

Meridian Road (North) Corridor Plan – Corridor Preservation

Parcel Identification	Station	Left/Right	Owner	Location	Land Use	Acres	ROW Need (sq ft)	Permanent Easement (sq ft)	Temporary Easement (sq ft)
5213001015	268 + 75	Left	Kelly & Patricia Means	11695 Round Table Court	Single Family Residence	3.22	48623	0	0
4218001005	268 + 75	Right	Antlers Ridge Estates Inc	11804 Broken Antler Court	Code 101 At Present Worth	2.50	14386	0	467
4218001004	271 + 25	Right	Antlers Ridge Estates Inc	11854 Broken Antler Court	Code 101 At Present Worth	2.50	15781	0	4512
4218001003	274 + 75	Right	Antlers Ridge Estates Inc	11904 Broken Antler Court	Code 101 At Present Worth	2.50	15871	0	4353
5213001014	275 + 50	Left	Gerald Gottbehuet & Rhoda Dusenberry	11690 Round Table Court	Single Family Residence	3.39	28330	0	0
4218001002	276 + 50	Right	Antlers Ridge Estates Inc	11954 Broken Antler Court	Code 101 At Present Worth	2.50	16626	0	0
4218001001	279 + 00	Right	Antlers Ridge Estates Inc	11805 Ayer Road	Code 101 At Present Worth	2.50	18323	0	4461
5213001012	279 + 50	Left	Corey & Jolinda Dixon	11955 Sir Galahad Drive	Single Family Residence	2.78	14717	0	0
5213000008	282 + 25	Left	Sun Harris	13-12-65	Single Family Residence	40.00	63303	0	83822
4218000022	282 + 25	Right	Antler Ridge LLC	18-12-64	Vacant Land > 100 acres	244.38	56149	0	19958
4218000021	289 + 50	Right	Richard & Shirley Ayer	18-12-64	Single Family Residence	40.76	61239	0	65631
5213000007	295 + 25	Left	Dennis & Joan Hathcock	12420 N. Meridian Road	Vacant Land = 35 and < 100 acres	40.00	98094	3484	32940
4218000002	300 + 50	Right	Linda Ware	12375 N. Meridian Road	Single Family Residence	1.05	10549	1200	1492
4218000001	302 + 50	Right	Linda Ware	12425 N. Meridian Road	Single Family Residence	3.94	23680	1248	10833
5212000003	308 + 50	Left	Richard & Shirley Ayer	12-12-65	Forest Land	160.00	290616	0	13255
4207003008	308 + 50	Right	Walter & Dana Stewart	12005 Latigo Boulevard	Single Family Residence	7.78	0	0	2053
4207002009	315 + 50	Right	Cemetary c/o Town Clerk	07-12-64	All Other	5.57	0	0	0
4207002008	319 + 75	Right	Roberta & Myrl Lemburg, Trustees Roberta Lemburg Revocable Trust	0 Latigo Boulevard	Unimproved Land	14.12	0	0	0
4207002003	321 + 50	Right	Gillian & Donald Weatherby	11925 Melba Road	Single Family Residence	18.25	25378	0	0
5212001007	335 + 00	Left	Errol Kobilan	13030 N. Meridian Road	Single Family Residence	9.52	39606	0	0
4207001005	335 + 25	Right	Kyle & Gena Dickerson	11930 Melba Road	Single Family Residence	18.25	77576	0	0
5212001008	341 + 50	Left	Bradley & Rhonda Richardson	13180 N. Meridian Road	Single Family Residence	9.16	37996	0	0
4207001004	348 + 25	Right	Duane & Donna Basse	11915 Dawson Road	Unimproved Land	18.25	77577	0	0
5212000001	348 + 50	Left	Absolute Equity Purchasers, Inc	13354 N. Meridian Road	Ag. Grazing Land	60.00	155173	0	0
4206001025	361 + 50	Right	Steven & Julie Strauch	12030 Dawson Road	Single Family Residence	34.64	51742	0	0
5201001009	375 + 00	Left	Ned & Dana Glynn	11720 Brinkerhoff Road	Single Family Residence	18.68	77575	0	0
4206001004	374 + 50	Right	Karen Lindroth	11915 Up River Road	Res Land At Res Rate	18.27	77457	0	0
5201001008	387 + 75	Left	Aneda Bryk	11735 Roslyn Road	Unimproved Land	18.67	77490	0	0
4206004015	388 + 00	Right	Ricky & Joann Campbell	11920 Up River Road	Single Family Residence	4.91	10883	0	0
4206004012	391 + 50	Right	Cheng Wei & Michael Holzrichter	14180 Timber Grove Lane	Single Family Residence	5.17	19084	0	0
4206004011	398 + 00	Right	Richard & Ann Loy	14210 Timber Grove Lane	Single Family Residence	5.15	13375	0	0
5201001019	401 + 50	Left	John & Brenda Oltrogge	11730 Roslyn Road	Single Family Residence	9.31	38739	0	0
4206004009	402 + 50	Right	James & Tracy Vancura	11815 Murphy Road	Single Family Residence	5.01	13070	0	8433
5201001018	407 + 75	Left	Steve & Tracy Tucker	14440 N. Meridian Road	Single Family Residence	9.32	38738	0	14163
4206005001	407 + 75	Right	Sharon & Rocky Forry	11820 Murphy Road	Single Family Residence	4.77	15209	0	15170
4131007015	412 + 75	Right	US Bank Trustee	0 Murphy Road	Single Family Residence	4.75	9858	0	8783
5100000281	414 + 25	Left	Falcon Fire Protection District	14450 N. Meridian Road	Political Subdivision	5.68	44197	0	0
4131007012	417 + 75	Right	Chris & Christina Laxton	11925 Wellwood Terrace	Single Family Residence	4.75	6986	0	0
5100000449	421 + 00	Left	Black Forest Partners LLC	36-11-65	Vacant Land > 100 acres	303.67	176061	682	0
4131007010	421 + 75	Right	Louis Winans & Randi Johnson	11945 Wellwood Terrace	Single Family Residence	4.76	10837	0	0
4131007009	425 + 25	Right	Cynthia & Robert Provost	11965 Wellwood Terrace	Single Family Residence	4.77	16159	0	0
4131007003	430 + 75	Right	Tony & Belinda Hart	11845 Woodlake Road	Single Family Residence	5.01	26651	0	0
4131004012	436 + 75	Right	Nicholas & Margaret Natelli	11860 Woodlake Road	Single Family Residence	5.01	24650	0	0

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4131004013	441 + 50	Right	David & Sharon Summers	11940 Woodlake Road	Single Family Residence	5.02	28101	0	0
4131004014	447 + 25	Right	John & Patricia Van Tassel	15165 N. Meridian Road	Single Family Residence	5.00	22150	0	0
4131004015	451 + 75	Right	John Niday	15305 Softwood Road	Single Family Residence	5.01	26334	0	0
5125402024	456 + 25	Left	Black Forest Reserve Homeowners Association Inc	0 Pole Pine Point	Special Purpose	20.71	11440	0	0
4131005002	457 + 50	Right	David & Mary Eveleth	15350 Softwood Road	Unimproved Land	5.02	19442	0	8262
5125401014	458 + 75	Left	Black Forest Reserve Homeowners Association Inc	0 N. Meridian Road	Unimproved Land	14.67	155713	0	0
4131005001	463 + 50	Right	Mark & Jeanne Miller	15440 Softwood Road	Single Family Residence	5.03	14033	0	1347
4130004016	467 + 50	Right	Mac McCord	15520 Softwood Road 15570 Softwood Road	Single Family Residence	10.02	26445	0	425
4130004015	475 + 00	Right	Melanie Hammerman	15610 Softwood Road 15630 Softwood Road	Single Family Residence	10.33	21079	0	23251
4130004003	481 + 00	Right	Michael Henderson	11915 Northcliff Road	Single Family Residence	5.03	11379	0	9584
4130004002	484 + 25	Right	Barry & Janie Ann Robinson	11865 Northcliff Road	Single Family Residence	5.02	13016	0	24
4130002032	488 + 50	Right	Emily Solomon	16020 Buggywhip Drive	Single Family Residence	5.02	16878	0	0
5100000440	493 + 50	Left	Robert & Julia Olson	16480 Olson Ranch View	Ag. Grazing Land	71.10	68073	0	0
4130002031	494 + 50	Right	Joseph & Janice Skocich	16050 Buggywhip Drive	Single Family Residence	5.01	0	0	0
4130000001	500 + 00	Left	Logan Farrar, Trustee Logan Farrar Charitable Trust	30-11-64	Vacant Land = 1 And < 5 Acres	4.11	69350	0	8517
4130002030	501 + 00	Right	Unpublished	16070 Buggywhip Drive	Single Family Residence	5.00	0	0	0
4130002029	505 + 75	Right	David Kaercher	16245 N. Meridian Road	Single Family Residence	5.04	0	0	0
4100000274	508 + 00	Left	Black Forest Partners LLC	0 Highway 157	Ag. Grazing Land	57.92	152925	0	0
4130002018	512 + 00	Right	Lewis Living Trust Clyde & Barbara Lewis, Trustees	16305 N. Meridian Road	Unimproved Land	5.02	0	4672	642
4130002015	515 + 50	Right	Robert Braidwood	16355 N. Meridian Road	Unimproved Land	5.01	0	0	0
4130002014	517 + 75	Right	Albert & Tina Seemayer	16360 Artesian Terrace	Single Family Residence	5.02	19194	0	3021
						Totals	3,673,548	75,806	512,257

10.0 Access Management

This section identifies the existing access conditions along Meridian Road, El Paso County access guidelines and design criteria, and recommended changes to access points when the corridor is improved and/or when parcels are developed. Existing access points include public roads, private roads, driveways, field gates, utility access, and emergency access points.

The ECM specifies access and design criteria for each functional classification of roadway. Future roadway improvements will be consistent with the following classifications that the MTCP identifies for different segments of Meridian Road by the year 2030.

- 6-lane Principal Arterial from US 24 to Rex Road
- 4-lane Principal Arterial from Rex Road to Ayer Road
- 2-lane Minor Arterial from Ayer Road to Hodgen Road (preserve corridor for 4-lane Principal Arterial)

10.1 Existing Conditions

The project area is the 10 mile segment of Meridian Road extending north from US 24 to Hodgen Road. Meridian Road is currently a paved 4-lane and 2-lane road within a varying right-of-way. There are 25 road intersections, 31 driveway access points (private and commercial), 8 utility access points, 7 field access points, and 5 emergency access points.

Currently classified as a minor arterial, Meridian Road is intended to move traffic along at high speeds for medium distances. South of Woodmen Road to US 24, the developed parcels and associated accesses are commercial. North of Woodmen Road, the adjacent areas are residential with existing accesses for public roadways and private driveways. Meridian Road currently has posted speed limits from 45-55 mph.

The corridor segment from US 24 to Londonderry Drive is a 4-lane road with a median. From Londonderry Drive to Hodgen Road, the corridor is a 2-lane road. Eleven intersections currently have some configuration of turn lanes. A field survey/inspection was conducted during December 2007 to identify and document existing access points and related characteristics. Aerial photographs were used to corroborate field data.

10.1.1. Roadway Access

Public roadways with access to Meridian Road are listed in Table 31. Column 2 shows each roadway's MTCP functional classification. Roadway improvement projects to meet these classifications will be implemented as funding allows and traffic needs require. The current operating classification is shown in column 3.

