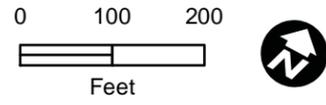


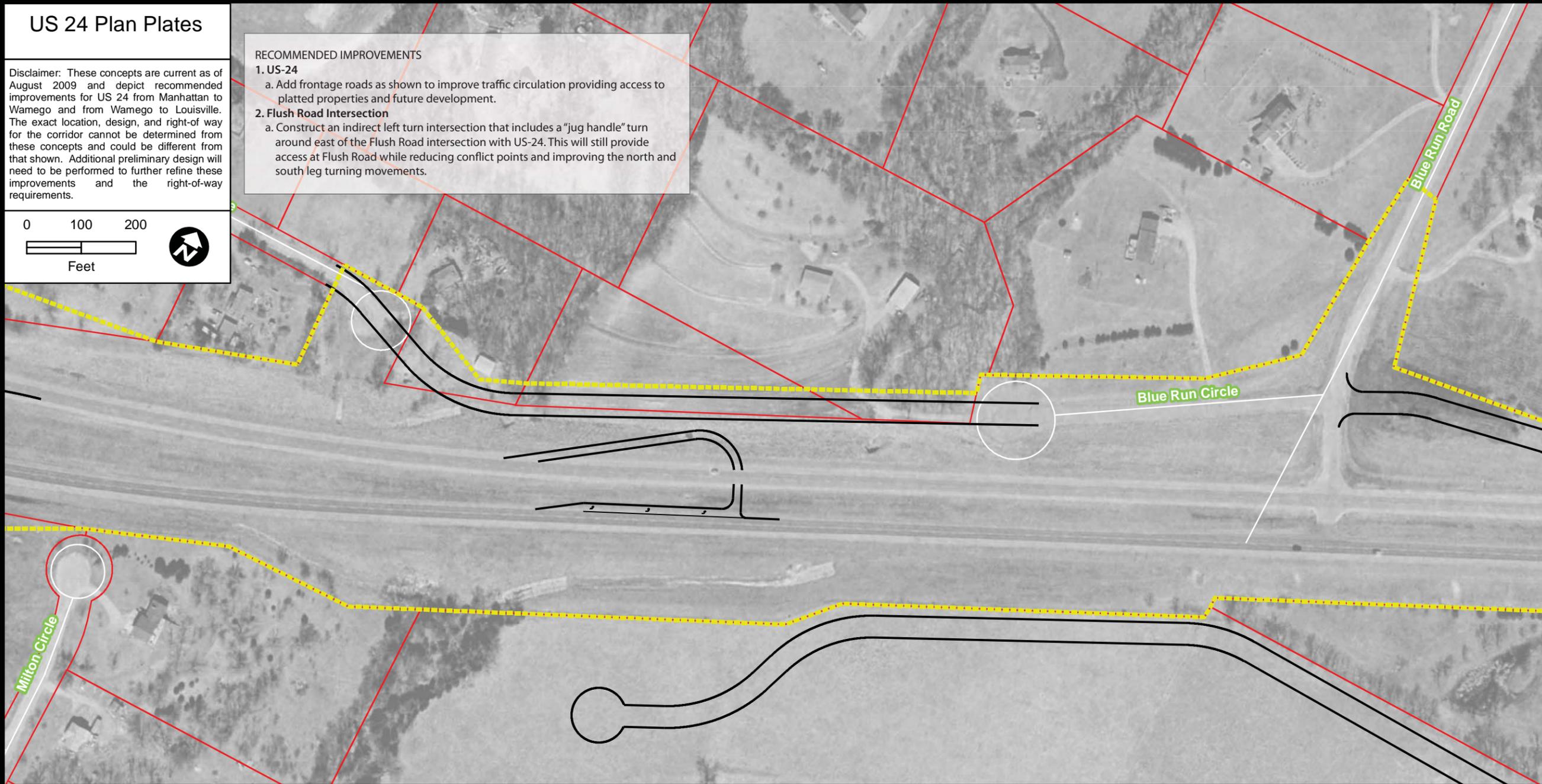
US 24 Plan Plates

Disclaimer: These concepts are current as of August 2009 and depict recommended improvements for US 24 from Manhattan to Wamego and from Wamego to Louisville. The exact location, design, and right-of-way for the corridor cannot be determined from these concepts and could be different from that shown. Additional preliminary design will need to be performed to further refine these improvements and the right-of-way requirements.



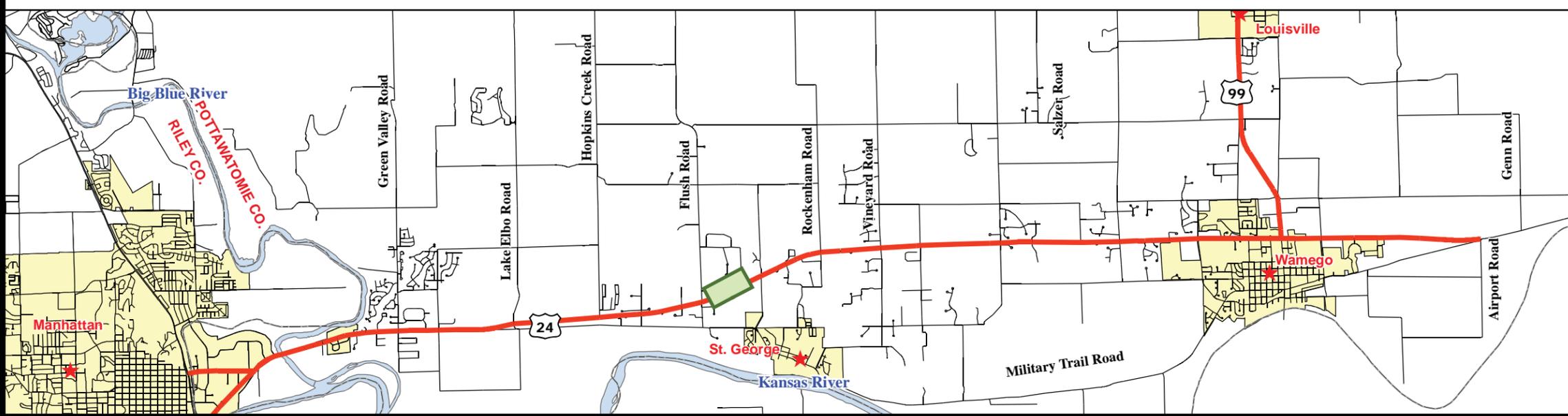
RECOMMENDED IMPROVEMENTS

- 1. US-24**
 - a. Add frontage roads as shown to improve traffic circulation providing access to platted properties and future development.
- 2. Flush Road Intersection**
 - a. Construct an indirect left turn intersection that includes a "jug handle" turn around east of the Flush Road intersection with US-24. This will still provide access at Flush Road while reducing conflict points and improving the north and south leg turning movements.



LEGEND

- Existing Signals
- Access Consolidation Median Closure
- Rail Crossing
- Proposed Signals
- Existing ROW
- Proposed ROW
- Pedestrian
- Pedestrian Crossing
- Parcel Boundary
- City Limits



US-24 Corridor Management Plan

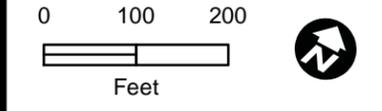


Completed by HWS, in association with: George Butler & Associates, Gould Evans, Richard Caplan & Associates and Stinson Morrison Hecker.

RECOMMENDED IMPROVEMENTS
Plate No. 14C of 40

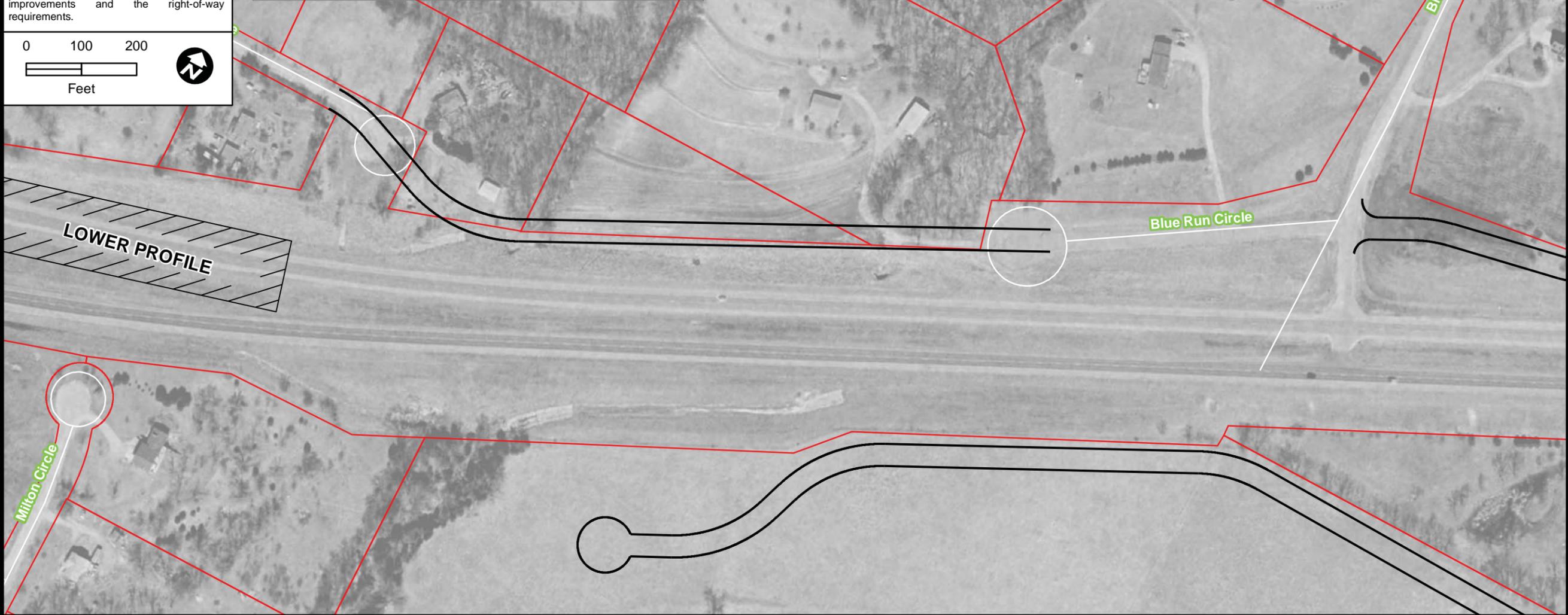
US 24 Plan Plates

Disclaimer: These concepts are current as of August 2009 and depict recommended improvements for US 24 from Manhattan to Wamego and from Wamego to Louisville. The exact location, design, and right-of-way for the corridor cannot be determined from these concepts and could be different from that shown. Additional preliminary design will need to be performed to further refine these improvements and the right-of-way requirements.



