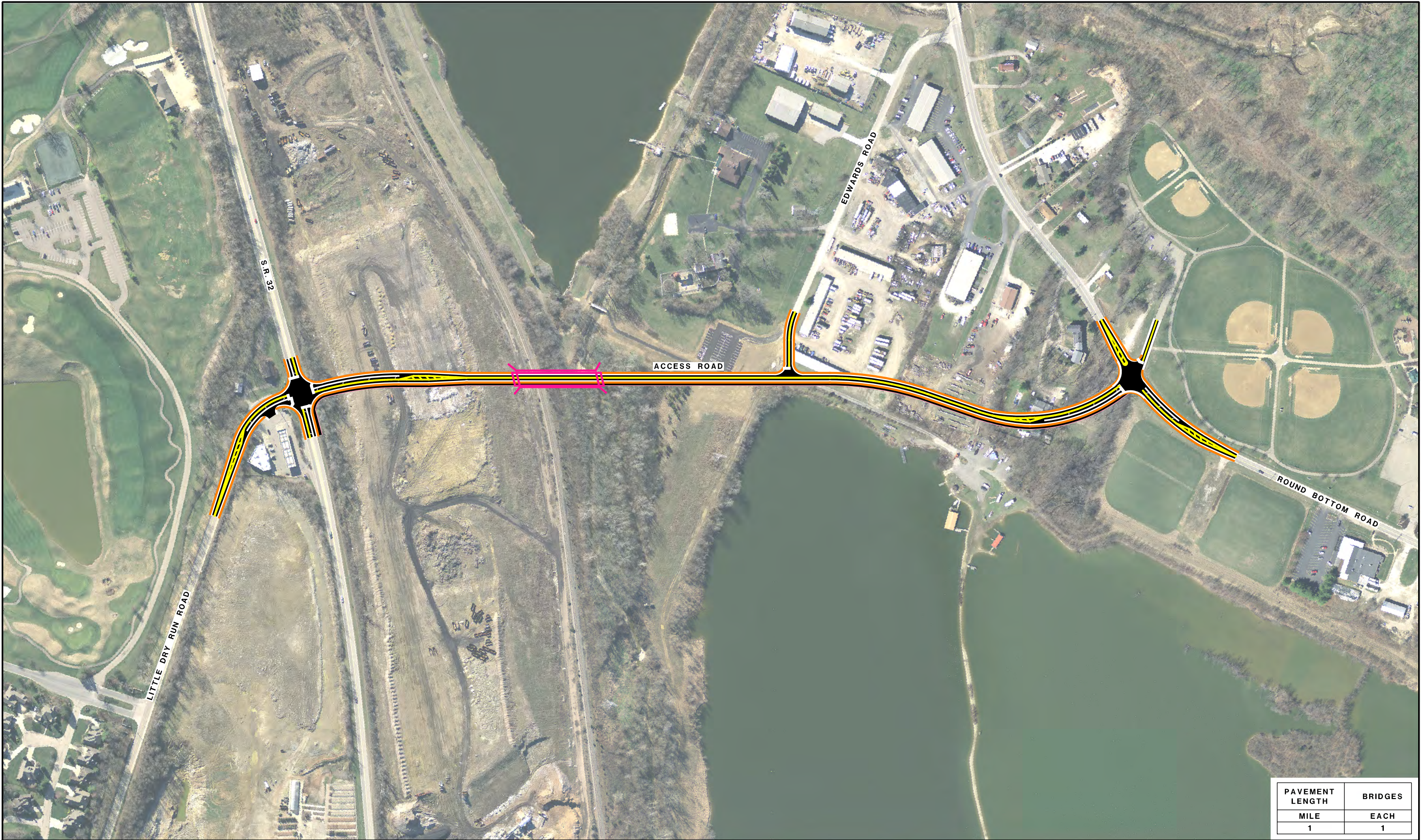


| PAVEMENT LENGTH | BRIDGES |
|-----------------|---------|
| MILE | EACH |
| 1.5 | 1 |



| Traffic Operations | Constructability Issues | Construction Cost | R/W Impacts | Environmental / Community Impacts | Support and/or Facilitate Multi-Modal | Improve Regional Connectivity | Improve Local Access |
|--------------------|-------------------------|-------------------|-------------|-----------------------------------|---------------------------------------|-------------------------------|----------------------|
| | | | | | | | |

