

US-56 Corridor Management Plan

Workshop #3

January 27, 2010

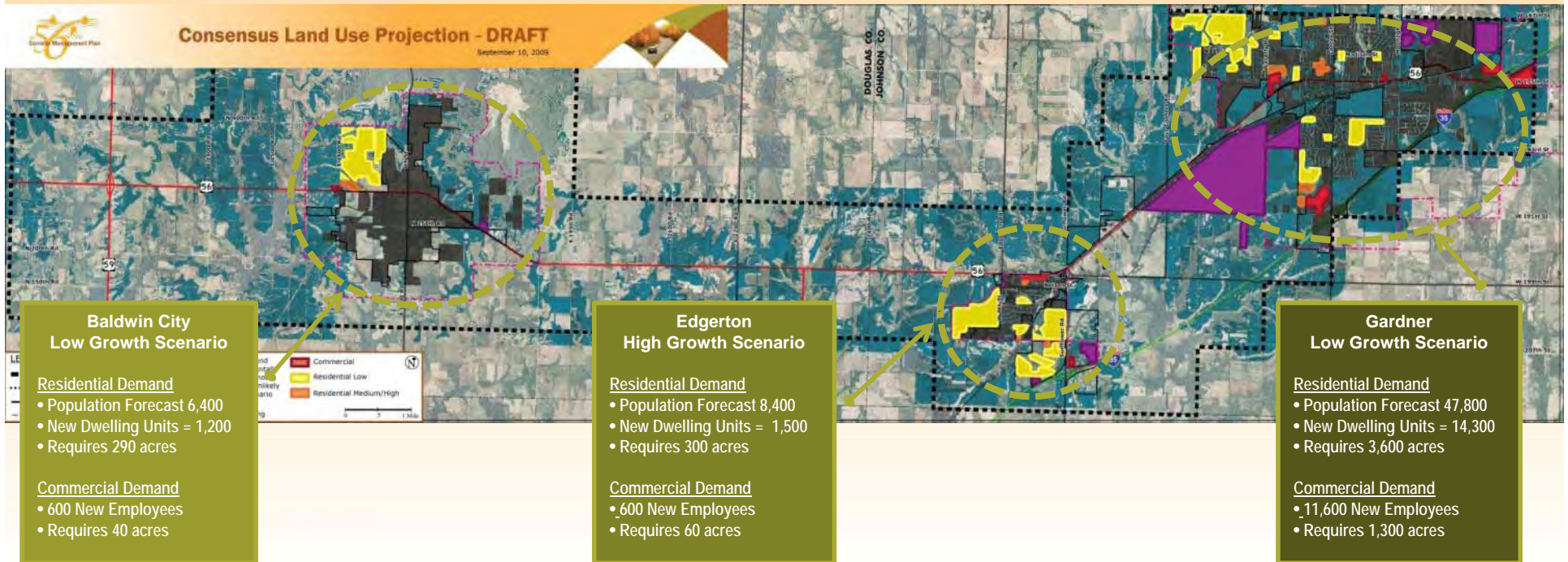


Workshops

- No. 1 – May 20, 2009
 - Community Issues
- No. 2 – September 16, 2009
 - Corridor Character
- No. 3 – Today
 - Agenda
 - Review and Comment on Recommendations
 - Remember Partners will get questions as well, does this represent what you want the Plan to say?