RECOMMENDED IMPROVEMENTS

- 1. US-24**
 - a. Add frontage roads as shown to improve traffic circulation providing access to platted properties and future development.
- 2. Flush Road Intersection**
 - a. From between Hodges Lane and Flush Road to east of Flush Road, lower the profile of US-24. This will improve site distances at the Flush Road intersection.



LEGEND

- Existing Signals
- Access Consolidation Median Closure
- Rail Crossing
- Proposed Signals
- Existing ROW
- Proposed ROW
- Pedestrian
- Pedestrian Crossing
- Parcel Boundary
- City Limits



US-24 Corridor Management Plan

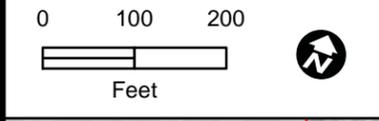


Completed by HWS, in association with: George Butler & Associates, Gould Evans, Richard Caplan & Associates and Stinson Morrison Hecker.

RECOMMENDED IMPROVEMENTS
Plate No. 14D of 40

US 24 Plan Plates

Disclaimer: These concepts are current as of August 2009 and depict recommended improvements for US 24 from Manhattan to Wamego and from Wamego to Louisville. The exact location, design, and right-of-way for the corridor cannot be determined from these concepts and could be different from that shown. Additional preliminary design will need to be performed to further refine these improvements and the right-of-way requirements.



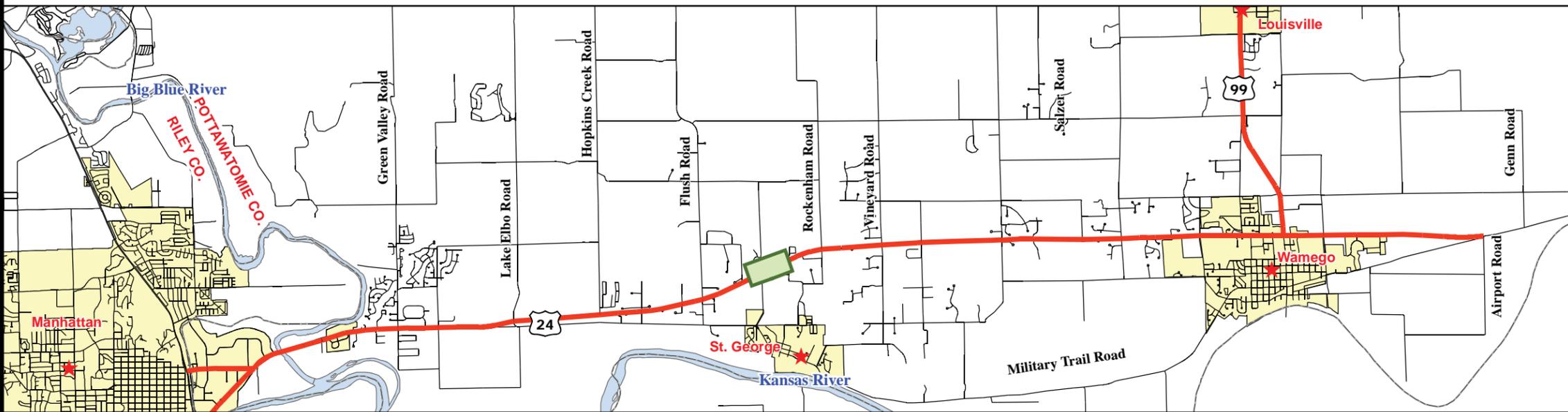
RECOMMENDED IMPROVEMENTS

1. **Blackjack Road**
 - a. Add east and westbound left turn lanes as well as westbound right turn and acceleration lanes. Each improvement should be completed when 40 or more vehicles use the respective movement.
2. **US-24**
 - a. Extend frontage road, north of US-24, from Deer Haven Lane west 800 feet to improve traffic circulation for platted properties.



LEGEND

- Access Consolidation Median Closure
- Rail Crossing
- Existing Signals
- Proposed Signals
- Existing ROW
- Proposed ROW
- Pedestrian
- Pedestrian Crossing
- Parcel Boundary
- City Limits

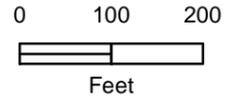


Completed by HWS, in association with: George Butler & Associates, Gould Evans, Richard Caplan & Associates and Stinson Morrison Hecker.

RECOMMENDED IMPROVEMENTS
Plate No. 15 of 40

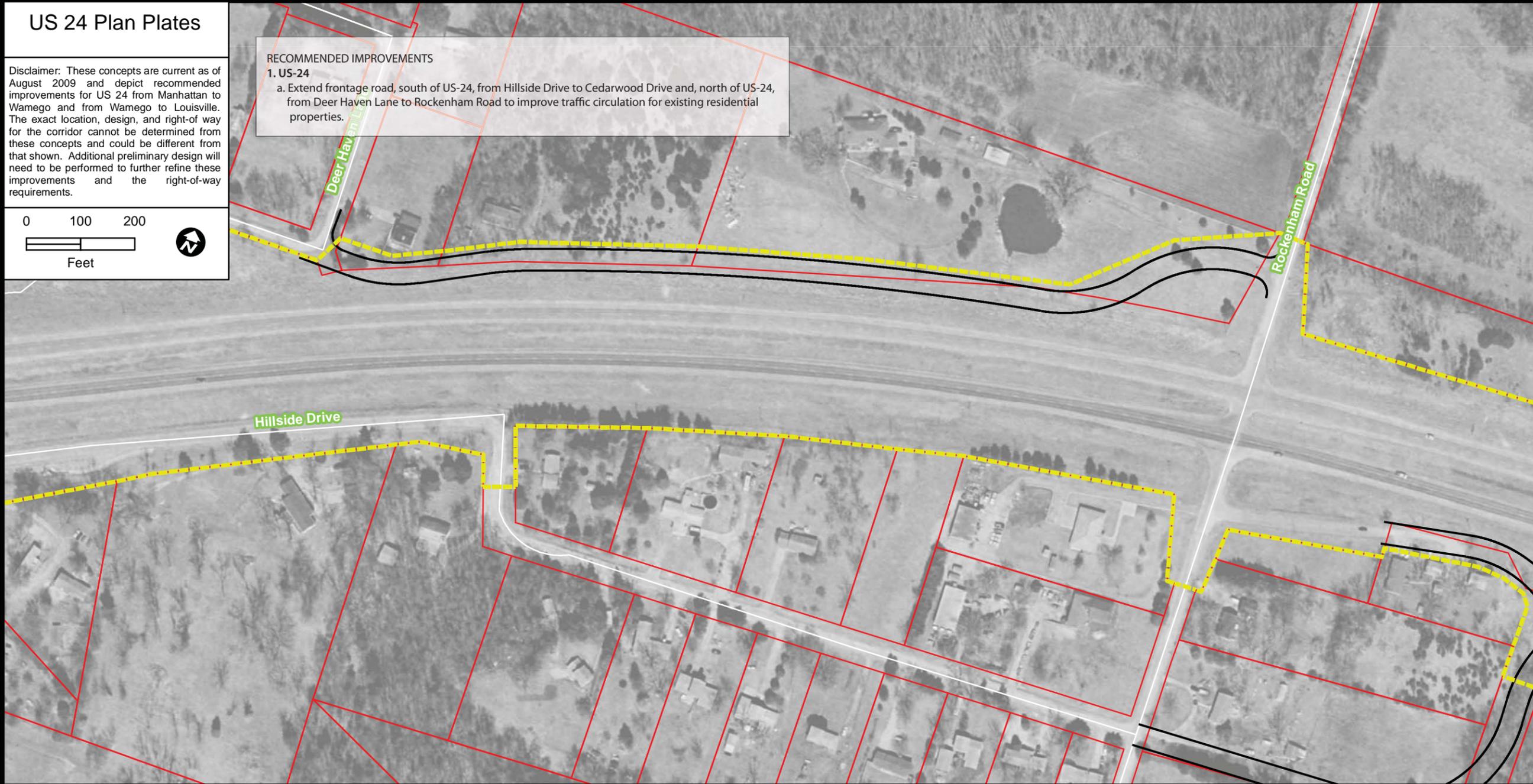
US 24 Plan Plates

Disclaimer: These concepts are current as of August 2009 and depict recommended improvements for US 24 from Manhattan to Wamego and from Wamego to Louisville. The exact location, design, and right-of-way for the corridor cannot be determined from these concepts and could be different from that shown. Additional preliminary design will need to be performed to further refine these improvements and the right-of-way requirements.



