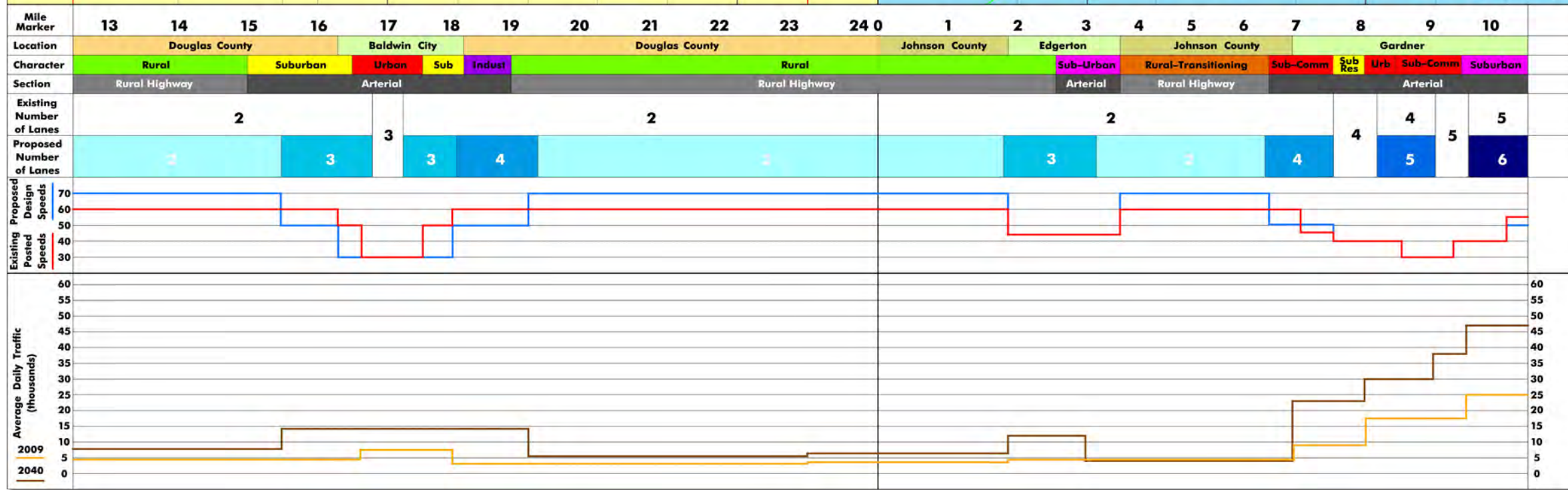
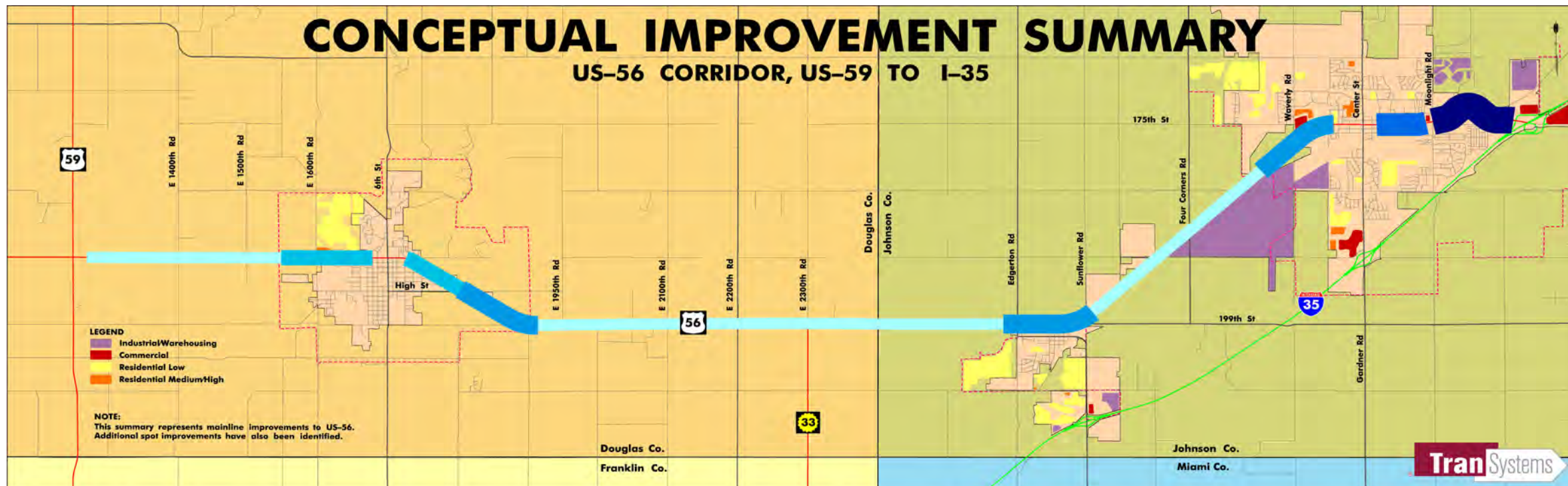