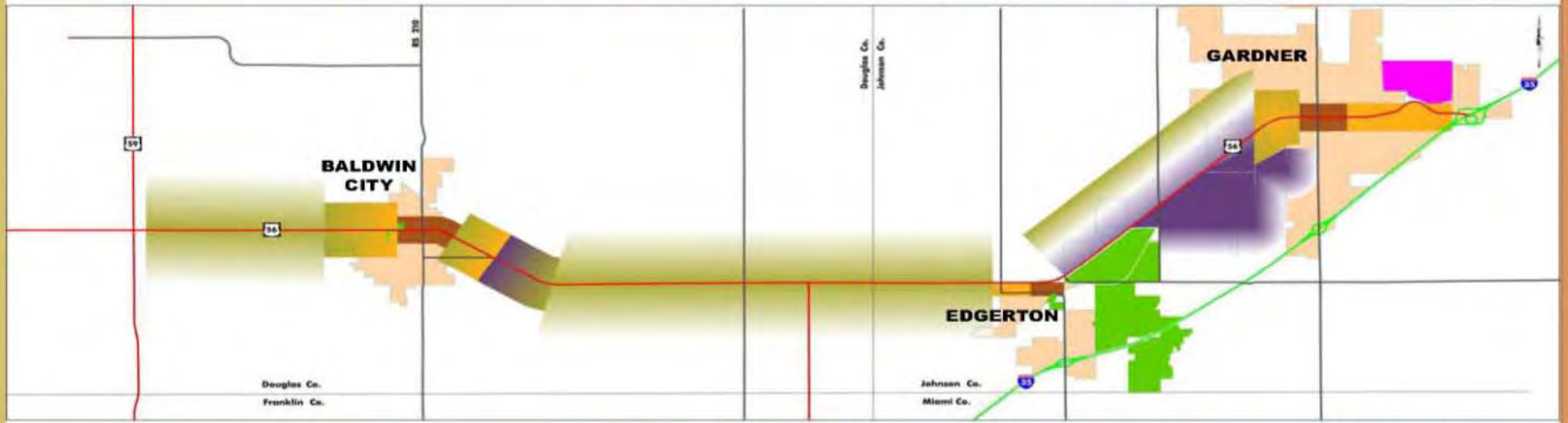
Consensus Land Use Projection



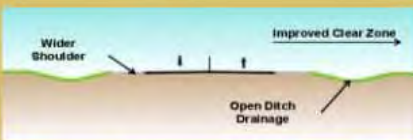
Corridor Characteristics

ACCESS MANAGEMENT PLAYS A KEY ROLE IN DETERMINING THE LOCATION AND SPACING OF PUBLIC AND PRIVATE ACCESS POINTS

EXAMPLES



POTENTIAL



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

Multi-lane roadway, sometimes with median treatment that varies from a center turn lane to a raised median or even without a turn lane. Sidewalks can also be present.

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

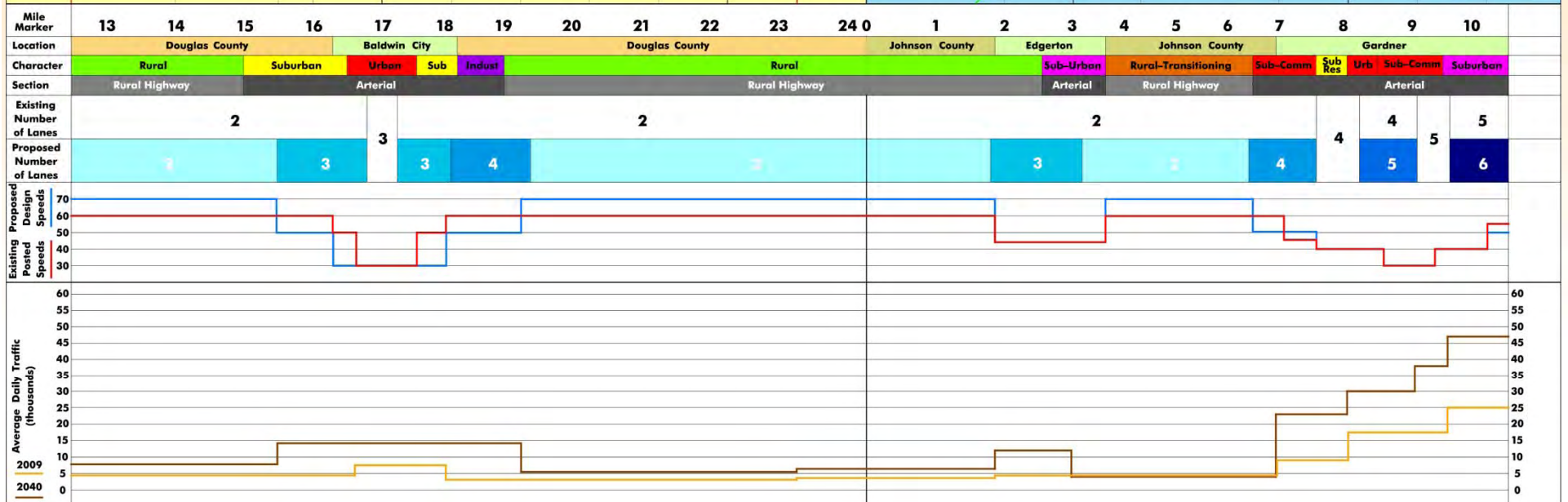
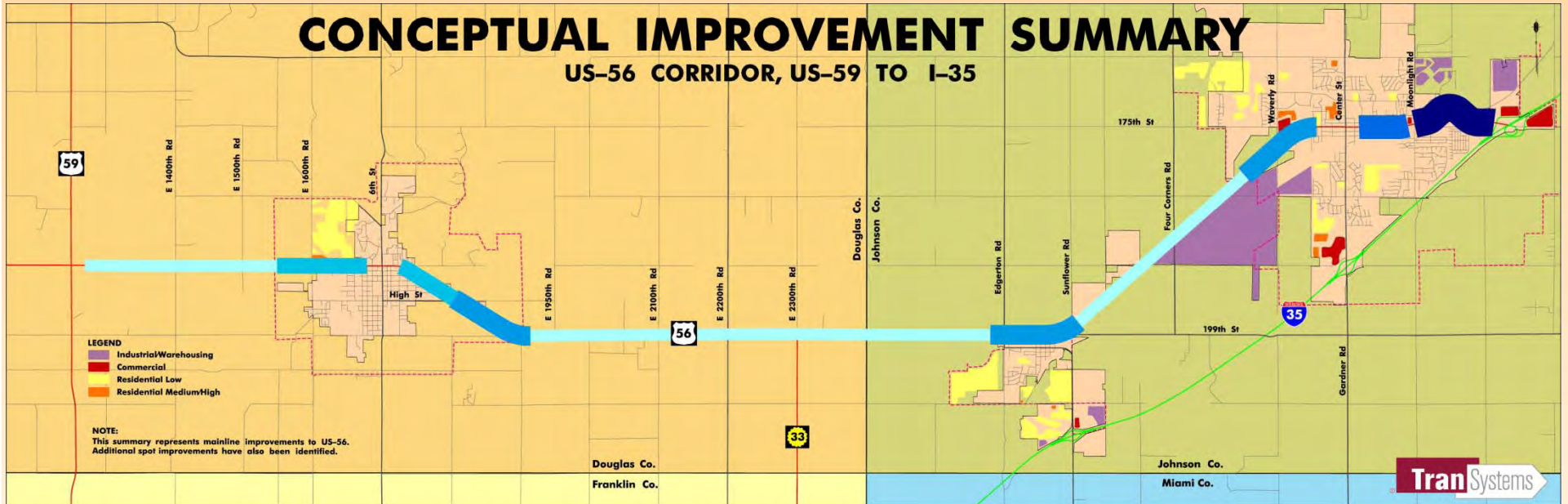
Multi-lane roadway sometimes with median treatment. On-street parking, sidewalks and other amenities (such as landscape and hardscape) may be present.

