



# South I-25 Corridor

Lincoln Avenue through Castle Rock

## **Final**

### **US 85 Access Management Plan**

#### South I-25 Corridor and US 85 Corridor EIS

March 2001

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Prepared for:



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## 1.0 INTRODUCTION

As part of the *South I-25 Corridor and US 85 Corridor Environmental Impact Statement* (EIS), an access management plan has been developed for US 85. The US 85 Corridor study area starts at C-470 (MP 200) and ends at Meadows Parkway (MP 184). The project area is shown on Figure 1. The access management plan evaluates existing and new access points along a highway. The purpose of the plan is to improve traffic flow and safety, reduce traffic conflicts, and provide appropriate access to adjacent land uses. The *US 85 Access Management Plan* references the *State Highway Access Code*, 1998, and is intended to provide guidance for agency review and decisions regarding access permit applications along US 85.

This is the final access management plan that corresponds to the improvements outlined in the *South I-25 Corridor and US 85 Corridor Final EIS* (FEIS). The final access management plan has been developed based on the comments received on the *South I-25 Corridor and US 85 Corridor Draft EIS* (DEIS) and the corresponding *Draft US 85 Access Management Plan*. Some of the access configurations may have changed as the design has been modified between the DEIS and the FEIS.

The decision on the number of lanes that will be constructed for US 85 will not be made until early 2001 with the completion of the Record of Decision (ROD). Once the South I-25 Corridor and US 85 Corridor ROD is approved and signed, design and construction can begin. However, under the current funding scenario, improvements to the entire corridor may take many years to complete. The access management plan provides guidance for future access decisions and may be revised prior to construction.

The Titan Road grade-separated intersection is a separate project that is scheduled for construction in 2001. The accesses associated with Titan Road (between milepost [MP] 196.7 and MP 196.1) are finalized.

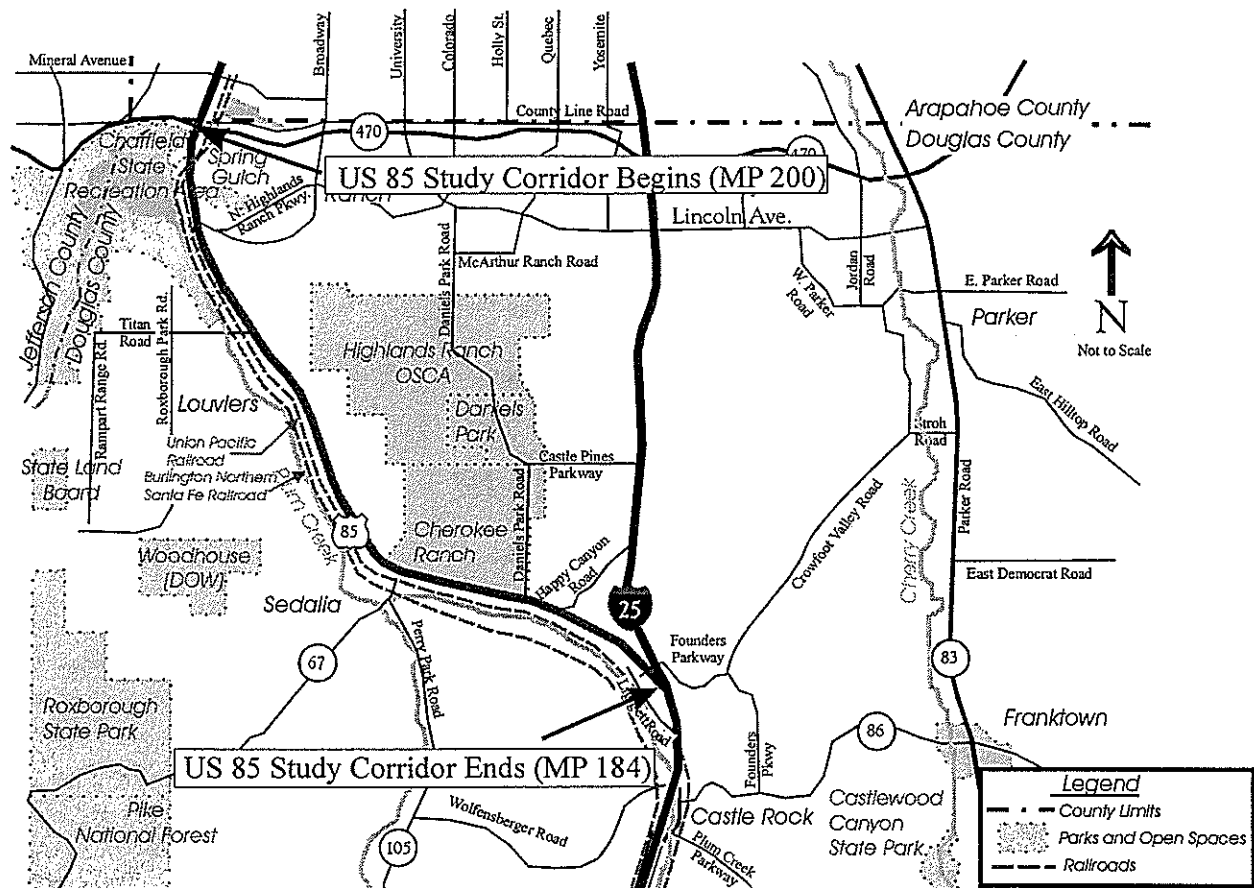
## 2.0 ACCESS MANAGEMENT ANALYSIS

Currently, several accesses along the US 85 Corridor do not meet Colorado Department of Transportation (CDOT) access standards. There are numerous accesses along the highway that are not controlled (stop sign or traffic signal) that make it difficult for vehicles to enter the highway. Wide driveways currently exist due to the absence of curb and gutter and these have created unsafe accesses. The access management plan reduces the number of traffic conflicts, improves traffic flow and safety, and brings US 85 into compliance with the Regional Highway (R/A) category throughout the majority of the corridor and Non-Rural Principle Highway (NR-A) in the northern section. The classifications are based on the *State Highway Access Code*. The R/A category and NR-A category have been agreed to by CDOT and Douglas County. There are currently approximately 88 accesses along the study corridor and 16 of those have been consolidated. Sixty-four accesses remain after the consolidations and potential EIS relocations. The Titan Road accesses were not included in the count.

## 2.1 ACCESS MANAGEMENT CRITERIA AND GUIDELINES

The *US 85 Access Management Plan* was developed using information from the *State Highway Access Code*.

**Figure 1  
Vicinity Map**



### 2.1.1 State Highway Access Code

The category Regional Highway (R-A) was used to classify the majority of US 85 and Non-Rural Principle Highway (NR-A) was used to classify the northern section between the railroad bridges at approximately MP 200 and C-470 at approximately MP 200.4.

- The turning radii of the access was designed to accommodate the turning radius of the largest vehicle using the access on a daily basis, in most cases that vehicle was a semi-truck and trailer.
- A design speed of 90 kilometers per hour (kph) (55 miles per hour [mph]) was used throughout the corridor.
- Where two accesses are close together (acceleration lane overlaps with deceleration lane or there is not sufficient space for a redirect taper) a continuous auxiliary lane was used

between the accesses to improve roadway consistency, safety, and to maintain edge of pavement continuity.

- Where there were higher left-turning volumes or where safety or traffic operations necessitated, a double left turn was used.
- R-A and NR-A required the left-turn deceleration lengths be equivalent to the deceleration length plus the storage length and right-turn deceleration lanes equivalent to the deceleration length.
- Within the 90 kph (55 mph) section the acceleration length was required to be 290 meters (960 feet) long, the deceleration length to be 185 meters (600 feet) long, and taper ratio to be 18.5:1.

### 2.1.2 Guidelines

- Single resident accesses were designed with right-in and right-out turning movements.
- Future developments were considered when determining future improvements.
- When traffic volumes were not available, the standard acceleration and deceleration lengths from the *State Highway Access Code* were used.
- A U-turn was typically provided within approximately 0.8 kilometer (km) (0.5 mile) of the accesses limited to right-in/right-out. This ensures that no more than 1.6 km (1 mile) of out-of-direction travel occurs.
- School buses and trucks are restricted from making U-turns and will have to turn around on one of the US 85 side roads.

## 2.2 ACCESS MANAGEMENT ANALYSIS PROCESS

The *Final US 85 Access Management Plan* was revised concurrent with the US 85 conceptual design for the FEIS. The existing accesses and proposed accesses are shown in Table 2 and illustrated in the design included in the Appendix.

The type of access designated depended on several factors such as:

- Number of intersecting accesses (typically one or two)
- Type of cross street or access (public road versus private residence or business)
- Traffic volumes
- Proximity to other accesses
- Roadway geometry

Table 1 also shows the business or street name of the access and the owner of the access if applicable, the address of the access, the existing access configuration, and the proposed access configuration. The proposed access configuration is based on the US 85 elements of the South

I-25 Corridor and US 85 Corridor EIS Preferred Alternative. Three alternatives for US 85 (including the No-Action Alternative) are being considered for improvements in the FEIS:

*No-Action Alternative* – The No-Action Alternative consists of minor safety and maintenance improvements and no major improvements other than the Titan Road project. The Titan Road project is a CDOT safety improvement project that is scheduled to be constructed within the next five years.

*Preferred Alternative* – The US 85 elements of the Preferred Alternative focuses on complete reconstruction and mainline US 85 widening to add general-purpose lanes in each direction. Where needed, the existing culverts are expanded and the eroded drainage structures are replaced to accommodate the widening. The Titan Road project is included in this alternative. This alternative includes the following major elements:

- Six lanes between C-470 and Highlands Ranch Parkway
- Four lanes between Highlands Ranch Parkway and Meadows Parkway
- US 85/ State Highway (SH) 67 Intersection Reconfiguration

*Other Alternative* – The US 85 elements of the Other Alternative varies from the elements of the Preferred Alternative in one location. The six lanes are extended from Highlands Ranch Parkway to Titan Road and then four lanes from Titan Road to Meadows Parkway. The Other Alternative includes the following major elements:

- Six lanes between C-470 and Titan Road
- Four lanes between Titan Road and Meadows Parkway
- US 85/ SH 67 Intersection Reconfiguration


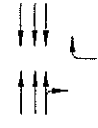
The Other Alternative would have the same access configurations as the Preferred Alternative. Acceleration or deceleration lanes may vary in the area from Highlands Ranch Parkway to Titan Road.

Variations of full, three-quarter, and right-in/right-out movements were used for the *US 85 Access Management Plan*. Figure 2, the legend, illustrates the configuration used for each of the accesses. The vertical arrows represent US 85 and the horizontal arrows represent the cross streets and corresponding accesses. Table 1 is a small excerpt from the comprehensive Table 2.

Full-movement access refers to the configuration where all directions of traffic are permitted to turn into and out of the access or roadway. Full-movement accesses are usually provided at public roads. A three-quarter-movement access at a T-intersection permits all movement except the left-turn movement out of the access. A right-in/right-out access only permits right turns from the major roadway into the access and right turns out of the access, no left turns are provided. CDOT is required to provide access to each property; however, the access does not have to be full-movement access and may be restricted to something less than current access.



**Table 1**  
**Example of Access Management Table**

Access	Business/Street Name	Ownership	Address of Access	Access Configuration	
				Existing	Proposed
Government	CDOT Maintenance Facility	CDOT	N/A		

**2.3 COLORADO DEPARTMENT OF TRANSPORTATION PROCESS**

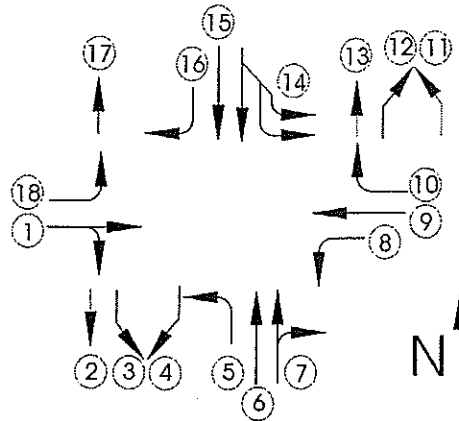
CDOT follows a formal process to change the type of access to a property. Prior to the construction phase, CDOT will send out a construction access permit (CAP) to each landowner. The CAP will identify what will be constructed and any additional restrictions such as limiting access to right-in/right-out. After receiving the permit, the landowner may file an appeal regarding the design and construction aspects of the permit.

Change of access is covered by the State of Colorado, *State Highway Access Code*, Volume 2 Code of Colorado Regulations 601-1 Section 2.6 “Changes in Land Use and Access Use.” Paragraph (7):

The Department or issuing authority may, when necessary for the improved safety and operation of the roadway, rebuild, modify, remove, or relocate any access, or redesign the highway including any auxiliary lane and allowable turning movement. The permittee and or current property owner will be notified of the change. Changes in roadway median design that may affect turning movements normally will not require a license modification hearing as an access permit confers no private rights to the permittee regarding the control of highway design or traffic operation even when that design affects access turning movements.

CDOT has a formal right-of-way acquisition process that follows the *Uniform Relocation Assistance and Real Property Acquisition Policy Act*. The process provides for fair and equitable treatment of those whose property will be acquired. The process includes initial property appraisal, determination of just compensation, negotiations, payment, relocations, and rights under eminent domain.

