



| DRIVEWAY TABLE |           |        |                         |      |
|----------------|-----------|--------|-------------------------|------|
|                | STATION   | OFFSET | DESCRIPTION             | USED |
| 1              | 137+25.78 | RT     | B                       | Y    |
| 2              | 143+22.81 | RT     | H                       | Y    |
| 3              | 147+22.27 | RT     | H                       | Y    |
| 4              | 147+76.62 | RT     | B                       | Y    |
| ● 5            | 148+35.00 | RT     | B                       | Y    |
| 6              | 148+93.37 | RT     | B                       | Y    |
| 7              | 150+00.86 | RT     | H                       | Y    |
| ● 8            | 150+71.22 | RT     | V                       | Y    |
| 9              | 151+20.56 | RT     | V                       | Y    |
| 10             | 152+68.93 | RT     | B                       | Y    |
| 11             | 153+25.60 | RT     | H                       | Y    |
| 12             | 153+79.84 | RT     | B                       | Y    |
| ● 13           | 154+24.20 | RT     | B                       | Y    |
| 14             | 154+66.43 | RT     | B                       | Y    |
| 15             | 155+04.63 | RT     | B                       | Y    |
| 16             | 155+48.61 | RT     | V                       | Y    |
| ● 17           | 155+76.53 | RT     | V                       | Y    |
| 18             | 156+06.00 | RT     | B                       | Y    |
| 19             | 156+76.73 | RT     | B                       | Y    |
| 20             | 158+60.33 | RT     | B                       | Y    |
| 21             | 159+61.20 | RT     | V                       | Y    |
| 22             | 160+24.72 | RT     | B-Blocked w/landscaping | N    |
| 23             | 161+25.25 | RT     | H                       | Y    |
| 24             | 173+61.64 | RT     | B                       | Y    |
| 25             | 175+29.21 | RT     | B                       | Y    |
| 26             | 176+99.65 | RT     | B                       | Y    |
| 27             | 180+69.68 | RT     | B                       | Y    |

| DRIVEWAY TABLE |           |        |                         |      |
|----------------|-----------|--------|-------------------------|------|
|                | STATION   | OFFSET | DESCRIPTION             | USED |
| 28             | 181+18.21 | RT     | B                       | Y    |
| ● 29           | 182+02.25 | RT     | B                       | Y    |
| 30             | 182+39.59 | RT     | B                       | Y    |
| ● 31           | 182+80.81 | RT     | B                       | Y    |
| 32             | 183+57.22 | RT     | B                       | Y    |
| 33             | 184+35.41 | RT     | B                       | Y    |
| 34             | 185+17.26 | RT     | B                       | Y    |
| 35             | 186+04.70 | RT     | B                       | Y    |
| 36             | 187+12.60 | RT     | B                       | Y    |
| 37             | 187+93.62 | RT     | B-Rt in/out             | Y    |
| 38             | 189+49.24 | RT     | B-Rt in/out             | Y    |
| 39             | 190+11.22 | RT     | B                       | Y    |
| 40             | 196+56.80 | RT     | B                       | Y    |
| 41             | 197+60.34 | RT     | B                       | Y    |
| 42             | 199+60.71 | RT     | V                       | Y    |
| ● 43           | 201+65.79 | RT     | B                       | Y    |
| 44             | 201+97.06 | RT     | H                       | Y    |
| 45             | 202+89.39 | RT     | H                       | Y    |
| 46             | 204+65.41 | RT     | H-Blocked w/landscaping | N    |
| ● 47           | 210+69.88 | RT     | B-Gated                 | Y    |
| 48             | 211+07.97 | RT     | P                       | N    |
| 49             | 211+44.32 | RT     | P                       | N    |
| 50             | 212+35.30 | RT     | P                       | Y    |
| 51             | 212+90.89 | RT     | P                       | Y    |
| 52             | 215+00.72 | RT     | B-Blocked w/landscaping | Y    |
| ● 53           | 215+61.52 | RT     | Alley                   | Y    |
| 54             | 220+93.30 | RT     | V-Fence/building        | N    |