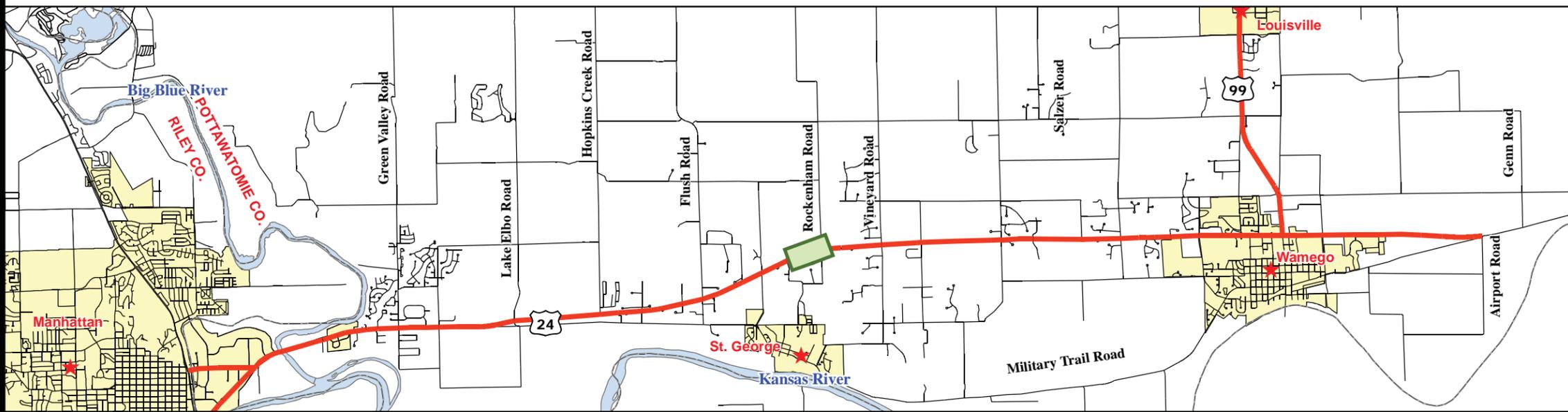
RECOMMENDED IMPROVEMENTS

1. US-24
 - a. Extend frontage road, south of US-24, from Hillside Drive to Cedarwood Drive and, north of US-24, from Deer Haven Lane to Rockenham Road to improve traffic circulation for existing residential properties.



LEGEND

- Access Consolidation Median Closure
- Rail Crossing
- Existing Signals
- Proposed Signals
- Existing ROW
- Proposed ROW
- Pedestrian
- Pedestrian Crossing
- Parcel Boundary
- City Limits



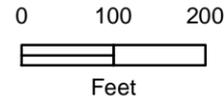
US-24
Corridor Management Plan

HWS **GouldEvans** **RCA** **GBA** **STINSON MORRISON HECKER**

Completed by HWS, in association with: George Butler & Associates, Gould Evans, Richard Caplan & Associates and Stinson Morrison Hecker.

US 24 Plan Plates

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RECOMMENDED IMPROVEMENTS

1. US-24

- a. Extend frontage road, south of US-24, from Hillside Drive to Cedarwood Drive to improve traffic circulation for existing residential properties.



LEGEND

- Access Consolidation Median Closure
- Rail Crossing
- Existing Signals
- Proposed Signals
- Existing ROW
- Proposed ROW
- Pedestrian
- Pedestrian Crossing
- Parcel Boundary
- City Limits



US-24

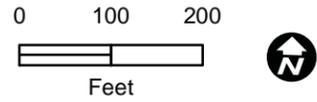
Corridor Management Plan

Completed by HWS, in association with: George Butler & Associates, Gould Evans, Richard Caplan & Associates and Stinson Morrison Hecker.

RECOMMENDED IMPROVEMENTS
Plate No. 17 of 40

US 24 Plan Plates

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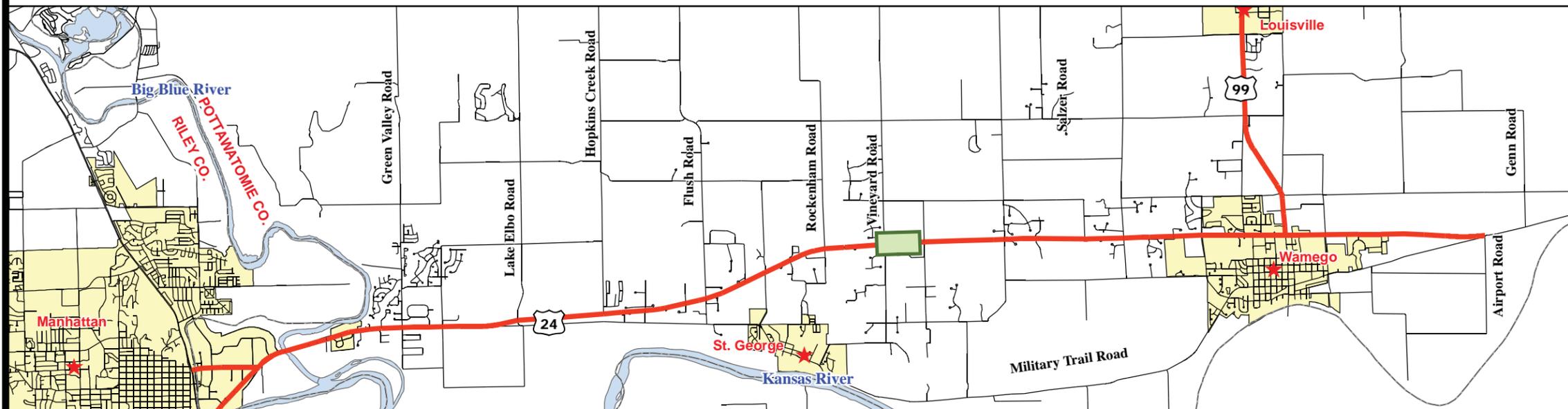


RECOMMENDED IMPROVEMENTS
1. No Improvements Recommended



LEGEND

-  Access Consolidation Median Closure
-  Rail Crossing
-  Existing Signals
-  Proposed Signals
-  Existing ROW
-  Proposed ROW
-  Pedestrian
-  Pedestrian Crossing
-  Parcel Boundary
-  City Limits

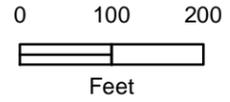


Completed by HWS, in association with: George Butler & Associates, Gould Evans, Richard Caplan & Associates and Stinson Morrison Hecker.

RECOMMENDED IMPROVEMENTS
Plate No. 18 of 40

US 24 Plan Plates

Disclaimer: These concepts are current as of August 2009 and depict recommended improvements for US 24 from Manhattan to Wamego and from Wamego to Louisville. The exact location, design, and right-of-way for the corridor cannot be determined from these concepts and could be different from that shown. Additional preliminary design will need to be performed to further refine these improvements and the right-of-way requirements.



RECOMMENDED IMPROVEMENTS
1. No Improvements Recommended



LEGEND

-  Access Consolidation Median Closure
-  Rail Crossing
-  Existing Signals
-  Proposed Signals
-  Existing ROW
-  Proposed ROW
-  Pedestrian
-  Pedestrian Crossing
-  Parcel Boundary
-  City Limits

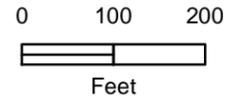


Completed by HWS, in association with: George Butler & Associates, Gould Evans, Richard Caplan & Associates and Stinson Morrison Hecker.

RECOMMENDED IMPROVEMENTS
Plate No. 19 of 40

US 24 Plan Plates

Disclaimer: These concepts are current as of August 2009 and depict recommended improvements for US 24 from Manhattan to Wamego and from Wamego to Louisville. The exact location, design, and right-of-way for the corridor cannot be determined from these concepts and could be different from that shown. Additional preliminary design will need to be performed to further refine these improvements and the right-of-way requirements.



RECOMMENDED IMPROVEMENTS
1. No Improvements Recommended



LEGEND

- Access Consolidation Median Closure
- Rail Crossing
- Existing Signals
- Proposed Signals
- Existing ROW
- Proposed ROW
- Pedestrian
- Pedestrian Crossing
- Parcel Boundary
- City Limits



US-24
Corridor Management Plan

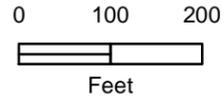
HWS **GouldEvans** **RCA**
GBA **STINSON MORRISON HECKER**

Completed by HWS, in association with: George Butler & Associates, Gould Evans, Richard Caplan & Associates and Stinson Morrison Hecker.

RECOMMENDED IMPROVEMENTS
Plate No. 20 of 40

US 24 Plan Plates

Disclaimer: These concepts are current as of August 2009 and depict recommended improvements for US 24 from Manhattan to Wamego and from Wamego to Louisville. The exact location, design, and right-of-way for the corridor cannot be determined from these concepts and could be different from that shown. Additional preliminary design will need to be performed to further refine these improvements and the right-of-way requirements.



RECOMMENDED IMPROVEMENTS

1. US-24

- a. Add frontage road, north of US-24, from Horizon Trail east to the Creek. To improve traffic circulation and access for existing properties and future development.



LEGEND

- Access Consolidation Median Closure
- Rail Crossing
- Existing Signals
- Proposed Signals
- Existing ROW
- Proposed ROW
- Pedestrian
- Pedestrian Crossing
- Parcel Boundary
- City Limits



US-24

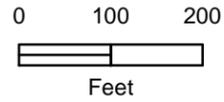
Corridor Management Plan

Completed by HWS, in association with: George Butler & Associates, Gould Evans, Richard Caplan & Associates and Stinson Morrison Hecker.