Four roads that intersect Meridian Road currently operate with an equal or higher functional classification:

- US 24 – Principal Arterial (future intersection)
- Woodmen Road – Minor Arterial (4-lane expressway under construction)
- Stapleton Drive – Principal Arterial (East)
- Hodgen Road – Minor Arterial

Table 31. Existing Public Roadway Access to Meridian Road

Intersecting Road	MTCP 2030 Classification	Current Operations	Direction	Surface Type	Turn Lanes
US 24 ¹	Expressway (4-lane)	Principal Arterial (2-lane)	East West	Asphalt	None
Rolling Thunder Way		Local	East West	Asphalt	SB-L and R EB-L WB-right
Woodmen Road	Expressway (6-lane)	Minor Arterial ²	East West	Asphalt	All directions: L and R
Eastonville Road	Minor Arterial (2-lane)	Collector	East	Asphalt	NB-L SB-L
Owl Place		Local	West		NB-L
Woodmen Hills Drive		Local	East West	Asphalt	NB-L and R SB-L and R
Stapleton Drive	Principal Arterial (4-lane)	W - Collector (2-lane) E- Principal (4-lane) ³	East West	Asphalt	NB-L and R SB-L WB-R
Tourmaline Drive		Local	East	Asphalt	None
Londonderry Drive		Local	East West	Asphalt	NB-L and R SB-L WB-L and R
Indian Paint Trail		Local	West		None
Rex Road	W – Collector (2-lane) E – Minor Arterial (4-lane)	W – Local, E - Collector	East West	Asphalt	NB-L and R SB-L WB-R
Antler Ridge Drive		Local	East	Asphalt	None
Ayer Road	W – Collector (2-lane) E - Local	Collector	East West	Asphalt	NB-R
Latigo Boulevard	Collector (2-lane)	Collector	East	Asphalt	NB-R
Melba Road		Local	East	Gravel	None
Milford Road		Local	West	Gravel	None
Dawson Road		Local	East	Gravel	None
Brinkerhoff Road		Local	West	Gravel	None
Up River Road		Local	East	Gravel	None
Roslyn Road		Local	West	Gravel	None
Murphy Road	Minor Arterial (2-lane)	Collector	East	Asphalt	None
Woodlake Road		Local	East	Asphalt	None
Softwood Road		Local	East	Asphalt to gravel	NB-L SB-R
Northcliff Road		Local	East West ⁴	Asphalt Gravel	None
Hodgen Road	Minor Arterial (2-lane)	Minor Arterial (2-lane)	East West	Asphalt	None

¹ Future intersection
² 4-lane expressway under construction
³ 2-lanes currently built providing two way traffic
⁴ Currently emergency access, to be closed when Woodlake Road extends west

There are five intersections with collector roads:

- Eastonville Road
- Rex Road
- Ayer Road
- Latigo Boulevard
- Murphy Road
-

The remaining 16 public roads are classified as local roads and serve to provide access to adjacent land uses. Currently, there are four signalized intersections - Rolling Thunder Way, Woodmen Road, Woodmen Hills Drive, Stapleton Drive – and one intersection with a flashing light – Hodgen Road.

10.1.2. Other Access

There are approximately 230 property owners adjacent to the Meridian Road corridor and most access Meridian Road via neighborhood collector and local roads. Table 32 summarizes the direct private access points identified during the field survey. All access points are detailed in Section 10.3.

Table 32. Summary of Existing Driveway Access to Meridian Road

Type of Access Point	Quantity	Notes
Private	22	Two provide access to multiple residences.
Field	8	Four are gated. Two also provide utility access.
Commercial	8	All are south of Woodmen Road.
Emergency	5	
Utility	8	

10.2 Guidelines & Design Criteria¹

¹Source: El Paso County ECM, Chapter 2 Transportation Facilities; Adopted January 9,2006; Revised January 1, 2008; Rev. 2.

10.2.1. Basis for Planning

Proper planning of traffic systems helps to provide a safe and effective transportation network to meet existing and future demands within the County. All transportation system components shall be designed to promote

- Safety – for vehicular and other modes of travel
- Performance – efficiency of service for all users

- Livability – impacts mitigated by circulation system improvements and coordinates with adjoining land uses
- Economy – of construction and use of land

The goal of planning transportation facilities is to create a network of connecting roadways, enhance circulation, and provide a balanced relationship between all the roadway uses through coordination with developed land use plans (strategic and small area).

Transportation system planning requires consideration of the following when planning, designing and laying out facilities:

- Adjoining land uses
- Natural features (topography, creeks, and wooded areas)
- Circulation
- Impact to traffic
- Roadway functional classification standards
- Roadway access criteria
- Soils investigations
- Pavement design

10.2.2. Access Design Guidelines

Access points shall be designed to provide safe movement for both those entering and traveling on roadways within the County. The basic design of access points includes the following objectives:

- Adequate spacing
- Proper alignments
- Clear sight distances
- Coordinated widths with its intended use
- Clearances from intersections

10.2.3. Roadway Functional Classifications and Urban/Rural Designations

Roadway functional classification is one parameter used to determine appropriate road design. Roadway functional classifications for regional based facilities are established by the most recently adopted MTCP. Other roadways are classified by the BoCC based on whether the adjoining land uses are rural or urban in nature (i.e. developments with lots greater than or equal to 2.5 acres), along with the existing and projected objectives of the roadway.

The County recognizes six roadway functional classifications within the rural designation: expressways, principal arterials, minor arterials, major collectors, minor collectors, and locals. The County recognizes seven roadway functional classifications within the urban roadway designation: Expressways, Principal Arterials, Minor Arterials, Non-residential Collectors, Residential Major Collectors, Residential Minor Collectors, and Locals.

10.2.3.1. Rural and Urban Principal Arterial

Principal arterials serve high-speed and high-volume traffic over long distances. Access is highly controlled with a limited number of full movement intersections and medians with infrequent openings, and

no direct parcel access. Adjacent, existing and future, land uses shall be served by other network roadways, service roads, and inter parcel connections.

10.2.3.2. Rural Minor Arterial

Minor arterials serve high-speed and high-volume traffic over medium distances, or are anticipated to serve this kind of traffic within a twenty year period. Access is restricted through prescribed distances between intersections, use of medians, and no full movement parcel access. Minor arterial status is assigned to rural roadways where the probability of significant travel demand in the future is high. Rights-of-way, easements, setbacks, and access limitations shall be pursued through the land development process on properties adjacent to minor arterials.

10.2.4. Rural and Urban Principal Arterial and Rural Minor Arterial Access Criteria

All new or modified accesses to the County roadways shall meet the requirements of the ECM. Detailed access design criteria can be found in the ECM on pages 2-18 through 2-20 and 2-62 through 2-65.

Standards and technical criteria not specifically addressed in the ECM shall follow the provisions of the *AASHTO “Green Book”: A Policy on Geometric Design of Highways and Roadways* and the *Colorado State Highway Access Code*. In addition, should any access request fall within the purview of the Major Thoroughfare Task Force (MTTF), per their adopted bylaws, then the request shall be brought before the MTTF for a recommendation.

10.2.4.1. Spacing

Spacing of roads accessing a principal arterial or rural minor arterial that will result in a full movement intersection shall be planned at one-half mile (one-quarter mile for rural minor arterials) intervals. Should the one-half mile spacing not be “viable or practical” for providing access to the adjacent land, a deviation may be considered and approved by the ECM Administrator. If a deviation is granted, only one additional full movement intersection will be permitted by the ECM Administrator. The applicant shall have the burden of proof that no other “viable or practical” access is available. A deviation request should be supported by a traffic study or memorandum that provides information to assist the ECM Administrator in determining the proposed deviation minimizes negative safety and other operational impacts. If the development is at the intersection of two major corridors, the full movement access should be located on the lower functional classification roadway.

The intersection shall only be approved if the intersection and roadway are shown to operate safely and efficiently with buildout design hour/peak hour projected traffic volumes. The intersection must also show a public benefit. An arterial progression through bandwidth percentage of 35% or greater must be achieved or the inclusion of a signal at the access must not degrade the existing signal progression. The intersection must not create any queuing or blocking of lane entries or access points. The intersection must be in a location such that any necessary turn, acceleration and deceleration lanes can be accommodated to maintain safe operations and capacity. The analysis should consider all potential future additional requirements for left turn or other exclusive phasing at a signal for which the need is created by traffic generated by land uses on both sides of the roadway.

10.2.4.2. Access and Lot Division

No additional access right shall accrue and none shall be provided when splitting or dividing existing lots of land. When an alternative is reasonably available in the opinion of the ECM Administrator, all access to the newly created properties shall be provided internally from the existing access or new access to a roadway of lower functional classification.

10.2.4.3. Turn Lanes Required

Exclusive Left Turn Lanes Required

For Principal Arterials, a left turn lane is required for any access with a projected peak hour ingress turning volume of 10 vph or greater. A left turn acceleration lane may be required if it would be a benefit to the safety and operation of the roadway.

For Minor Arterials, a left turn lane is required for any access with a projected peak hour ingress turning volume of 25 vph or greater.

Exclusive Right Turn Lanes Required

Principal Arterials Right Turn Lane: A right turn lane is required for any access with a projected peak hour right ingress turning volume of 25 vph or greater. A right turn acceleration lane is required for any access with a projected peak hour right turning volume of 50 vph or greater when the posted speed on the roadway is greater than 40 mph. A right turn acceleration lane may also be required at a signalized intersection if a free right-turn is needed to maintain an appropriate level of service in the intersection.

Minor Arterials Right Turn Lane: A right turn lane is required for any access with a projected peak hour right turning volume of 50 vph or greater. An acceleration lane is generally not required.

Acceleration Lanes Required

Acceleration lanes shall be provided wherever acceleration lanes are specified as being needed by an approved TIS, identified in the MTCP, required by the ECM or determined to be warranted by the ECM Administrator. Information in the TIS shall be used to determine whether an acceleration lane is warranted.

10.2.4.4. Access Clearance from Intersections

Residential

Access to residential corner lots shall be located a minimum of 10 ft from the point of curvature or point of tangency of the curb line at the intersection. If no curb exists, access points shall be located not less than 35 ft from where the projected right-of-way lines intersect. No portion of an access will be permitted within curb returns or curb ramps.

Commercial

In all cases, a minimum corner clearance of 50 ft shall be provided. If the minimum corner clearance cannot be attained, the ECM Administrator may require investigation to determine if left turns should be prohibited into or out of the access point. For proposed access points near stop or signalized intersections, the ECM Administrator will require studies to determine if

stopping queues will block the access point and if left turns should be prohibited into or out of the access point.

10.2.4.5. Rural Minor Arterial and School Buses

To promote safety, school bus pick-up and drop-off points shall be located off of Meridian Road and along adjacent collector or local roadways where possible. Bus stops shall be limited along Meridian Road and situated in locations meeting ECM roadway access criteria.

10.3 Management Plan

10.3.1. Access Management Plan Implementation

The Meridian Road (North) Corridor Improvement project is a long term project with a prioritized implementation schedule based on funding availability and needs analysis. The term “ultimate” represents the recommended final design after utilizing engineering practices and applying design guidelines. Interim measures may be implemented as funding allows if doing so is in the best interest of the traveling public.

10.3.2. Future Access

10.3.2.1. Permits

- In accordance with the ECM, all access requests shall be submitted in the form of a permit application and work shall not commence before the permit has been issued. The following criteria must be met:
- Submitted application complies with all applicable requirements of the ECM or an exception approved by the BoCC.
- ECM Administrator determines that the access will not create an unsafe condition for the traveling public.
- All required review and permit fees have been paid and any required surety has been posted.

A property owner seeking to construct a new access must, in advance, apply to the County Development Services Division for approval and obtain an Access/Driveway Permit and a Work in the Right-of-Way Permit; and may also need to clear utilities (if excavation is required) and seek approval of a submitted Traffic Control Plan (if work will interfere with traffic). Detailed permitting requirements can be found in the ECM on pages 5-27 through 5-34.

10.3.2.2. Construction of Access Points

Prior to constructing, reconstructing, paving, altering, enlarging, or changing the use of any access point entering a County roadway, an approved Driveway Permit must be obtained. In the case of more complex access projects (i.e. commercial, industrial, or multi-family residential complexes), a Construction Permit may also be required if determined to be warranted through an Engineering Site Plan review.

10.3.3. Access Descriptions: Current and Future

This section details the existing condition of each access along the entire length of Meridian Road from US 24 to Hodgen Road. Also detailed for each access is the ultimate proposed plan with respect to design criteria and, if necessary, the interim plan prior to implementing the final design.


Gated field access points will be closed if the subdivision plat does not specify that a parcel has direct access to Meridian Road or if the parcel has other driveway access to Meridian Road. Field access for deeded parcels without a current access will remain and the gate’s location will be designated the “future access” for that property. Field gates providing access to utilities will remain.

In the following narrative and on Figures 14-1 through 14-10, the access points are numbered from south to north. As shown in Table 33, the prefix identifies the type of access point. All access points are numbered consecutively, regardless of prefix.


