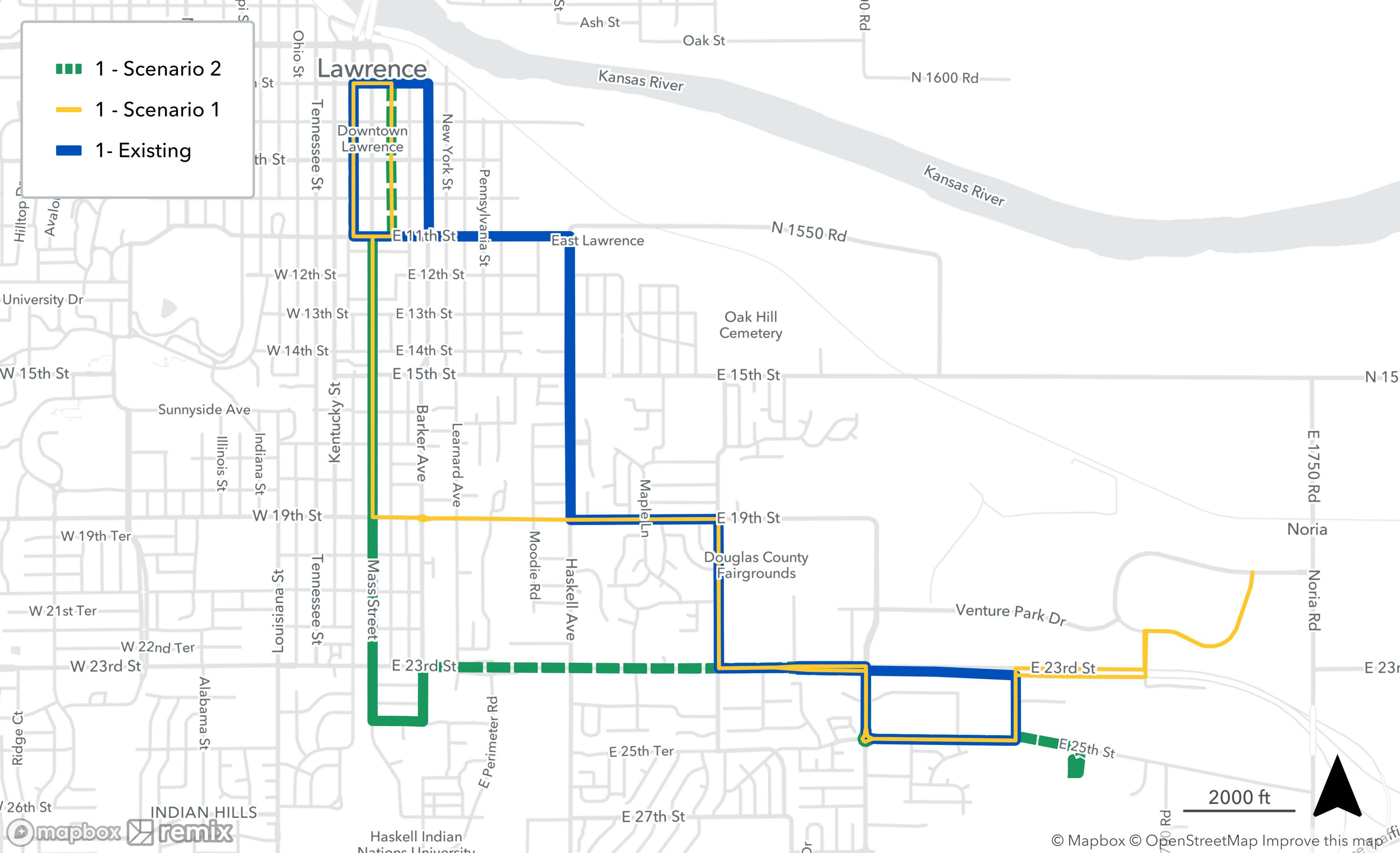


1 - Scenario 2

1 - Scenario 1

1- Existing

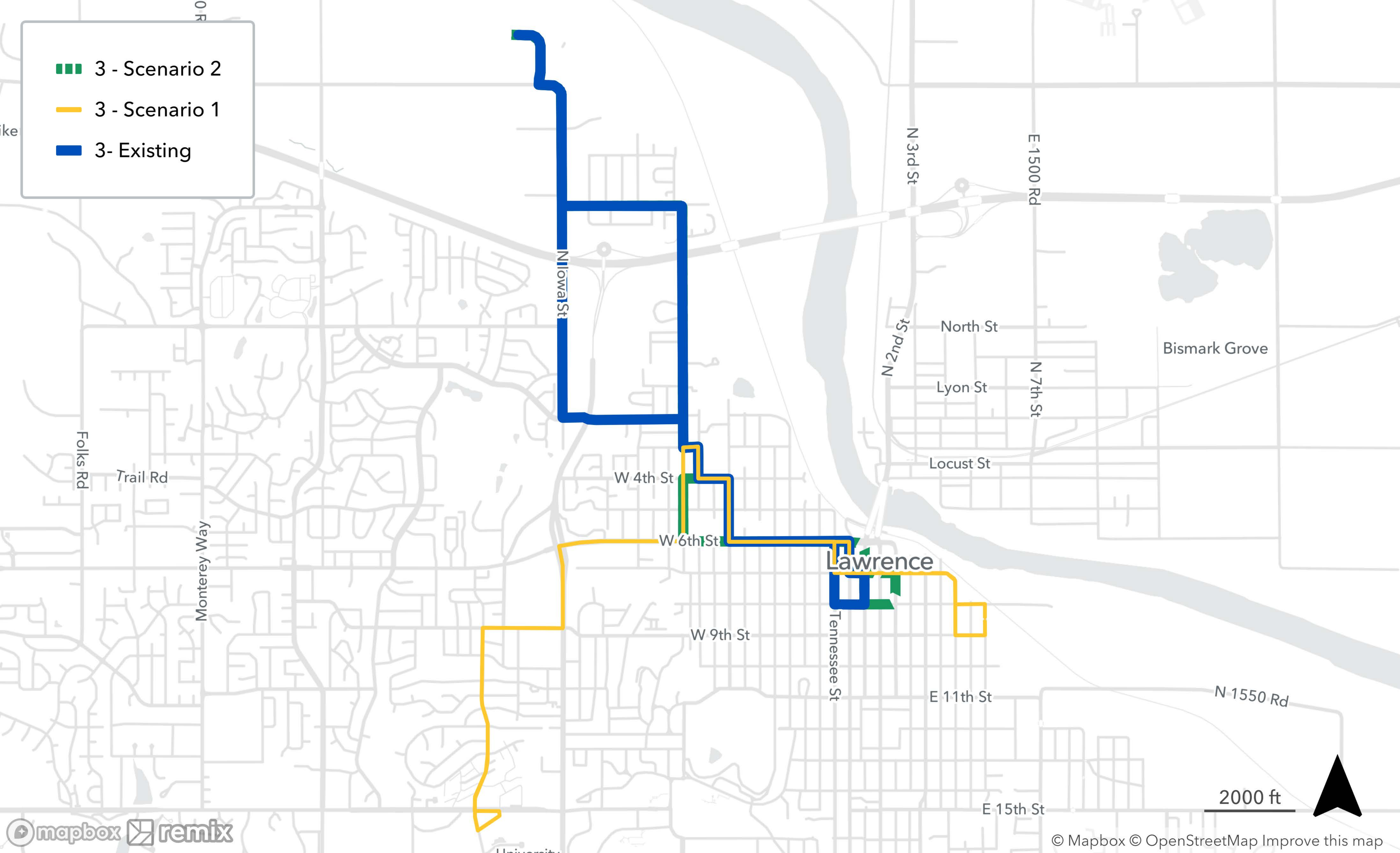




3 - Scenario 2

3 - Scenario 1

3- Existing

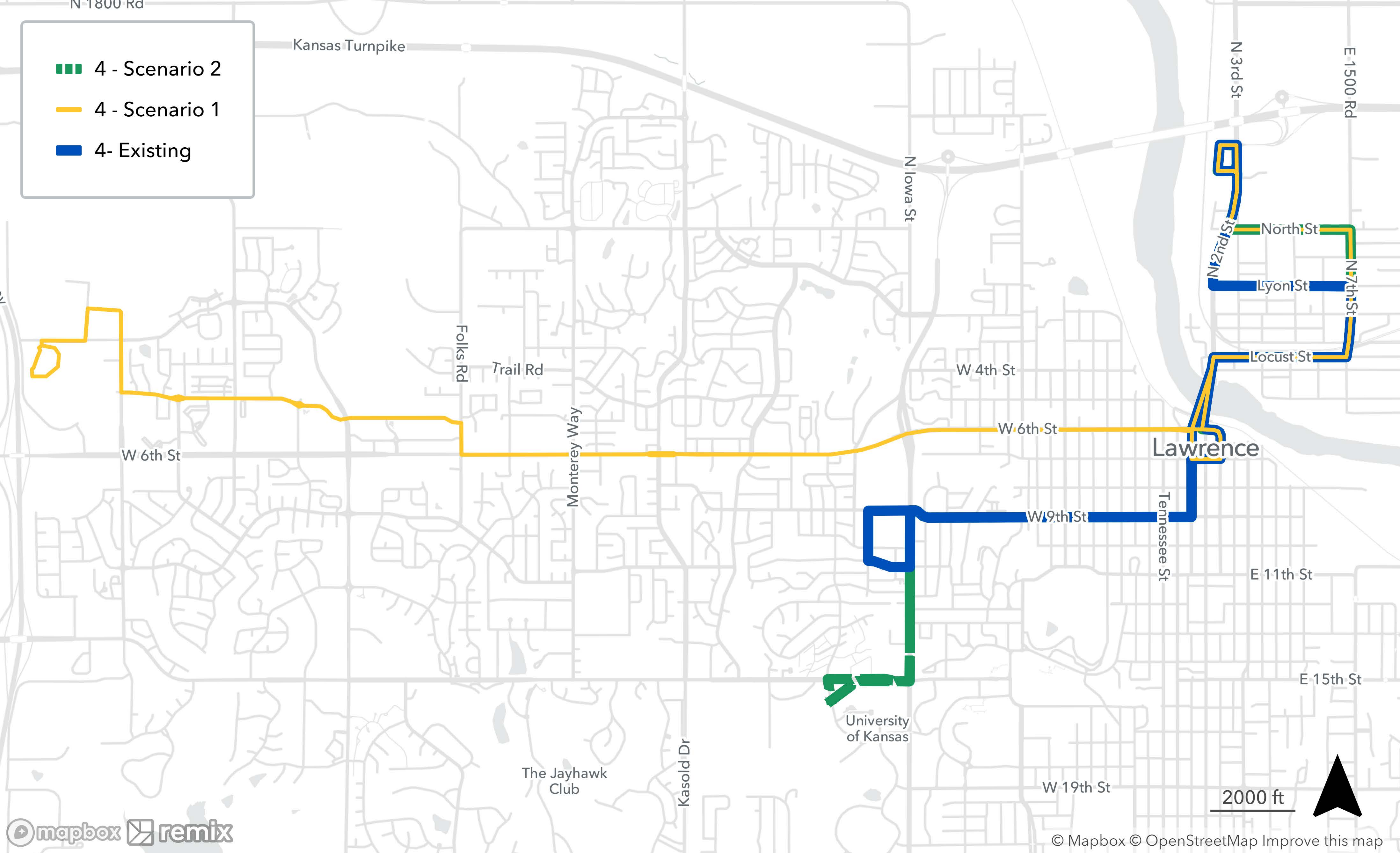




4 - Scenario 2

4 - Scenario 1

4- Existing