**Figure 2**  
**US 85 Access Configuration Legend**



- |   |   |     |   |
|---|---|-----|---|
| ① | Shared eastbound through lane and right-turn lane               | ⑩   | Westbound to northbound right-turn lane                         |
| ② | Eastbound to southbound right-turn continuous acceleration lane | ⑪   | Westbound to northbound right-turn acceleration lane            |
| ③ | Eastbound to southbound right-turn acceleration lane            | ⑫   | Eastbound to northbound left-turn acceleration lane             |
| ④ | Westbound to southbound left-turn acceleration lane             | ⑬   | Westbound to northbound right-turn continuous acceleration lane |
| ⑤ | Northbound to westbound left-turn lane                          | ⑭   | Southbound to eastbound double left-turn                        |
| ⑥ | Northbound through lane   | ⑮   | Southbound through lane   |
| ⑦ | Shared northbound through lane and right-turn lane              | ⑯   | Southbound to westbound right-turn lane                         |
| ⑧ | Westbound to southbound left-turn lane                          | ⑰   | Eastbound to northbound left-turn lane acceleration lane        |
| ⑨ | Westbound through lane  | ⑱   | Eastbound to northbound left-turn lane                          |
|   |   | N/A | Not Applicable  |

**TABLE 2  
US 85 Access Configuration Summary**

Access/ Parcel No.	Access	Business/Street Name	Ownership	Address of Access	Access Configuration	
					Existing	Proposed
	Government	CDOT Maintenance Facility	CDOT	N/A		
005	Business	Diamond Shamrock Corner Store	Brazos River Leasing Co.	13787 So. Santa Fe Dr. or 8071 Blakeland Dr.		
	Public	BLAKELAND DRIVE	Public	N/A		
	Public	NORWOOD DRIVE	Public	N/A		
010	Business	Old Java	Green By Nature	8001 So. Santa Fe Dr.		
022	Business	Jensen Sales Co.	Aloha Land LTD	8980 So. Santa Fe Dr.		
	Government	High Line Canal	City & County of Denver	N/A		
015	Business	Center Rental & Sales Inc.	William Lee Descendents Trust	13109 N. US Hwy 85		
016	Business	Store Rite	Vanwagner Family Partnership	13091 N. US Hwy 85 Consolidate with access 015		
018A	Business	My Pets Place	Jim & Judy Hailey	9111 So. Santa Fe Dr.		

**TABLE 2**  
**US 85 Access Configuration Summary**

Access/ Parcel No.	Access	Business/Street Name	Ownership	Address of Access	Access Configuration	
					Existing	Proposed
018B	Business	My Pets Place	Jim & Judy Hailey	9111 So. Santa Fe Dr. Consolidate with access 018A.		
	Public	CARDER COURT*	Public	N/A		
*A traffic signal will not be installed at Carder Court for safety reasons. If the intersection deteriorates to poor operating conditions the access may be adjusted to prohibit certain turning movements. The restricted traffic may access US 85 using the Town Center Drive traffic signal.						
	Public	MIDWAY - TOWN CENTER DRIVE	Public	N/A		
	Public	BRANDON DRIVE - Spring Gulch Equestrian Area	Colorado State Parks	N/A		
	Public	DUMONT WAY - HIGHLANDS RANCH PARKWAY	Public	N/A		
053, 054, 055	Private Res.	N/A	Agnes & Christine Jaksch, Agnes Jaksch, Edward Jaksch	11490, 11494, 11498 N US Hwy 85		
056	None	N/A	Edward Jaksch	Consolidate with access 053, 054, 055 and across back of lot	No Access	
057	None	N/A	Christine Jaksch	Consolidate with access 053, 054, 055 and across back of lot	No Access	
	Private Res.	Access to South Side of BNSF Tracks	BNSF Railroad	11475 N. US Hwy 85		

**TABLE 2  
US 85 Access Configuration Summary**

Access/ Parcel No.	Access	Business/Street Name	Ownership	Address of Access	Access Configuration	
					Existing	Proposed
058	Private Res.	N/A	Raymond & Mary Olson	11064 N. US Hwy 85		Potential EIS Relocation
	Public	LAKESIDE DRIVE	Public	N/A		
081	Private Res.	N/A	Axtell Associates	10641N. US Hwy 85		
080	Government	Sign Storage Facility	City & County of Denver	N/A		
072	Private Res.	N/A	Ed & James Smith	11012 N. US Hwy 85		
073,074	Business	Country Palace (Closed)	Tommy & Joyce Holder	10366 N. US Hwy 85		Will be eliminated with Titan Road Project
075A, 075B	Business	South 85 Feed & Supply	Granshady Inc.	10300 N. US Hwy 85		Will be eliminated with Titan Road Project
076	Private Res.	N/A	Ordella Pearce ETAL	10244 N. US Hwy 85		Will be eliminated with Titan Road Project
077	None	N/A	Ordella Pearce ETAL	N/A	No Access	No Access
	Public	WILDFIELD LANE	Public	N/A		Will be incorporated into the Titan Road Project

**TABLE 2**  
**US 85 Access Configuration Summary**

Access/ Parcel No.	Access	Business/Street Name	Ownership	Address of Access	Access Configuration	
					Existing	Proposed
083	Private Res.	N/A	Laura & Dale Fryman	10154 N. US Hwy 85		Will be eliminated with Titan Road Project
086	Private Res.	N/A	Jolene Guettlein	10046 N. US Hwy 85		Will be eliminated with Titan Road Project
087	Private Res.	N/A	Leo Guettlein	10034 N. US Hwy 85		Will be eliminated with Titan Road Project
088	None	N/A	Diamond LTD	N/A	No Access	No Access
	Public	TITAN ROAD	Public	N/A		<i>New Grade-Separated Intersection</i>
	Public	CHATFIELD DRIVE*	Public	N/A		
*Traffic entering U.S. 85 from Titan Road will not be permitted to turn left onto Garfield Drive						
	Private Res.	N/A	Ralph Anderson	9840, 9842 N. US Hwy 85		
110	Business	Tom Moyer & Assoc.	Clarence & Tilma Ensign	9777 N. US Hwy 85		
109	Business	Total Systems Design & Const.	Joe & Bernice Svigel	9677 N. US Hwy 85		

**TABLE 2**  
**US 85 Access Configuration Summary**

Access/ Parcel No.	Access	Business/Street Name	Ownership	Address of Access	Access Configuration	
					Existing	Proposed
093	Private Res.	N/A	David & Jolynne Lewis	9654 N. US Hwy 85		
701	Private Res.	N/A	Charles Blemler	9656 N. US Hwy 85	Uses 093 Access	Uses 093 Access
094	Private Res.	N/A	Kenneth & Joyce Nichols	9656 N. US Hwy 85		
095	Private Res.	N/A	Raco Family LTD	9624 N. US Hwy 85	Uses 094 Access	Uses 094 Access
108	Business	Chatfield Mini Shops & Warehouses	Central Construction	9635 N. US Hwy 85		
107	Business	Chatfield Mini Shops & Warehouses	Central Construction	9635 N. US Hwy 85		
106	Private Res.	N/A	Wayne & Gloria Crawford	9545 N. US Hwy 85	Uses 107 Access	Uses 107 Access
096	None	N/A	Molybenum Corp.	N/A	No Access	Uses 094 Access
105	None	N/A	Molybenum Corp.	N/A	No Access	No Access
104	Business	Molycorp. Inc.	Molybenum Corp.	9481 N. US Hwy 85		

**TABLE 2**  
**US 85 Access Configuration Summary**

Access/ Parcel No.	Access	Business/Street Name	Ownership	Address of Access	Access Configuration	
					Existing	Proposed
097	Private Res.	N/A	Douglas & Neva Engel	9442 N. US Hwy 85 Consolidate with access 104		
103	Business	Country Pumps	Edward & Elain Sawyer	9409 N. US Hwy 85		Will be eliminated with US 85 realignment
102	Business	Chatfield Construction Co.	Thomas & Barbara Wolff	9305 N. US Hwy 85		Will be eliminated with US 85 realignment
101	Business	Match Box Saloon & Grill	Billie Clark	9285 N. US Hwy 85		Will be eliminated with US 85 realignment
101	Business	Liquor Store	Billie Clark	9263 N. US Hwy 85		Will be eliminated with US 85 realignment
098	Field Access	N/A	Chatfield Ridge	N/A		
099	Private/ Business	Highlands Ranch Law Enforcement Training Facility	E I Dupont De Nemours & Co.	9008 N. US Hwy 85		
100, 114	Business	E I Dupont De Nemours & Co.	E I Dupont De Nemours & Co.	Consolidate with access 099		
113	None	N/A	Billie Clark	Consolidate with access 099 and access side road to Law Enforcement Facility	No Access	
115 A	Private Res.	N/A	Alpha Proj. Trustees	8570 N. US Hwy 85 Consolidate with access 116 and 117		



**TABLE 2  
US 85 Access Configuration Summary**

Access/ Parcel No.	Access	Business/Street Name	Ownership	Address of Access	Access Configuration	
					Existing	Proposed
115 B	Private Res.	N/A	Alpha Proj. Trustees	8570 N. US Hwy 85 Consolidate with access 116 and 117		
116, 117	Business	Hotline Auto Salvage	Billie Clark	8571 N. US Hwy 85		
120, 121	Private Res.	N/A	Edward Pierson, Joe & Margaret Clayton	8344, 8340 N. US Hwy 85		
122	Private Res.	N/A	Lloyd & Michael Norton	8360 N. US Hwy 85		
123	Private Res.	N/A	Dennis & Sylvia Devries	8326 N. US Hwy 85		
	Public	LOUVIERS AVENUE*	Public	N/A		
*If a traffic signal is installed at Louviers Avenue due to proposed development, then a traffic signal is not necessary at County Road 16. The vehicles currently using County Road 16 may access US 85 at Louviers Avenue.						
125	Business	ERS Constructors	James and Sarah Larsh	8012 N. US Hwy 85		Eliminate, access Louviers Avenue
129	Field Access	N/A	Phyllis Dowell	N/A		
	Public	COUNTY ROAD 16	Public	N/A		

**TABLE 2**  
**US 85 Access Configuration Summary**

Access/ Parcel No.	Access	Business/Street Name	Ownership	Address of Access	Access Configuration	
					Existing	Proposed
130	Field Access	N/A	Michael & Margaret Smith	N/A		
	Business	Access to Signal Bungalow	BNSF	800 feet South of Kelley Ave.		
	Private Res. (New Access)	N/A	Michael & Margaret Smith	N/A	New access no existing configuration	
144	Field Access	N/A	Hobbs Property LLC	N/A		
148, 149, 155	Private Res.	N/A	Russell Riggs & Carolyn Michem, Thurman & Helen Riggs	6796, 6800 N. US Hwy 85		
150	None	N/A	Hobbs Property LLC	N/A	No Access	Steep bluff may prohibit access to this property
157	Private Res.	N/A	John Navratil Jr.	6490 N. US Hwy 85		
158	Private Res.	N/A	Clayton & June Thomas	6222 N. US Hwy 85		
161	Private Res.	N/A	Richard & Florence Blohm	6200 N. US Hwy 85 Consolidate with access 158		

**TABLE 2  
US 85 Access Configuration Summary**

Access/ Parcel No.	Access	Business/Street Name	Ownership	Address of Access	Access Configuration	
					Existing	Proposed
162	Private Res.	N/A	Charles & Elanore Smith	6142 N. US Hwy 85		
163	Private Res.	N/A	Edward & Elsie Flynn	6090 N. US Hwy 85		
164	Private Res.	N/A	Adair & Wilmina Woodson	6046 N. US Hwy 85		
165A	Business	N/A	Jerry & Mary Griffin	Consolidate with access 158		
165B	Business	N/A	Jerry & Mary Griffin	N/A		
166	Field Access	N/A	Sedalia Land Co.	Consolidate with 167B		
167A	Private Res.	N/A	John & Marguerite Delva	5970 N. US Hwy 85		
167B	Field Access	N/A	John & Marguerite Delva	N/A		
169	Business	IREA	Intermountain Rural Electric Assoc. (IREA)	5496 N. US Hwy 85 Consolidate with access 167B		

**TABLE 2  
US 85 Access Configuration Summary**

Access/ Parcel No.	Access	Business/Street Name	Ownership	Address of Access	Access Configuration	
					Existing	Proposed
	Public	STATE HIGHWAY 67	Public	N/A		
190	Business	Sedalia Grill	Frank & Patricia Prescott	5607 N. US Hwy 85		 On new frontage rd.
195, 196	Business	Beeman's Gas & Grocery	Beeman's Gas & Grocery	5587 N. US Hwy 85		 On new frontage rd.
192, 199	Business	Sedalia Liquor	Satinderpal Salh	5587 N. US Hwy 85		 On new frontage rd.
170A	Field Access	Historic Access	Cherokee Ranch & Castle Foundation	N/A		Not used, relocate for improvements
200, 201	Business	Sedalia Tire, Lennox Heating & Air Cond., Sleeping Indian Trading Post, Obriens Café, Silver Crown Landscape Materials	Daniel Maddox	5585 N. US Hwy 85		 On new frontage rd.
170B	Private Res.	N/A	Cherokee Ranch & Castle Foundation	5490 N. US Hwy 85		
204	Private Res.	N/A	Cherokee Ranch Inc.	5036 N. US Hwy 85		