Table 33. Access Point Identification System

Access type	Identification Code
Commercial	C
Emergency	E
Field	F
Intersecting street	I
Private road	P
Signalized intersection	S
Utility	U


6-lane Principal Arterial with Median



I-01, Station 3 + 00: US 24
Existing: Meridian Road and US 24 do not currently connect.
Ultimate: Connect to US 24. The intersection will function as full movement and will likely be signalized.
Reference: MTCP



C-02, Station 13 + 25 Left: Driveway
Existing: This private access has existing RI/RO curb cuts for future commercial development of the property.
Ultimate: No change.
Reference: Plat 12369



C-03, Station 13 + 25 Right: Driveway
Existing: This private access has existing RI/RO curb cuts for the future commercial development of the property.
Ultimate: No change.
Reference: Plat 11095



S-04, Station 22 + 25: Rolling Thunder Way

Existing: This local road, known as Rolling Thunder Way, is a signalized, full movement intersection that will function as a ¾ movement intersection until Meridian Road south of the intersection is opened to traffic.
Ultimate: Rolling Thunder Way will function as a signalized full movement intersection.



C-05, Station 27 + 00 Left: Future Commercial Ingress

Existing: The existing RI only configuration provides direct access to a currently vacant parcel.
Ultimate: No change.
Reference: Plat 12205, Note 8



C-06, Station 27 + 00 Right: Future Commercial Ingress

Existing: The existing RI only configuration provides direct access to a currently vacant parcel.
Ultimate: No change.
Reference: 12205, Note 8



C-07, Station 31 + 50 Left: Commercial Access – Walmart (south)

Existing: This access is a ¾ movement commercial access named Meridian Market View.
Ultimate: No change.
Reference: Plat 12205, Note 8



C-08, Station 31 + 50 Right: Future Commercial Access

Existing: This access is a ¾ movement commercial access.
Ultimate: No change.
Reference: Plat 12205, Note 8



C-09, Station 37 + 00 Left: Commercial Access – Walmart (north)

Existing: This access is a RI/RO commercial access named Meridian Market View.
Ultimate: No change.
Reference: Plat 12475, Note 8



C-10, Station 37 + 00 Right: Commercial Access

Existing: This access is a RI/RO commercial access.
Ultimate: No change.
Reference: Plat 11583



S-11, Station 43 + 50: Woodmen Road

Existing: This minor arterial, known as Woodmen Road, is a signalized, full movement intersection.
Interim: Woodmen Road is currently under construction to result in a 4-lane arterial expressway.
Ultimate: Woodmen Road is planned to be a 6-lane expressway by the year 2030.
Reference: MTCP



P-12, Station 55 + 75 Left: Driveway

Existing: This is a RI/RO private driveway.
Ultimate: Close this access when the property is developed commercially and Eastonville Road is extended to the west side of Meridian Road.
Reference: Deed



I-13, Station 56 + 25 Right: Eastonville Road

Existing: This collector road, known as Eastonville Road, functions as an unsignalized, full movement T-intersection.
Ultimate: Upon construction of the Eastonville Road extension to the west side of Meridian Road, the intersection will function as full movement. Eastonville Road will function as a minor arterial by the year 2030.
Reference: MTCP



P-14 and P-15, Station 59 + 50 Left and 60 + 75 Left: Driveway

Existing: This double driveway is a RI/RO private access.
Ultimate: Close both driveways and use existing access to Owl Place.
Reference: Plat 3800



I-16, Station 63 + 75 Left: Owl Place

Existing: A directional median opening allows northbound traffic on Meridian Road to make a left turn onto westbound Owl Place, a local road. Eastbound traffic on Owl Place can not turn left onto northbound Meridian Road.
Ultimate: This access will be restricted to RI/RO.



U-17, Station 70 + 75 Left: Utility Access

Existing: This is a RI/RO utility access.
Ultimate: No change.
Reference: Deed



Planned future access point, Station 77 + 00 Left: Bent Grass Meadows Drive
Ultimate: The proposed road will operate as an unsignalized, full movement intersection with Meridian Road.
Reference: Traffic Study, 2007, Bentgrass Development



U-18, Station 78 + 00 Right: Utility Access (tract D)
Existing: This is a RI/RO utility access.
Ultimate: No change.
Reference: Plat 10338



E-19, Station 81 + 75 Right: Emergency Access
Existing: This is a 30 ft emergency access easement.
Ultimate: Close this access.
Reference: Plat 10040



P-20, Station 83 + 50 Left: Driveway
Existing: This is a RI/RO private access.
Interim: No change.
Ultimate: This access will be relocated to Bent Grass Meadows Drive, a new road planned at Station 77 + 00 Left.
Reference: Deed



E-21, Station 87 + 25 Left: Emergency Access
Existing: This is an emergency access to a neighborhood cul-de-sac that is chained off and marked with a “No Access” sign.
Ultimate: Close this access.
Reference: Plat 9838, Note 3



S-22, Station 97 + 00: Woodmen Hills Drive
Existing: This local road, known as Woodmen Hills Drive, functions as a signalized, full movement intersection.
Ultimate: No change.



U-23, Station 99 + 50 Left: Utility access (tract B)
Existing: An unpaved median access allows northbound traffic on Meridian Road to make a left turn into the access. Eastbound traffic from the access can not turn left onto northbound Meridian Road.
Interim: Restrict this access to RI/RO.
Ultimate: Close this access per plat.

Reference: Plat 9838



E-24, Station 107 + 75 Right: Emergency Access
Existing: This is a 30 ft emergency access easement.
Ultimate: Close this access.
Reference: Plat 10040



E-25, Station 108 + 50 Left: Emergency Access
Existing: This is an emergency access to a neighborhood cul-de-sac that is chained off.
Ultimate: Close this access.
Reference: Plat 9838, Note 3



U-26, Station 123 + 00 Left: Utility Access
Existing: This is a RI/RO utility access.
Ultimate: Close this access per plat and use existing access from Theriot Drive.
Reference: Plat 9838



S-27, Station 150 + 00: Stapleton Drive
Existing: This collector road to the west and principal arterial to the east, known as Stapleton Drive, functions as a full movement, signalized intersection.
Ultimate: Stapleton Drive will become a 4-lane principal arterial by the year 2030.
Reference: MTCP



I-28, Station 162 + 25 Right: Tourmaline Drive
Existing: This local road, known as Tourmaline Drive, functions as an unsignalized, RI/RO intersection.
Ultimate: No change.



Planned future access point, 163 + 25, Left: Waterbury Drive
Ultimate: The planned future road is offset slightly north of Tourmaline Drive and will function as an unsignalized, RI/RO intersection.
Reference: Falcon Reserve Preliminary Plan



I-29, Station 176 + 75: Londonderry Drive
Existing: This local road, known as Londonderry Drive, functions as an unsignalized, full movement intersection.
Ultimate: No change.

6 lane Principal

4-lane Principal Arterial with Median



I-30, Station 206 + 75 Left: Indian Paint Trail
Existing: This local road, known as Indian Paint Trail, functions as an unsignalized, full movement intersection.
Ultimate: This access will be restricted to RI/RO.



I-31, Station 227 + 75: Rex Road
Existing: This local road to the west and collector road to the east, known as Rex Road, functions as an unsignalized, full movement intersection.
Ultimate: East of Meridian Road, Rex Road will become a minor arterial by 2030.
Reference: MTCP



P-32, Station 242 + 50 Left: Driveway
Existing: This is a full movement, gated, private access.
Ultimate: This access will be restricted to RI/RO.
Reference: Deed



F-33, Station 247 + 50 Left: Gated Field Access
Existing: This is a full movement, gated field access.
Ultimate: Close this access.
Reference: Deed



P-34, Station 253 + 50 Left: Driveway
Existing: This is a full movement, private access.
Ultimate: This access will be restricted to RI/RO.
Reference: Deed



P-35, Station 259 + 75 Left: Driveway
Existing: This is a temporary, full movement, private access located across Meridian Road from Antler Ridge Drive.
Ultimate: Close this access and use the common access point serving adjacent Lots 1, 2, and 3.
Reference: Plat 7891, Note 6



I-36, Station 259 + 75 Right: Antler Ridge Drive
Existing: This local road, known as Antler Ridge Drive, functions as an unsignalized, full movement intersection.
Ultimate: No change.

4-lane Principal Arterial with Median



P-37, Station 263 + 50 Left: Multi-family Driveway
Existing: This full movement access serves Lots 1, 2, and 3 of the Prairie Vista Subdivision.
Ultimate: Access to Lot 4, located to the south, will use this access and will be restricted to RI/RO.
Reference: Plat 7891, Note 6



P-38, Station 268 + 75 Right: Driveway
Existing: This is a full movement, private access.
Ultimate: This access will be restricted to RI/RO.
Reference: Plat 12510



I-39, Station 282 + 00: Ayer Road
Existing: This collector road, known as Ayer Road, functions as an unsignalized, full movement intersection.
Ultimate: No change.



F-40, Station 282 + 50 Right: Field Access
Existing: This is a full movement, private field access.
Ultimate: Relocate access to Ayer Road.
Reference: Deed



F-41, Station 300 + 50 Left: Driveway
Existing: This is a full movement private access.
Ultimate: No change.
Reference: Deed



P-42, Station 300 + 50 Right: Driveway
Existing: This is a full movement private access.
Ultimate: This will become a shared access with property to the north.
Reference: Deed



P-43, Station 300 + 75 Right: Driveway
Existing: This is a full movement private access.
Ultimate: Close this access and use existing access P-42.
Reference: Deed

4-lane Principal Arterial with Median



U-44, Station 307 + 00 Left: Utility Access

Existing: This is a full movement utility access.
Ultimate: Close this access and use existing access U-45.
Reference: Deed



U-45, Station 308 + 25 Left: Utility Access/Field Access

Existing: This is a full movement utility and field access.
Ultimate: Share utility access for electric lines crossing Meridian Road at Station 307 + 00.
Reference: Deed



P-46, Station 308 + 25 Right: Driveway

Existing: This is a full movement private access.
Ultimate: No change.
Reference: Deed



P-47, Station 312 + 00 Left: Driveway

Existing: This is a full movement private access.
Ultimate: No change.
Reference: Deed



I-48, Station 314 + 75 Right: Latigo Boulevard

Existing: This collector road, known as Latigo Boulevard, functions as an unsignalized, full movement T-intersection.
Ultimate: No change.



U-49, Station 335 + 00 Left: Gated Utility Access/Field Access

Existing: This gated field access located across from Melba Road functions as a full-movement intersection.
Ultimate: No change.
Reference: Plat 2397



I-50, Station 335 + 00 Right: Melba Road

Existing: This local road, known as Melba Road, functions as an unsignalized, full movement T-intersection.
Ultimate: No change.

2-lane Minor Arterial



P-51, Station 335 + 50 Left: Driveway

Existing: This is a full movement private access.
Ultimate: No change.
Reference: 2397



P-52, Station 343 + 75 Left: Driveway

Existing: This is a full movement private access.
Ultimate: Close this access and relocate to Milford Road. Relocation will require a change of address that will be coordinated with the Postmaster.
Reference: Plat 2397



I-53, Station 348 + 00 Left: Milford Road

Existing: This local road, known as Milford Road, functions as an unsignalized, full movement T-intersection.
Ultimate: No change.



P-54, Station 353 + 50 Left: Driveway

Existing: This is a full movement multi-family private drive.
Ultimate: No change.
Reference: Deed



F-55, Station 353 + 50 Right: Gated Field Access

Existing: This gated field access, located across from a private driveway, functions as a full-movement intersection.
Ultimate: Close this field access.
Reference: Plat 2364



I-56, Station 361 + 25 Right: Dawson Road

Existing: This local road, known as Dawson Road, functions as an unsignalized, full movement T-intersection.
Ultimate: No change.



I-57, Station 374 + 50 Left: Brinkerhoff Road

Existing: This local road, known as Brinkerhoff Road, functions as an unsignalized, full movement T-intersection.
Ultimate: No change.



F-58, Station 383 + 75 Left: Gated Field Access
Existing: This is a full movement private field access.
Ultimate: Close this field access.
Reference: Plat 2397



I-59, Station 387 + 75 Right: Up River Road
Existing: This local road, known as Up River Road, functions as an unsignalized, full movement T-intersection.
Ultimate: No change.



I-60, Station 401 + 00 Left: Roslyn Road
Existing: This local road, known as Roslyn Road, functions as a full movement T-intersection.
Ultimate: No change



I-61, Station 407 + 25 Right: Murphy Road
Existing: This collector road, known as Murphy Road, functions as a full movement T-intersection.
Ultimate: No change.



