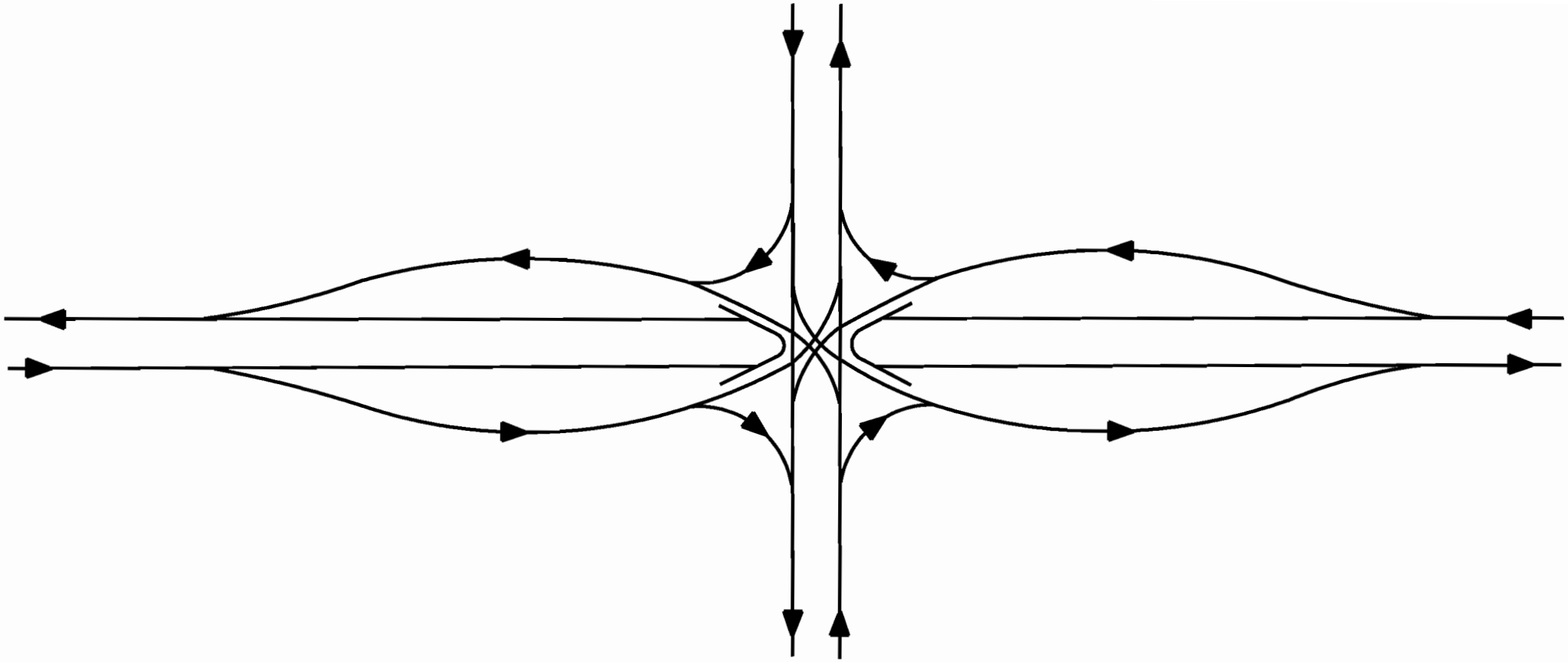

SINGLE POINT URBAN INTERCHANGE

Figure 48-2C