

0 100 200 FEET 400
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 32-4

CORRECT 'S' CURVE



0 100 200 FEET 400

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-7A

DUAL LEFT LANES FROM CLOUGH PIKE



Stantec

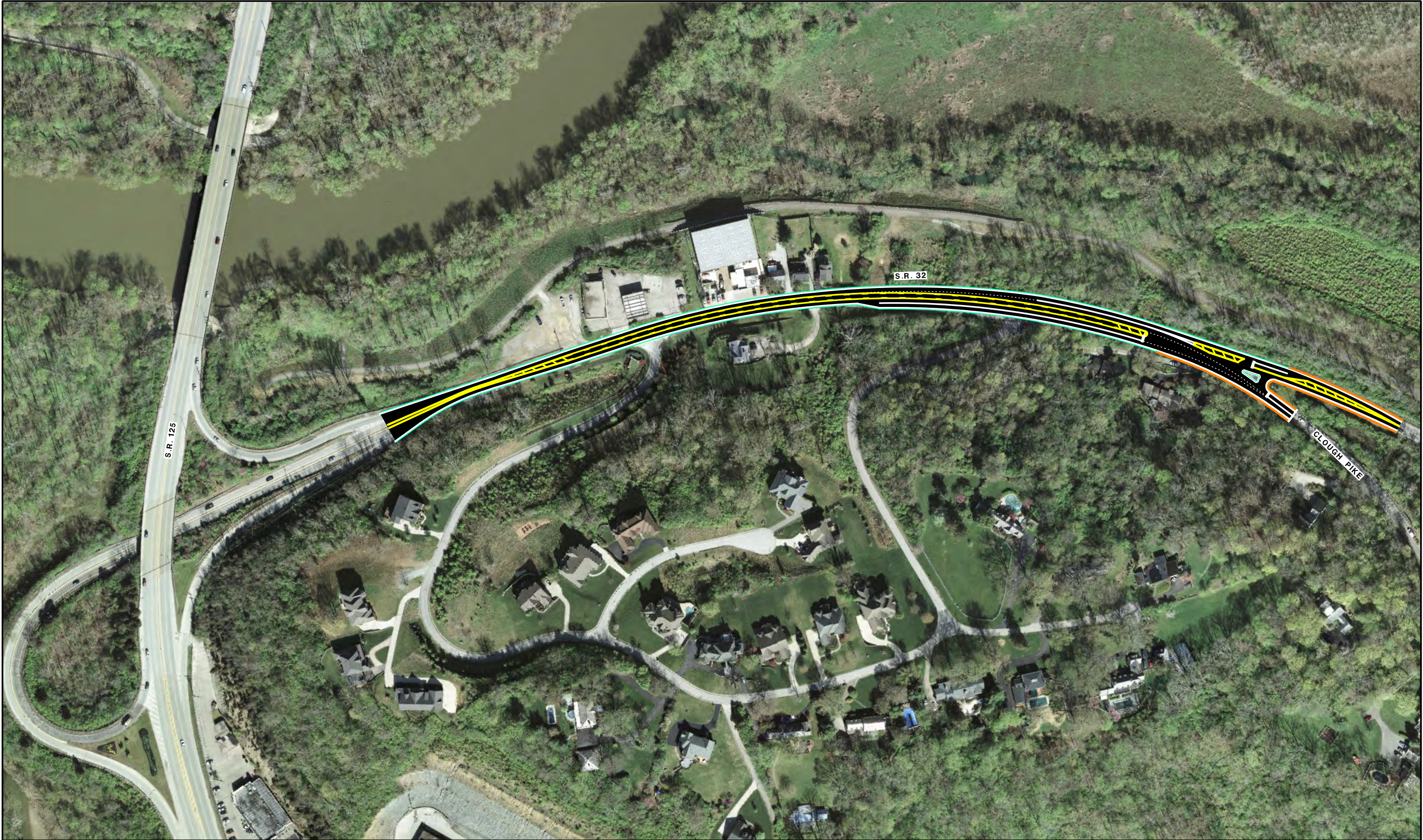
| Safety | Traffic Operations | Constructability Issues | Construction Cost | R/W Impacts | Environmental / Community Impacts | Support and/or Facilitate Multi-Modal | Improve Regional Connectivity | Improve Local Access |
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Figure I-7B