P-62, Station 408 + 50 Left: Driveway
Existing: This is a full movement private access.
Ultimate: No change.
Reference: Plat 2397



P-63, Station 418 + 75 Left: Volunteer Fire Department Driveway
Existing: This is a full movement access.
Ultimate: No change.
Reference: Plat 7725



Planned Future Access Point, Station 436 + 50 Left: Private Road
Existing: There is currently no access from the west side of Meridian Road, across from Woodlake Road.
Ultimate: This will be an unsignalized, full movement intersection.
Reference: TIS for Black Forest Reserve site plan.



I-64, Station 436 + 50 Right: Woodlake Road
Existing: This local road, known as Woodlake Road, functions as a full movement T intersection.
Ultimate: This will be a full movement, four-way intersection upon completion of the planned future access point at Station 436 + 50 Left.
Reference: TIS for Black Forest Reserve site plan



P-65, Station 450 + 00 Right: Driveway
Existing: This is a full movement private access.
Ultimate: No change.
Reference: Plat 4373



P-66, Station 457 + 50 Left: Pole Pine Point
Existing: This private road, known as Pole Pine Point, is located across from Softwood Road and functions as a full movement intersection.
Ultimate: No change.
Reference: Plat 11982



I-67, Station 457 + 50 Right: Softwood Road
Existing: This local road, known as Softwood Road, is located across from Pole Pine Point and functions as a full movement intersection.
Ultimate: No change.



F-68, Station 466 + 00 Right: Gated Field Access
Existing: This is a full movement private field access.
Ultimate: Close this field access.
Reference: Plat 4373, Note 7



F-69, Station 483 + 25 Right: Gated Field Access
Existing: This is a full movement private access.
Ultimate: Close this access.
Reference: Plat 4373, Note 7



E-70, Station 488 + 25 Left: Emergency Access
Existing: This is a 30 ft temporary emergency access located across from Northcliff Road.
Ultimate: Close this access upon completion of the Woodlake Road access on the west side of Meridian Road.
Reference: Plat 11982, Note 16



I-71, Station 488 + 25 Right: Northcliff Road
Existing: This local road, known as Northcliff Road, functions as a full movement T-intersection and is located directly across from access E-70.
Ultimate: No change.



P-72, Station 493 + 50 Left: Olson Ranch View
Existing: This is a full movement, private access.
Ultimate: No change.
Reference: Deed



P-73, Station 508 + 25 Right: Driveway
Existing: This is a full movement private access.
Ultimate: No change.
Reference: Plat 4373, Note 7



Planned Future Access Point, Station 513 + 50 Right: Driveway
Existing: The property extending from Station 512 + 00 to 515 + 25 does not currently have access.
Ultimate: Construct full movement private access.
Reference: Plat 4373, Note 7



F-74, Station 517 + 00 Right: Field Access
Existing: This is a full movement, private access.
Ultimate: No change.
Reference: Plat 4373, Note 7



U-75, Station 524 + 00, Left: Utility Access
Existing: This utility access provides access to a gas line.
Ultimate: This access will be relocated to the west if it is found to be in the right-of-way.

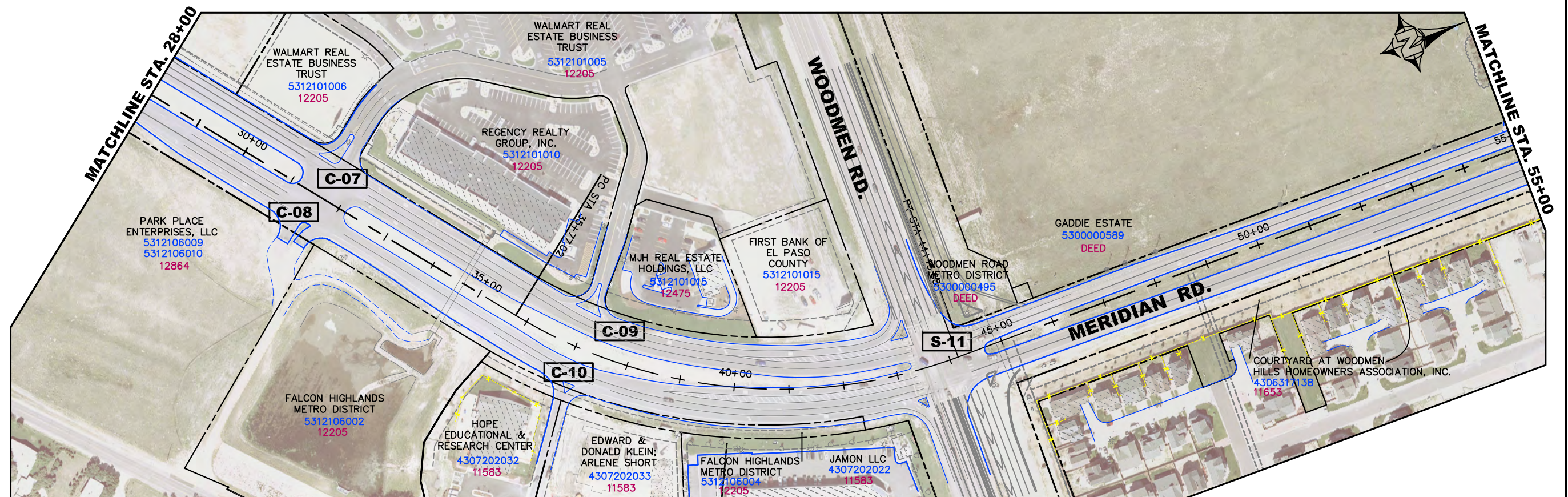
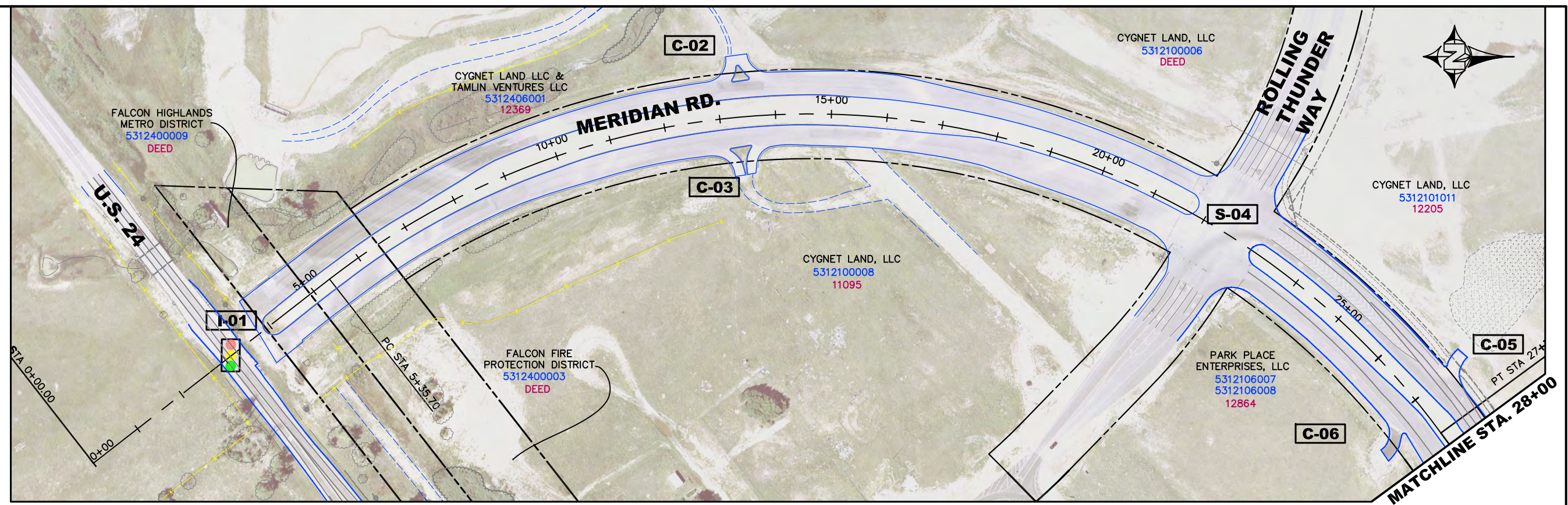


I-76, Station 524 + 50: Hodgen Road
Existing: This minor arterial road, known as Hodgen Road, is an unsignalized, full movement intersection with flashing lights.
Ultimate: No change.
Reference: MTCP

A summary of recommended access changes is provided in Table 34. Figures 15-1 through 15-10 provide aerial maps with access related notations for the entire corridor.