**TABLE 2  
US 85 Access Configuration Summary**

Access/ Parcel No.	Access	Business/Street Name	Ownership	Address of Access	Access Configuration	
					Existing	Proposed
203A	Business	Gravel Pits	Cherokee Ranch Inc.	N/A		
203B	Business	Gravel Pits (Closed)	Cherokee Ranch Inc.	N/A		Closed
206	Business	Golf Tournament Parking	Castle Pines Tourn. Co.	N/A		
215	Business	N/A	BCK Farms LLC	4687 N. US Hwy 85		
	Public	DANIELS PARK ROAD	Public	N/A		
211	Private Res.	N/A	Joseph & Mary Ellen Howard	4528 N. US Hwy 85 Consolidate with Daniels Park Road		
216	Private Res.	N/A	Joseph & Mary Ellen Howard	4525 N. US Hwy 85 Consolidate with Daniels Park Road		
221, 214	Business	Closed	Fidelity Castle Pines LTD, Castle Pines Golf Club Inc.	N/A	Closed	Closed
220	Private Res.	N/A	James Klos ETAL	4343 N. US Hwy 85		

**TABLE 2  
US 85 Access Configuration Summary**

Access/ Parcel No.	Access	Business/Street Name	Ownership	Address of Access	Access Configuration	
					Existing	Proposed
	Public	HAPPY CANYON ROAD	Public	N/A		
226	Business	N/A	Fidelity Castle Pines LTD.	N/A		Closed
229	Business	Wastewater Treatment Plant	Plum Creek Wastewater Authority	4255 N. US Hwy 85		
	Public	CASTLEGATE DRIVE NORTH	Public	N/A		
	Public	ATRIUM	Public	N/A		
244	Business, Private Res.	Ludwig Caisson Drilling	Gayleen & Verdgie Schaffer	3613, 3611 N. US Hwy 85 Consolidate with Atrium access		
242	Field Access	N/A	DEV - VIC LTD	N/A		Close
	Public	MEADOWS PARKWAY	Public	N/A		

## **Appendix**





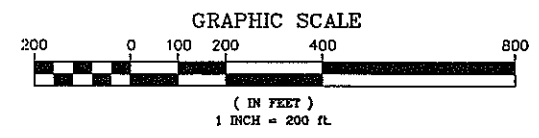
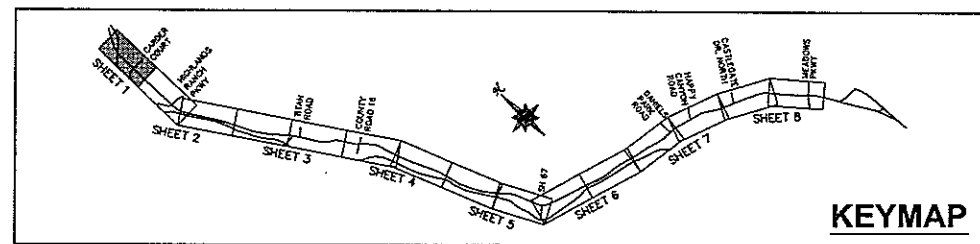
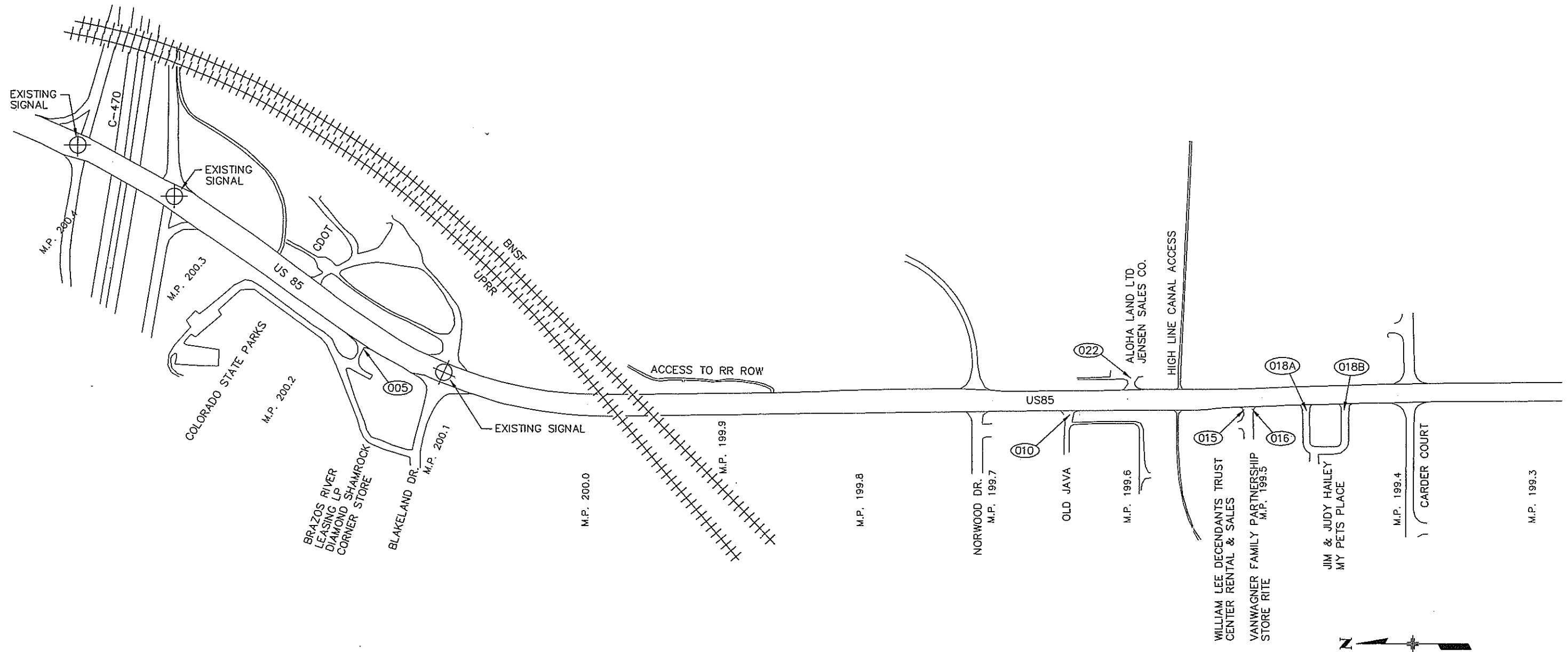


Figure 1a  
 Existing US 85 Access  
 IM 0252 - 317  
 US 85 Between MP 200.4 & MP 199.3

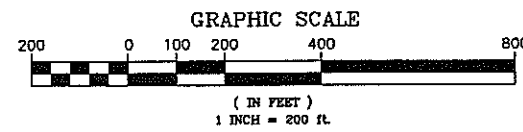
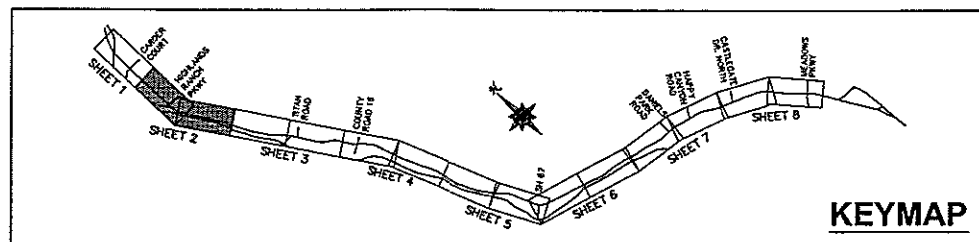
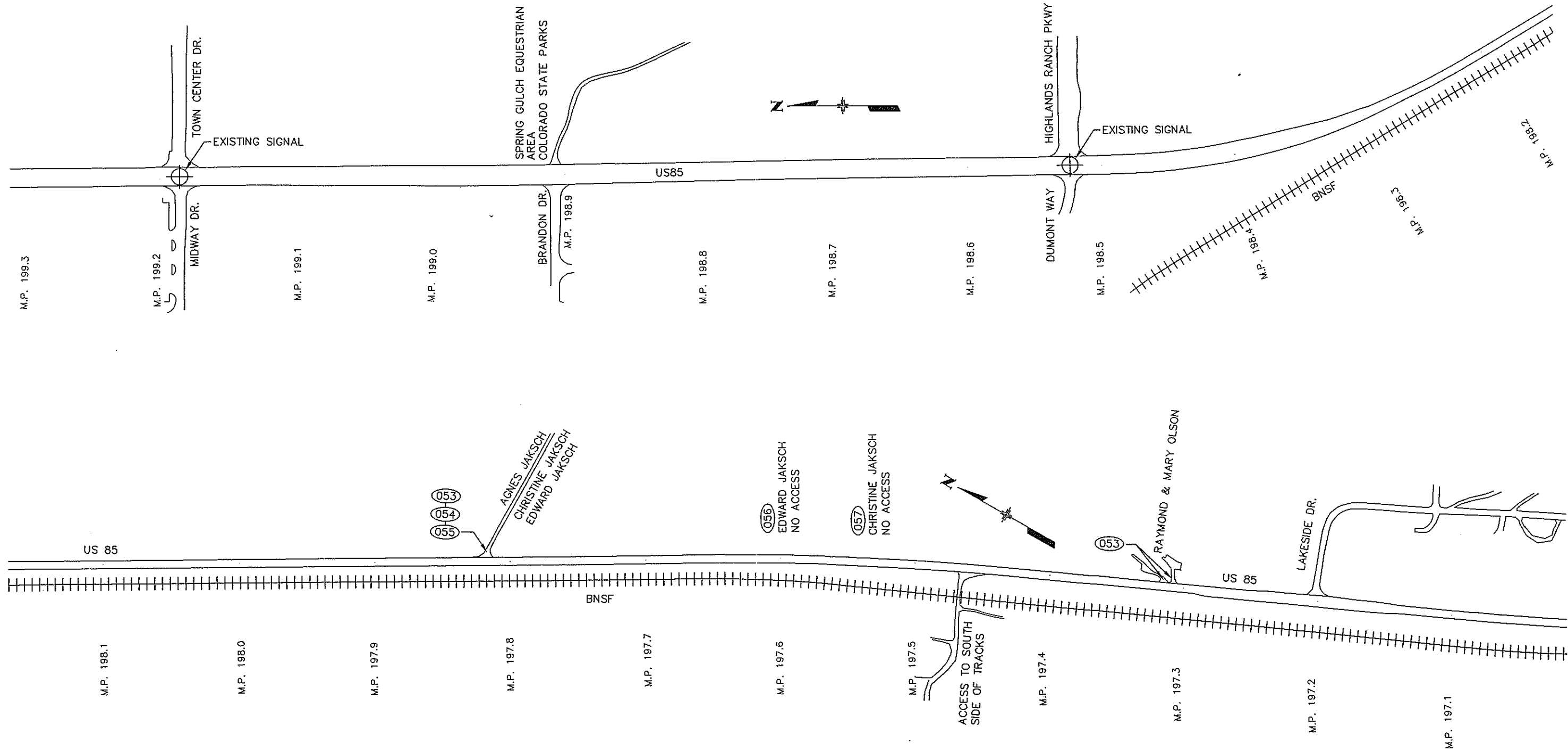


Figure 1b  
Existing US 85 Access  
IM 0252 - 317  
US 85 Between MP 199.3 & MP 197.1

