

APPENDIX K

**I-540 INTERCHANGE LOCATIONS AND ASSOCIATED
MODIFICATIONS TO WAGON WHEEL ROAD**

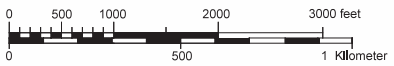
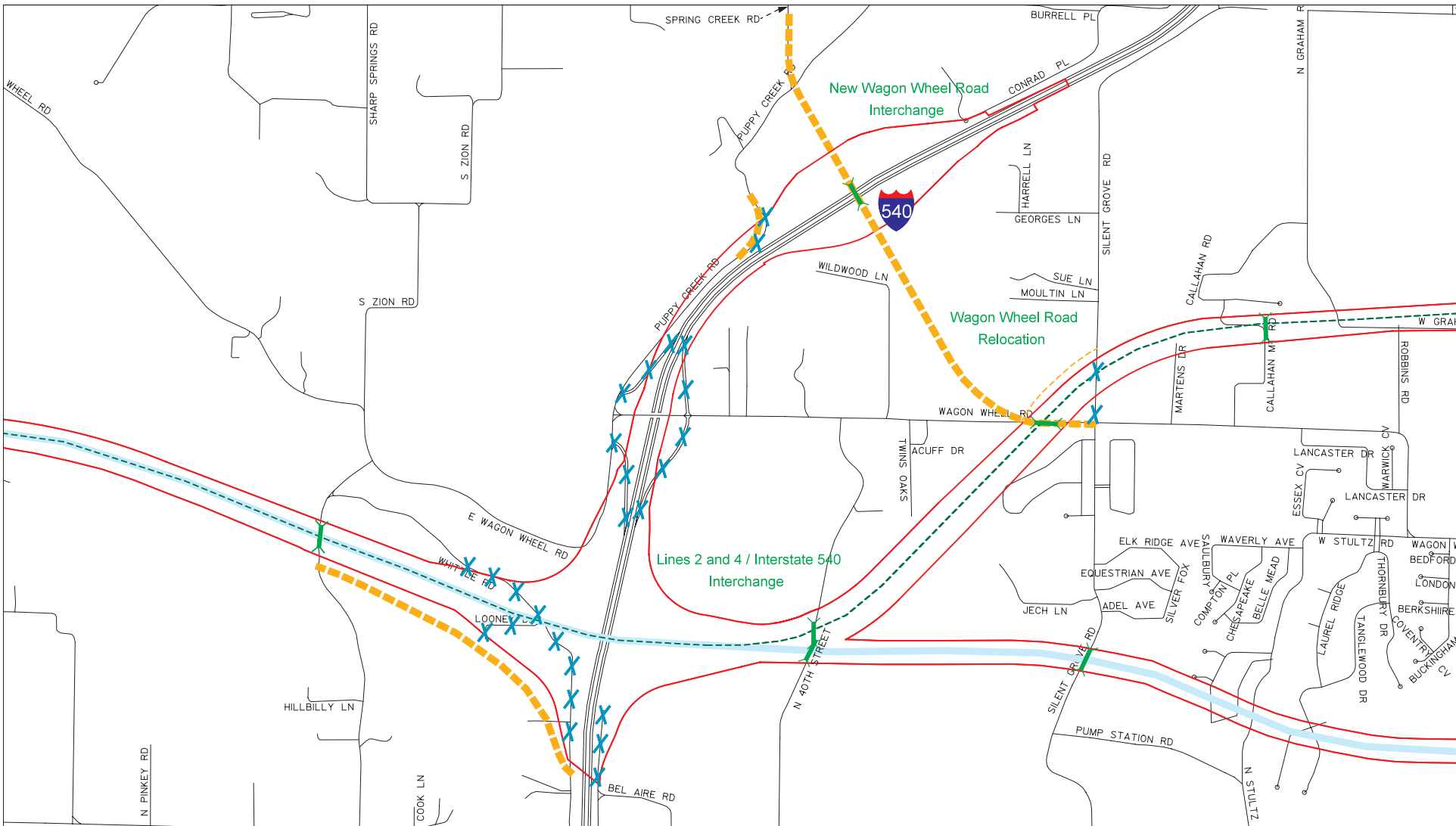
Based on the region's recent population growth and growing traffic volumes, short-term and long-term improvement needs for I-540 are under study by the AHTD's Planning and Research Division in cooperation with the area's Metropolitan Planning Organization. After a review of the latest traffic projections and movements for the proposed directional interchange of I-540 and the proposed project, it was determined that the I-540 interchange spacing and conceptual designs needed revision. Local officials have requested that access from Wagon Wheel Road to I-540 be maintained. Consequently, all the I-540 interchanges for the alignments considered in the SDEIS had to be redesigned to both manage the future projected traffic volumes and to continue this local access to I-540.

The new conceptual designs of the directional interchange for the bypass/I-540 alignments require the relocation of Wagon Wheel Road and a new I-540/Wagon Wheel Road local access interchange for Lines 2, 3 and 4. Line 5 would allow the existing I-540/Wagon Wheel Road Interchange to remain.