RECOMMENDED IMPROVEMENTS
Plate No. 21 of 40

US 24 Plan Plates

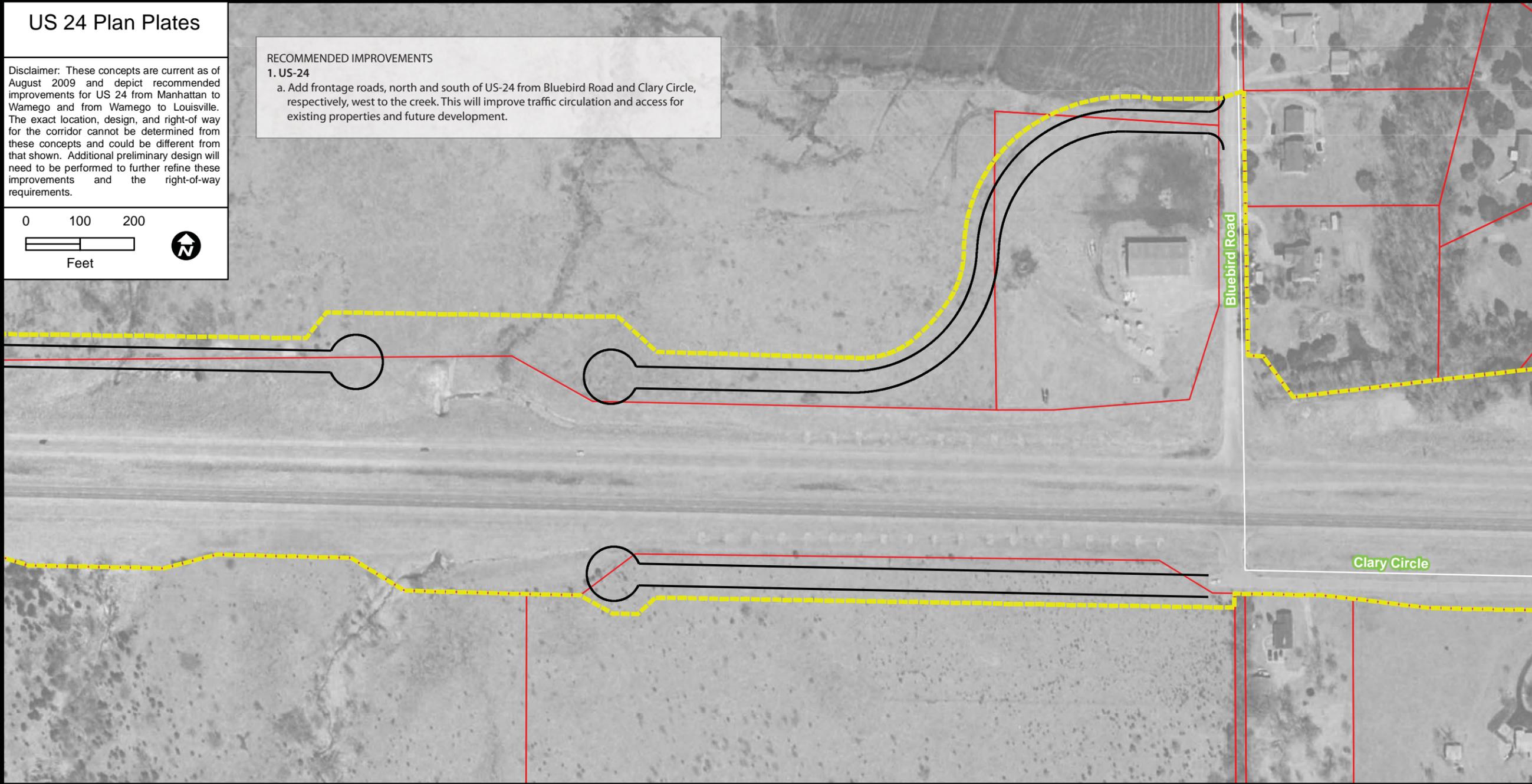
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RECOMMENDED IMPROVEMENTS

1. US-24

- a. Add frontage roads, north and south of US-24 from Bluebird Road and Clary Circle, respectively, west to the creek. This will improve traffic circulation and access for existing properties and future development.

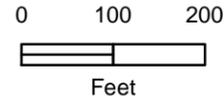


Completed by HWS, in association with: George Butler & Associates, Gould Evans, Richard Caplan & Associates and Stinson Morrison Hecker.

RECOMMENDED IMPROVEMENTS
Plate No. 22 of 40

US 24 Plan Plates

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RECOMMENDED IMPROVEMENTS

1. US-24

- a. Add frontage road, south of US-24, from Salzar Road to Timber Lane to improve traffic circulation and access for existing properties and future development.



LEGEND

- Access Consolidation Median Closure
- Rail Crossing
- Existing Signals
- Proposed Signals
- Existing ROW
- Proposed ROW
- Pedestrian
- Pedestrian Crossing
- Parcel Boundary
- City Limits

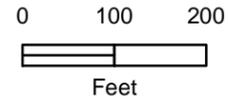


Completed by HWS, in association with: George Butler & Associates, Gould Evans, Richard Caplan & Associates and Stinson Morrison Hecker.

RECOMMENDED IMPROVEMENTS
Plate No. 23 of 40

US 24 Plan Plates

Disclaimer: These concepts are current as of August 2009 and depict recommended improvements for US 24 from Manhattan to Wamego and from Wamego to Louisville. The exact location, design, and right-of way for the corridor cannot be determined from these concepts and could be different from that shown. Additional preliminary design will need to be performed to further refine these improvements and the right-of-way requirements.



RECOMMENDED IMPROVEMENTS

1. US-24

- a. Add frontage road, south of US-24, from Salzar Road to Timber Lane to improve traffic circulation and access for existing properties and future development.



LEGEND

- Access Consolidation Median Closure
- Rail Crossing
- Existing Signals
- Proposed Signals
- Existing ROW
- Proposed ROW
- Pedestrian
- Pedestrian Crossing
- Parcel Boundary
- City Limits

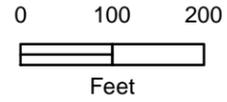


Completed by HWS, in association with: George Butler & Associates, Gould Evans, Richard Caplan & Associates and Stinson Morrison Hecker.

RECOMMENDED IMPROVEMENTS
Plate No. 24 of 40

US 24 Plan Plates

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RECOMMENDED IMPROVEMENTS

1. Columbian Road Intersection

- a. Add traffic signal when warranted to better manage the flow of traffic at the intersection.
- b. Add northbound and southbound left turn lanes and an eastbound right turn lane to handle the increase in traffic volumes. This will reduce conflicts and improve flow on US-24.



LEGEND

- Access Consolidation Median Closure
- Rail Crossing
- Existing Signals
- Proposed Signals
- Existing ROW
- Proposed ROW
- Pedestrian
- Pedestrian Crossing
- Parcel Boundary
- City Limits

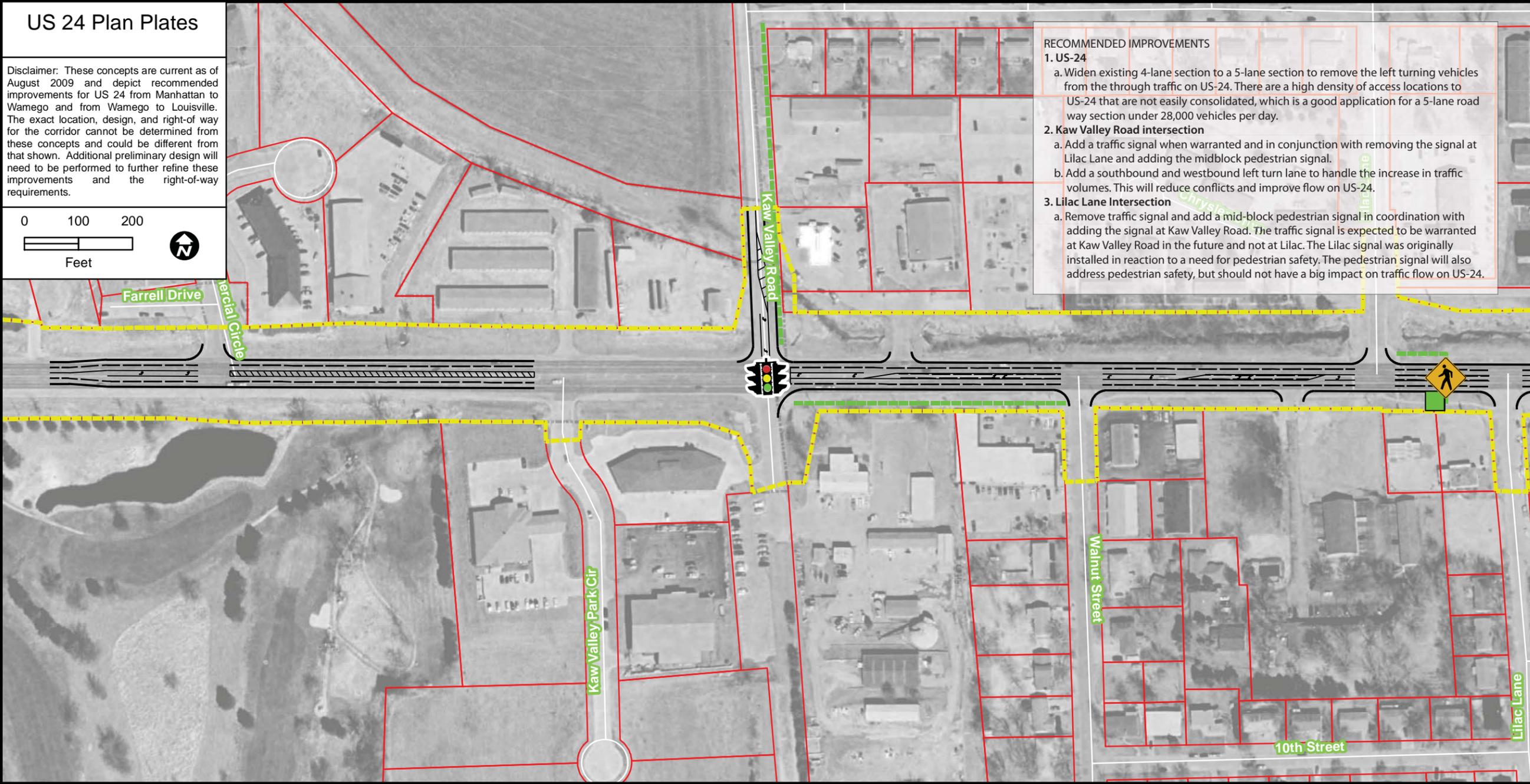
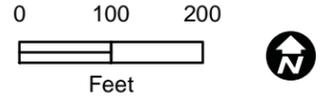


Completed by HWS, in association with: George Butler & Associates, Gould Evans, Richard Caplan & Associates and Stinson Morrison Hecker.