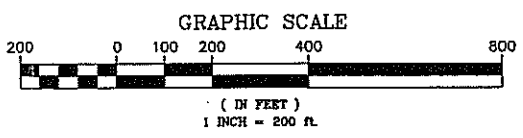
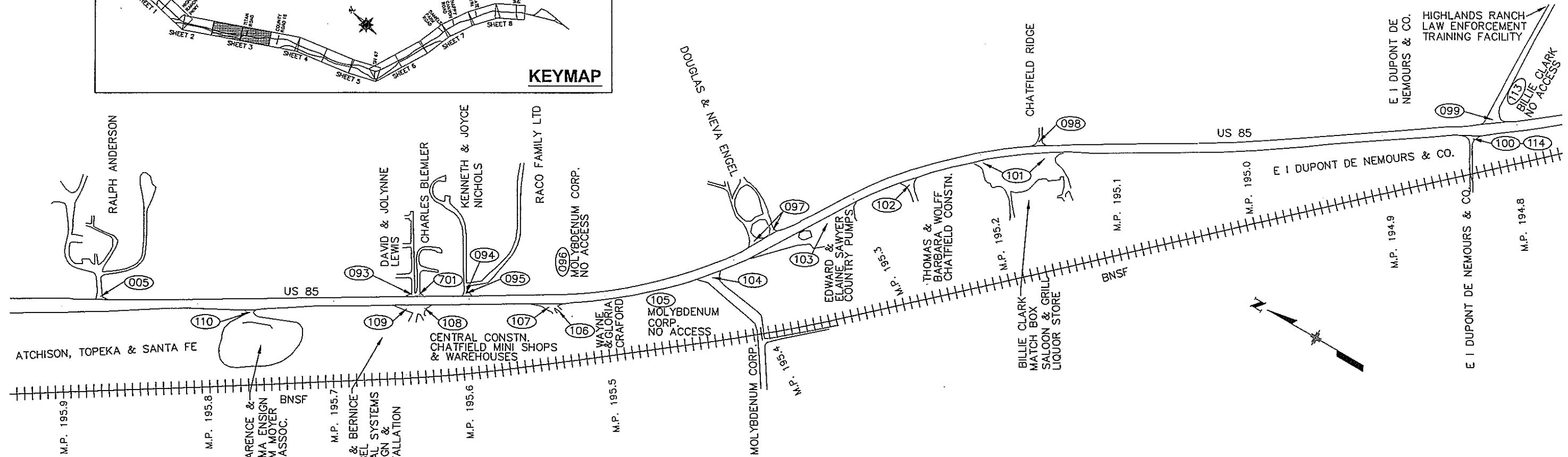
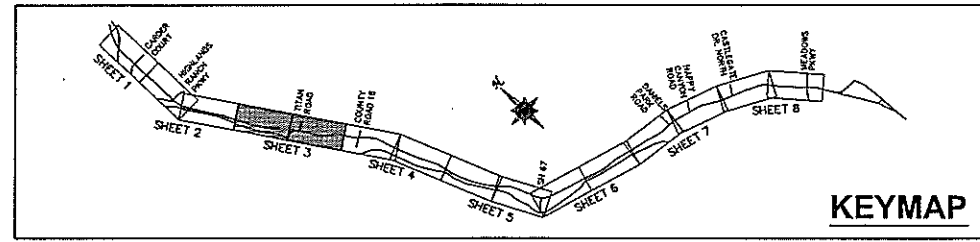
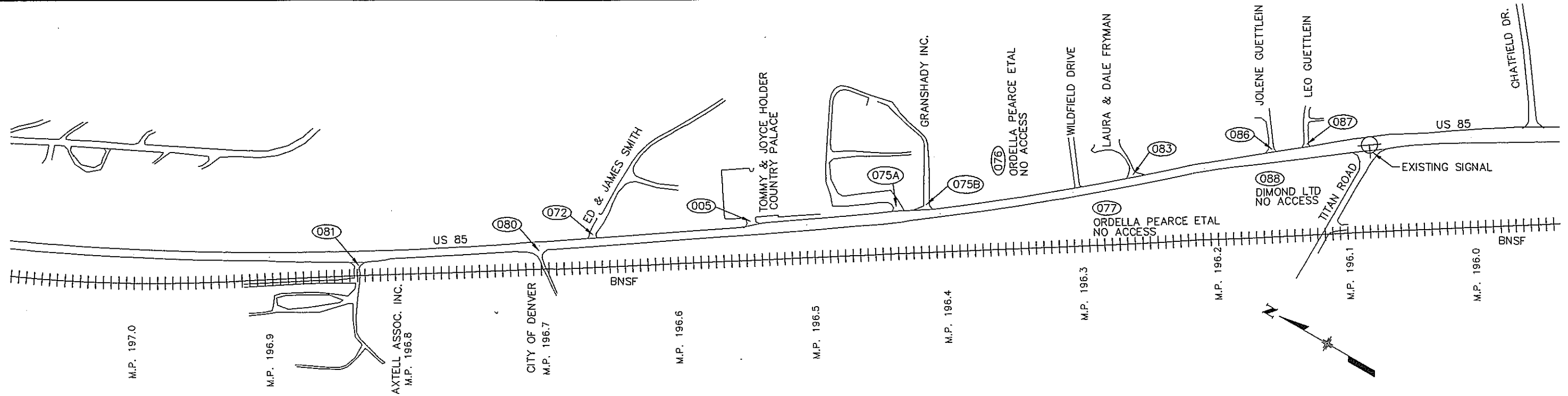


Figure 1c  
 Existing US 85 Access  
 IM 0252 - 317  
 US 85 Between MP 197.1 & MP 194.8

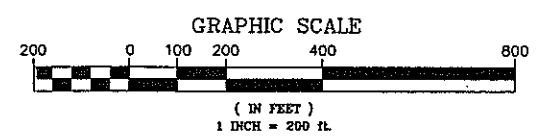
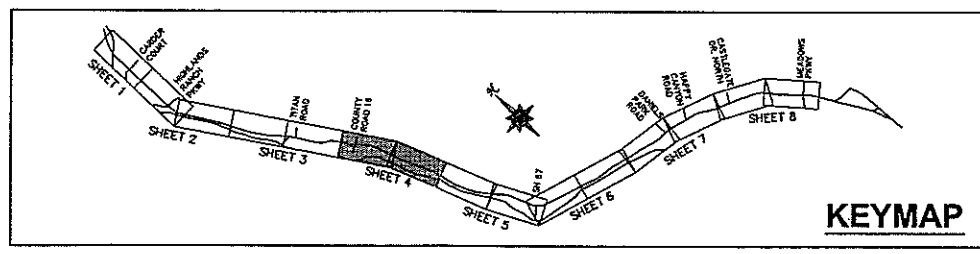
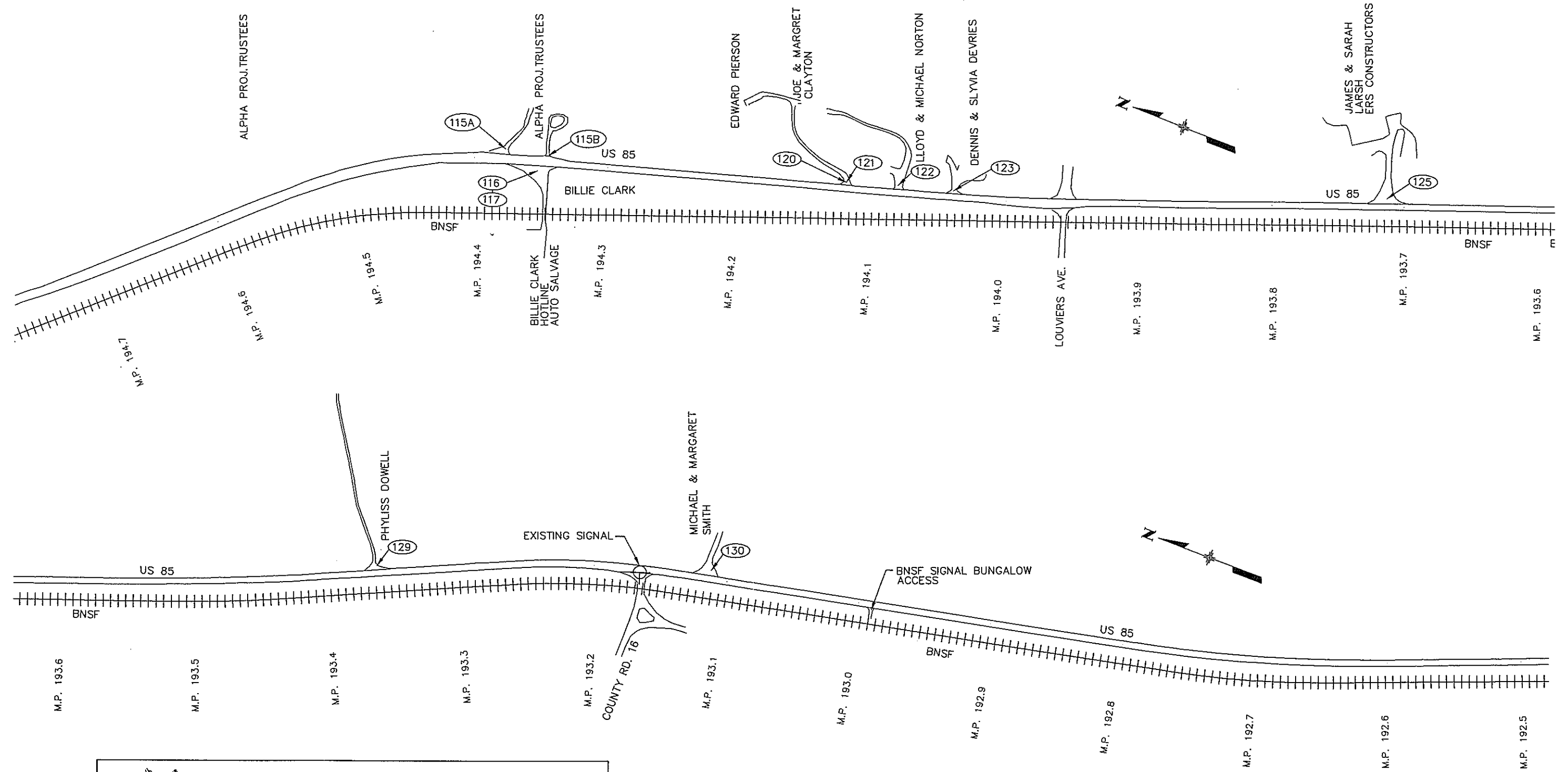


Figure 1d  
Existing US 85 Access  
IM 0252 - 317  
US 85 Between MP 194.8 & MP 192.5

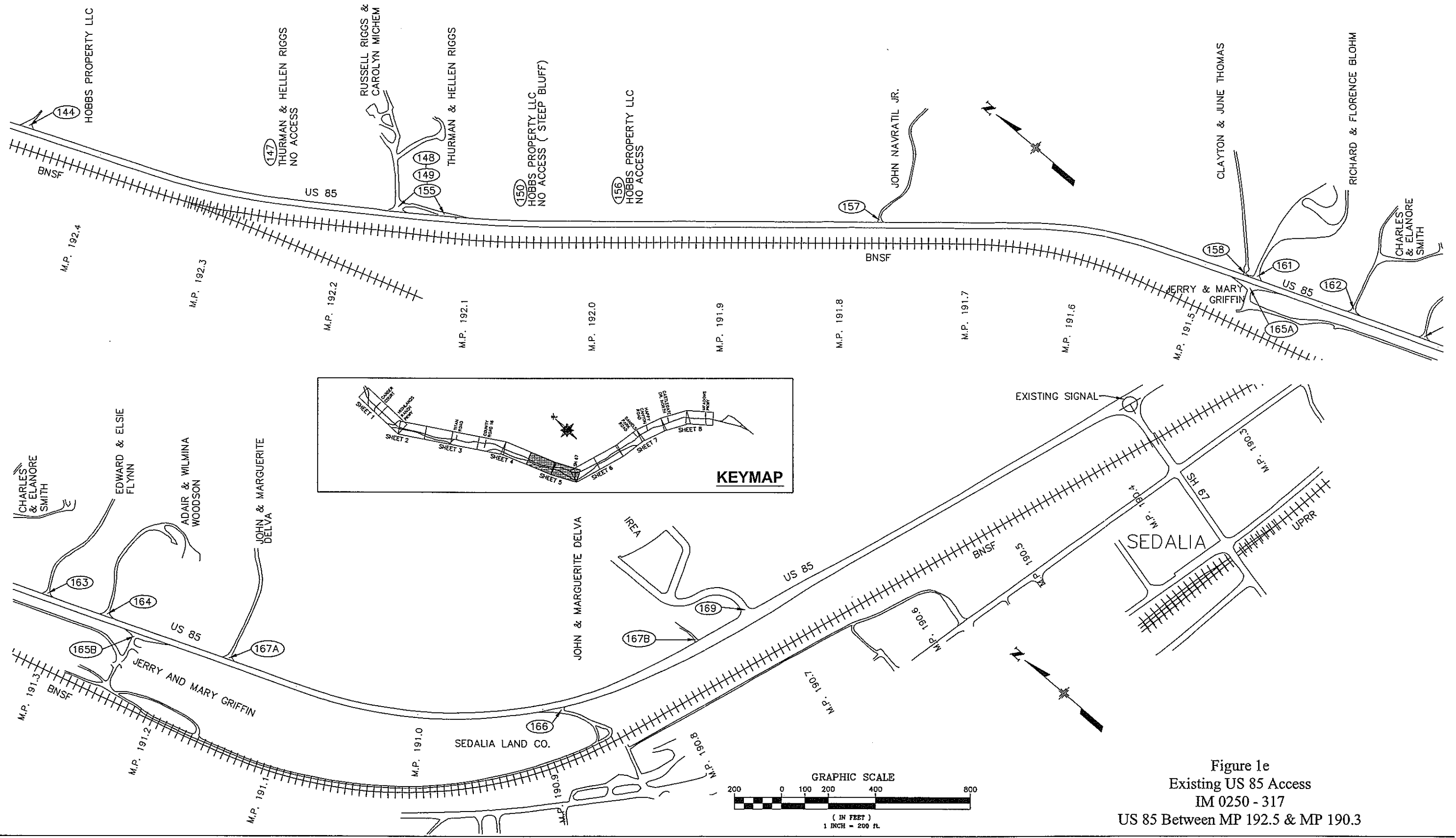


Figure 1e  
 Existing US 85 Access  
 IM 0250 - 317  
 US 85 Between MP 192.5 & MP 190.3