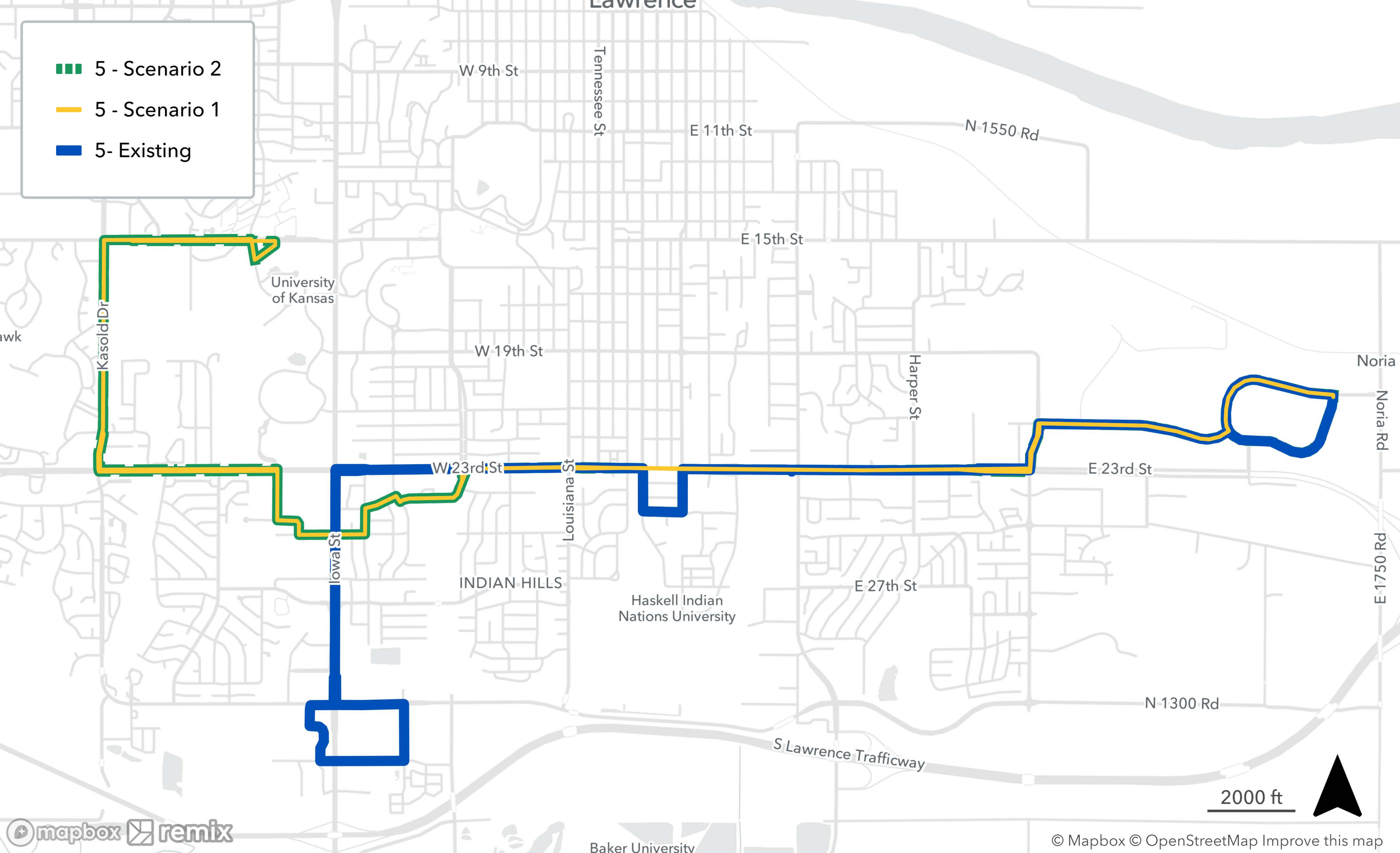




5 - Scenario 2

5 - Scenario 1

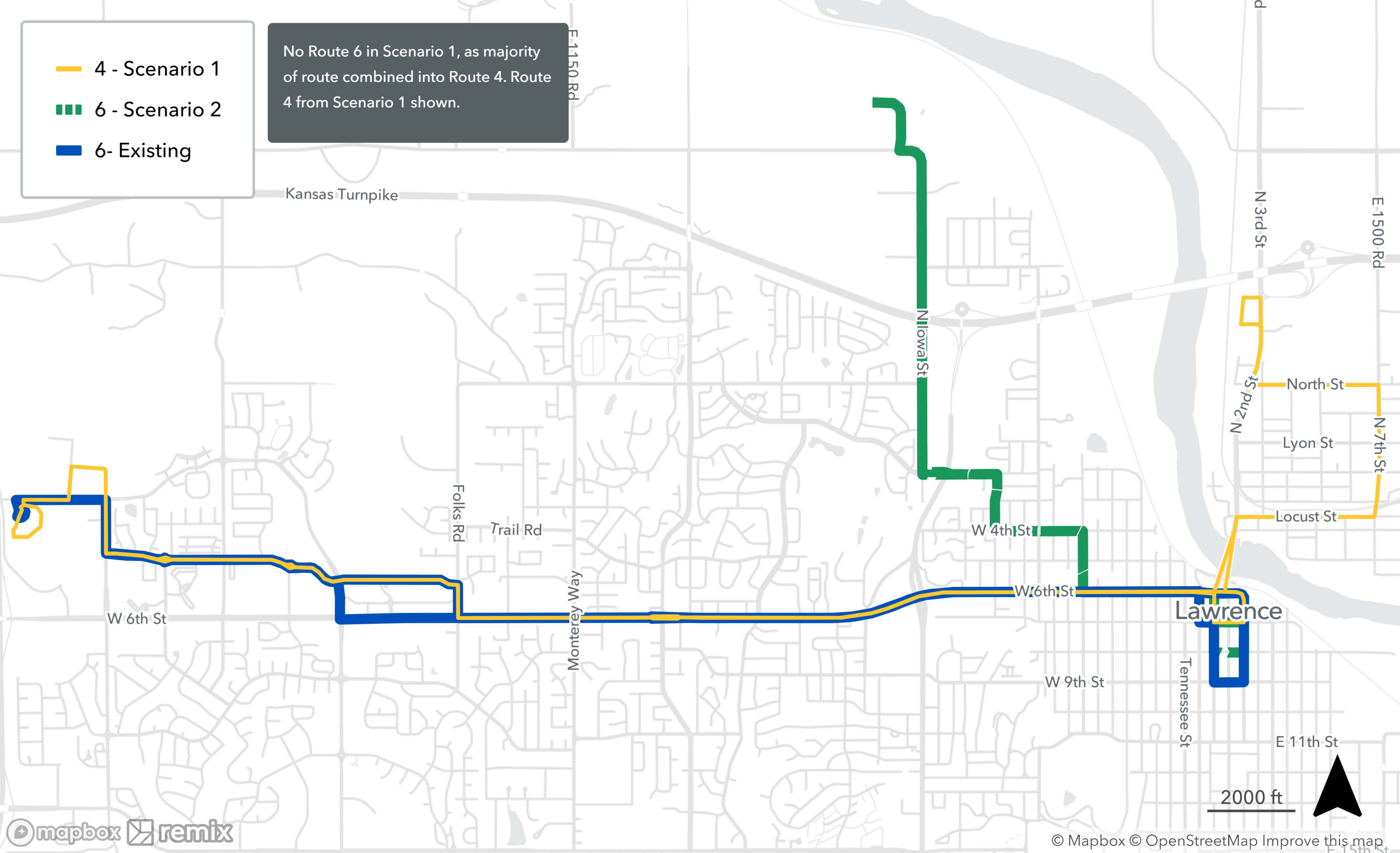
5- Existing





- 4 - Scenario 1
- 6 - Scenario 2
- 6- Existing

No Route 6 in Scenario 1, as majority of route combined into Route 4. Route 4 from Scenario 1 shown.