The bypass/I-540 directional interchange for Lines 2 and 4 would be placed in the Spring Creek area. The existing Wagon Wheel interchange would be removed. Wagon Wheel Road would be relocated and reconnected to Spring Creek Road. A new Wagon Wheel Road interchange with I-540 would be constructed to the north at Spring Creek Road. Figure 1 illustrates the Lines 2 and 4/I-540 directional interchange location, the relocation that would occur to Wagon Wheel Road, and the new location of the Wagon Wheel Road/I-540 local access interchange.

The bypass/I-540 directional interchange with Line 3 would be constructed in the area of the existing Wagon Wheel Road interchange. Line 3 would require the removal of the existing Wagon Wheel Road interchange, with Wagon Wheel Road to be relocated and a new Wagon Wheel Road interchange with I-540 constructed to the south near Spring Creek. Figure 2 illustrates the Line 3/I-540 directional interchange location, the relocation that would occur to Wagon Wheel Road, and the new location of the Wagon Wheel Road/I-540 local access interchange.

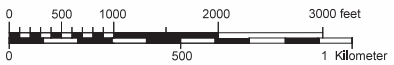
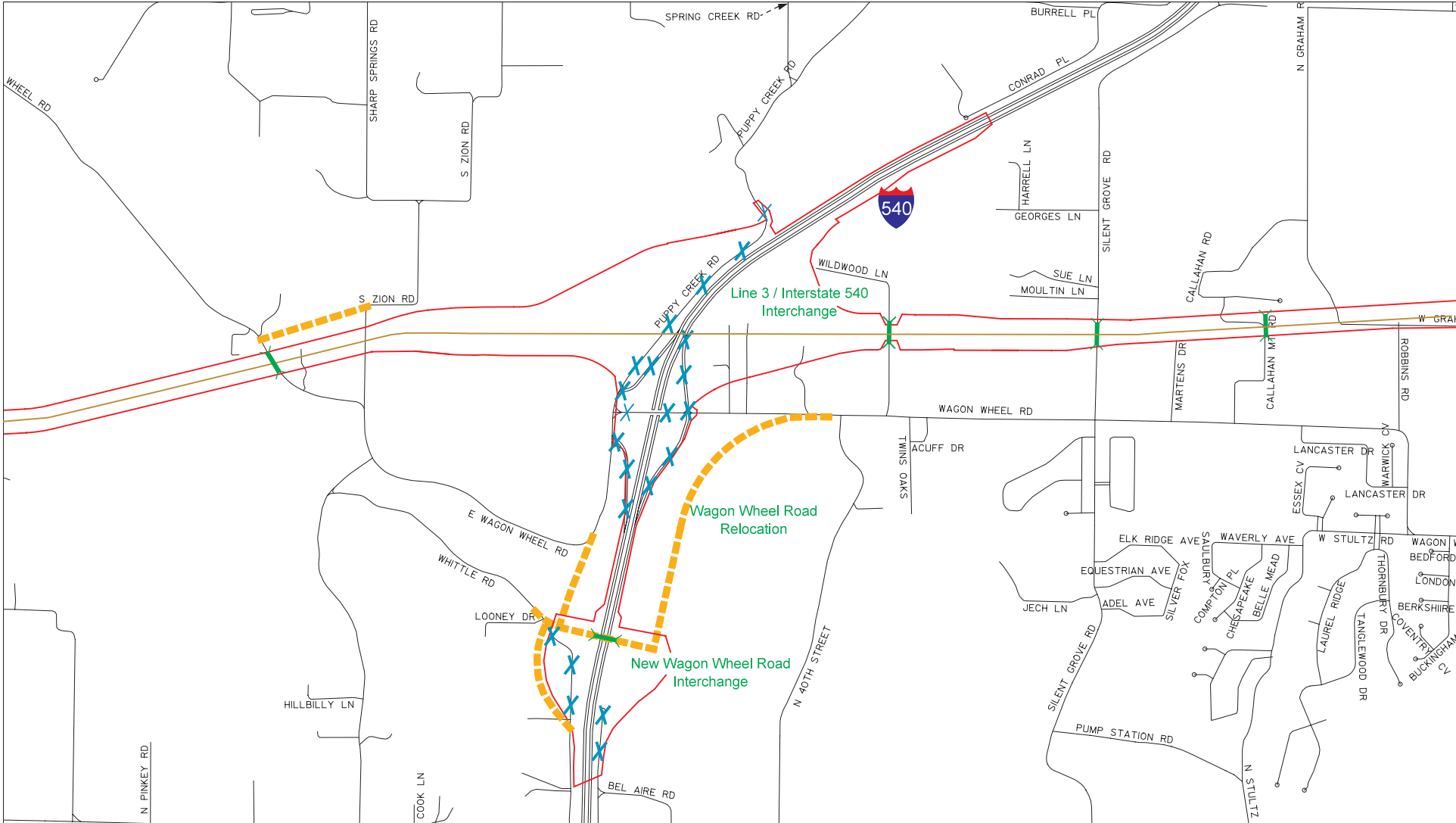
The bypass/I-540 directional interchange with Line 5 would be placed south of the Goad Springs Road overpass. This alignment would not involve the relocation of the existing Wagon Wheel Road/I-540 local access interchange or Wagon Wheel Road. Figure 3 illustrates the Line 5/I-540 interchange location.