Table 34. Recommended Access Changes

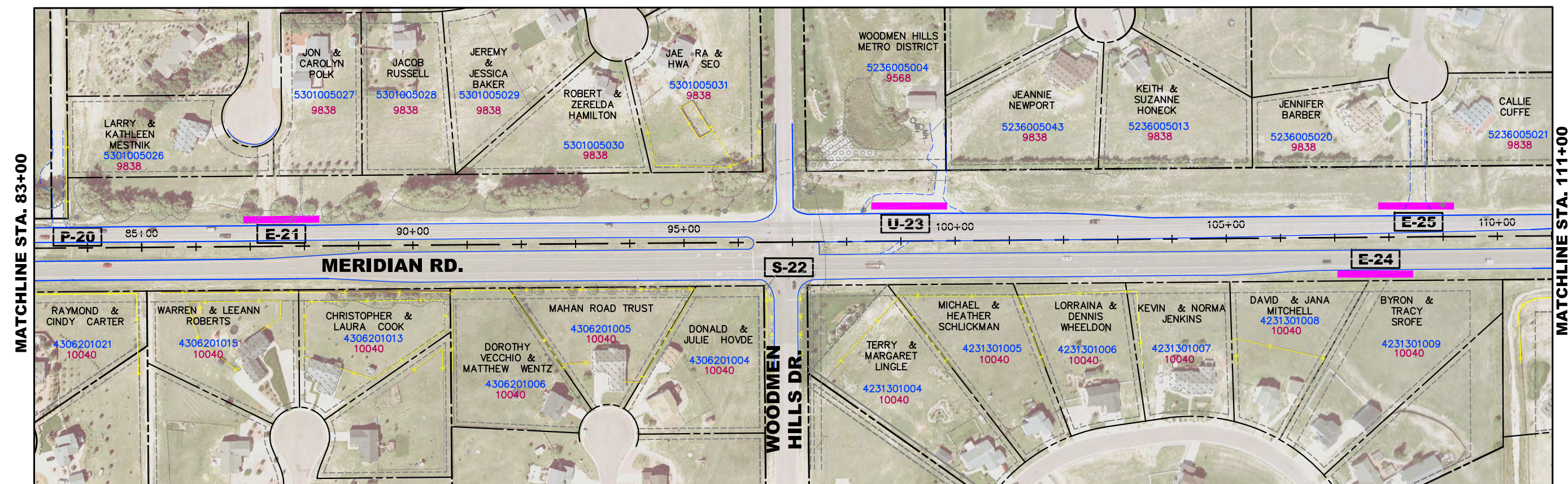
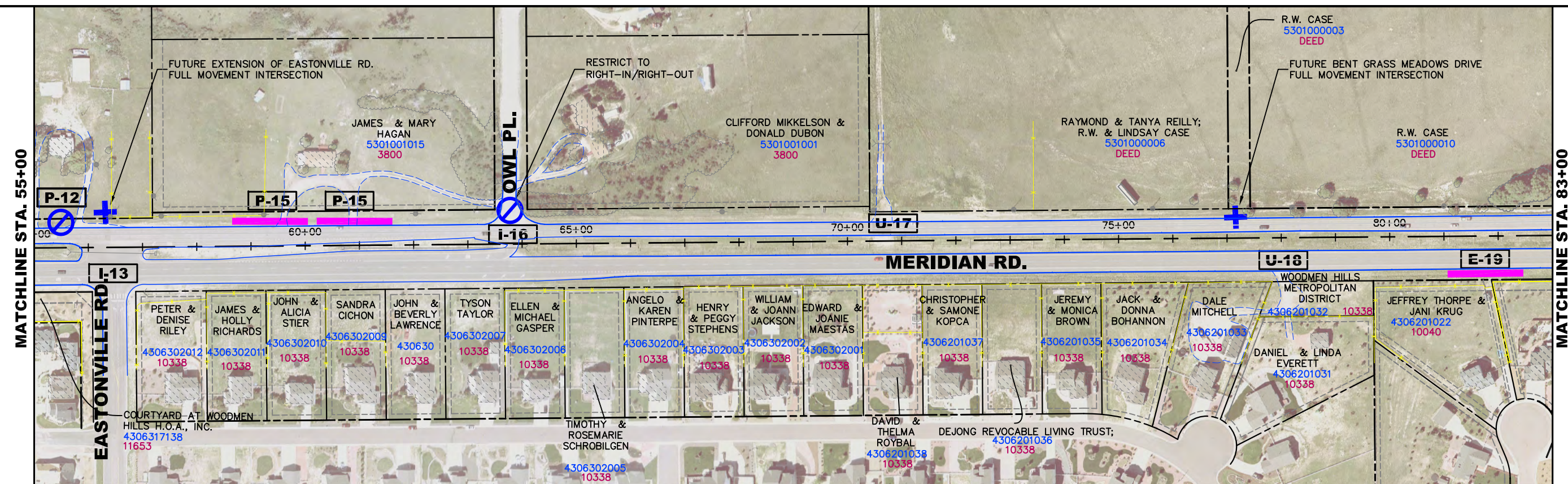
Access Point	Meridian Road Station	Meridian Road Segment	Reference	Recommendation
I-01	3 + 00	Meridian Road at US 24	MTCP	Connect to US 24
P-12	55 + 75 Left	Between Woodmen Road and Eastonville Road	Deed	Close upon completion of commercial development and Eastonville extension
I-13	56 + 25 Left	Eastonville Road		Extend Eastonville Road, west of Meridian Road, into new commercial development
P-14 P-15	59 + 50 Left 60 + 75 Left	Between Eastonville Road and Owl Place	Plat 3800Deed	Close both driveways and use existing access to Owl Place
I-16	63 + 75 Left	Owl Place		Restrict access to RI/RO
Future	77 + 00 Left	New road	Traffic Study, 2007, Bentgrass Development	Construct Bent Grass Meadows Drive
E-19	81 + 75 Right	Between Owl Place and Woodmen Hills Drive	Plat 10040	Close access
P-20	83 + 50 Left	Between Owl Place and Woodmen Hills Drive	Deed	Relocate driveway to Bent Grass Meadows Drive upon its completion
E-21	87 + 25 Left	Between Owl Place and Woodmen Hills Drive	Plat 9838	Close access
U-23	99 + 50 Left	Between Woodmen Hills Drive and Stapleton Drive	Plat 9838	Restrict access to RI/RO or close access and access utility from adjacent parcel to the west.
E-24	107 + 75 Right	Between Woodmen Hills Drive and Stapleton Drive	Plat 10040	Close access
E-25	108 + 50 Left	Between Woodmen Hills Drive and Stapleton Drive	Plat 9838	Close access
U-26	123 + 00 Left	Between Woodmen Hills Drive and Stapleton Drive	Plat 9838	Close access and use existing access from Theriot Drive
Future	163 + 25 Left	New road	Falcon Reserve Preliminary Plan	Construct Waterbury Drive
I-30	206 + 75 Left	Indian Paint Trail		Restrict access to RI/RO
F-33	247 + 50 Left	Between Rex Road and Antler Ridge Drive	Deed	Close gated field access
P-35	259 + 75 Left	Between Rex Road and Antler Ridge Drive	Plat 7891, Note 6	Close access and use the existing multi-family access at station 263 + 50 Left
P-37	263 + 50 Left	Between Antler Ridge Drive and Ayer Road	Plat 7891, Note 6	Restrict access to RI/RO
P-38	268 + 75 Right	Between Antler Ridge Drive and Ayer Road	Plat 12510	Restrict access to RI/RO
F-40	282 + 50 Right	Between Ayer Road and Latigo Boulevard	Deed	Close field access and relocate to Ayer Road
P-43	300 + 75 Right	Between Ayer Road and Latigo Boulevard	Deed	Close access and combine with access P-42
U-44	307 + 00 Left	Between Ayer Road and Latigo Boulevard	Deed	Close access and use existing access U-45
P-52	343 + 75 Left	Between Melba Road and Milford Road	Plat 2397	Close access and relocate to Milford Road
F-55	353 + 50 Right	Between Milford Road and Dawson Road	Plat 2364	Close field access
F-58	383 + 75 Left	Between Brinkerhoff Road and Roslyn Road	Plat 2397	Close field access
Future	436 + 50 Left	Across from Woodlake Road	TIS, Black Forest Reserve Site Plan	Construct private road, full movement access
F-68	466 + 00 Right	Between Softwood Road and Northcliff Road	Plat 4373, Note 7	Close field access
F-69	483 + 25 Right	Between Softwood Road and Northcliff Road	Plat 4373, Note 7	Close field access
E-70	488 + 25 Left	Across from Northcliff Road	Plat 11982, Note 16	Close access
Future	513 + 50 Right	Between Northcliff Road and Hodgen Road	Plat 4373, Note 7	Construct full movement access.
U-75	524 + 00 Left	Between Northcliff Road and Hodgen Road		Relocate utility access if it is in the ROW



MERIDIAN ROAD (NORTH) ACCESS MANAGEMENT

EXISTING ACCESS:			
S-##	SIGNALIZED INTERSECTION	P-##	PRIVATE ACCESS
I-##	UNSIGNALIZED INTERSECTION	F-##	FIELD ACCESS
C-##	COMMERCIAL ACCESS	U-##	UTILITY ACCESS
E-##	EMERGENCY ACCESS		

LEGEND		PROPOSED ACTION:	
	SIGNALIZE INTERSECTION		FUTURE ACCESS
	RESTRICT ACCESS		COMBINE ACCESS
	MOVE ACCESS		CLOSE ACCESS



ORIGINAL SCALE

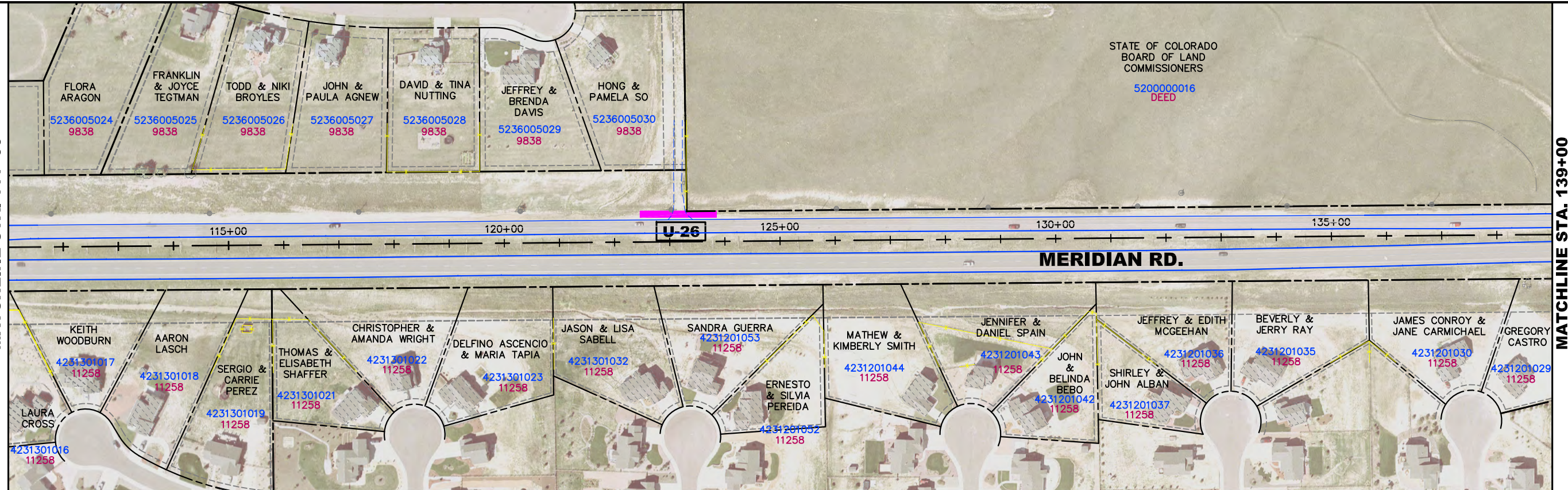
MERIDIAN ROAD (NORTH) ACCESS MANAGEMENT

LEGEND

EXISTING ACCESS:		PROPOSED ACTION:	
S-## SIGNALIZED INTERSECTION	P-## PRIVATE ACCESS	SIGNALIZE INTERSECTION	
I-## UNSIGNALIZED INTERSECTION	F-## FIELD ACCESS	FUTURE ACCESS	
C-## COMMERCIAL ACCESS	U-## UTILITY ACCESS	RESTRICT ACCESS	
E-## EMERGENCY ACCESS		COMBINE ACCESS	
		MOVE ACCESS	
		CLOSE ACCESS	