# CONCEPTUAL IMPROVEMENT SUMMARY

US-56 CORRIDOR, US-59 TO I-35



## Draft Conceptual Improvements

Keeping in mind the various character zones, environmental sensitivity, and the Consensus Land Use Scenario for the corridor, the planning team used transportation modeling to create sections and proposed lane recommendations along rural highway and arterial segments. In terms of access management, the Plan's approach is to limit any new access onto US-56 except via public roads. Although no funding currently exists for these improvements, changes would occur with any redevelopment, new development, or as a result of roadway improvements. Based on input from the public open houses, the planning team will modify these concepts for inclusion into the Corridor Plan. The Summary shown on the left describes the following:

- Location of the corridor segment: Within specified city limits or within Douglas or Johnson Counties.
- Character of the corridor segment: Rural, Suburban, Urban, or Industrial.
- Section type: Rural Highway or Arterial.
- Existing number of lanes for each segment: Ranging from 2-5 lanes.
- Proposed number of lanes for each segment: Ranging from 2-6 lanes.
- Existing Posted Speed and Proposed Design Speed: Ranging from 30 mph as the lowest Posted Speed, up to 70 mph as the highest Design Speed in various rural segments.
- Average Daily Traffic Volumes (in thousands): For years 2009 and 2040.

## Corridor Characteristics

Access management plays a key role in determining the location and spacing of public and private access points. The figure and corresponding text below highlights characteristics found in Rural, Suburban, Town Center, and Industrial character zones.

**Rural**

At junctions with collector roadways and supporting traffic volumes, exclusive turn lanes may be necessary. An improved profile would allow for more passing opportunities.

**Speed:** Typically 55 mph or greater.

**Control:** Side street under STOP control.

**Suburban**

At junctions with collector roadways and supporting traffic volumes, exclusive turn lanes may be necessary. An improved profile would allow for more passing opportunities.

**Speed:** Typically between 30-45 mph.

**Control:** Major intersections often controlled by traffic signals.

**Industrial**

Often multi-lane roadways, and sometimes with median treatment. To accommodate large vehicles, acceleration and deceleration lanes as well as large turning radii are often present.