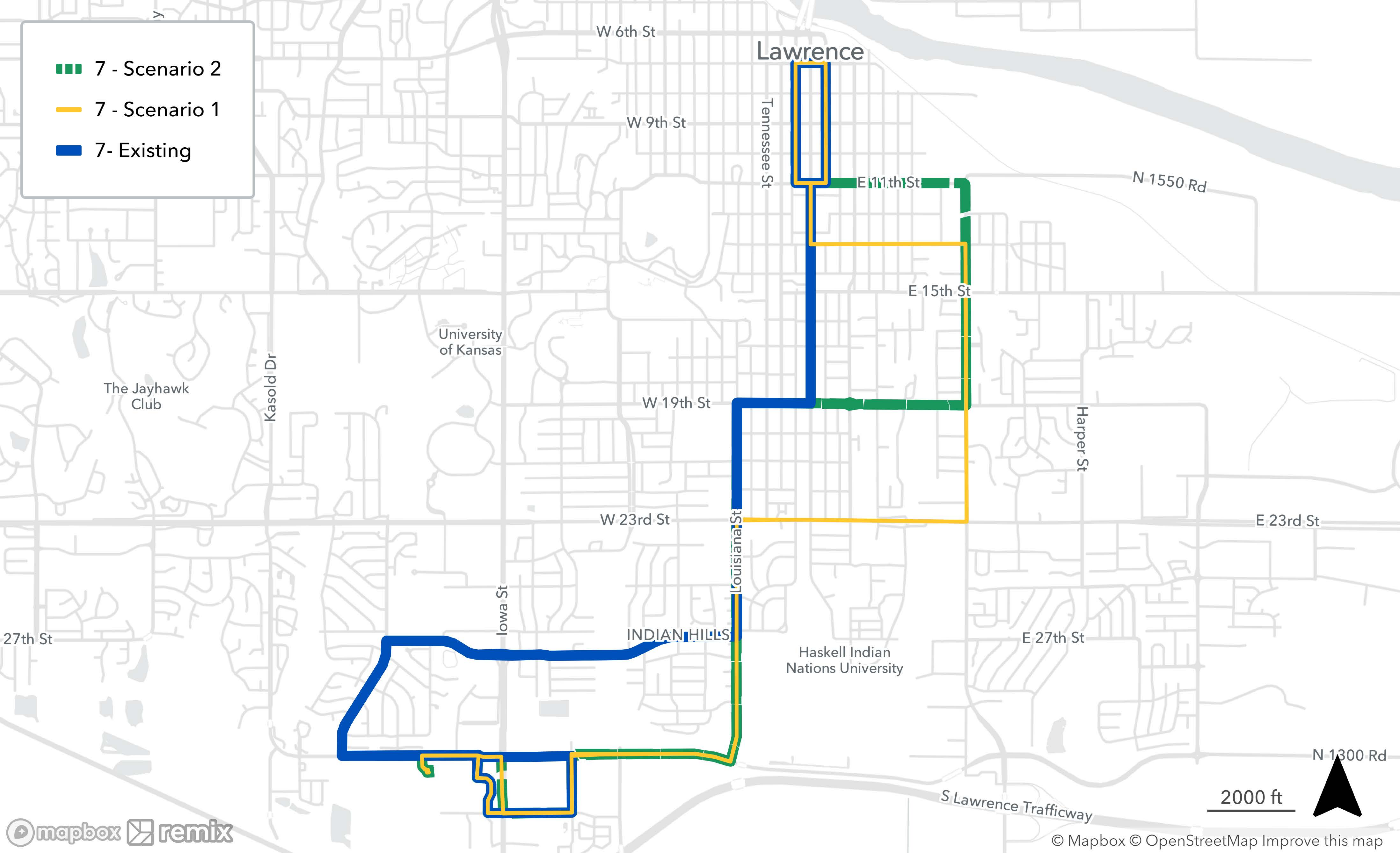




7 - Scenario 2

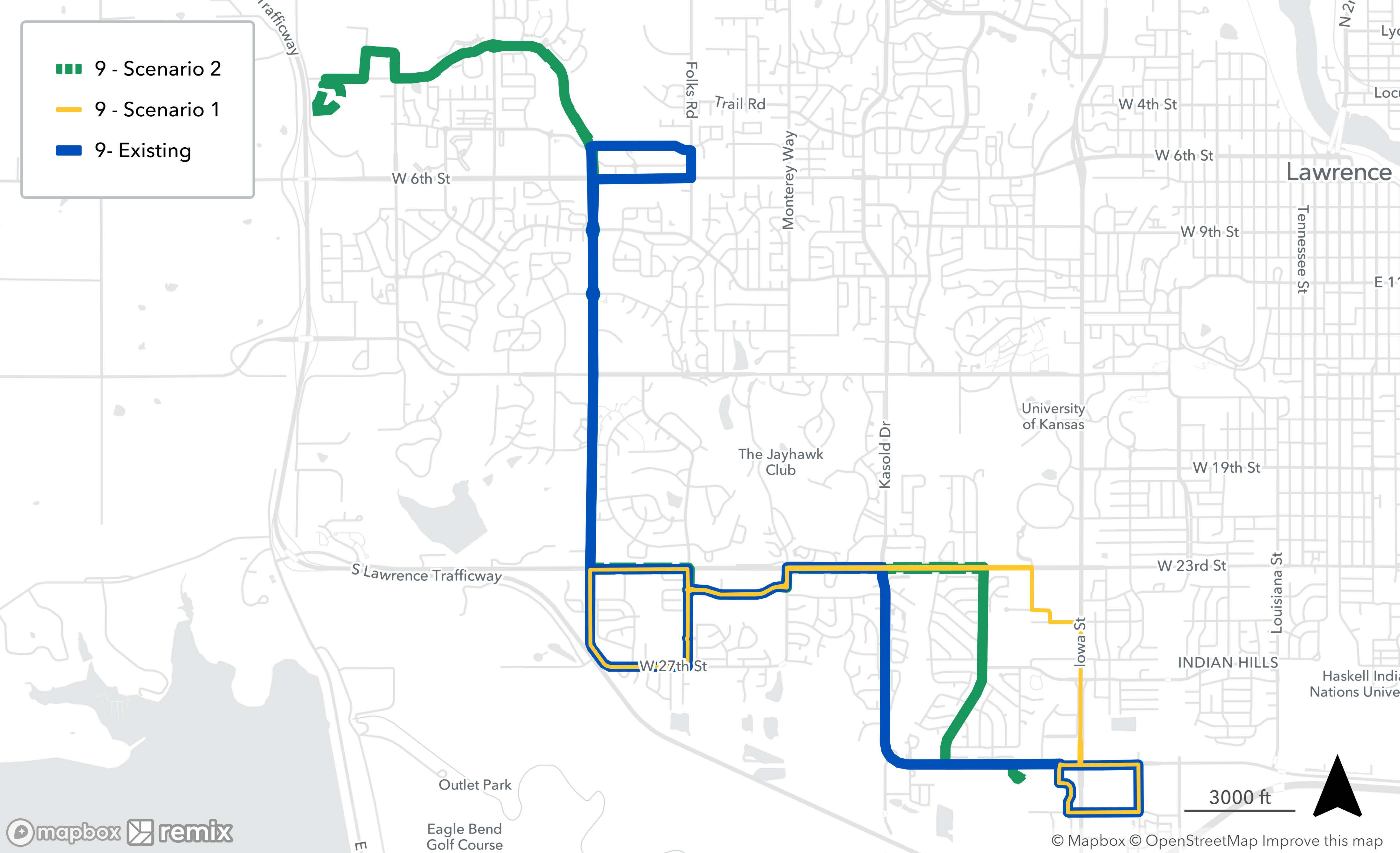
7 - Scenario 1

7- Existing



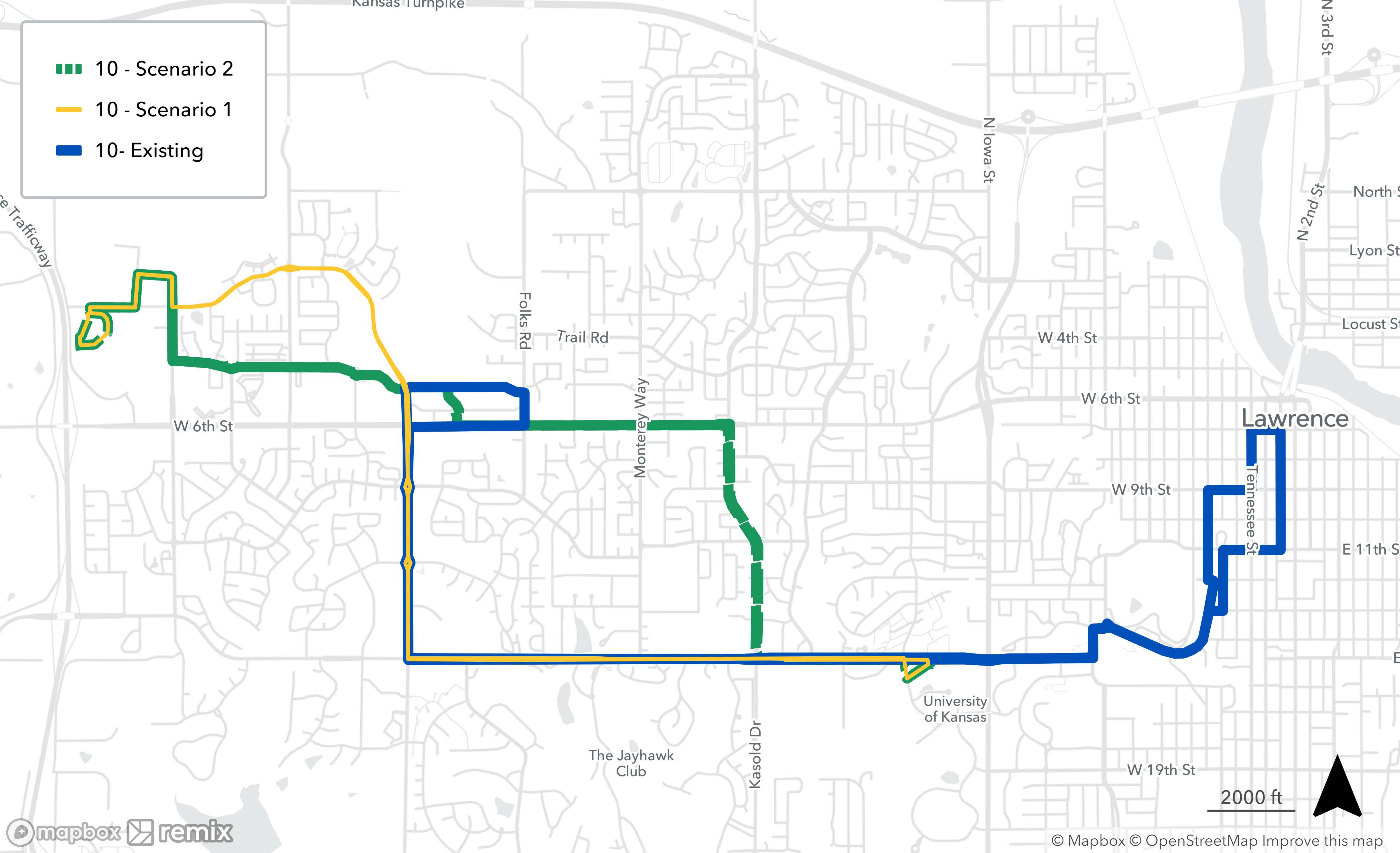


- 9 - Scenario 2
- 9 - Scenario 1