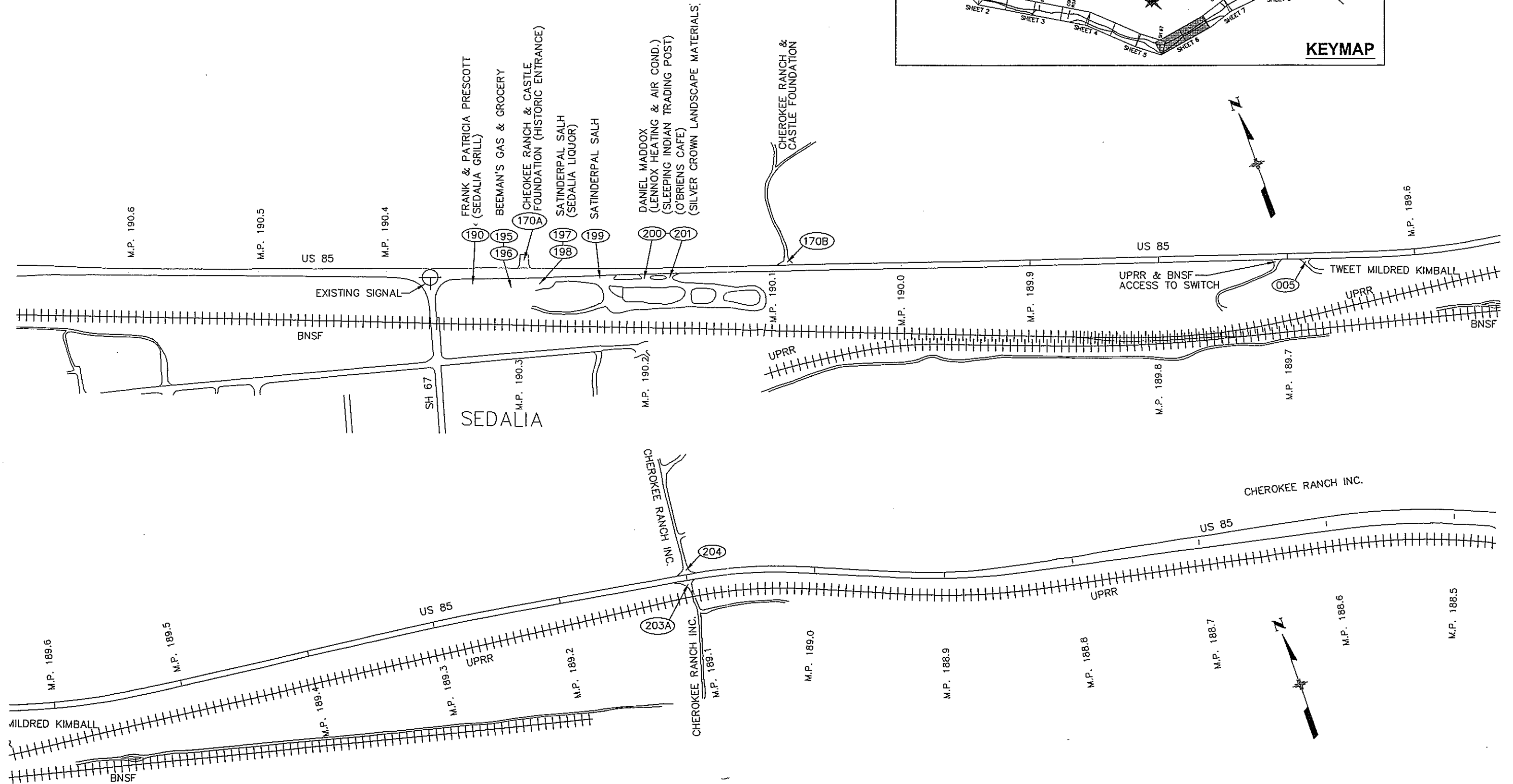
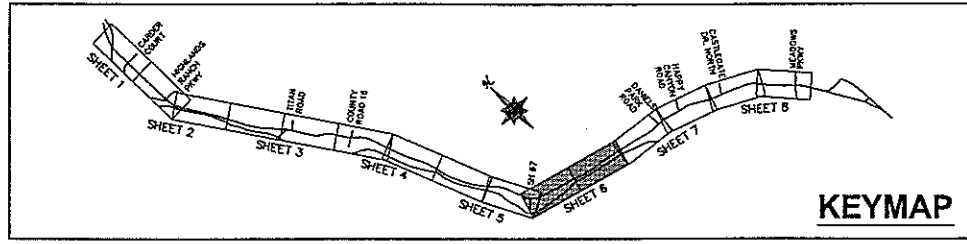


Figure 1f  
Existing US 85 Access  
IM 0252 - 317  
US 85 Between MP 190.5 & MP 188.5

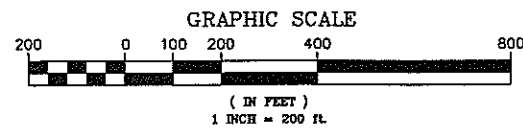
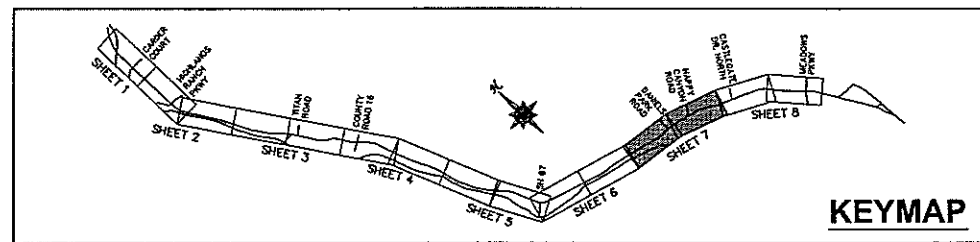
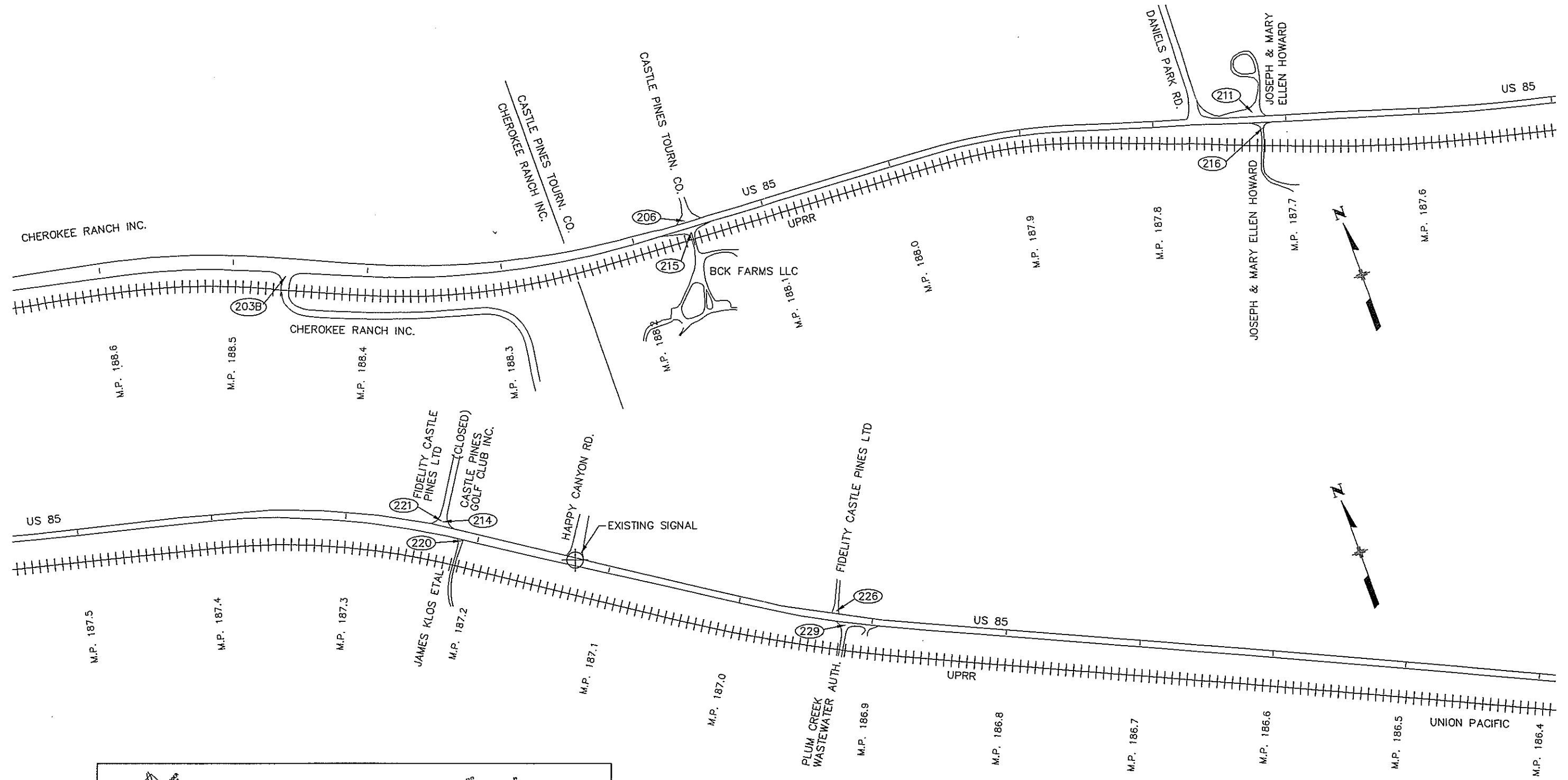


Figure 1g  
Existing US 85 Access  
IM 0252 - 317  
US 85 Between MP 188.5 & MP 186.4

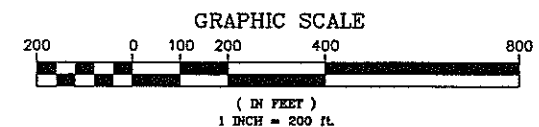
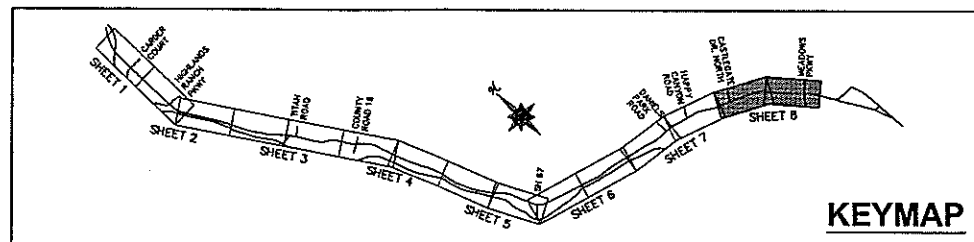
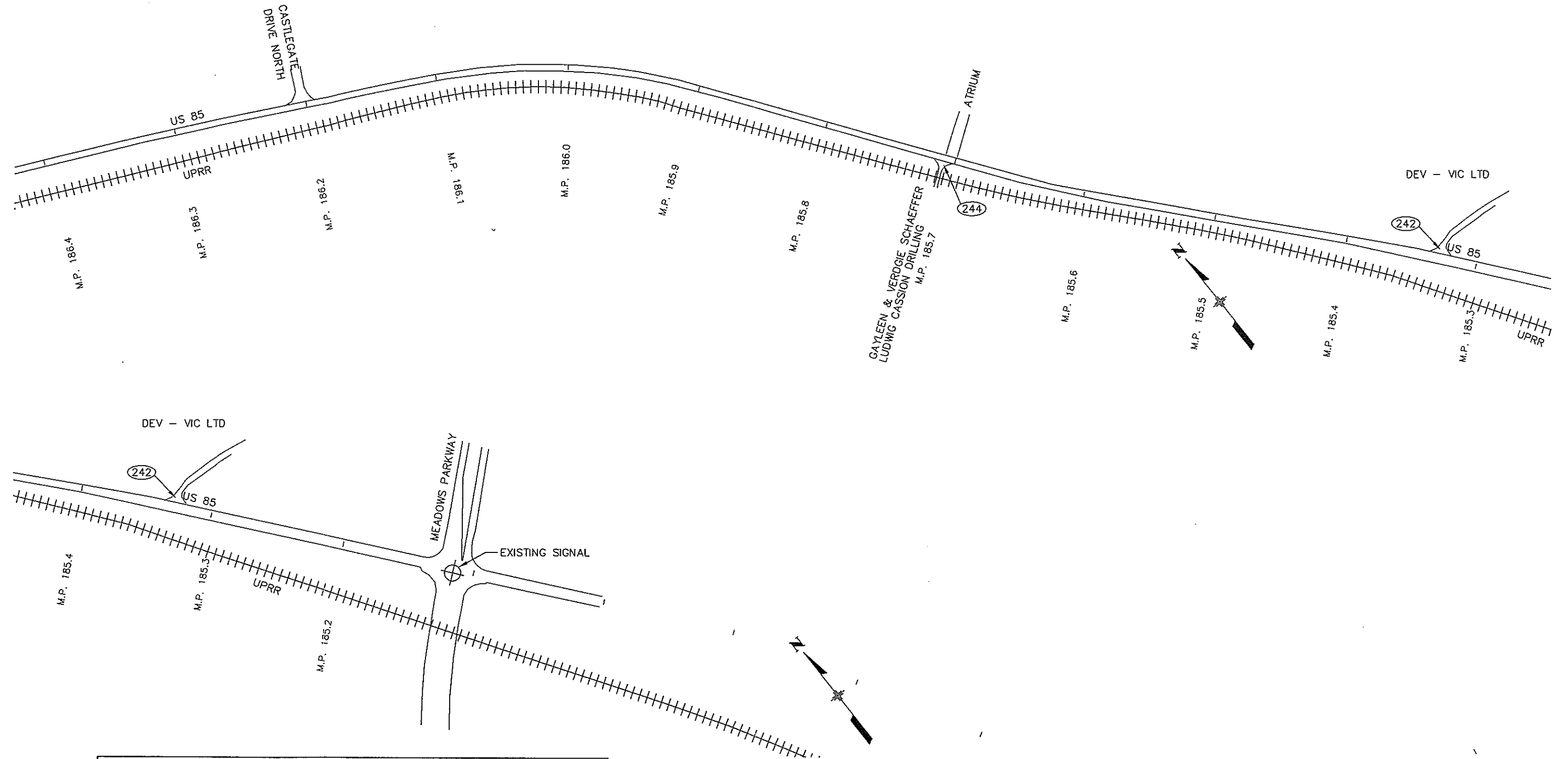