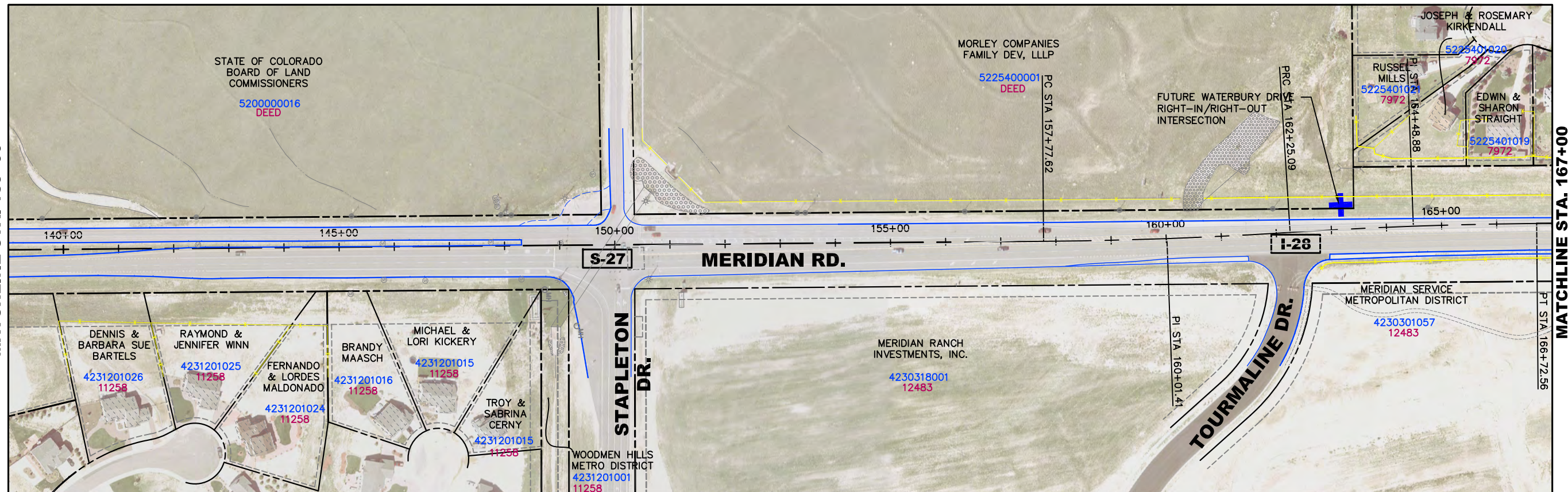
FIGURE 15-2

MATCHLINE STA. 111+00

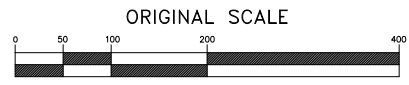


MATCHLINE STA. 139+00

MATCHLINE STA. 139+00



MATCHLINE STA. 167+00

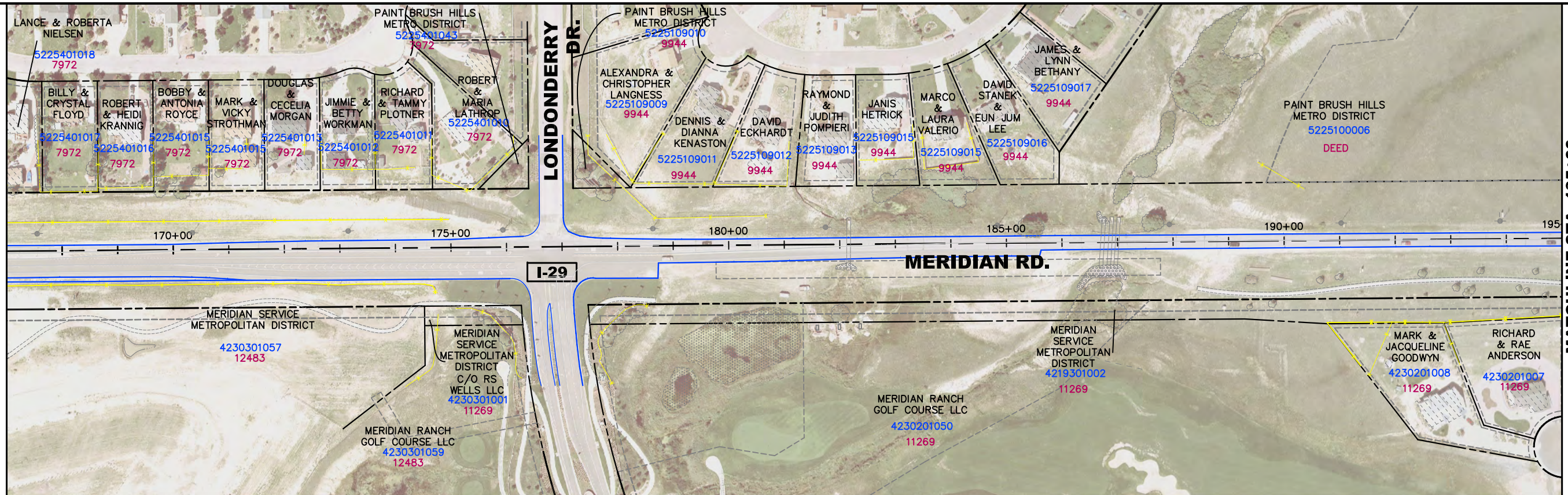


MERIDIAN ROAD (NORTH) ACCESS MANAGEMENT

EXISTING ACCESS:			LEGEND		PROPOSED ACTION:	
S-##	SIGNALIZED INTERSECTION	P-##	PRIVATE ACCESS			SIGNALIZE INTERSECTION
I-##	UNSIGNALIZED INTERSECTION	F-##	FIELD ACCESS			FUTURE ACCESS
C-##	COMMERCIAL ACCESS	U-##	UTILITY ACCESS			RESTRICT ACCESS
E-##	EMERGENCY ACCESS					COMBINE ACCESS
						MOVE ACCESS
						CLOSE ACCESS

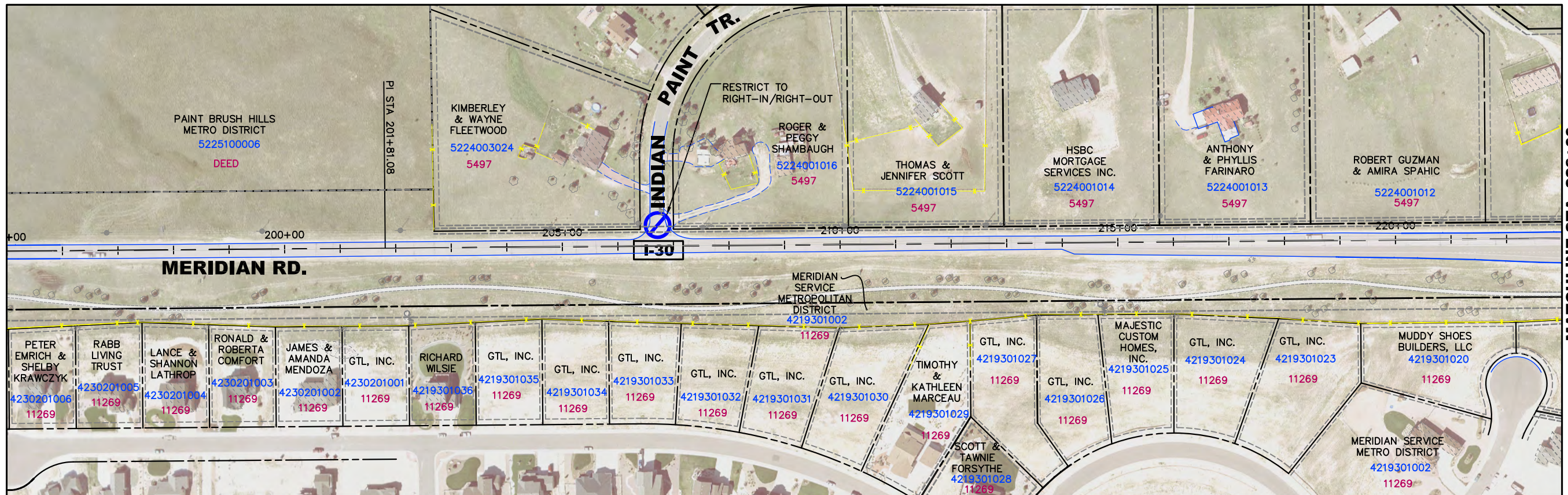
FIGURE 15-3

MATCHLINE STA. 167+00



MATCHLINE STA. 195+00

MATCHLINE STA. 195+00



MATCHLINE STA. 223+00

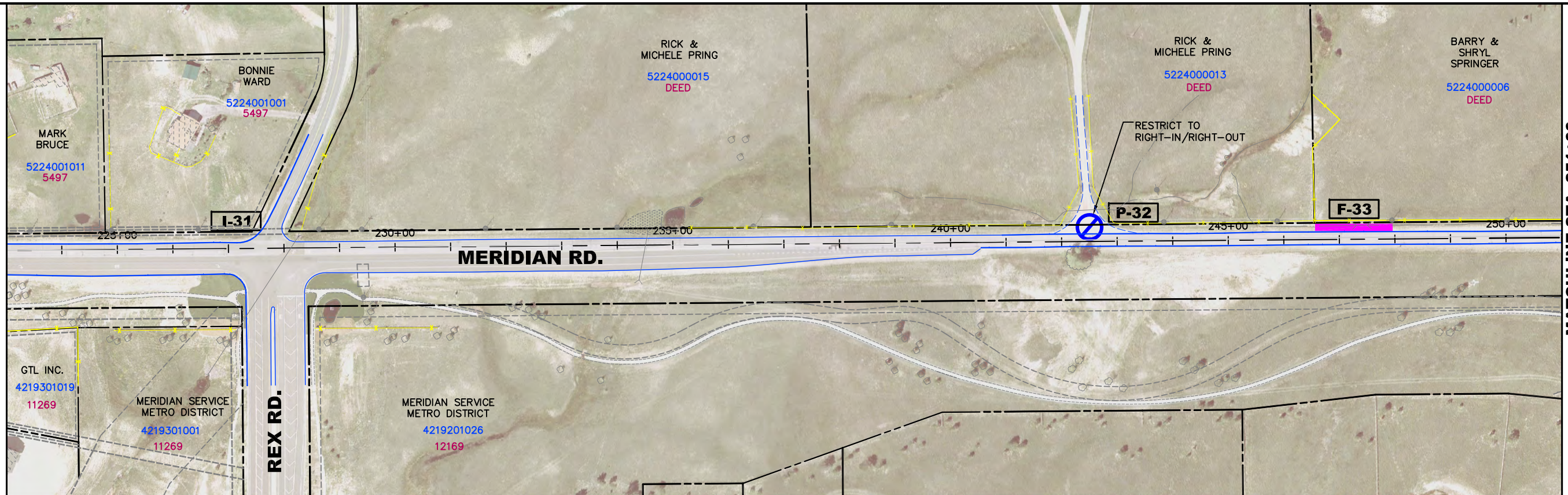


MERIDIAN ROAD (NORTH) ACCESS MANAGEMENT

EXISTING ACCESS:				LEGEND		PROPOSED ACTION:	
[S-##]	SIGNALIZED INTERSECTION	[P-##]	PRIVATE ACCESS	[+]	FUTURE ACCESS	[+]	SIGNALIZE INTERSECTION
[I-##]	UNSIGNALIZED INTERSECTION	[F-##]	FIELD ACCESS	[+]	RESTRICT ACCESS	[+]	RESTRICT ACCESS
[C-##]	COMMERCIAL ACCESS	[U-##]	UTILITY ACCESS	[+]	COMBINE ACCESS	[+]	COMBINE ACCESS
[E-##]	EMERGENCY ACCESS			[+]	MOVE ACCESS	[+]	MOVE ACCESS
				[+]	CLOSE ACCESS	[+]	CLOSE ACCESS