- 9- Existing





- 10 - Scenario 2
- 10 - Scenario 1
- 10- Existing

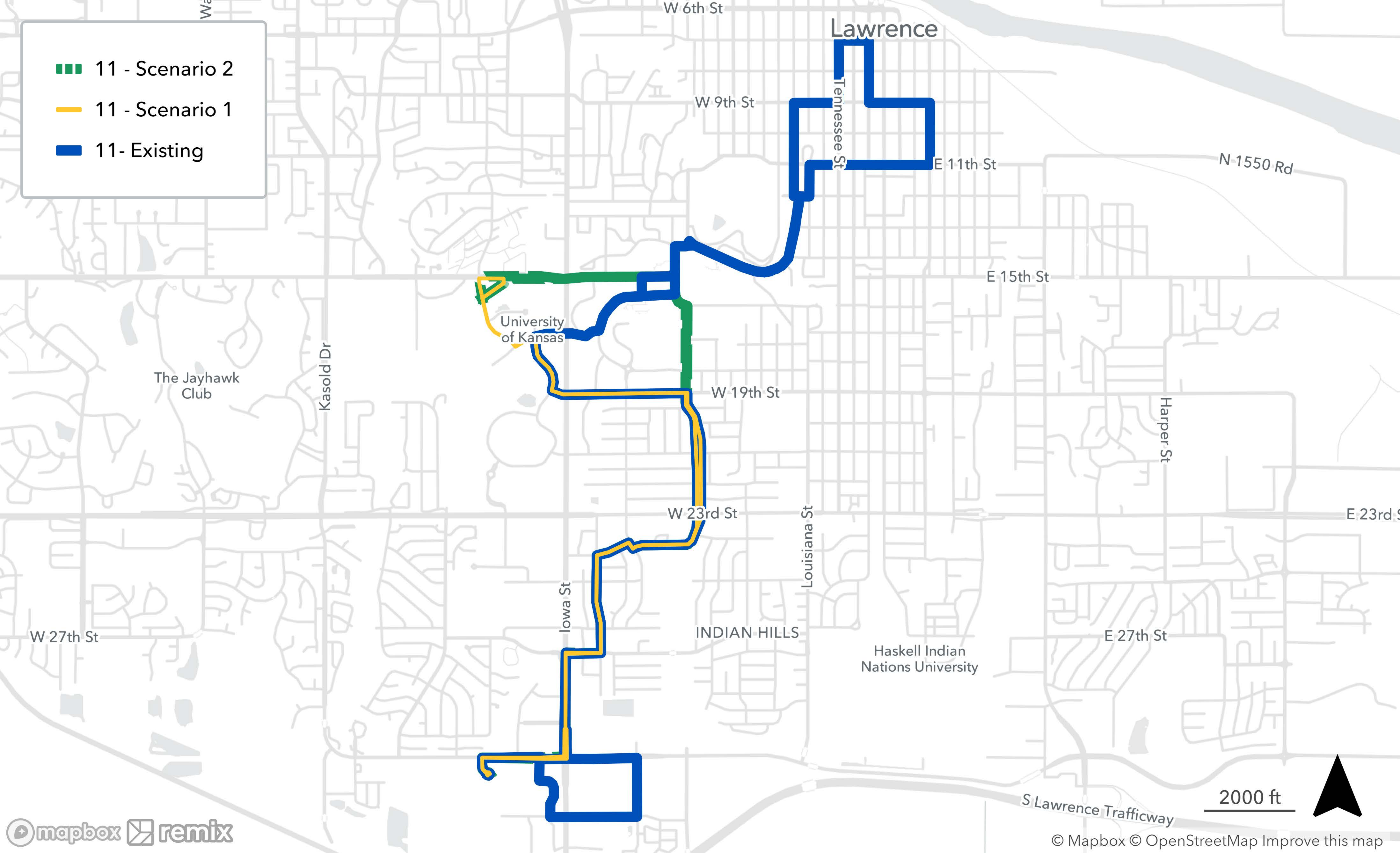




11 - Scenario 2

11 - Scenario 1

11- Existing

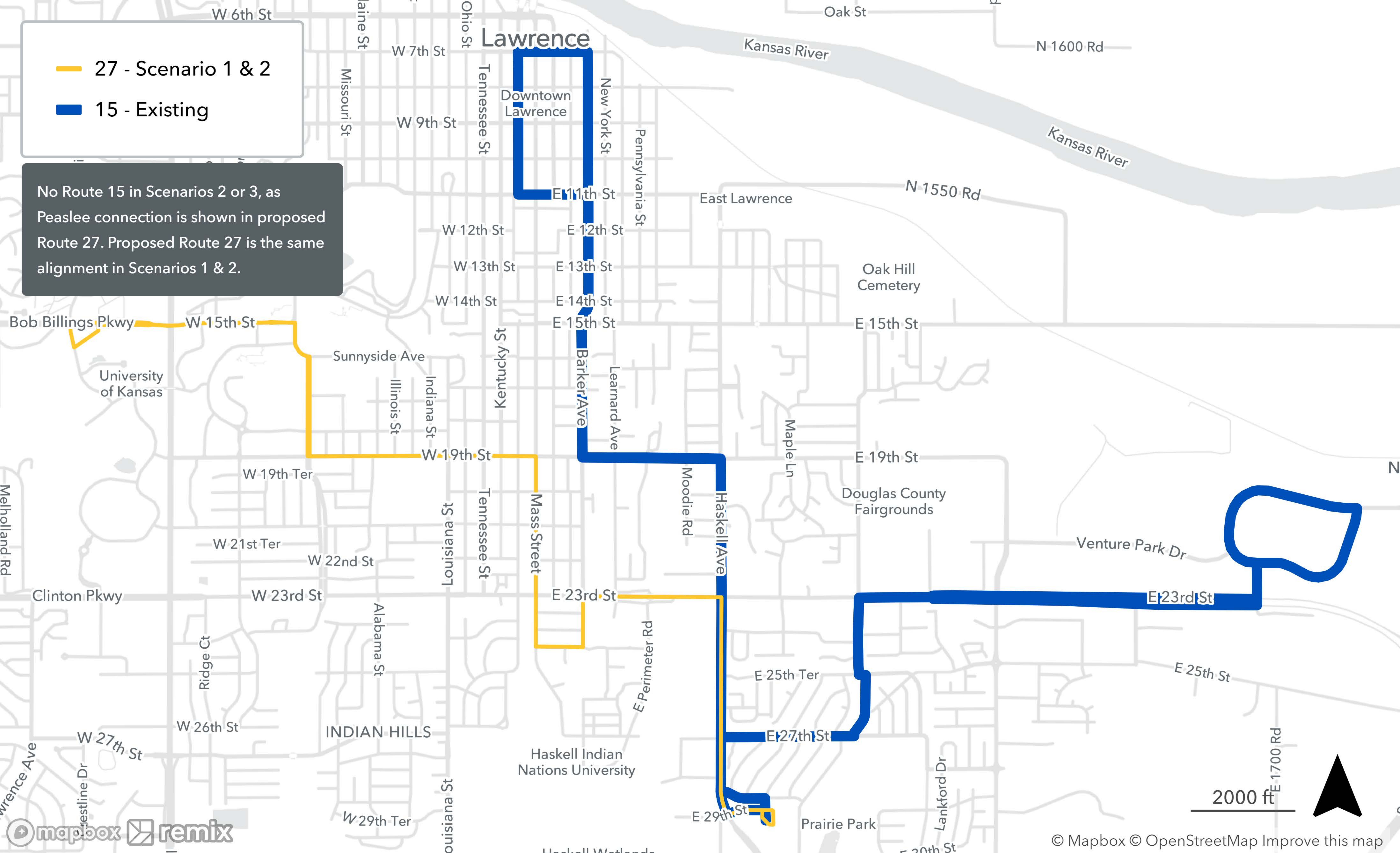




27 - Scenario 1 & 2