RECOMMENDED IMPROVEMENTS
Plate No. 25 of 40

US 24 Plan Plates

Disclaimer: These concepts are current as of August 2009 and depict recommended improvements for US 24 from Manhattan to Wamego and from Wamego to Louisville. The exact location, design, and right-of way for the corridor cannot be determined from these concepts and could be different from that shown. Additional preliminary design will need to be performed to further refine these improvements and the right-of-way requirements.



RECOMMENDED IMPROVEMENTS

- 1. US-24**
 - a. Widen existing 4-lane section to a 5-lane section to remove the left turning vehicles from the through traffic on US-24. There are a high density of access locations to US-24 that are not easily consolidated, which is a good application for a 5-lane road way section under 28,000 vehicles per day.
- 2. Kaw Valley Road intersection**
 - a. Add a traffic signal when warranted and in conjunction with removing the signal at Lilac Lane and adding the midblock pedestrian signal.
 - b. Add a southbound and westbound left turn lane to handle the increase in traffic volumes. This will reduce conflicts and improve flow on US-24.
- 3. Lilac Lane Intersection**
 - a. Remove traffic signal and add a mid-block pedestrian signal in coordination with adding the signal at Kaw Valley Road. The traffic signal is expected to be warranted at Kaw Valley Road in the future and not at Lilac. The Lilac signal was originally installed in reaction to a need for pedestrian safety. The pedestrian signal will also address pedestrian safety, but should not have a big impact on traffic flow on US-24.

LEGEND

- Access Consolidation Median Closure
- Rail Crossing
- Existing Signals
- Proposed Signals
- Existing ROW
- Proposed ROW
- Pedestrian
- Pedestrian Crossing
- Parcel Boundary
- City Limits



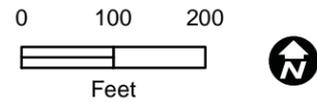
US-24
Corridor Management Plan

Completed by HWS, in association with: George Butler & Associates, Gould Evans, Richard Caplan & Associates and Stinson Morrison Hecker.

RECOMMENDED IMPROVEMENTS
Plate No. 26 of 40

US 24 Plan Plates

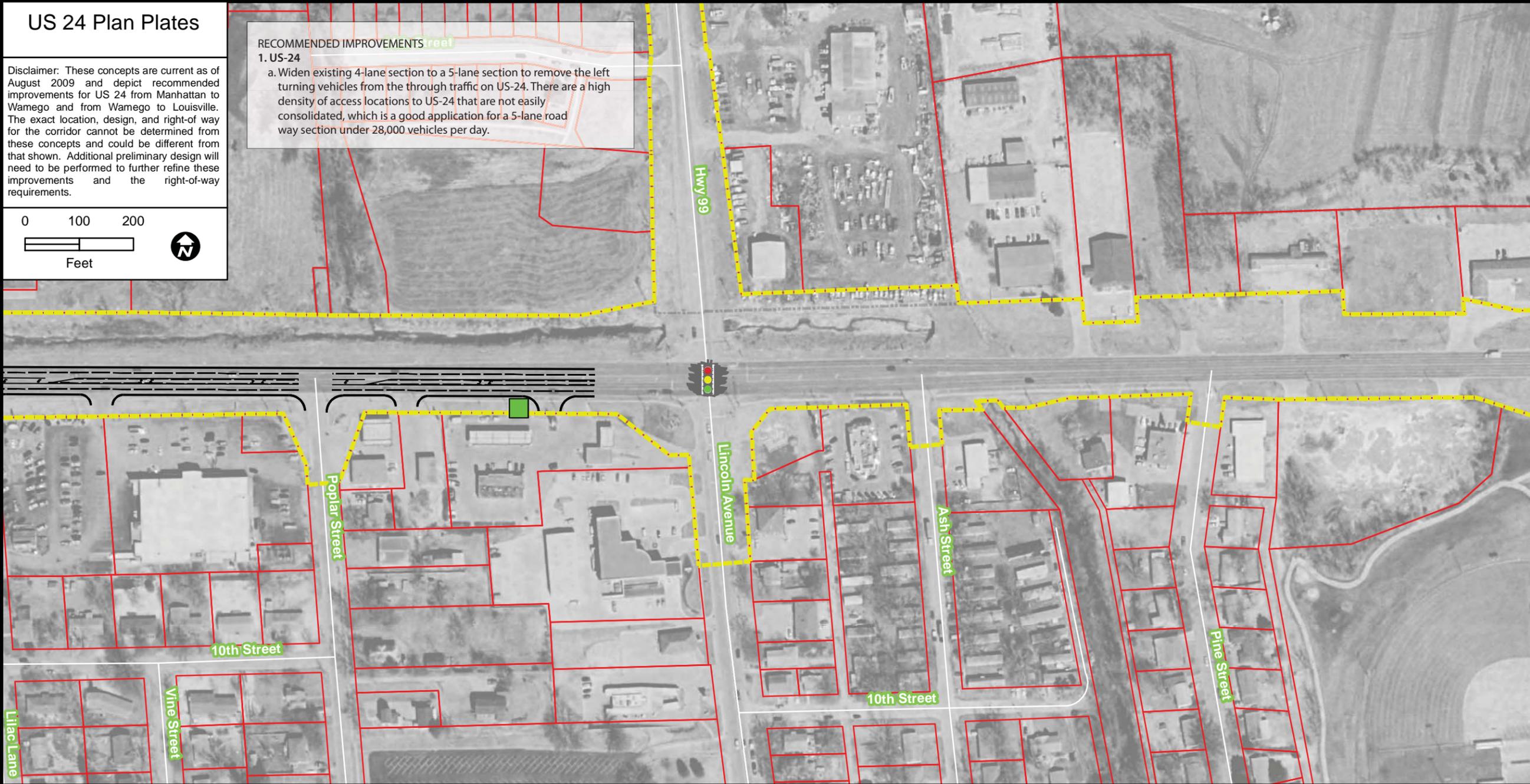
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RECOMMENDED IMPROVEMENTS *root*

1. US-24

- a. Widen existing 4-lane section to a 5-lane section to remove the left turning vehicles from the through traffic on US-24. There are a high density of access locations to US-24 that are not easily consolidated, which is a good application for a 5-lane road way section under 28,000 vehicles per day.



LEGEND

- Access Consolidation Median Closure
- Rail Crossing
- Existing Signals
- Proposed Signals
- Existing ROW
- Proposed ROW
- Pedestrian
- Pedestrian Crossing
- Parcel Boundary
- City Limits



US-24

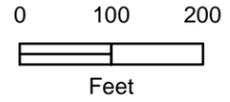
Corridor Management Plan

Completed by HWS, in association with: George Butler & Associates, Gould Evans, Richard Caplan & Associates and Stinson Morrison Hecker.