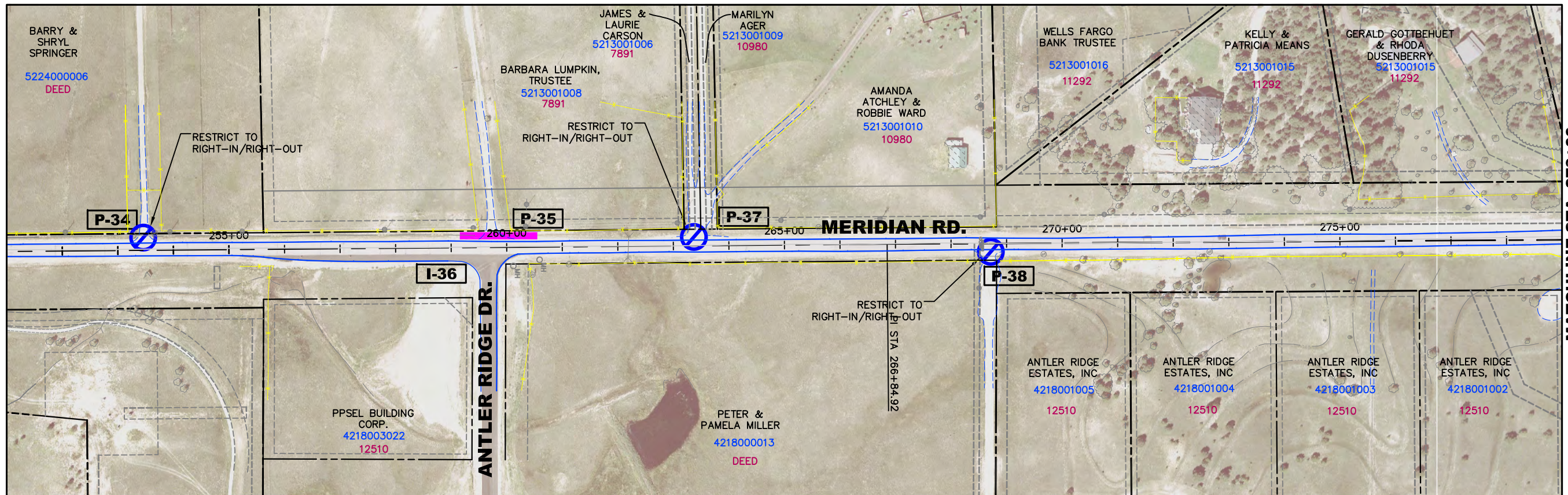
FIGURE 15-4

MATCHLINE STA. 223+00

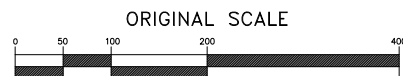


MATCHLINE STA. 251+00

MATCHLINE STA. 251+00



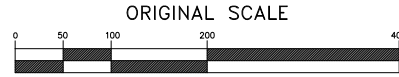
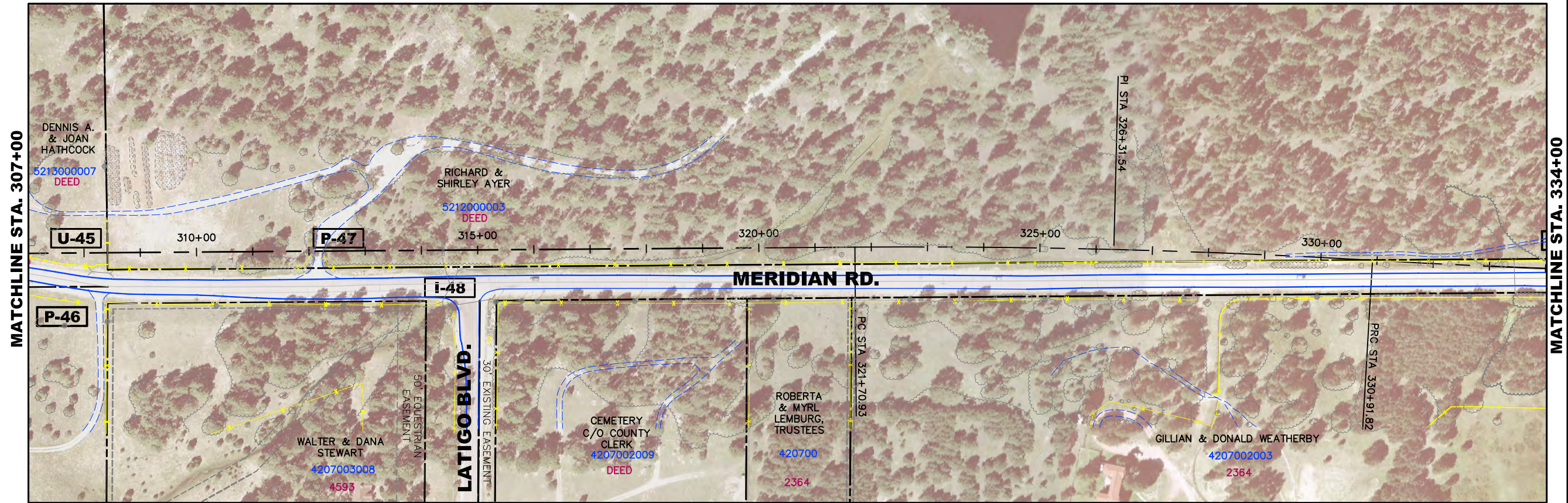
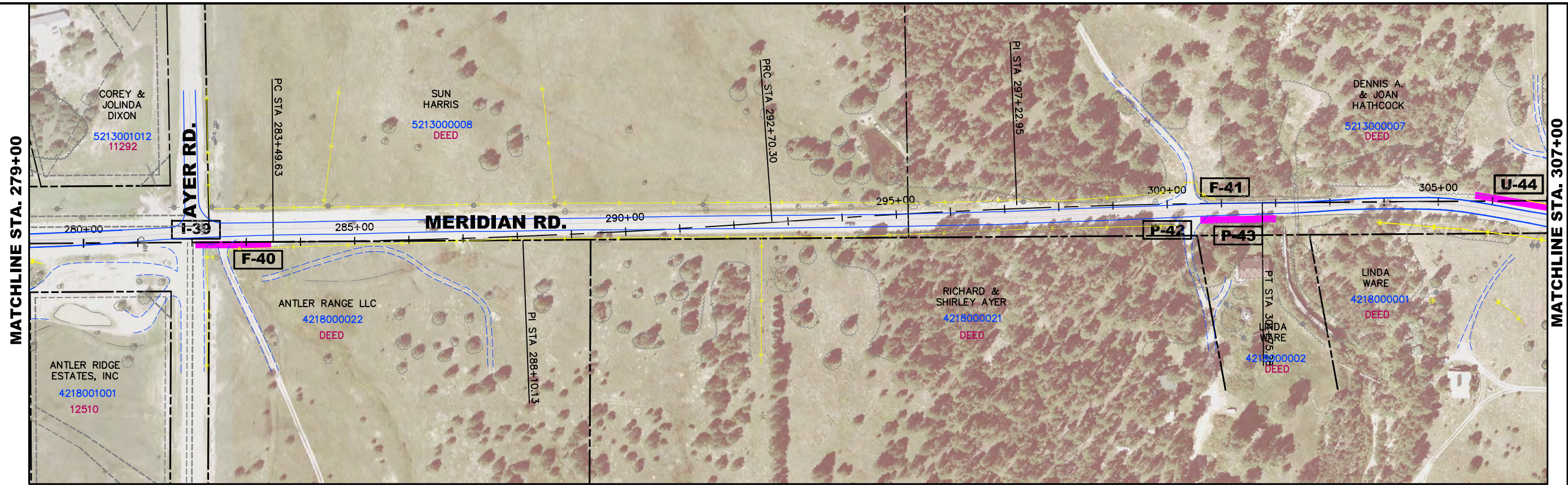
MATCHLINE STA. 279+00



MERIDIAN ROAD (NORTH) ACCESS MANAGEMENT

EXISTING ACCESS:				LEGEND		PROPOSED ACTION:	
S-##	SIGNALIZED INTERSECTION	P-##	PRIVATE ACCESS		SIGNALIZE INTERSECTION		FUTURE ACCESS
I-##	UNSIGNALIZED INTERSECTION	F-##	FIELD ACCESS		RESTRICT ACCESS		COMBINE ACCESS
C-##	COMMERCIAL ACCESS	U-##	UTILITY ACCESS		MOVE ACCESS		CLOSE ACCESS
E-##	EMERGENCY ACCESS						

FIGURE 15-5

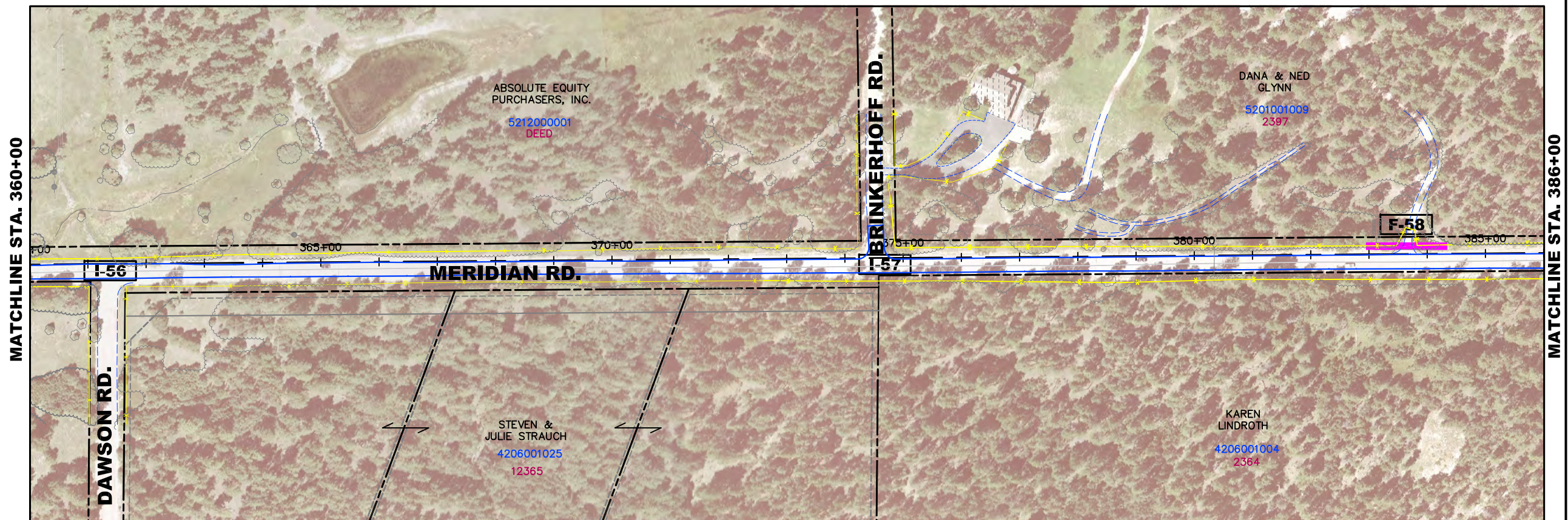
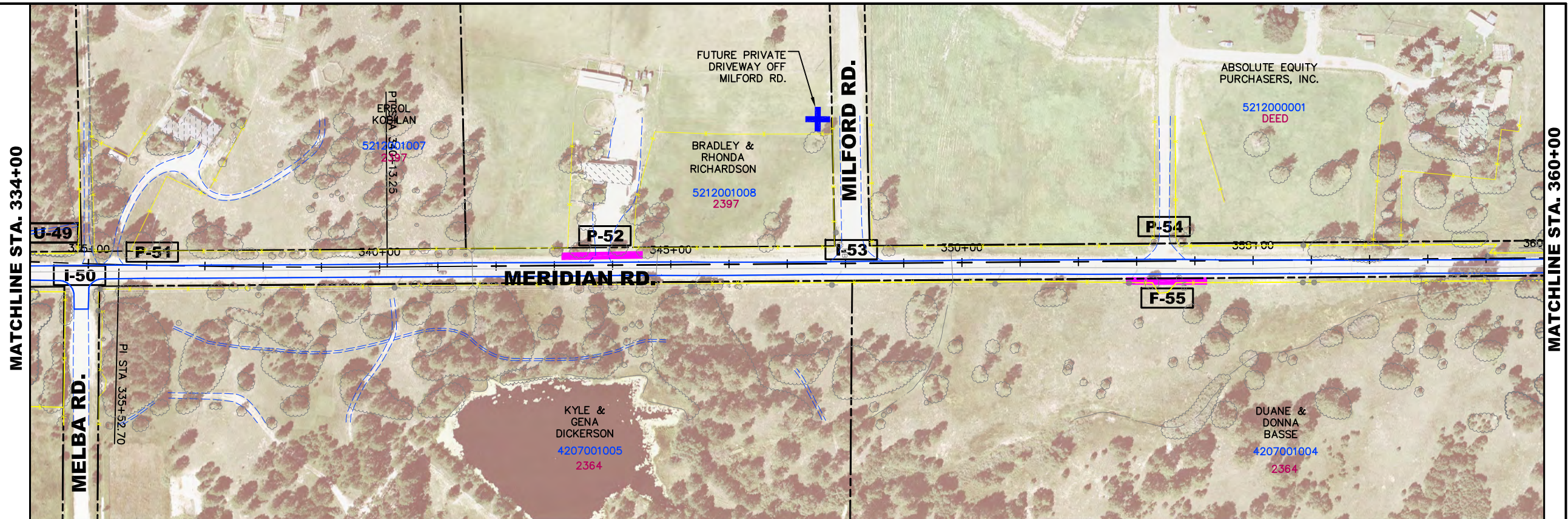


MERIDIAN ROAD (NORTH) ACCESS MANAGEMENT

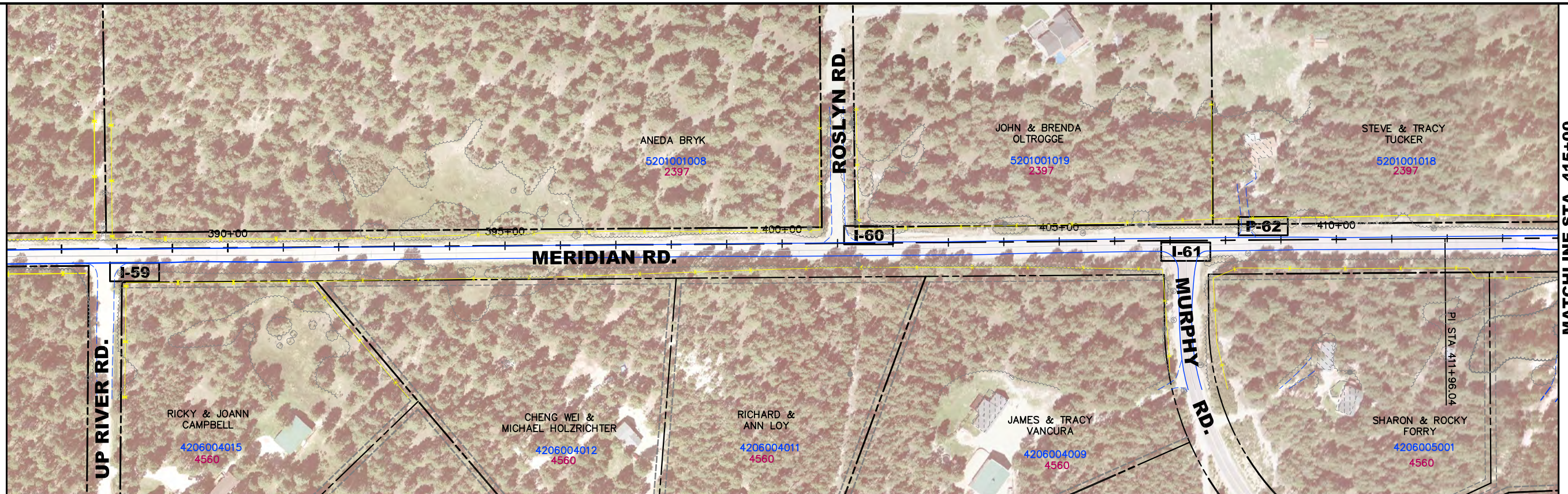
EXISTING ACCESS:			
S-##	SIGNALIZED INTERSECTION	P-##	PRIVATE ACCESS
I-##	UNSIGNALIZED INTERSECTION	F-##	FIELD ACCESS
C-##	COMMERCIAL ACCESS	U-##	UTILITY ACCESS
E-##	EMERGENCY ACCESS		