**FLYOVER FROM CLOUGH PIKE TO S.R. 32 WESTBOUND
AND RELOCATED BIKE TRAIL**



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| <div>0100200FEET400</div> <div>May 2018</div> | | <div></div> <div>Stantec</div> | | 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 | <div>Figure I-7D</div> <div>CLOUGH PIKE AND S.R. 32 GREEN TEE INTERSECTION</div> | |
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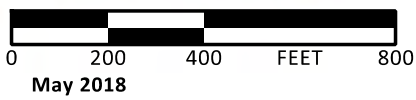
| Safety | Traffic Operations | Constructability Issues | Construction Cost | R/W Impacts | Environmental / Community Impacts | Support and/or Facilitate Multi-Modal | Improve Regional Connectivity | Improve Local Access |
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Figure X-1A
EXISTING RAMPS AT INTERCHANGE
WITH CURRENT STANDARDS



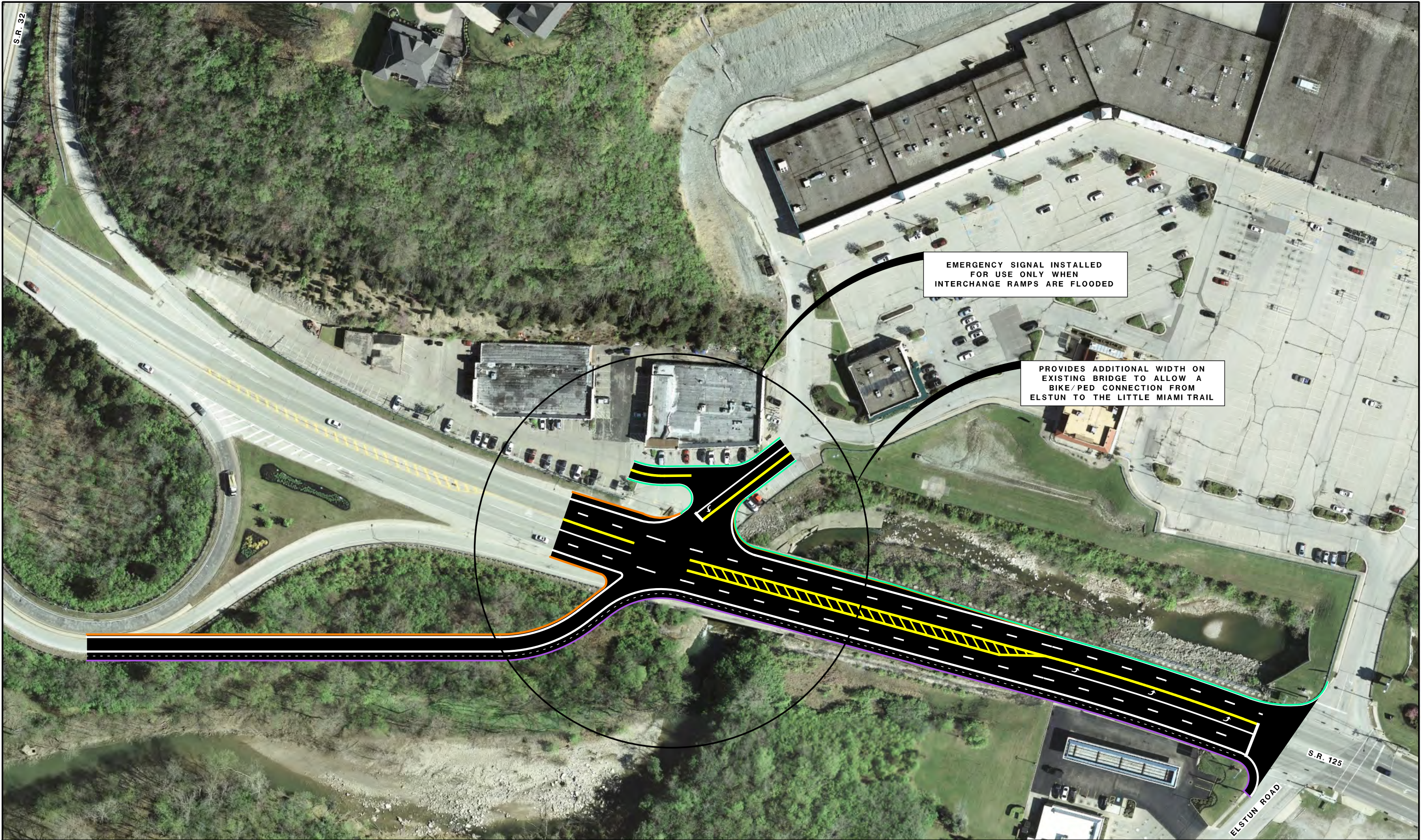
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Figure X-1C
EXTEND MERGE LENGTH ON RAMP FROM
WESTBOUND S.R. 32 TO WESTBOUND S.R. 125



