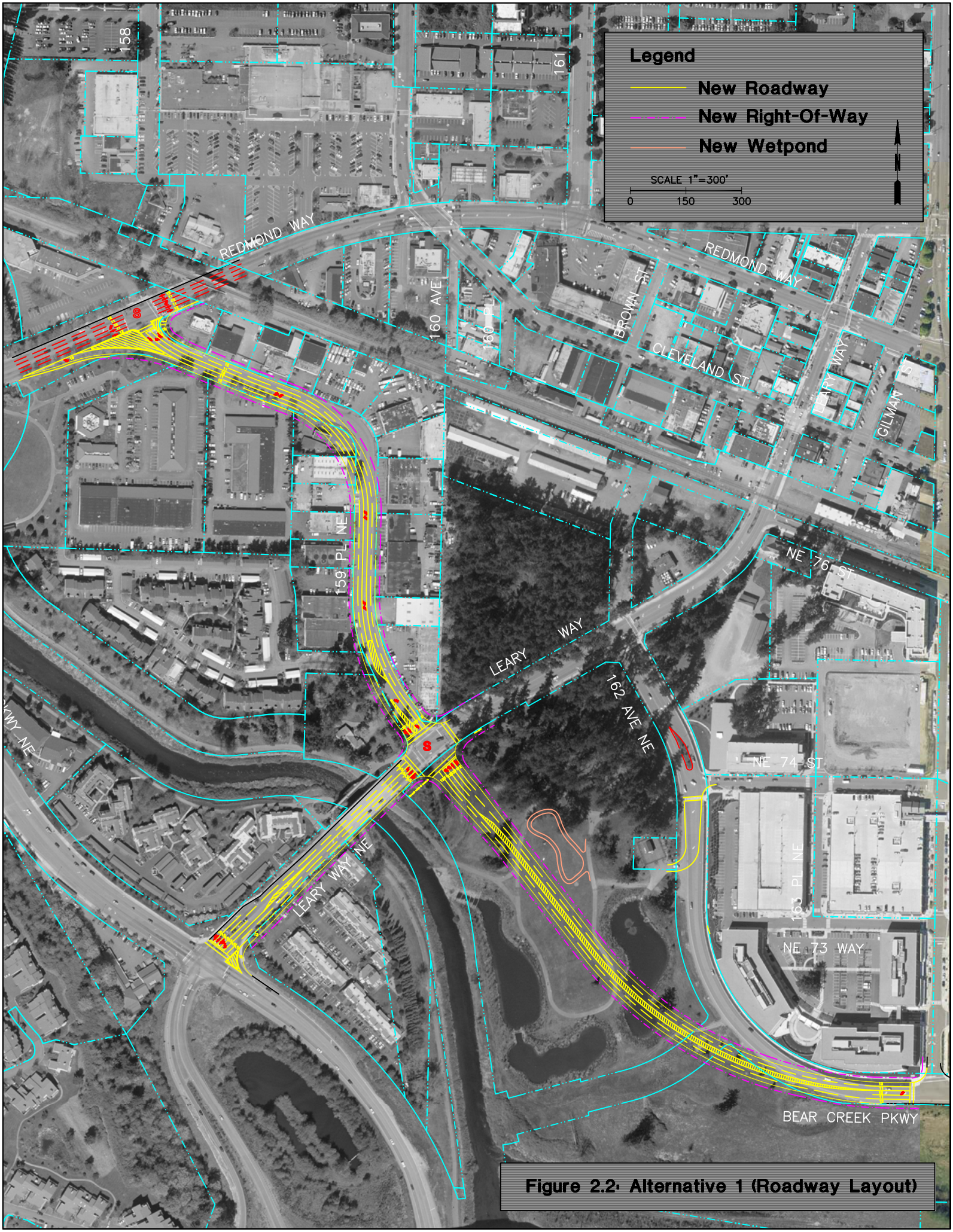

Figure 2.2: Alternative 1 (Roadway Layout)