PROPOSED ACTION:	
	SIGNALIZE INTERSECTION
	FUTURE ACCESS
	RESTRICT ACCESS
	COMBINE ACCESS
	MOVE ACCESS
	CLOSE ACCESS

FIGURE 15-6

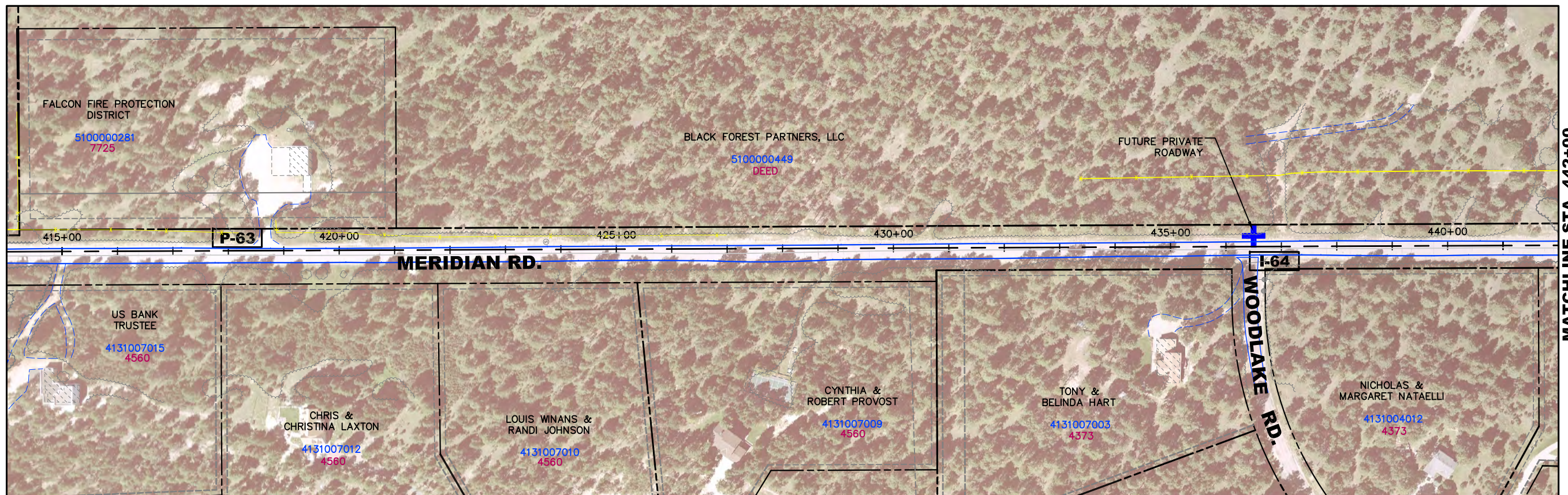


MATCHLINE STA. 386+00

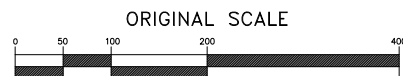


MATCHLINE STA. 415+00

MATCHLINE STA. 415+00



MATCHLINE STA. 442+00

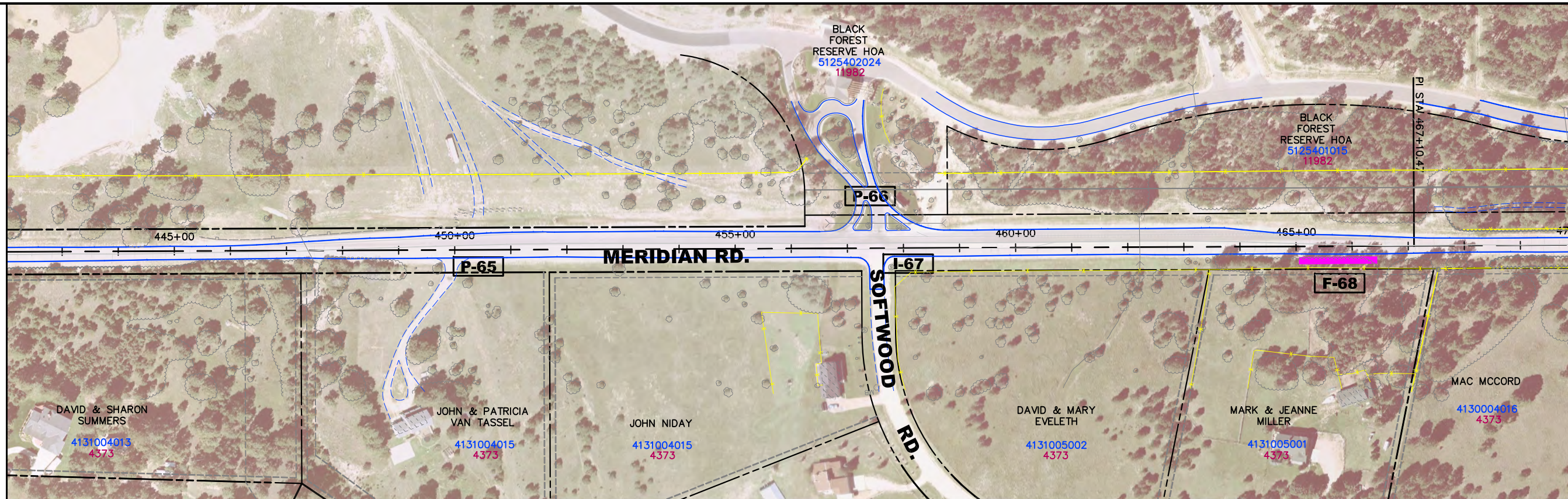


MERIDIAN ROAD (NORTH) ACCESS MANAGEMENT

EXISTING ACCESS:			LEGEND		PROPOSED ACTION:	
[S-##]	SIGNALIZED INTERSECTION	[P-##]	PRIVATE ACCESS		SIGNALIZE INTERSECTION	
[I-##]	UNSIGNALIZED INTERSECTION	[F-##]	FIELD ACCESS		FUTURE ACCESS	
[C-##]	COMMERCIAL ACCESS	[U-##]	UTILITY ACCESS		RESTRICT ACCESS	
[E-##]	EMERGENCY ACCESS				COMBINE ACCESS	
					MOVE ACCESS	
					CLOSE ACCESS	

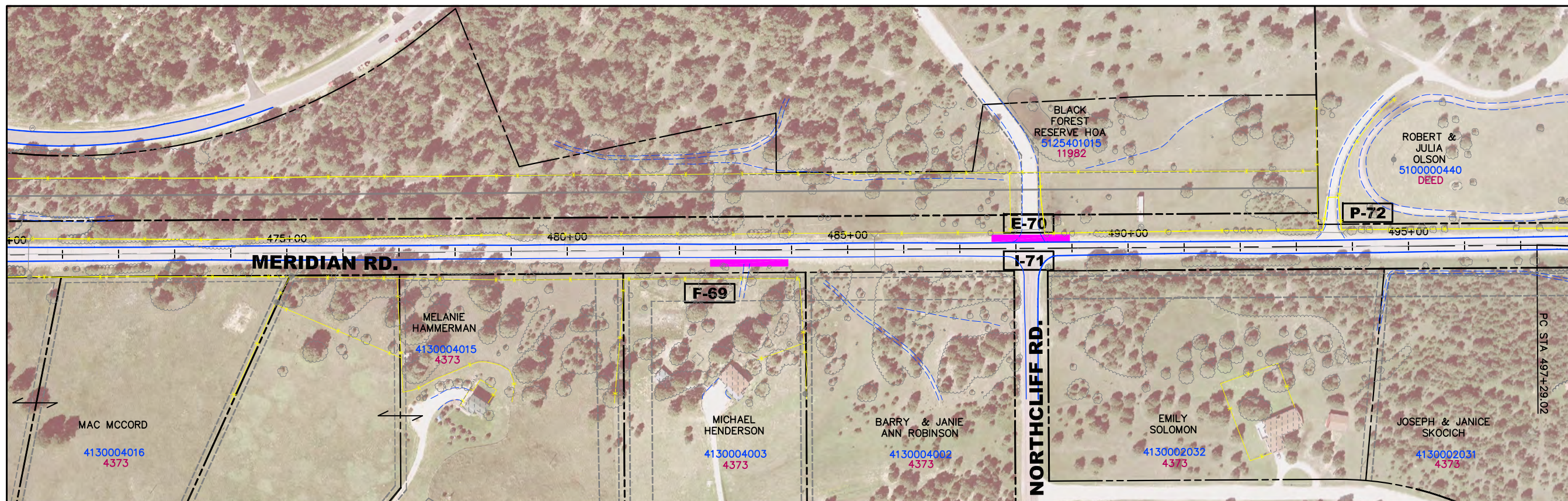
FIGURE 15-8

MATCHLINE STA. 442+00



MATCHLINE STA. 470+00

MATCHLINE STA. 470+00



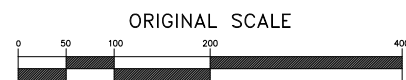
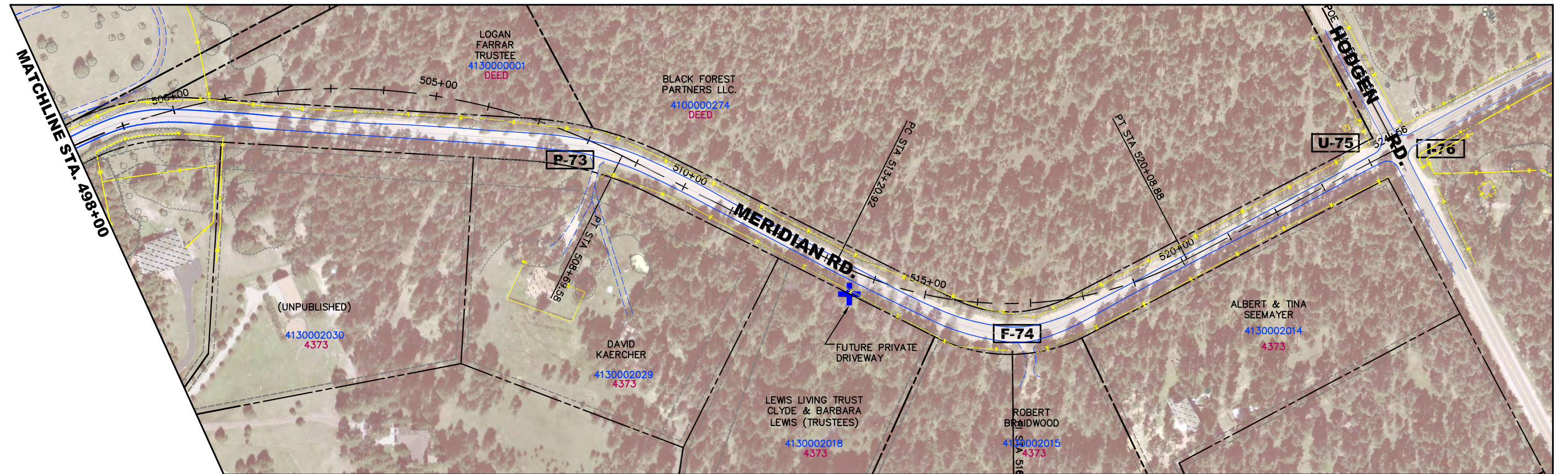
MATCHLINE STA. 498+00



MERIDIAN ROAD (NORTH) ACCESS MANAGEMENT

LEGEND			
EXISTING ACCESS:		PROPOSED ACTION:	
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[I-##] UNSIGNALIZED INTERSECTION	[F-##] FIELD ACCESS	[Blue plus symbol] FUTURE ACCESS	
[C-##] COMMERCIAL ACCESS	[U-##] UTILITY ACCESS	[Blue circle with cross symbol] RESTRICT ACCESS	
[E-##] EMERGENCY ACCESS		[Red double arrow symbol] COMBINE ACCESS	
		[Red single arrow symbol] MOVE ACCESS	
		[Pink line symbol] CLOSE ACCESS	

FIGURE 15-9



MERIDIAN ROAD (NORTH) ACCESS MANAGEMENT

EXISTING ACCESS:			
S-##	SIGNALIZED INTERSECTION	P-##	PRIVATE ACCESS
I-##	UNSIGNALIZED INTERSECTION	F-##	FIELD ACCESS
C-##	COMMERCIAL ACCESS	U-##	UTILITY ACCESS
E-##	EMERGENCY ACCESS		

LEGEND	
	PROPOSED ACTION: SIGNALIZE INTERSECTION
	FUTURE ACCESS
	RESTRICT ACCESS
	COMBINE ACCESS
	MOVE ACCESS
	CLOSE ACCESS

FIGURE 15-10

11.0 References

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