Figure 1h  
 Existing US 85 Access  
 IM 0252 - 317  
 US 85 Between MP 186.4 & MP 185.1



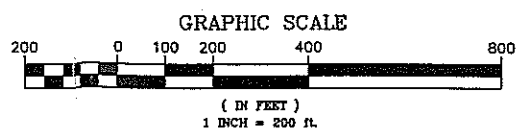
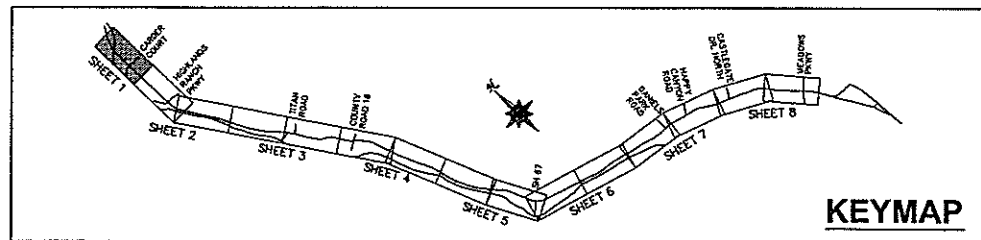
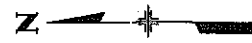
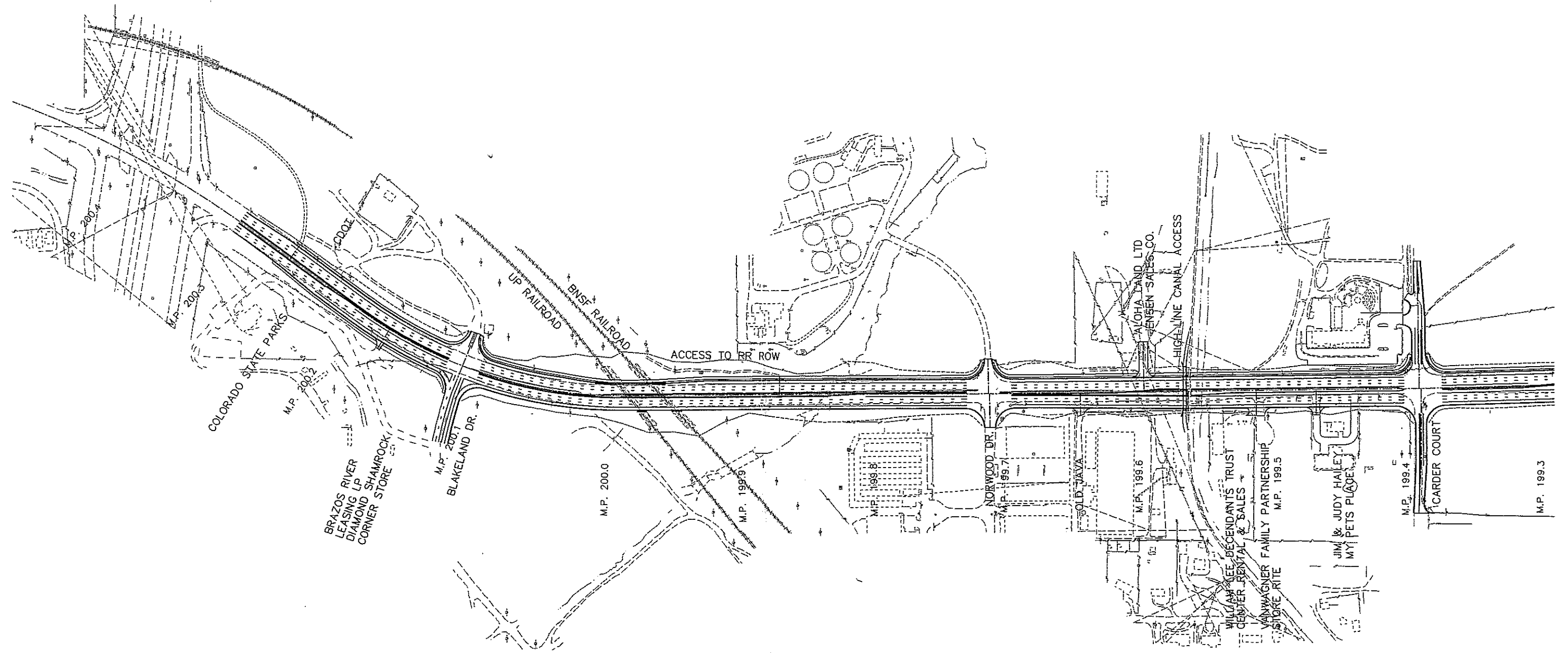


Figure 2a  
 Conceptual Design  
 IM 0252 - 317  
 US 85 Between MP 200.4 & MP 199.3

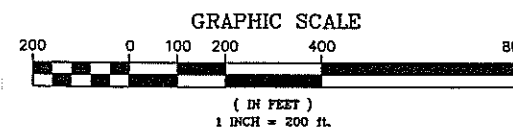
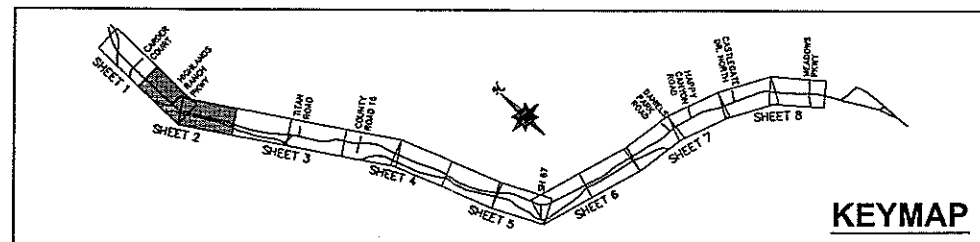
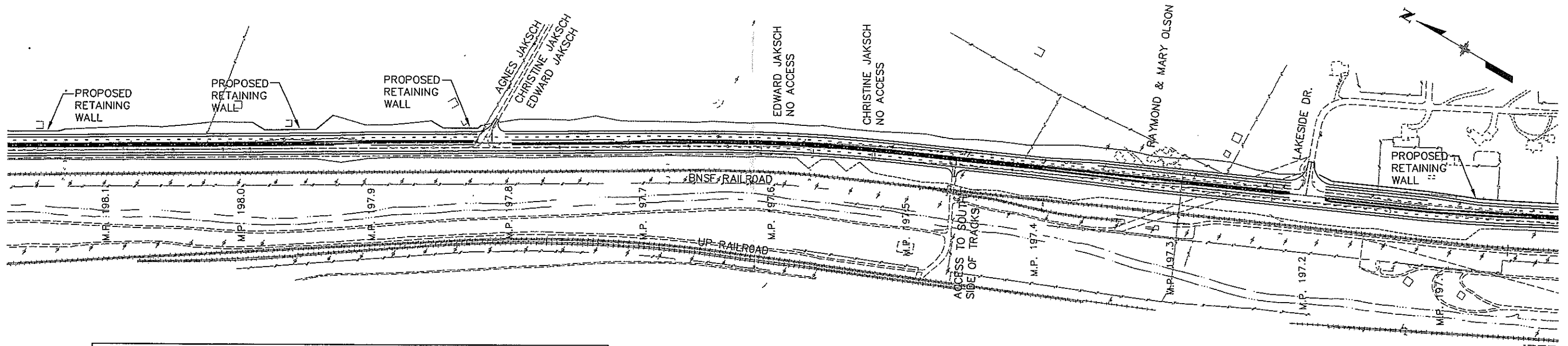
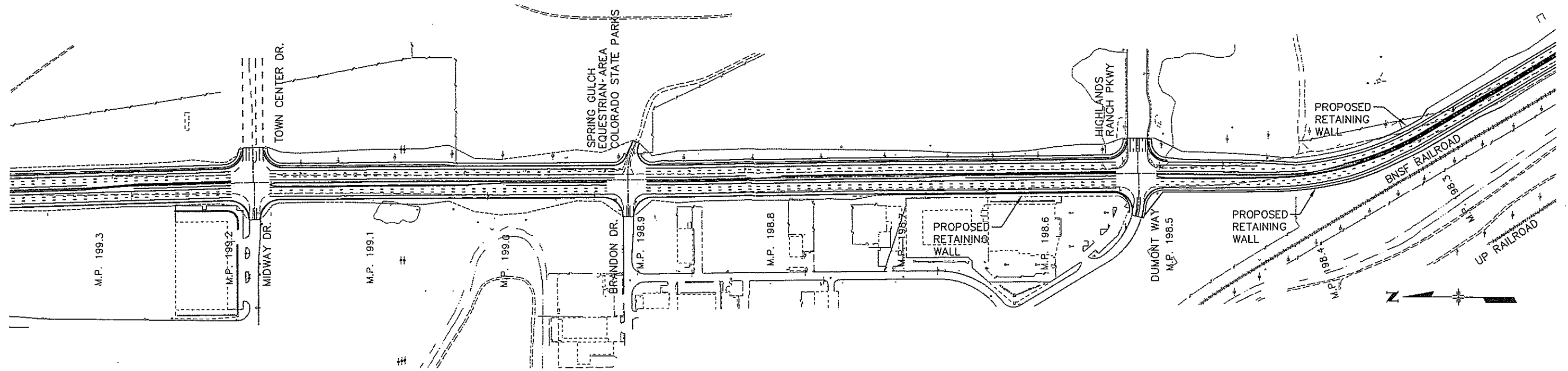


Figure 2b  
 Conceptual Design  
 IM 0252 - 317  
 US 85 Between MP 199.3 & MP 197.1

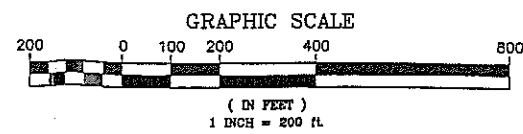
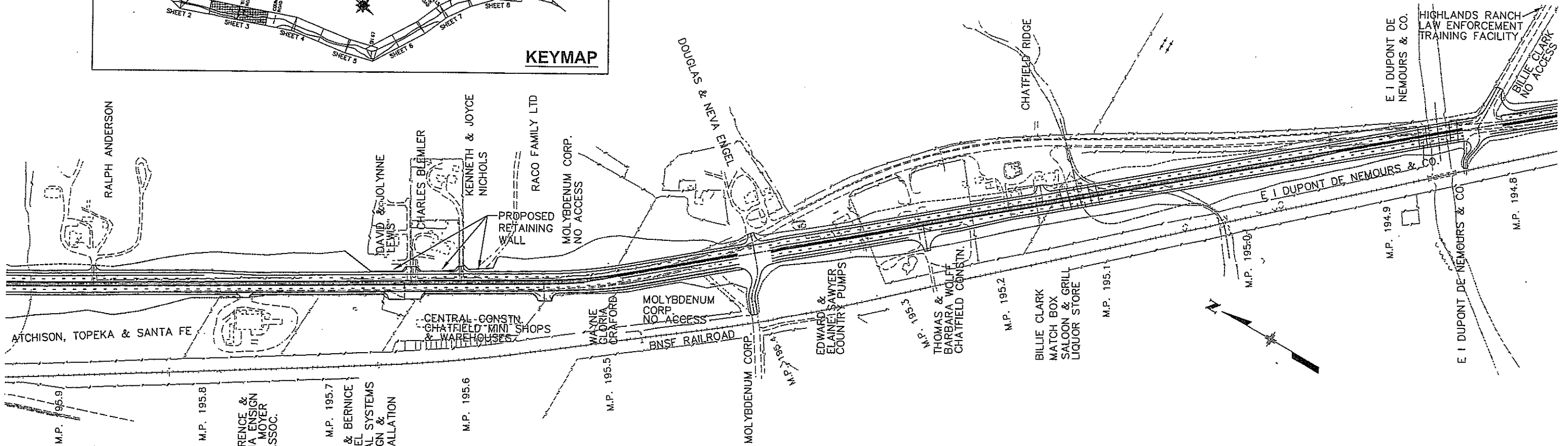
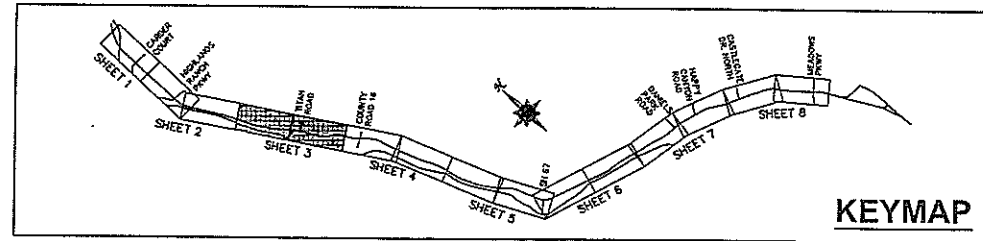
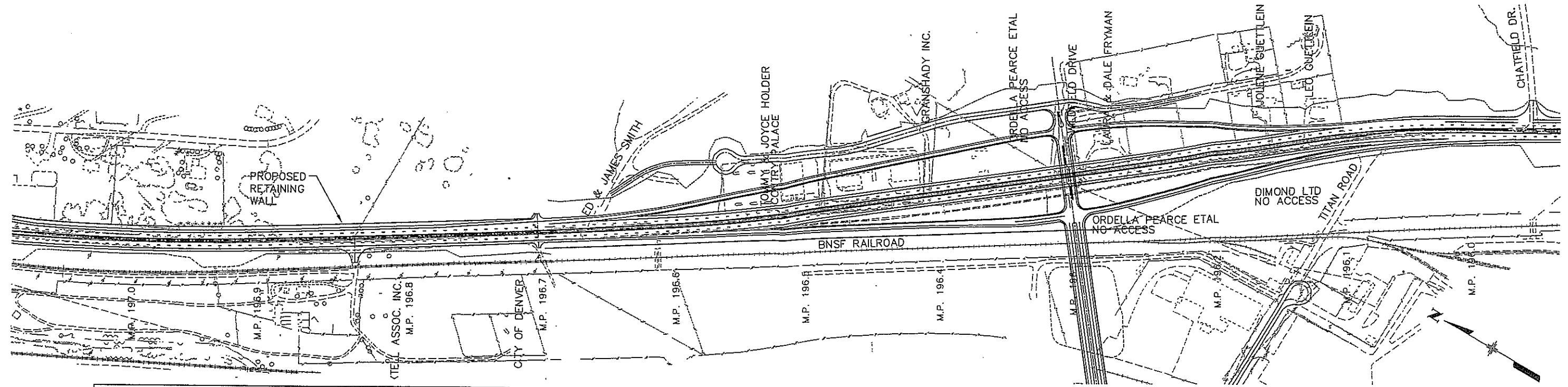