RECOMMENDED IMPROVEMENTS
Plate No. 27 of 40

US 24 Plan Plates

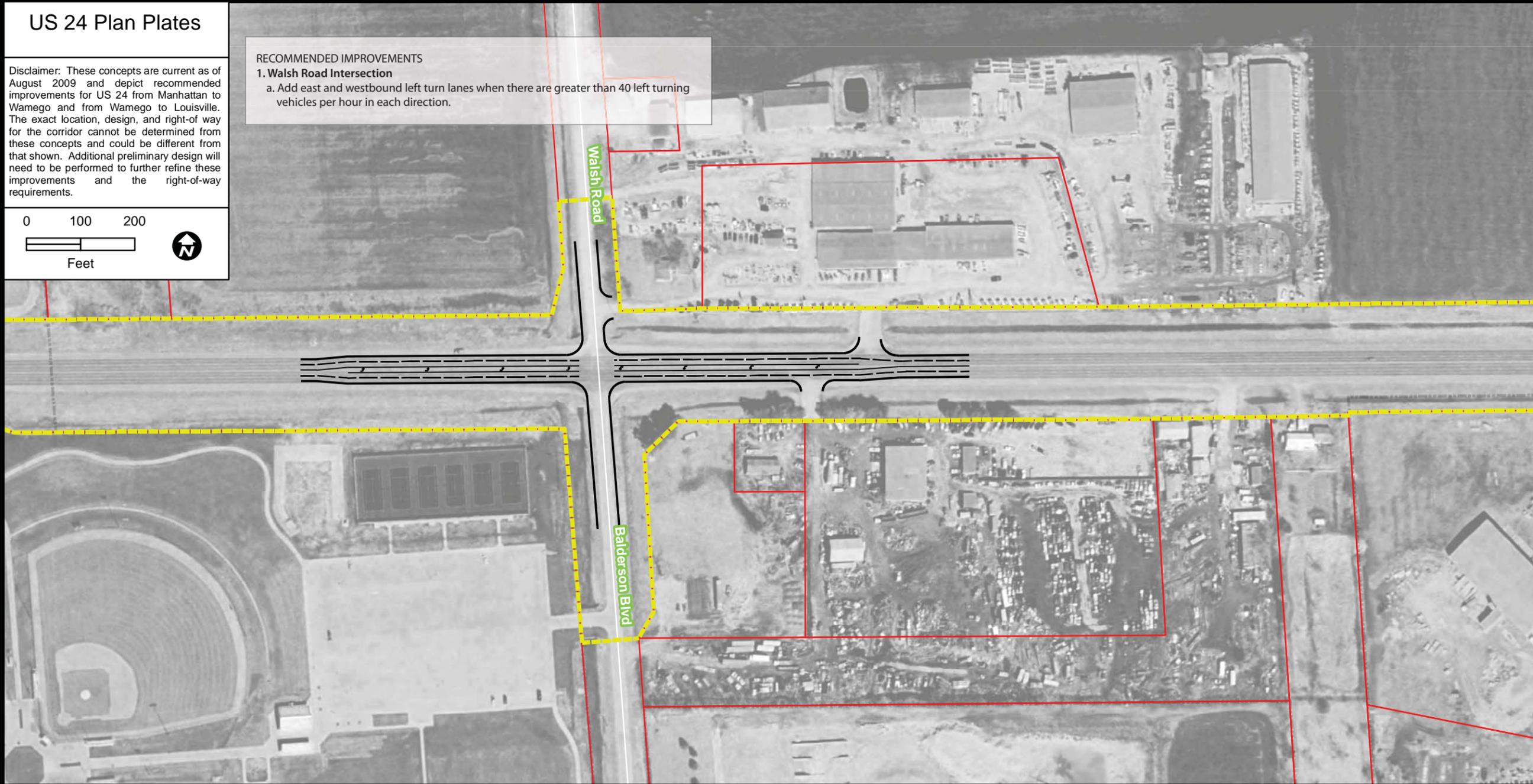
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RECOMMENDED IMPROVEMENTS

1. Walsh Road Intersection

- a. Add east and westbound left turn lanes when there are greater than 40 left turning vehicles per hour in each direction.



LEGEND

- Access Consolidation Median Closure
- Rail Crossing
- Existing Signals
- Proposed Signals
- Existing ROW
- Proposed ROW
- Pedestrian
- Pedestrian Crossing
- Parcel Boundary
- City Limits

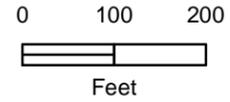


Completed by HWS, in association with: George Butler & Associates, Gould Evans, Richard Caplan & Associates and Stinson Morrison Hecker.

RECOMMENDED IMPROVEMENTS
Plate No. 28 of 40

US 24 Plan Plates

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RECOMMENDED IMPROVEMENTS

1. No Improvements Recommended



LEGEND

- Access Consolidation Median Closure
- Rail Crossing
- Existing Signals
- Proposed Signals
- Existing ROW
- Proposed ROW
- Pedestrian
- Pedestrian Crossing
- Parcel Boundary
- City Limits



US-24

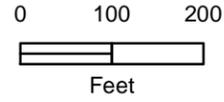
Corridor Management Plan

Completed by HWS, in association with: George Butler & Associates, Gould Evans, Richard Caplan & Associates and Stinson Morrison Hecker.

RECOMMENDED IMPROVEMENTS
Plate No. 29 of 40

US 24 Plan Plates

Disclaimer: These concepts are current as of August 2009 and depict recommended improvements for US 24 from Manhattan to Wamego and from Wamego to Louisville. The exact location, design, and right-of way for the corridor cannot be determined from these concepts and could be different from that shown. Additional preliminary design will need to be performed to further refine these improvements and the right-of-way requirements.



RECOMMENDED IMPROVEMENTS
1. No Improvements Recommended



LEGEND

-  Access Consolidation Median Closure
-  Rail Crossing
-  Existing Signals
-  Proposed Signals
-  Existing ROW
-  Proposed ROW
-  Pedestrian
-  Pedestrian Crossing
-  Parcel Boundary
-  City Limits

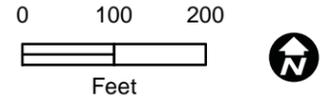


Completed by HWS, in association with: George Butler & Associates, Gould Evans, Richard Caplan & Associates and Stinson Morrison Hecker.

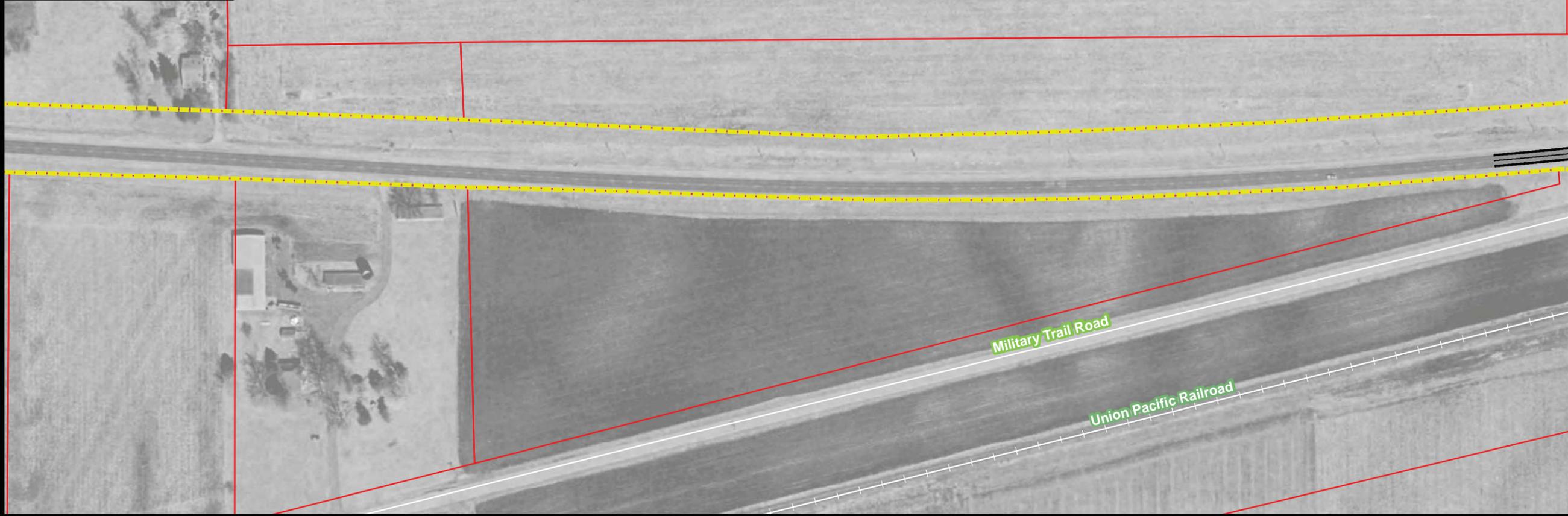
RECOMMENDED IMPROVEMENTS
Plate No. 30 of 40

US 24 Plan Plates

Disclaimer: These concepts are current as of August 2009 and depict recommended improvements for US 24 from Manhattan to Wamego and from Wamego to Louisville. The exact location, design, and right-of-way for the corridor cannot be determined from these concepts and could be different from that shown. Additional preliminary design will need to be performed to further refine these improvements and the right-of-way requirements.



RECOMMENDED IMPROVEMENTS
1. No Improvements Recommended



LEGEND

- Access Consolidation Median Closure
- Rail Crossing
- Existing Signals
- Proposed Signals
- Existing ROW
- Proposed ROW
- Pedestrian
- Pedestrian Crossing
- Parcel Boundary
- City Limits



US-24
Corridor Management Plan

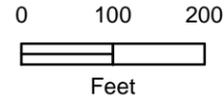
HWS **GouldEvans** **RCA** **GBA** **STINSON MORRISON HECKER**

Completed by HWS, in association with: George Butler & Associates, Gould Evans, Richard Caplan & Associates and Stinson Morrison Hecker.

RECOMMENDED IMPROVEMENTS
Plate No. 31 of 40

US 24 Plan Plates

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RECOMMENDED IMPROVEMENTS

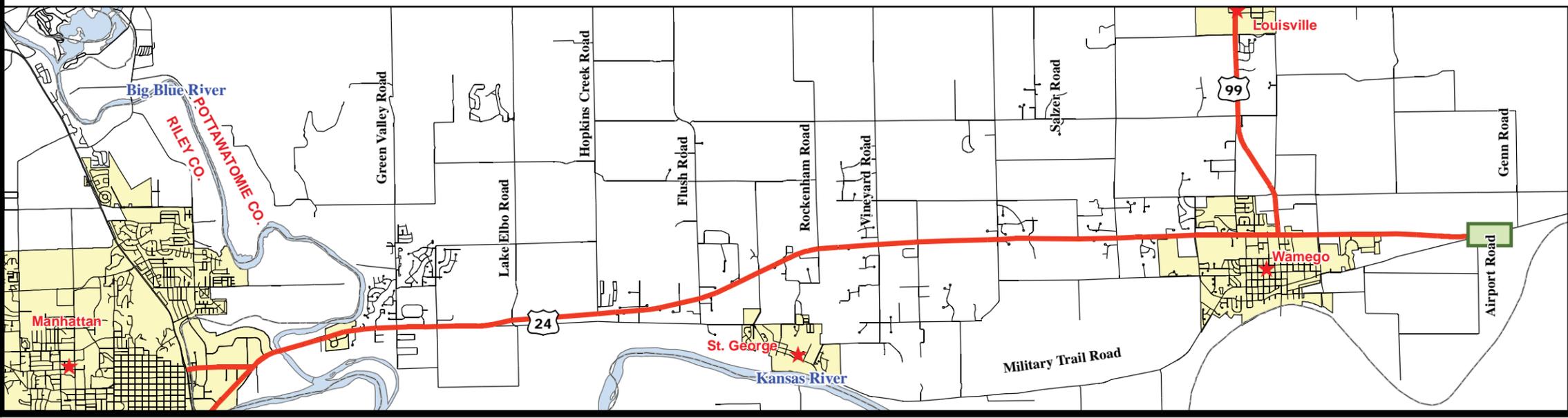
1. Airport Road Intersection

- a. Add westbound left turn lane when there are greater than 40 left turning vehicles per hour in each direction.