15 - Existing

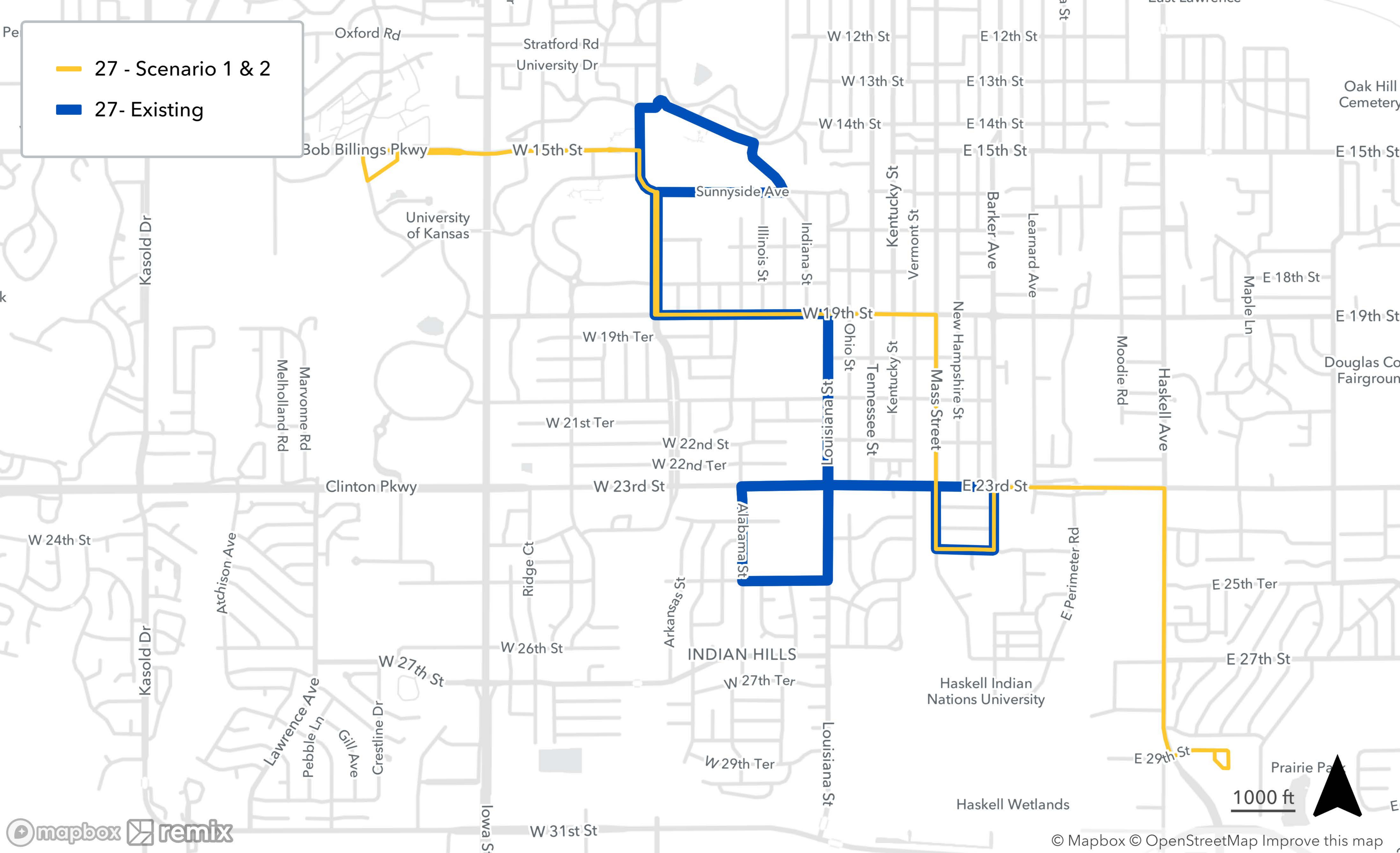
No Route 15 in Scenarios 2 or 3, as Peaslee connection is shown in proposed Route 27. Proposed Route 27 is the same alignment in Scenarios 1 & 2.