Figure 2c  
 Conceptual Design  
 IM 0252 - 317  
 US 85 Between MP 197.1 & MP 194.8

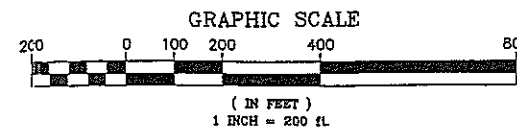
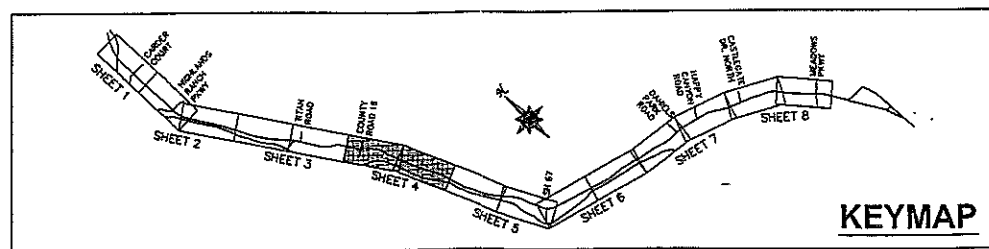
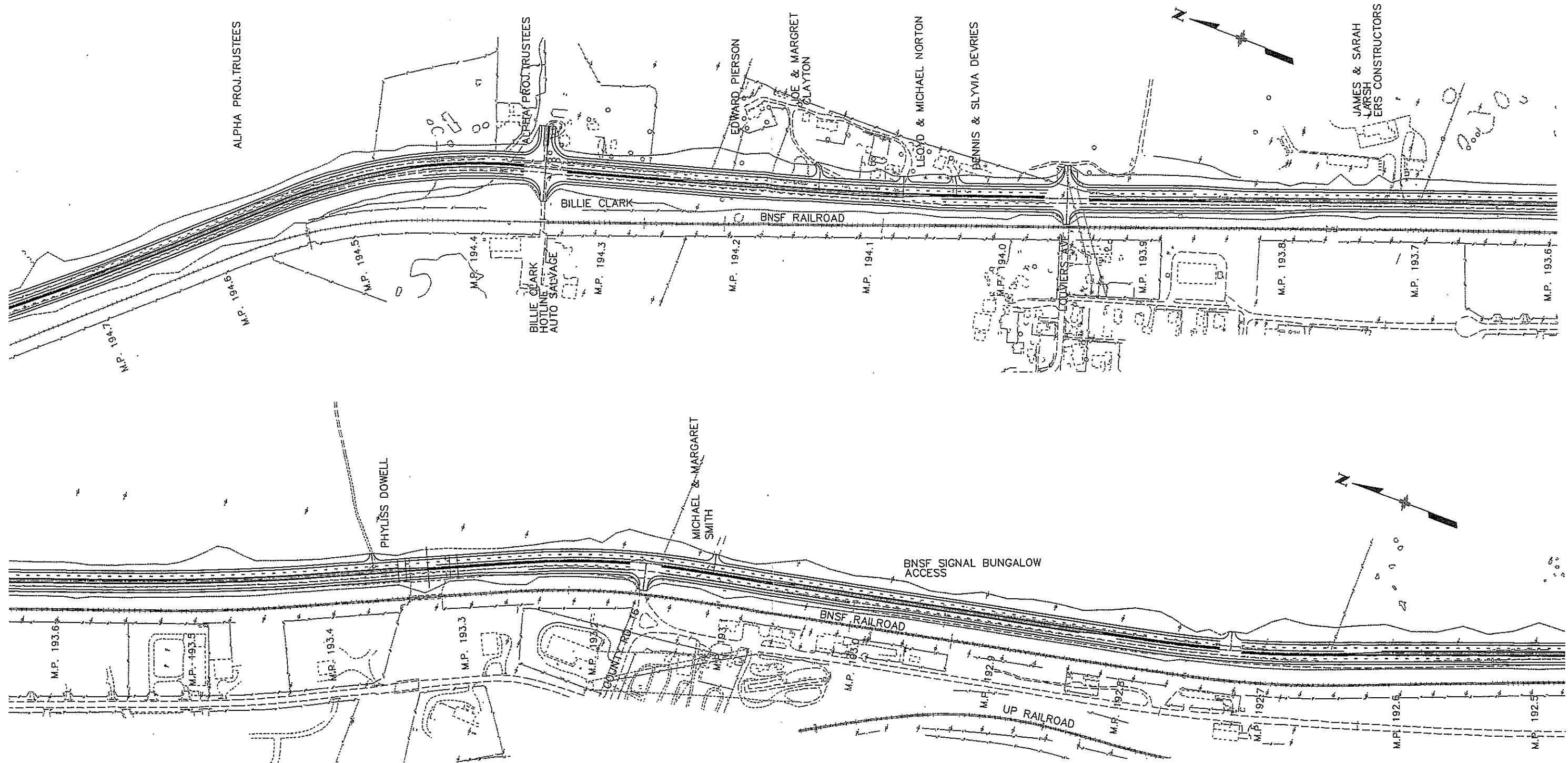


Figure 2d  
 Conceptual Design  
 IM 0252 - 317  
 US 85 Between MP 194.8 & MP 192.5

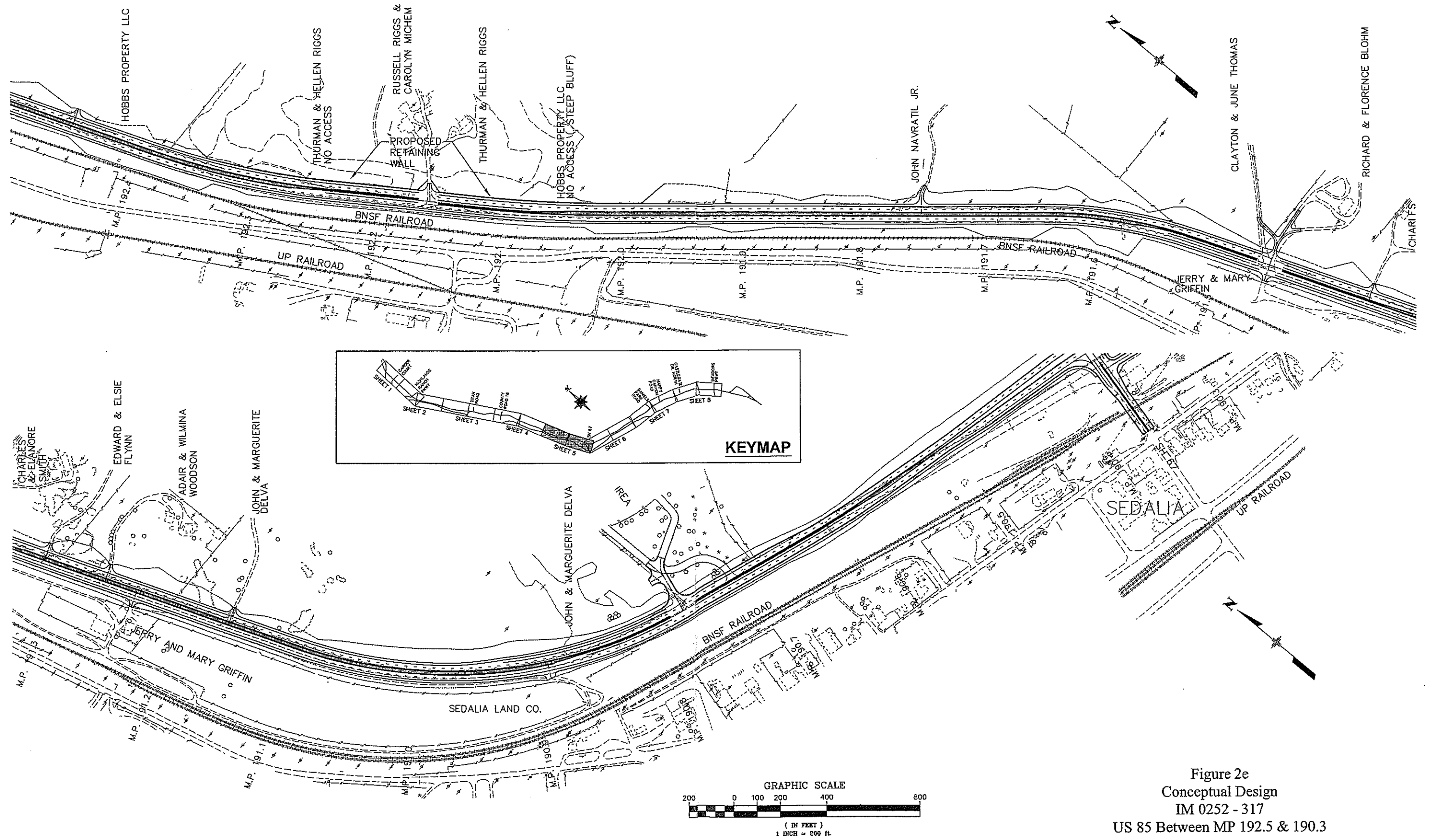


Figure 2e  
 Conceptual Design  
 IM 0252 - 317  
 US 85 Between MP 192.5 & 190.3