Legend

- Road Relocation
- Proposed Overpass
- Estimated Right of Way
- Obliterated Roadway
- Line 2
- Line 4

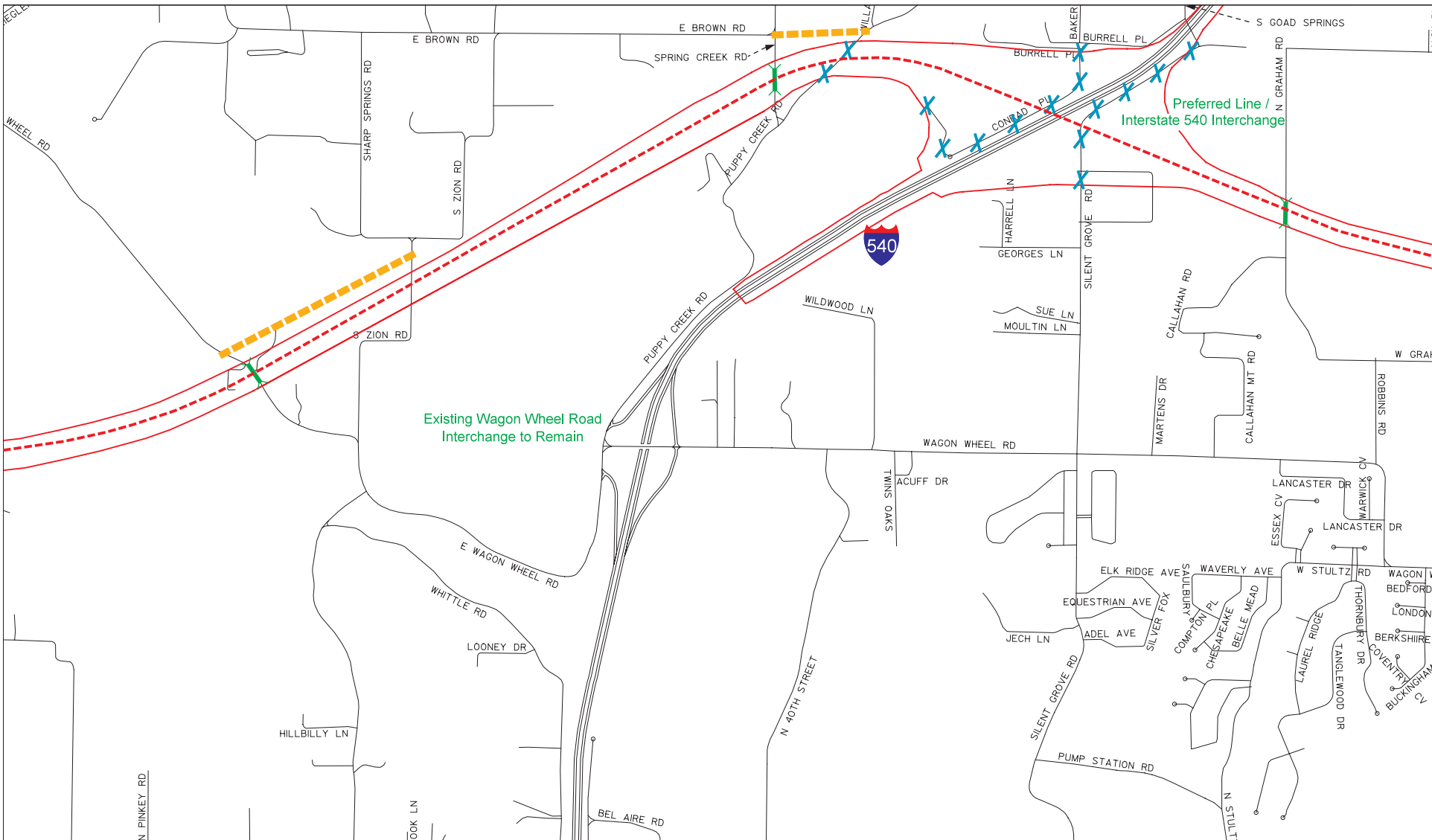
Figure K-1
Lines 2 and 4/I-540
Interchange Location and
Associated Modifications



Legend

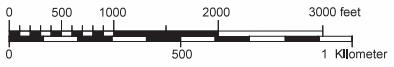
- Road Relocation
- Proposed Overpass
- Estimated Right of Way
- Obliterated Roadway
- Line 3

Figure K-2
Lines 3/I-540
Interchange Location and
Associated Modifications



Existing Wagon Wheel Road Interchange to Remain

Preferred Line / Interstate 540 Interchange



Legend

- Road Relocation
- X Proposed Overpass
- Estimated Right of Way
- X Obliterated Roadway
- Preferred Line

Figure K-3
Preferred Line/I-540
Interchange Location and
Associated Modifications