27 - Scenario 1 & 2

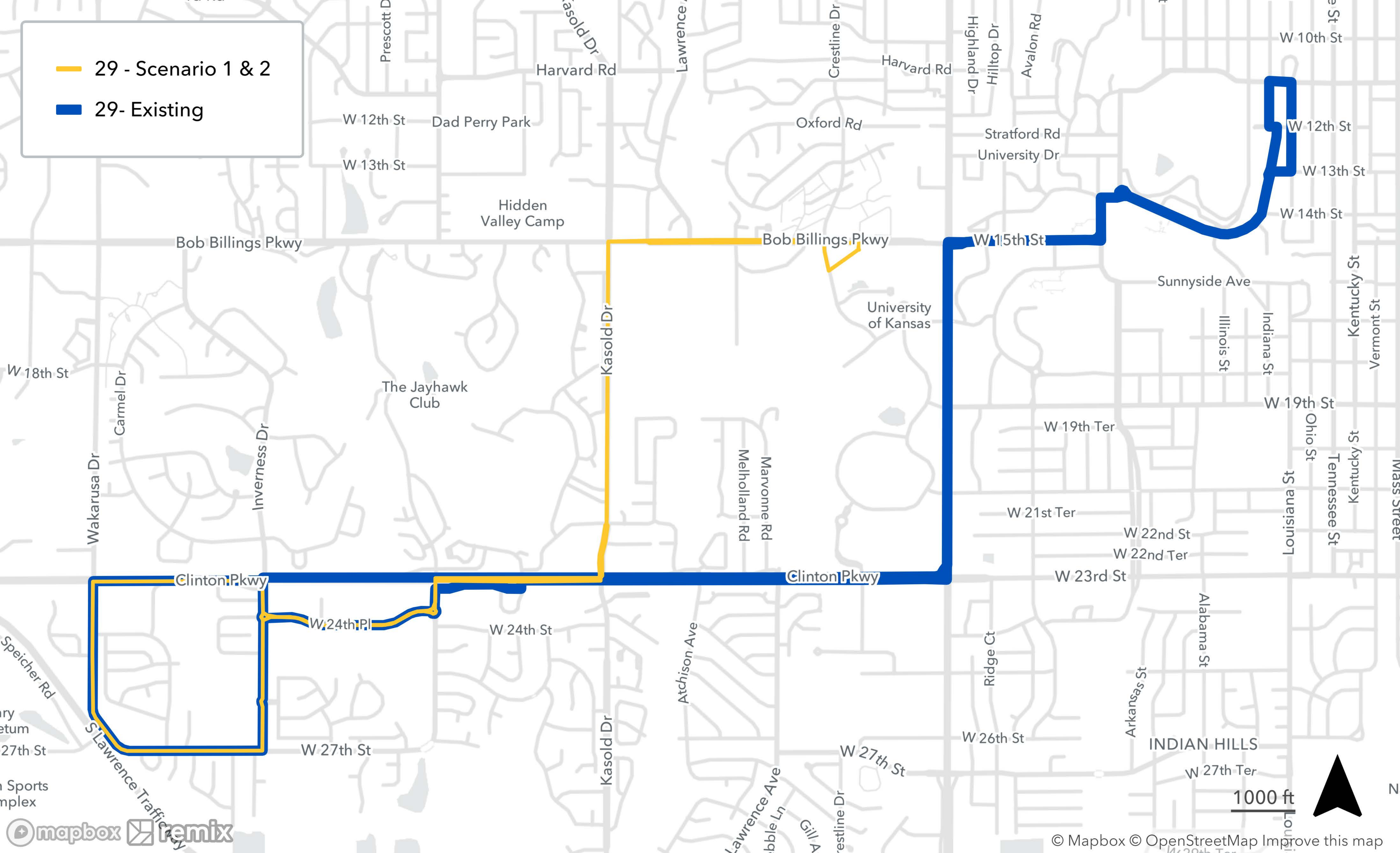
27- Existing





29 - Scenario 1 & 2

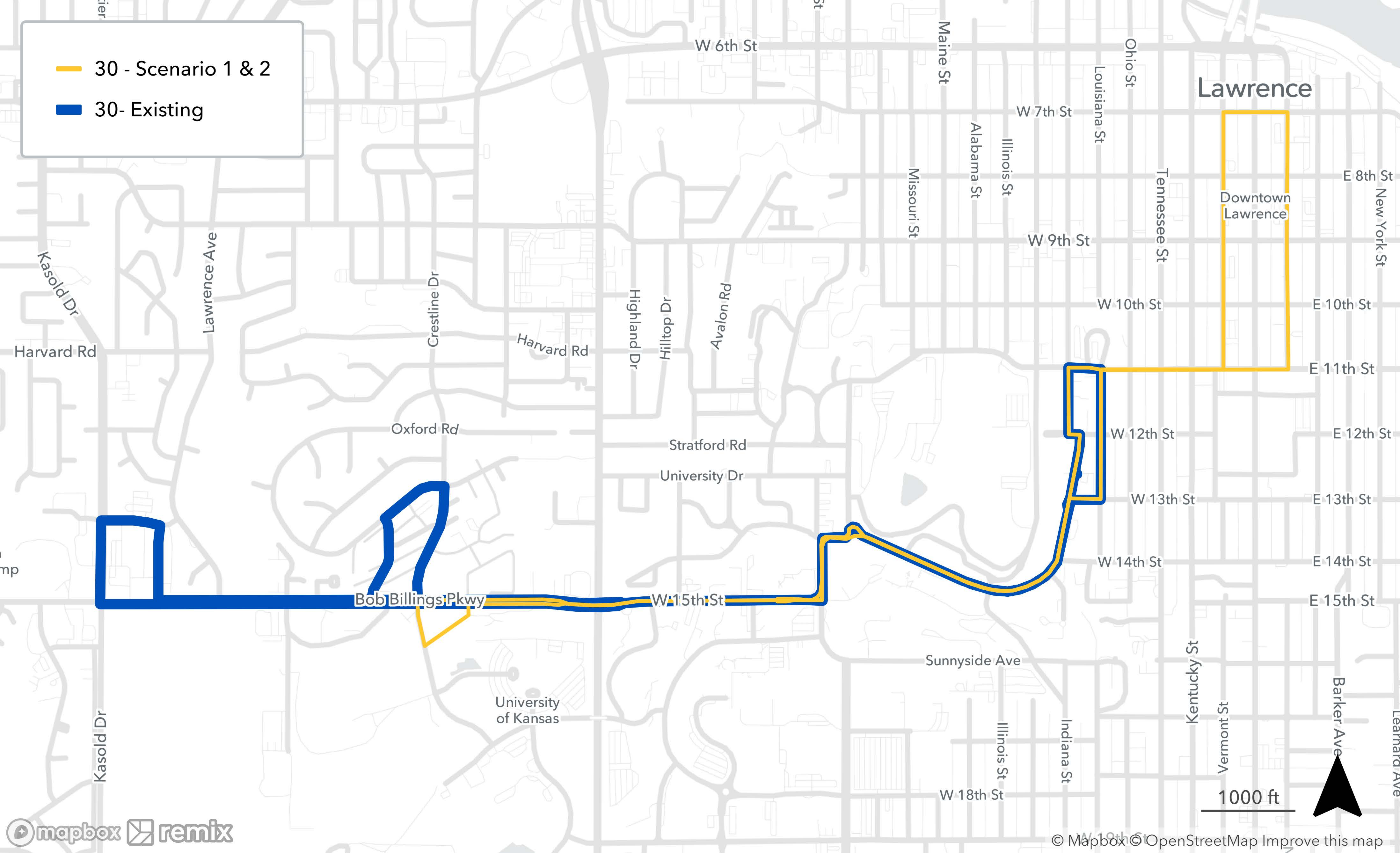
29- Existing





30 - Scenario 1 & 2

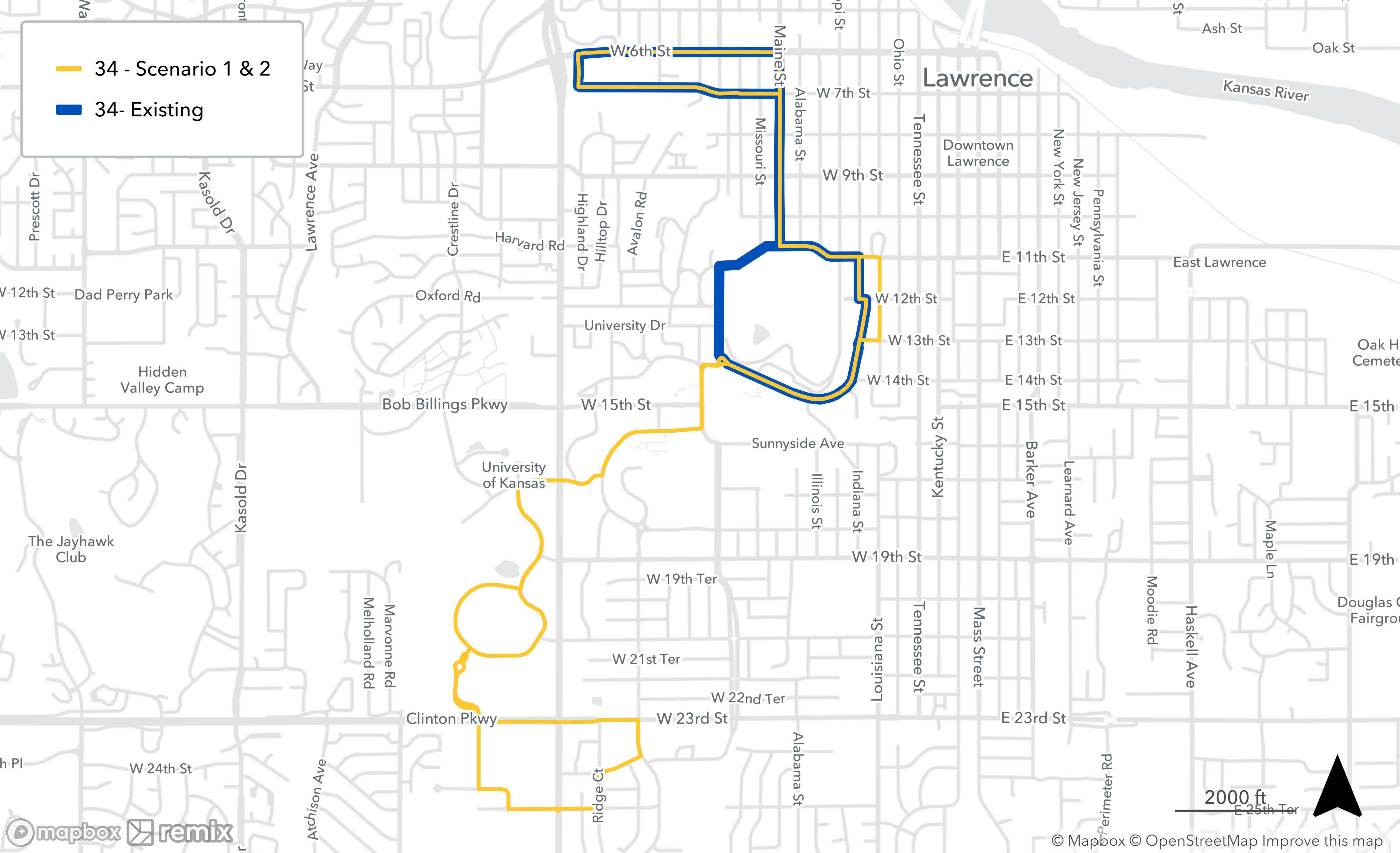
30- Existing