**Speed:** Typically between 30-45 mph.

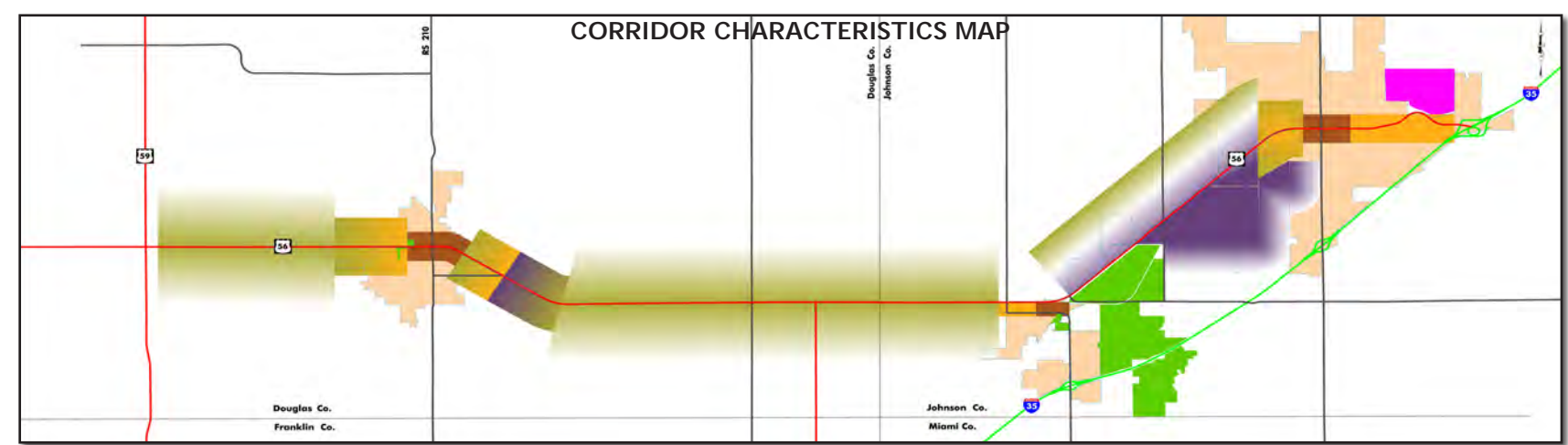
**Control:** Major intersections sometimes controlled by traffic signals.

**Town Center**

Multi-lane roadway, and sometimes with median treatment. On-street parking, sidewalks and other amenities (such as landscape and hardscape) may be present.

**Speed:** Typically 35 mph or less.

**Control:** Major intersections often controlled by traffic signals.





### How do the conceptual improvements affect me as a resident, business owner, or land owner along the corridor?

The conceptual improvements presented at the Open House depict recommended improvements for US-56 and the local street network from US-56 to I-35. The exact location, design and right-of-way for this project cannot be determined from these concepts, and could be different from that shown. Preliminary design will need to be performed to refine the improvements and right-of-way requirements. Changes in access shown are conceptual in nature and subject to a case-by-case review. Access modification may occur with a change in use of the property (including redevelopment and development), when roadway improvements are constructed, and/or when a safety issue needs to be addressed.

### When can I expect to see changes taking place on US-56?

No funding currently exists for any of the conceptual improvements presented in the Plan. When funding does become available, the concepts must be further refined before implementation.

### Do You Have Questions?

Representatives from KDOT and the planning team are available to answer your questions, such as:

#### What are the study area boundaries?

The study area spans 22 miles of US-56, from US-56 west of Baldwin City in Douglas County, to I-35 on the northeast edge of Gardner in Johnson County. This area has seen growth over the past several years and development plans have been discussed that could impact transportation on this highway. The Corridor Plan is envisioned to help guide future growth and access along the US-56 corridor, while identifying future improvements where necessary.

#### Are there plans for turning US-56 into a 4-lane highway?

US-56 is a diverse corridor. The current plans include a wide variety of segments ranging from rural two-lane highways to six-lane arterial street segments. The plan was developed with recommendations for improvements that increase capacity, manage access and improve safety along the corridor. These improvements include reducing the number of future access points, providing turn lanes within select areas, and enhancing sight lines at key intersections, to name a few.



### We Need Your Input!

Please view the exhibits at tonight's open house, and fill out your comment cards before leaving. This is your opportunity to provide feedback for the US-56 Corridor Management Plan, which will be refined based on your thoughts.

You may also visit the project's website at [www.us56corridorplan.org](http://www.us56corridorplan.org) to view meeting materials and presentations from previous workshops, and to give us your opinion by visiting the "Contact Us" page.

For detailed questions about the project, contact David Gurss, Project Manager, Kansas Department of Transportation, at (785) 296-3267 or by e-mail at [dgurss@ksdot.org](mailto:dgurss@ksdot.org); or Jeff McKerrow, Project Manager, TranSystems, at (816) 329-8911 or by e-mail at [jdmckerrow@transystems.com](mailto:jdmckerrow@transystems.com).