LEGEND

- Access Consolidation Median Closure
- Rail Crossing
- Existing Signals
- Proposed Signals
- Existing ROW
- Proposed ROW
- Pedestrian
- Pedestrian Crossing
- Parcel Boundary
- City Limits



US-24
Corridor Management Plan

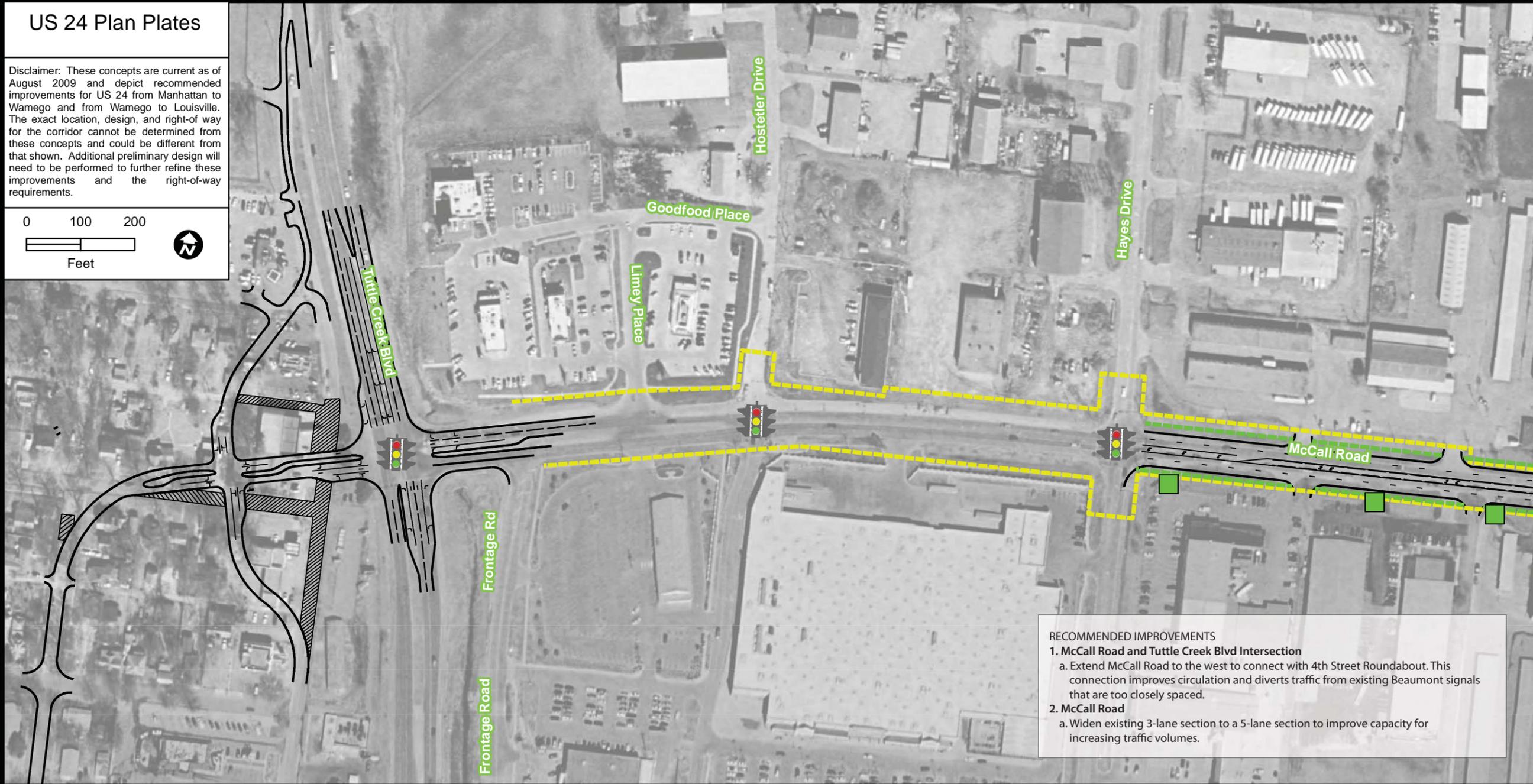
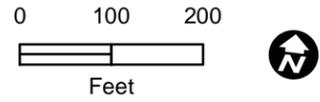
HWS **GouldEvans** **RCA** **GBA** **STINSON MORRISON HECKER**

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RECOMMENDED IMPROVEMENTS
Plate No. 32 of 40

US 24 Plan Plates

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LEGEND

- Access Consolidation Median Closure
- Rail Crossing
- Existing Signals
- Proposed Signals
- Existing ROW
- Proposed ROW
- Pedestrian
- Pedestrian Crossing
- Parcel Boundary
- City Limits

RECOMMENDED IMPROVEMENTS

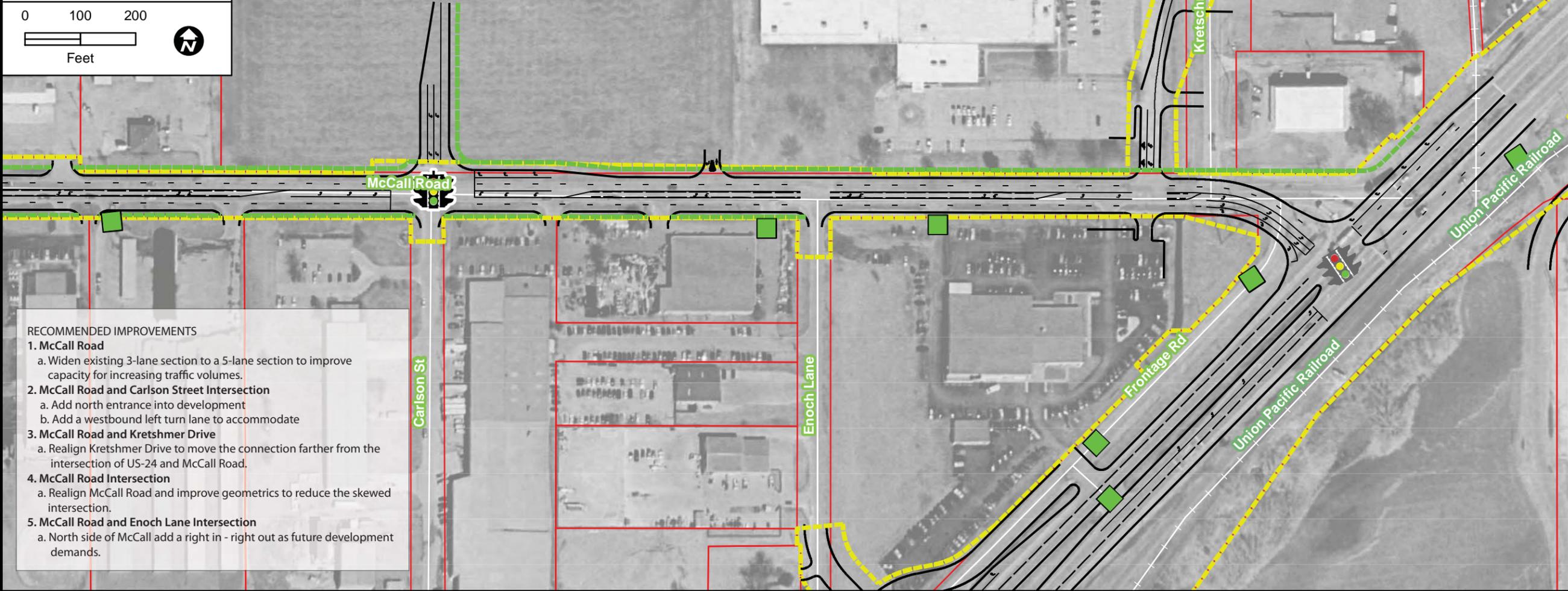
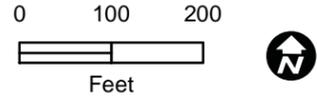
1. McCall Road and Tuttle Creek Blvd Intersection
 - a. Extend McCall Road to the west to connect with 4th Street Roundabout. This connection improves circulation and diverts traffic from existing Beaumont signals that are too closely spaced.
2. McCall Road
 - a. Widen existing 3-lane section to a 5-lane section to improve capacity for increasing traffic volumes.



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US 24 Plan Plates

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RECOMMENDED IMPROVEMENTS

1. **McCall Road**
 - a. Widen existing 3-lane section to a 5-lane section to improve capacity for increasing traffic volumes.
2. **McCall Road and Carlson Street Intersection**
 - a. Add north entrance into development
 - b. Add a westbound left turn lane to accommodate
3. **McCall Road and Kretschmer Drive**
 - a. Realign Kretschmer Drive to move the connection farther from the intersection of US-24 and McCall Road.
4. **McCall Road Intersection**
 - a. Realign McCall Road and improve geometrics to reduce the skewed intersection.
5. **McCall Road and Enoch Lane Intersection**
 - a. North side of McCall add a right in - right out as future development demands.