SPEED – Typically 35 mph or less
CONTROL – Major intersections often controlled by traffic signals

The number of lanes and their configurations will be determined by projected traffic volumes.

CONCEPTUAL IMPROVEMENT SUMMARY

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



Freight Significant Corridors

Corridor Designation	Daily Truck Volume
National	>4,000
Regional	>1,000
Local	>500

For comparison, I-35 south of US-56 currently averages 5,660 trucks per day.



Regional Freight Outlook:
Freight Investment Plan
Mid-America Regional Council (2009)

Traffic Composition

Location	Existing		2040 Projections	
	ADT	Trucks	ADT	Trucks
US-59 to 1600 Road	4,900	280	7,500	780
Baldwin City	7,500	280	14,000	810
1900 Road to K-33	4,600	260	5,000	740
K-33 to Edgerton Road	4,700	270	6,500	760
Edgerton	4,900	270	12,000	700
199th Street to Waverly	4,900	270	4,800	490
Waverly to Center	9,000	270	30,000	1,160
Center to Moonlight	17,500	270	37,500	1,080
Moonlight to I-35	25,000	800	47,000	1,840

- By 2040, the majority of US-56 is anticipated to operate as a local freight corridor.
- In Gardner, US-56 is projected to cross the threshold and operate as a regional freight corridor.



Philosophical Approach

- No new access – EXCEPT Public Roads
- No development anticipated in rural areas
- Passive, or Reactive, Plan
 - “What is, is”
- Changes occur with redevelopment, new development, or roadway improvements
- No Funding for Improvements



Tonight's Activities

- Final opportunity to provide feedback prior to public meetings for your (KDOT and Partners) plan
 - Includes refinements from earlier comments
- Rural Highway Segments
- Arterial Segments
 - Baldwin City, Edgerton, and Gardner



Upcoming Activities

- February – Public Open House Meetings
 - February 9, 5:00 – 7:00 p.m.
Mildale Farm Equestrian Barn
 - February 11, 5:00 – 7:00 p.m.
NEW LOCATION – Baldwin Elementary School – Intermediate Center Commons Area
- March – June
 - Compile Report
 - Implement Agreements with Partners