| 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 X-1D
WESTBOUND THROUGH LANE EXTENDING TO WOOSTER ROAD

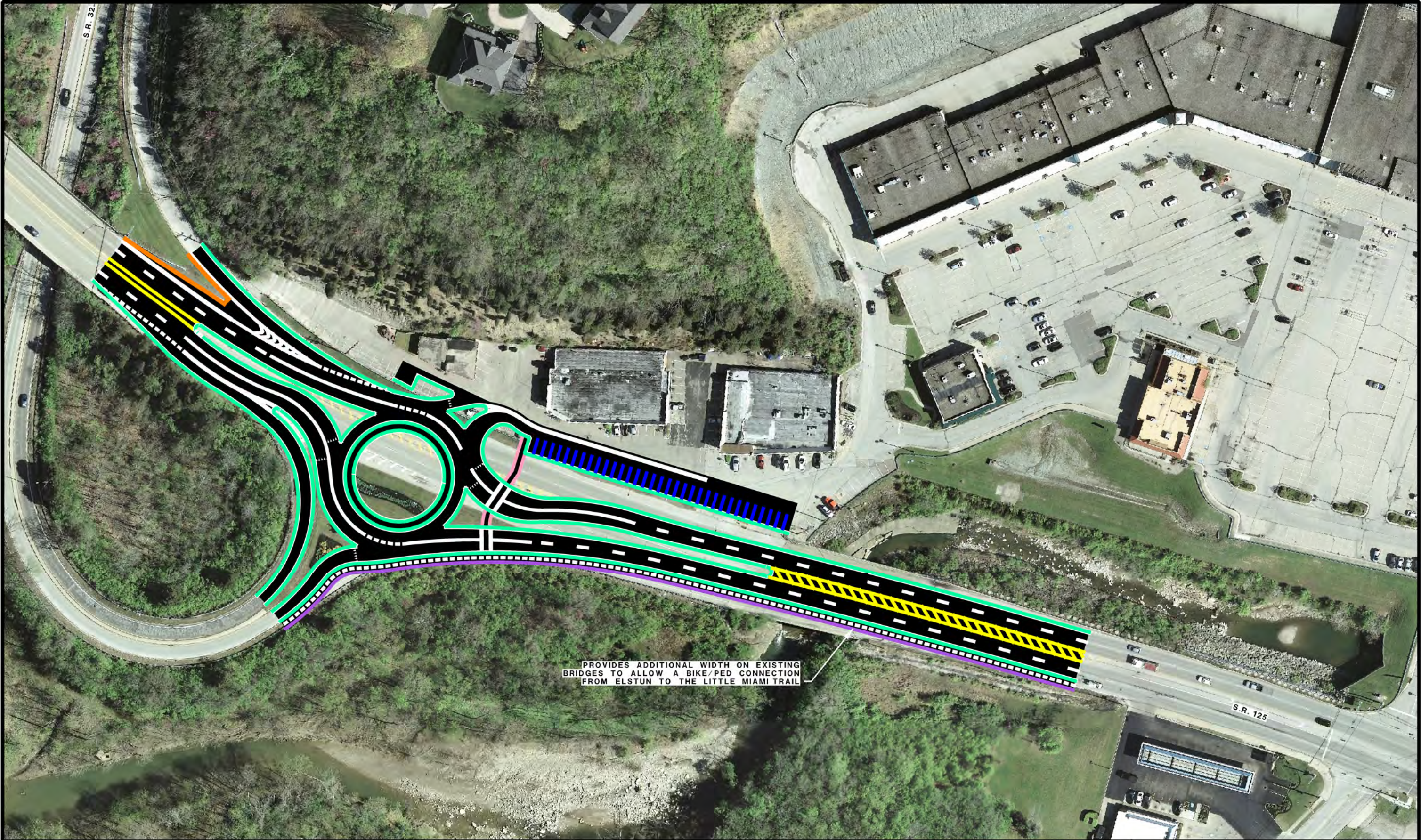


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| Safety | Traffic Operations | Constructability Issues | Construction Cost | R/W Impacts | Environmental / Community Impacts | Support and/or Facilitate Multi-Modal | Improve Regional Connectivity | Improve Local Access |
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Figure X-1F and 125-4
MODIFY RAMP CONNECTION FROM S.R. 32 TO S.R. 125 TO SIGNALIZED INTERSECTION