LEGEND

- Access Consolidation Median Closure
- Rail Crossing
- Existing Signals
- Proposed Signals
- Existing ROW
- Proposed ROW
- Pedestrian
- Pedestrian Crossing
- Parcel Boundary
- City Limits



US-24

Corridor Management Plan

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RCA

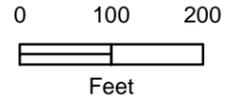
GBA

STINSON MORRISON HECKER

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US 24 Plan Plates

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RECOMMENDED IMPROVEMENTS
1. No Improvements Recommended



LEGEND

- Access Consolidation Median Closure
- Rail Crossing
- Existing Signals
- Proposed Signals
- Existing ROW
- Proposed ROW
- Pedestrian
- Pedestrian Crossing
- Parcel Boundary
- City Limits



US-24
Corridor Management Plan

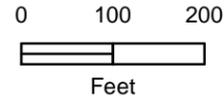
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RECOMMENDED IMPROVEMENTS
Plate No. 35 of 40

US 24 Plan Plates

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RECOMMENDED IMPROVEMENTS

1. K-99 and Say Road Intersection

- a. Add north and southbound left turn lanes when there are greater than 40 left turning vehicles per hour in each direction.



LEGEND

- Access Consolidation Median Closure
- Rail Crossing
- Existing Signals
- Proposed Signals
- Existing ROW
- Proposed ROW
- Pedestrian
- Pedestrian Crossing
- Parcel Boundary
- City Limits

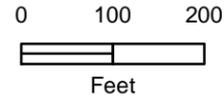


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RECOMMENDED IMPROVEMENTS
Plate No. 36 of 40

US 24 Plan Plates

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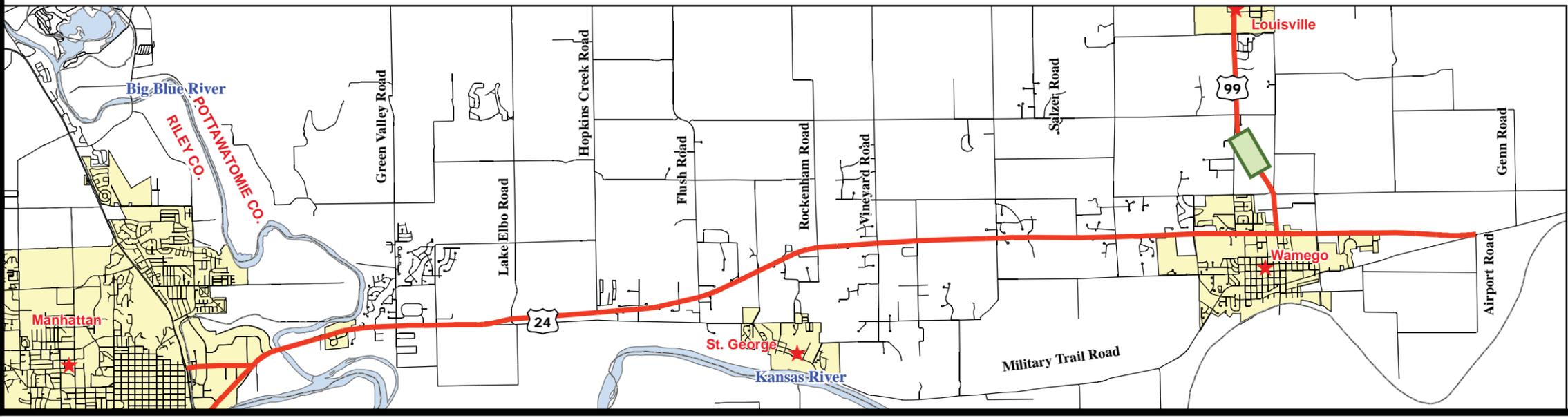


RECOMMENDED IMPROVEMENTS
1. No Improvements Recommended



LEGEND

- Access Consolidation Median Closure
- Rail Crossing
- Existing Signals
- Proposed Signals
- Existing ROW
- Proposed ROW
- Pedestrian
- Pedestrian Crossing
- Parcel Boundary
- City Limits



US-24
Corridor Management Plan

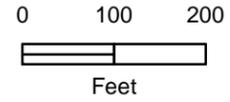
HWS **GouldEvans** **RCA** **GBA** **STINSON MORRISON HECKER**

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RECOMMENDED IMPROVEMENTS
Plate No. 37 of 40

US 24 Plan Plates

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RECOMMENDED IMPROVEMENTS

1. K-99 and Elm Slough Road Intersection

- a. Add north and southbound left turn lanes when there are greater than 40 left turning vehicles per hour in each direction.



LEGEND

- Access Consolidation Median Closure
- Rail Crossing
- Existing Signals
- Proposed Signals
- Existing ROW
- Proposed ROW
- Pedestrian
- Pedestrian Crossing
- Parcel Boundary
- City Limits



US-24
Corridor Management Plan

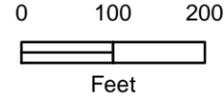
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RECOMMENDED IMPROVEMENTS
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US 24 Plan Plates

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RECOMMENDED IMPROVEMENTS
1. No Improvements Recommended



LEGEND

- Access Consolidation Median Closure
- Rail Crossing
- Existing Signals
- Proposed Signals
- Existing ROW
- Proposed ROW
- Pedestrian
- Pedestrian Crossing
- Parcel Boundary
- City Limits



US-24

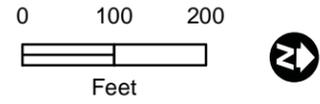
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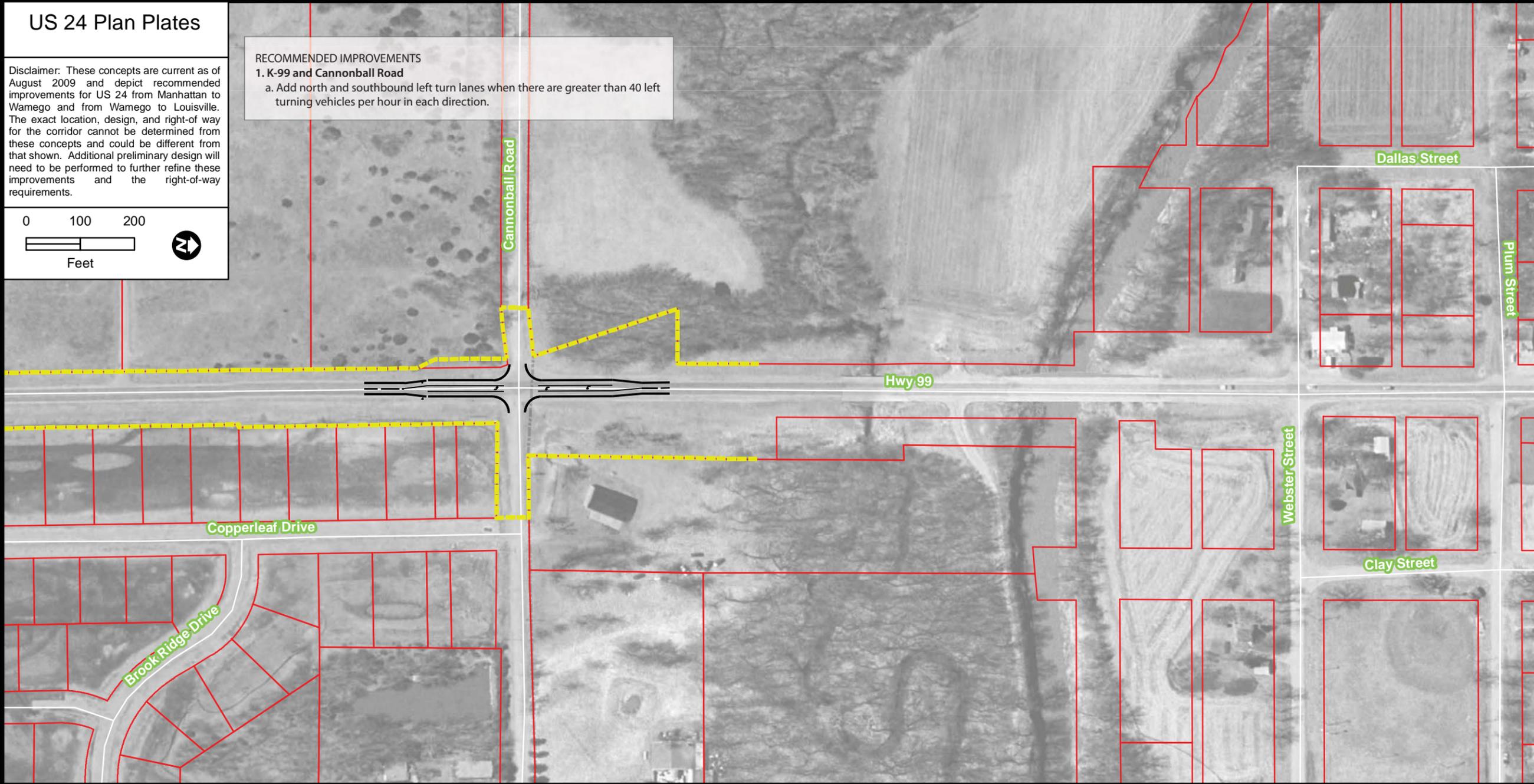
RECOMMENDED IMPROVEMENTS
Plate No. 39 of 40

US 24 Plan Plates

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RECOMMENDED IMPROVEMENTS
1. K-99 and Cannonball Road
 a. Add north and southbound left turn lanes when there are greater than 40 left turning vehicles per hour in each direction.



LEGEND

- Access Consolidation Median Closure
- Rail Crossing
- Existing Signals
- Proposed Signals
- Existing ROW
- Proposed ROW
- Pedestrian
- Pedestrian Crossing
- Parcel Boundary
- City Limits



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 Corridor Management Plan

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RECOMMENDED IMPROVEMENTS
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