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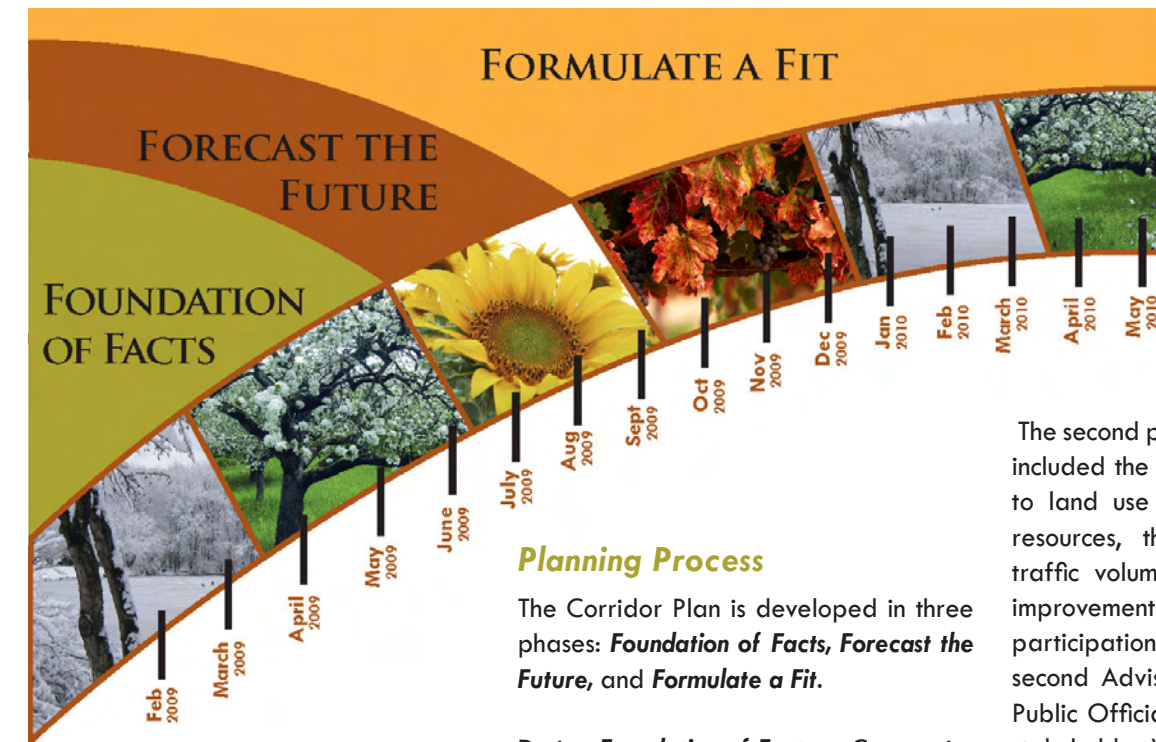


# US-56 PUBLIC OPEN HOUSE

### What is On Display Tonight?

Two public open houses for the US-56 Corridor Management Plan are being held to give the community an opportunity to learn more about the Plan, ask questions, discuss recommendations, and give their input. The purpose of the Corridor Plan is to improve access management and capacity along US-56 in a way that supports the needs and concerns of the corridor community.

At each open house, the public will have a chance to view detailed project maps, conceptual improvements along the corridor, a consensus land use scenario, and community character considerations that complement the corridor's diverse uses.



### Planning Process

The Corridor Plan is developed in three phases: *Foundation of Facts*, *Forecast the Future*, and *Formulate a Fit*.

During *Foundation of Facts*, a Community Survey was conducted, and available data such as US Census data, comprehensive and development plans, traffic counts, and concerns regarding land use, transportation, and development were gathered and reviewed. A series of stakeholder interviews and the first Advisory Committee meeting took place in this phase, in addition to the first Workshop discussing community issues.

The second phase, *Forecasting the Future*, included the analysis of findings related to land use and development, natural resources, the highway network and traffic volumes, to develop conceptual improvements along the corridor. Public participation in this phase included the second Advisory Committee meeting, a Public Officials Briefing, and the second stakeholder Workshop.

Finally through *Formulate a Fit*, a consensus land use scenario, transportation, access management, and community character are integrated into the Corridor Plan. In addition to a third Advisory Committee meeting, second Public Officials Briefing and a third Workshop, the general public has the opportunity to provide feedback at two Open Houses.