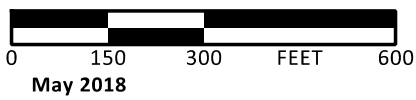


PROVIDES ADDITIONAL WIDTH ON EXISTING
BRIDGES TO ALLOW A BIKE/PED CONNECTION
FROM ELSTUN TO THE LITTLE MIAMI TRAIL



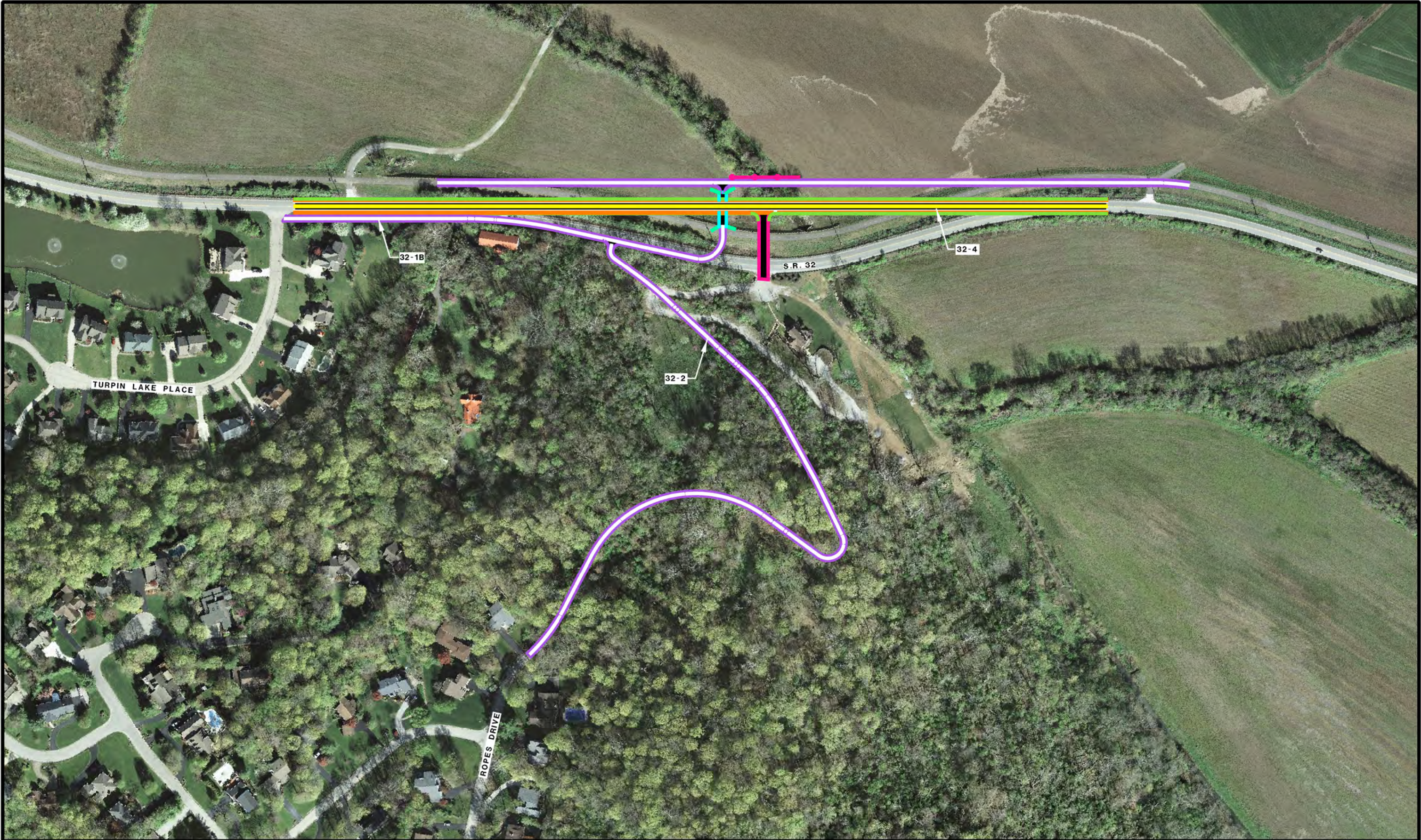
| Safety | Traffic Operations | Constructability Issues | Construction Cost | R/W Impacts | Environmental / Community Impacts | Support and/or Facilitate Multi- Modal | Improve Regional Connectivity | Improve Local Access |
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Figure X-1G and 125-4
MODIFY RAMP CONNECTION FROM S.R. 32 TO S.R. 125
TO ROUNDABOUT



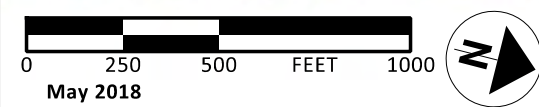
| Safety | Traffic Operations | Constructability Issues | Construction Cost | R/W Impacts | Environmental / Community Impacts | Support and/or Facilitate Multi-Modal | Improve Regional Connectivity | Improve Local Access |
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Figure I-22B and Elstun-1
NORTHBOUND LEFT TURN LANE AND WESTBOUND RIGHT TURN LANE EXTENDED ON S.R. 125 AND ELSTUN.
SIDEWALK CONNECTION FROM S.R. 125 TO RENTAL PROPERTIES



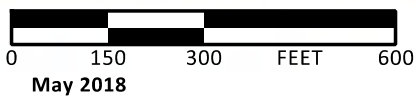
| Safety | Traffic Operations | Constructability Issues | Construction Cost | R/W Impacts | Environmental / Community Impacts | Support and/or Facilitate Multi-Modal | Improve Regional Connectivity | Improve Local Access |
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Figure 32-1B and 32-2
 SHARED USE PATH FROM TURPIN LAKE PLACE
 AND ROPES DRIVE TO THE LITTLE MIAMI TRAIL



| 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 32-3
SHARED USE PATH FROM FIVE MILE TRAIL
TO THE LITTLE MIAMI TRAIL



| 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 125-3, 125-4 and 125-5

SHARED USE PATH AND WALK