



How to read the plans

What you'll see is a series of views from the existing conditions with access points identified including dimensions for spacing, boundary of parcels that abut US-56, proposed conditions with treatments of intersections and driveways. Posted speeds are anticipated to remain in the 30 to 45 mph range.

INTERSECTION IMPROVEMENTS
 Key locations include side street modifications at signalized intersections, realignments at proposed new arterial roads and "cleaning up" multi-legged junctions.

The General Concept

- PHYSICAL**
 The varying arterial street configurations respond to the forecasted traffic volumes and include:
- The extension of the 3-lane section west and east around Baldwin City,
 - Inclusion of a 4-lane divided arterial to accommodate truck traffic associated with adjacent industrial development potential in Baldwin City and Gardner, and
 - A grade separation of the railroad tracks and US-56 at the 199th Street and Sunflower Road junction.

ACCESS MANAGEMENT
 With regards to access management, no new access points will be allowed, except for public streets. This means that existing access points will remain until redeveloped, change in use or improvements to the highway at which time each access will be treated on a case-by-case basis.

Typical section and right-of-way needs

Typically an arterial street right-of-way is consistent along its corridor. This consistency can often be achieved because of an enclosed drainage system. Some sections may vary, yet in general a 3-lane roadway can be accommodated in 60 to 80 feet, and a 4-lane section with median in 100 to 120 feet, though the limits can only be determined through the design process. At this conceptual level, an indication of potential right-of-way needs is shown through a solid line, often tying into the existing right-of-way.