34 - Scenario 1 & 2

34- Existing

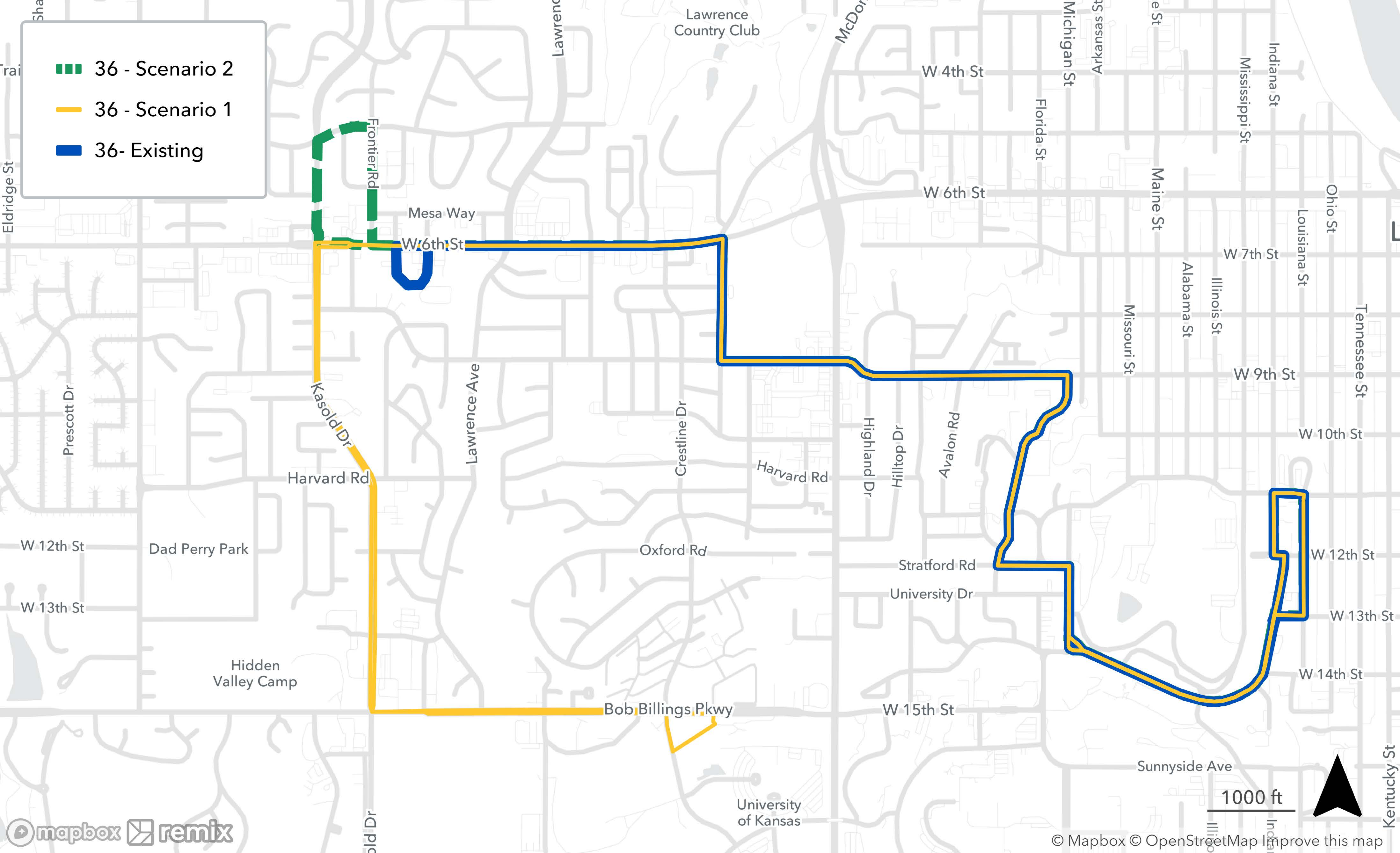




36 - Scenario 2

36 - Scenario 1

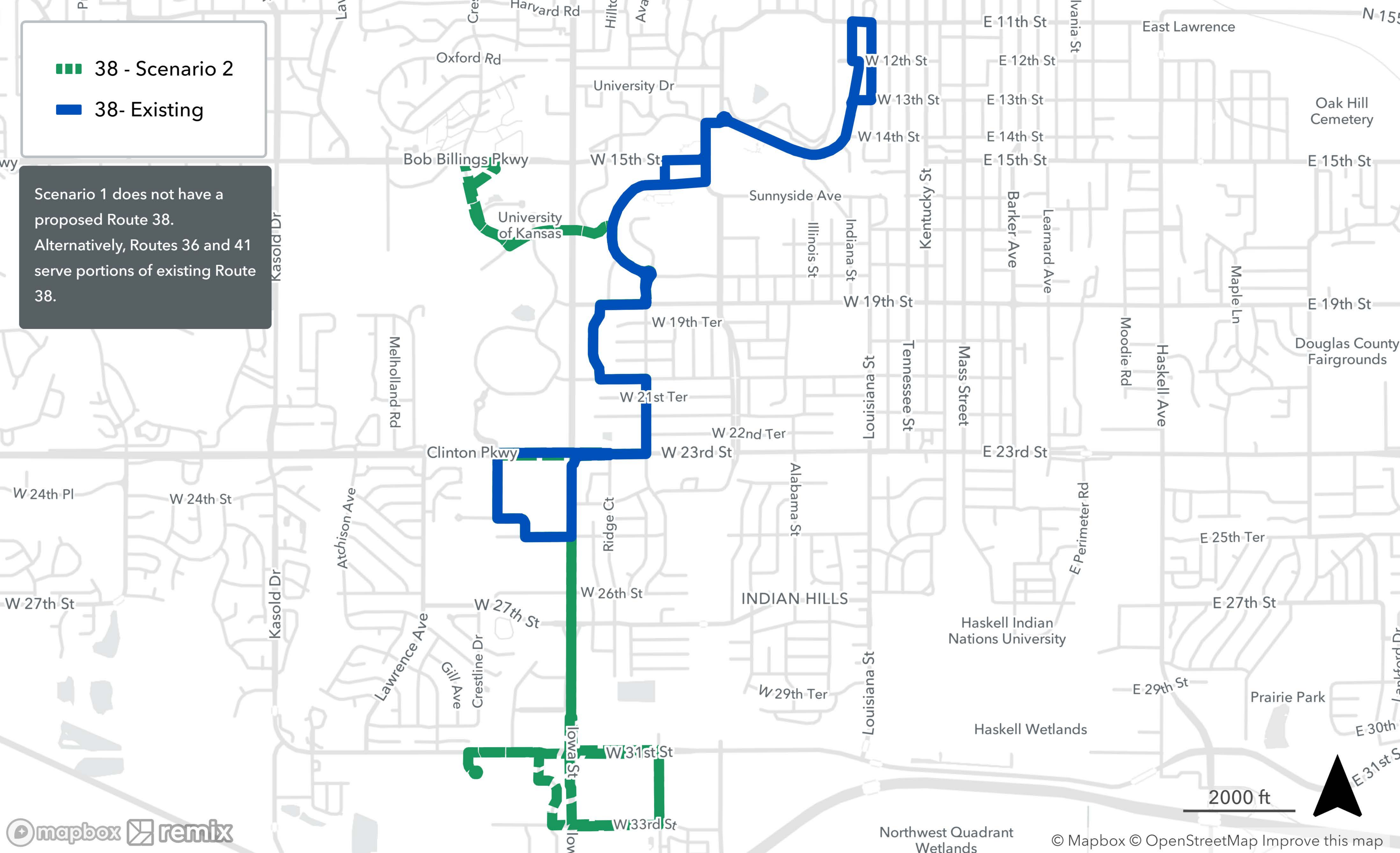
36- Existing





- 38 - Scenario 2
- 38- Existing