| DRIVEWAY TABLE |           |        |                                  |      |
|----------------|-----------|--------|----------------------------------|------|
|                | STATION   | OFFSET | DESCRIPTION                      | USED |
| 55             | 221+88.68 | RT     | B-Blocked w/wall                 | N    |
| 56             | 224+61.72 | RT     | B-Circle in                      | Y    |
| 57             | 225+90.24 | RT     | B-Circle out                     | Y    |
| 58             | 229+34.17 | RT     | B                                | Y    |
| 59             | 229+89.08 | RT     | B                                | Y    |
| 60             | 234+32.07 | RT     | B                                | Y    |
| 61             | 234+87.27 | RT     | H                                | Y    |
| ● 62           | 281+68.56 | LT     | H (Viento del Norte - Not Shown) | Y    |
| 63             | 235+49.55 | LT     | B                                | Y    |
| 64             | 231+59.99 | LT     | B                                | Y    |
| ● 65           | 230+94.09 | LT     | B                                | Y    |
| 66             | 230+12.45 | LT     | B                                | Y    |
| 67             | 229+15.15 | LT     | H                                | Y    |
| 68             | 225+03.58 | LT     | H                                | Y    |
| 69             | 222+27.88 | LT     | H                                | Y    |
| 70             | 220+49.81 | LT     | H                                | Y    |
| 71             | 219+15.98 | LT     | B                                | Y    |
| 72             | 218+60.83 | LT     | B                                | Y    |
| 73             | 215+02.99 | LT     | H                                | Y    |
| 74             | 214+51.70 | LT     | H                                | Y    |
| 75             | 214+00.40 | LT     | H                                | Y    |
| 76             | 213+46.89 | LT     | H                                | Y    |
| 77             | 212+92.98 | LT     | H                                | Y    |
| 78             | 212+51.17 | LT     | H                                | Y    |
| 79             | 212+06.93 | LT     | H-B                              | Y    |
| 80             | 211+53.81 | LT     | H-B                              | Y    |
| 81             | 211+08.96 | LT     | H                                | Y    |

| DRIVEWAY TABLE |           |        |                             |      |
|----------------|-----------|--------|-----------------------------|------|
|                | STATION   | OFFSET | DESCRIPTION                 | USED |
| 82             | 209+99.93 | LT     | H                           | Y    |
| 83             | 209+56.19 | LT     | B                           | Y    |
| 84             | 208+66.84 | LT     | B                           | Y    |
| 85             | 208+10.51 | LT     | B-Blocked w/parking bumpers | N    |
| 86             | 203+48.09 | LT     | P-Blocked w/fence           | N    |
| 87             | 202+21.29 | LT     | B                           | Y    |
| 88             | 201+75.49 | LT     | B                           | Y    |
| 89             | 199+76.74 | LT     | Alley                       | Y    |
| ● 90           | 189+77.79 | LT     | B                           | Y    |
| 91             | 188+70.64 | LT     | B                           | Y    |
| 92             | 186+47.66 | LT     | B                           | Y    |
| ● 93           | 185+69.23 | LT     | B                           | Y    |
| 94             | 184+05.59 | LT     | B-Rt in/out                 | Y    |
| 95             | 163+98.06 | LT     | B                           | Y    |
| ● 96           | 161+85.14 | LT     | B                           | Y    |
| 97             | 159+12.16 | LT     | B                           | Y    |
| 98             | 156+72.62 | LT     | H                           | N    |
| 99             | 155+87.40 | LT     | H                           | Y    |
| 100            | 145+37.20 | LT     | H                           | Y    |
| ● 101          | 143+37.72 | LT     | H                           | Y    |
| 102            | 139+53.18 | LT     | H-Blocked w/wall            | N    |
| ● 103          | 138+42.84 | LT     | H-Rt in/out-Temp blocked    | N    |
|                |           |        |                             |      |
|                |           |        |                             |      |
|                |           |        |                             |      |
|                |           |        |                             |      |
|                |           |        |                             |      |
|                |           |        |                             |      |

● POTENTIAL FOR CLOSURE

ST. FRANCIS DRIVE CORRIDOR STUDY  
INITIAL EVALUATION OF ALTERNATIVES



Parametrix



FIGURE 19  
EXISTING  
ACCESS LOCATIONS