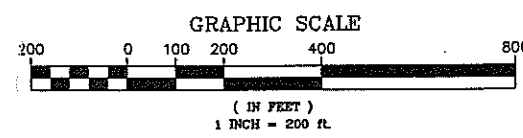
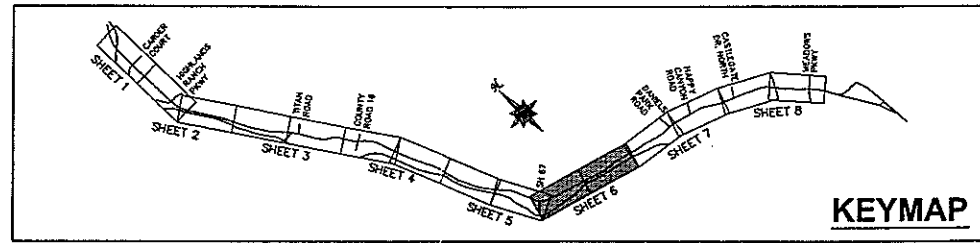
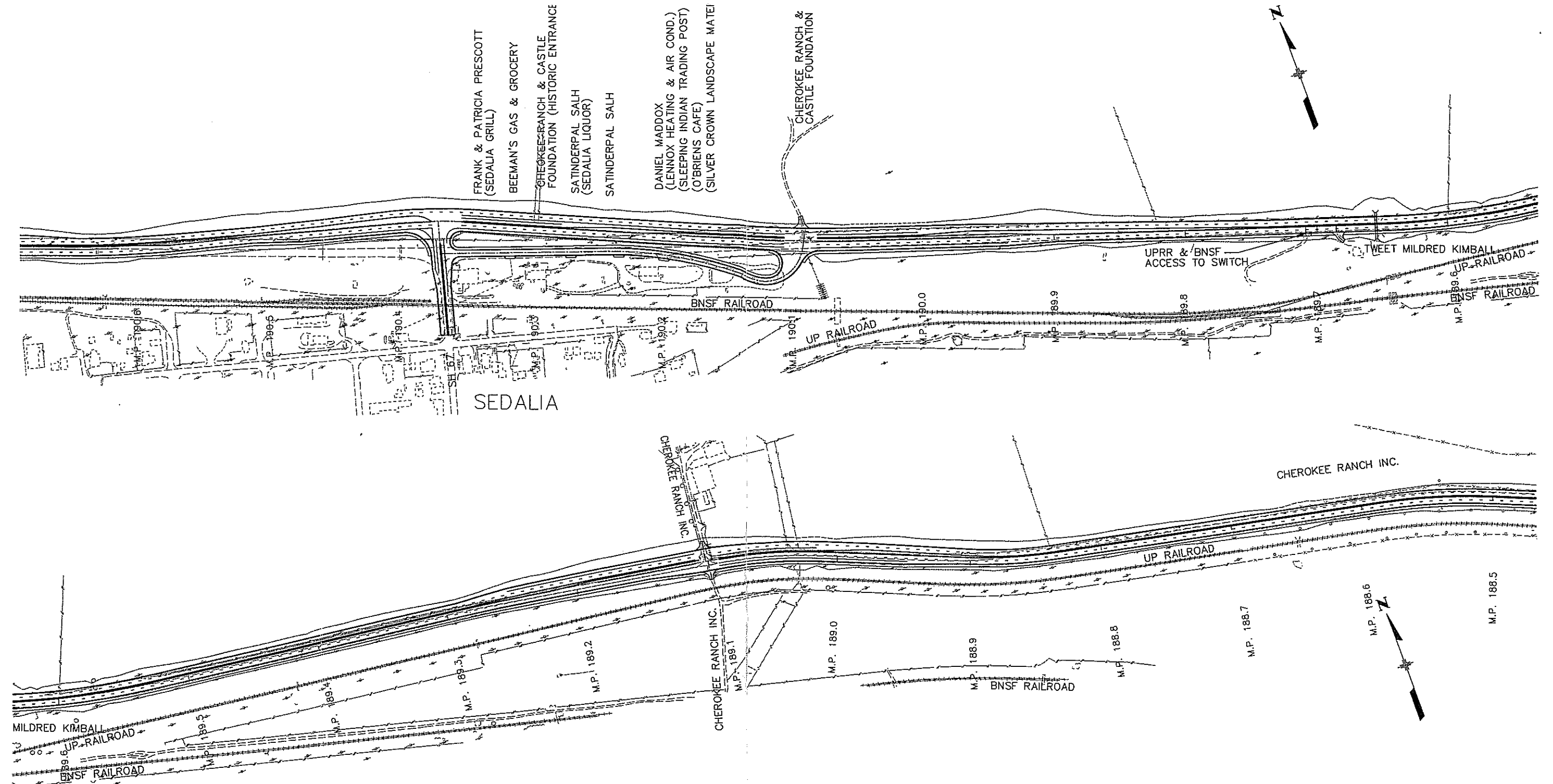


Figure 2f  
 Conceptual Design  
 IM 0252 - 317  
 US 85 Between MP 190.5 & MP 188.5

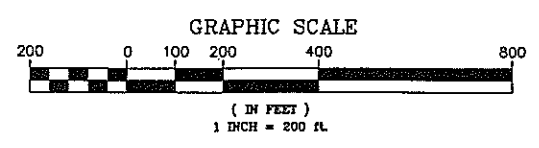
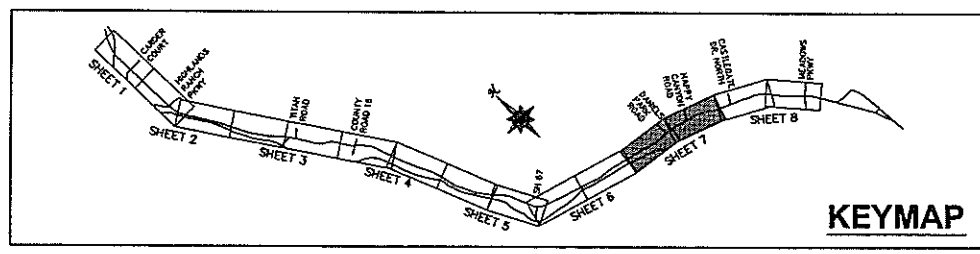
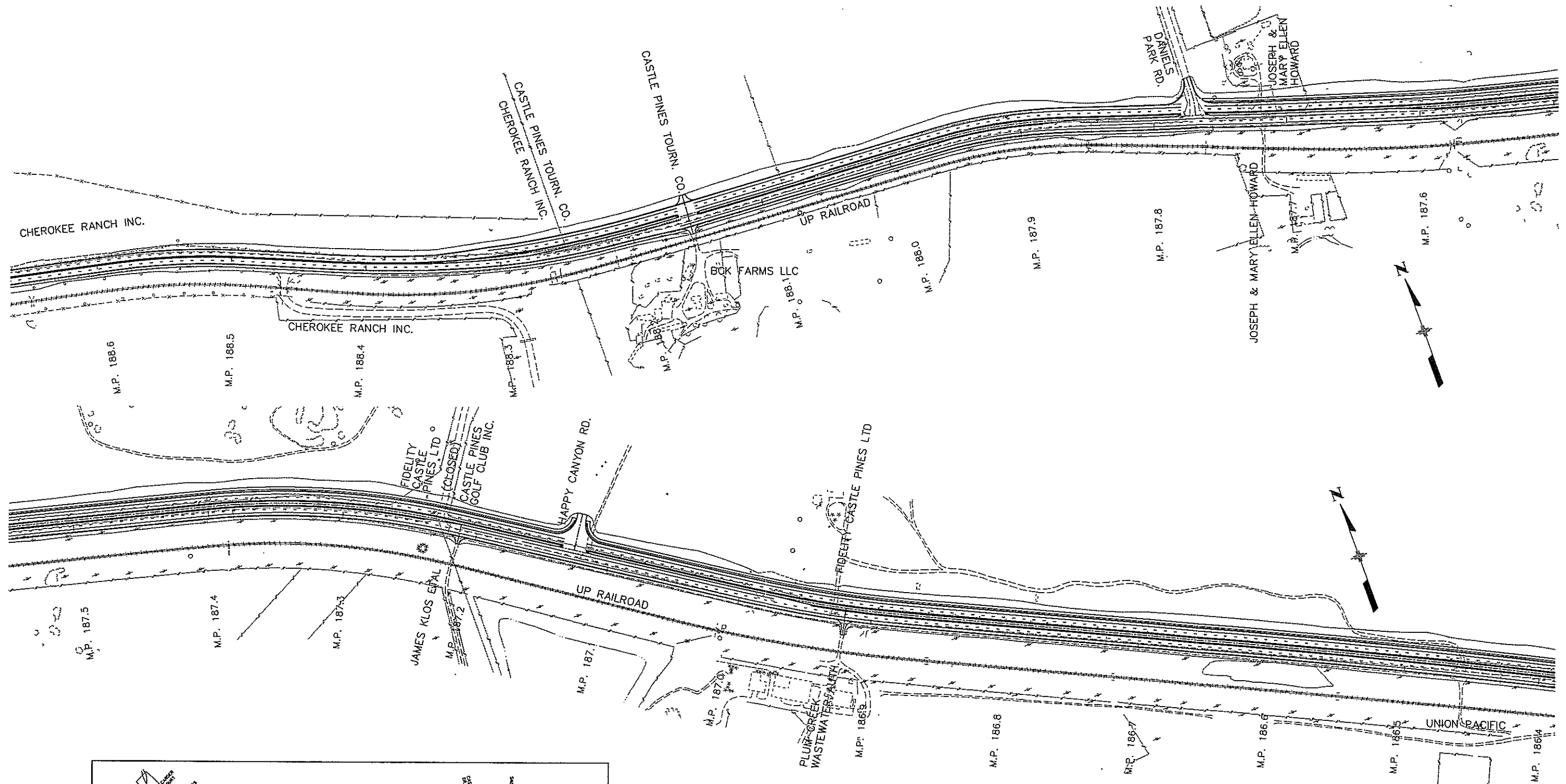


Figure 2g  
 Conceptual Design  
 IM 0252 - 317  
 US 85 Between MP 188.5 & MP 186.4



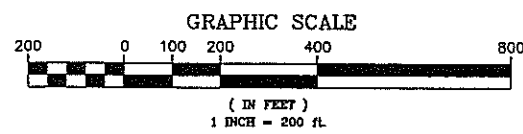
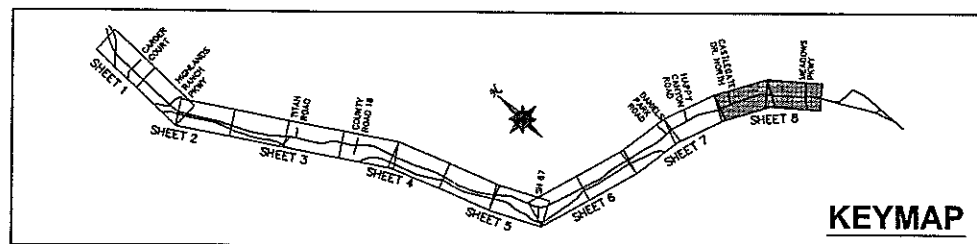
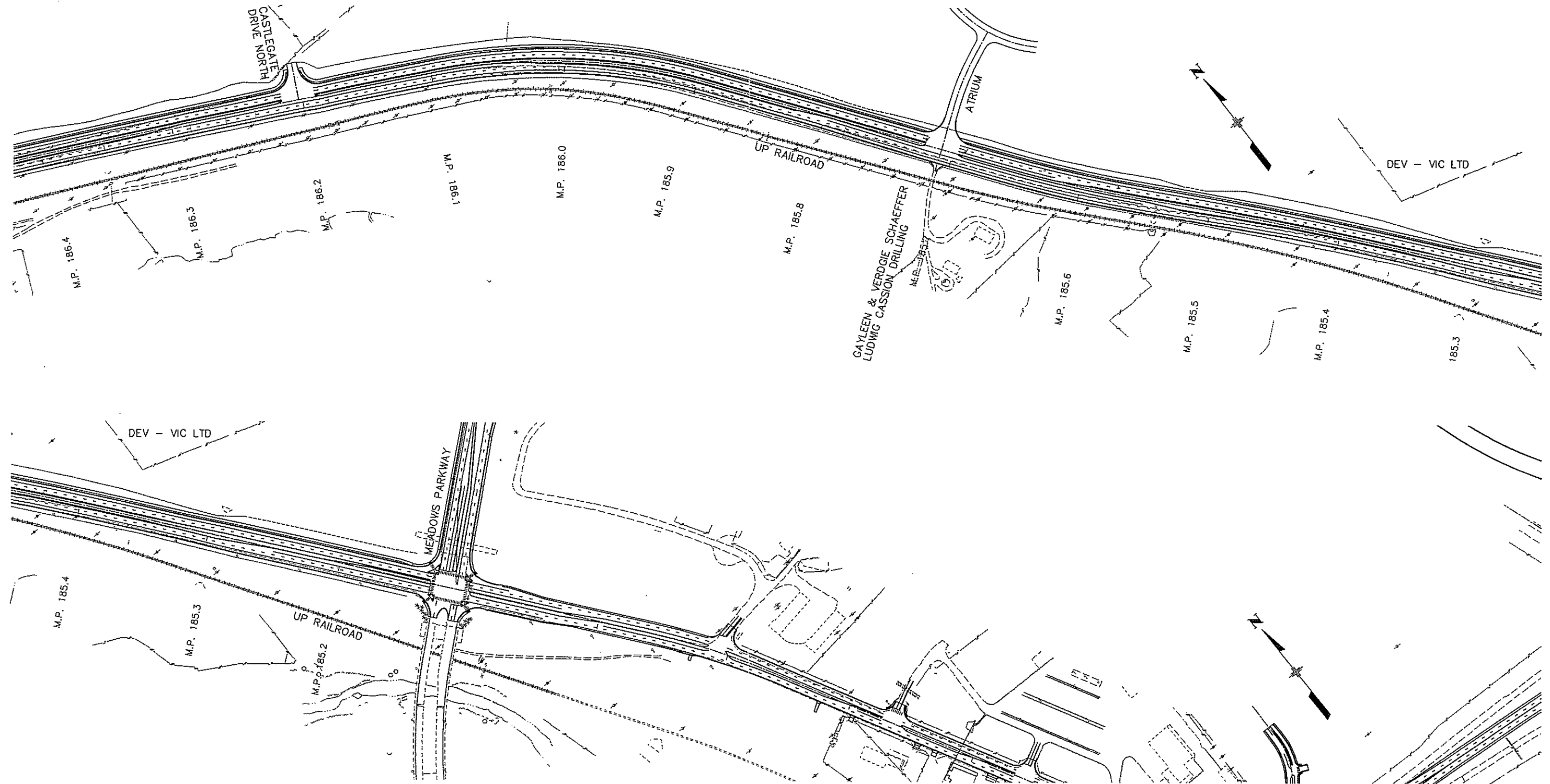


Figure 2h  
 Conceptual Design  
 IM 0252 - 317  
 US 85 Between MP 186.4 & MP 185.1