Figure A-2
NEW ACCESS ROAD FROM NEWTOWN EAST CORPORATION LINE TO BROADWELL ROAD

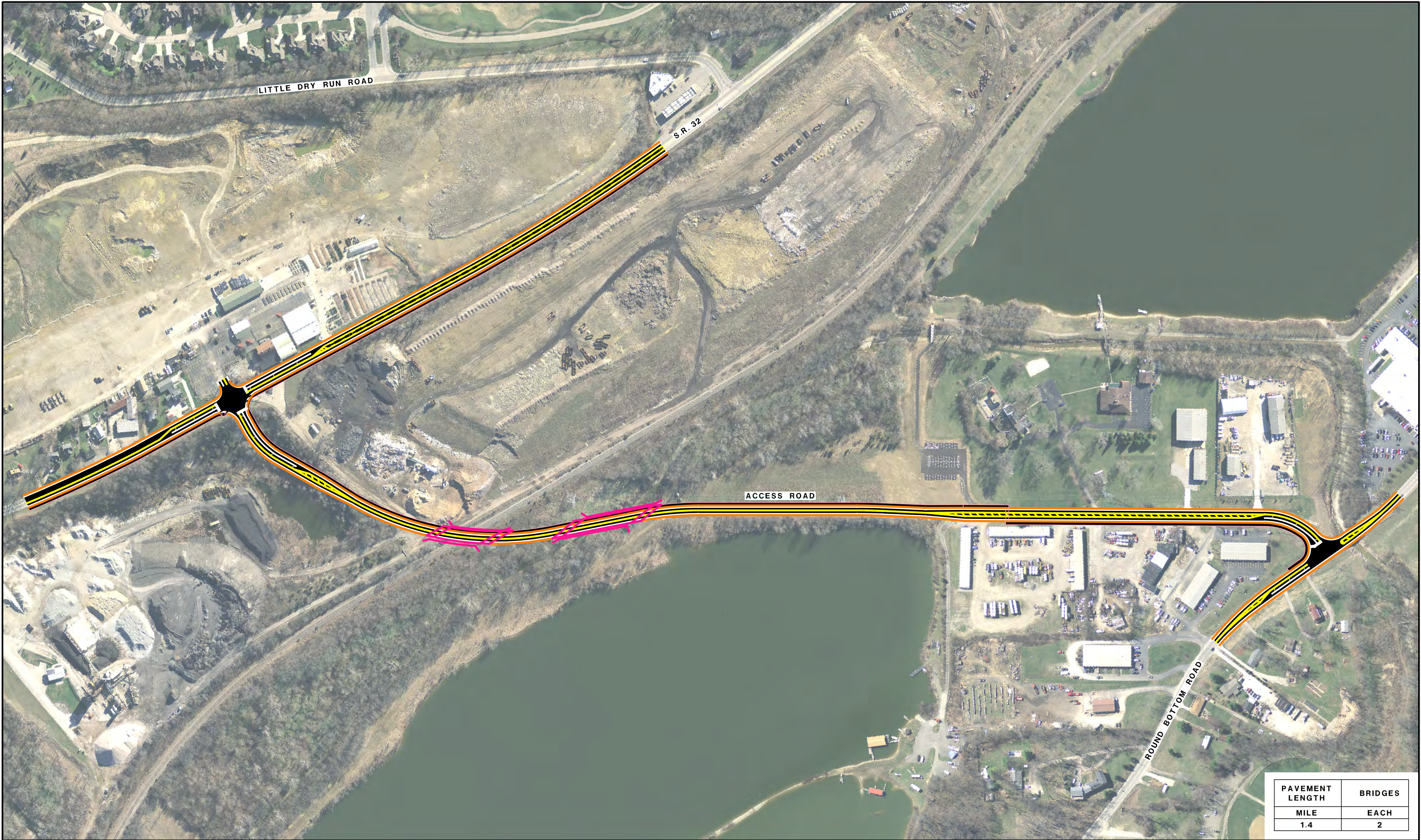


| PAVEMENT LENGTH | BRIDGES |
|-----------------|---------|
| MILE | EACH |
| 1 | 1 |

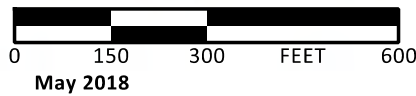


| Traffic Operations | Constructability Issues | Construction Cost | R/W Impacts | Environmental / Community Impacts | Support and/or Facilitate Multi-Modal | Improve Regional Connectivity | Improve Local Access |
|--------------------|-------------------------|-------------------|-------------|-----------------------------------|---------------------------------------|-------------------------------|----------------------|
| | | | | | | | |

Figure A-4
NEW ACCESS ROAD FROM NEWTOWN EAST CORPORATION LINE TO BROADWELL ROAD



| PAVEMENT LENGTH | BRIDGES |
|-----------------|---------|
| MILE | EACH |
| 1.4 | 2 |



| Traffic Operations | Constructability Issues | Construction Cost | R/W Impacts | Environmental / Community Impacts | Support and/or Facilitate Multi-Modal | Improve Regional Connectivity | Improve Local Access |
|--------------------|-------------------------|-------------------|-------------|-----------------------------------|---------------------------------------|-------------------------------|----------------------|
| | | | | | | | |

Figure A-5
NEW ACCESS ROAD FROM NEWTOWN EAST CORPORATION LINE TO BROADWELL ROAD