Scenario 1 does not have a proposed Route 38. Alternatively, Routes 36 and 41 serve portions of existing Route 38.

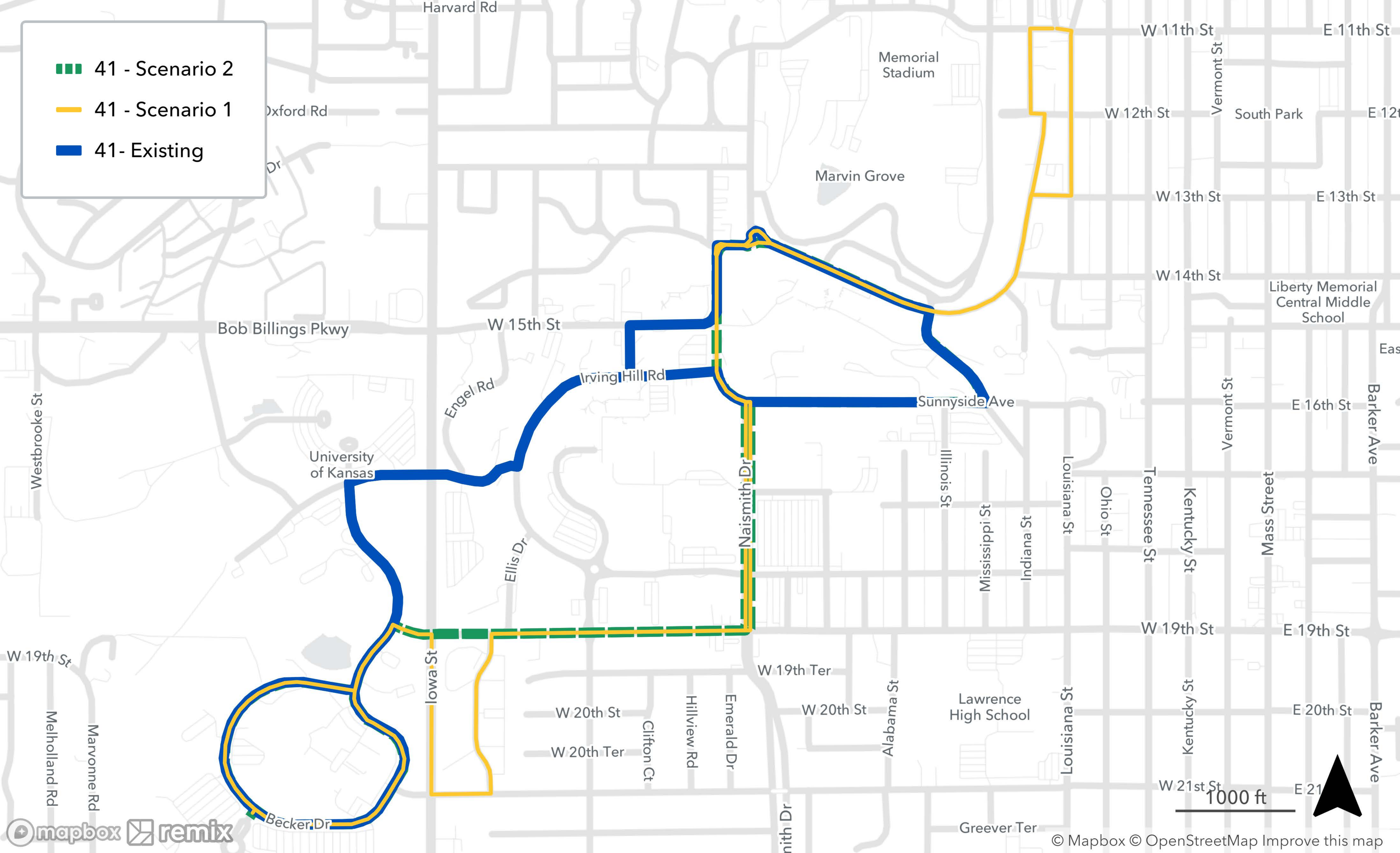




41 - Scenario 2

41 - Scenario 1

41- Existing





- 42 - Scenario 2
- 42 - Scenario 1
- 42- Existing

