

Chapter Four – Formulating a Fit

The improvements developed for the US-56 Corridor Management Plan are shown on the following exhibits. Given the varying nature of the corridor, US-56 has been divided into the **highway segments**, reflecting the rural nature of the corridor, and **arterial segments**, coinciding to the changes in and around the cities.

In the rural **highway segments**, the proposed improvements to US-56 include changes to access, improvements to the cross-sections of the roadway (including shoulders and additional turning lanes in key locations) as well as proposed vertical alignment changes. Given there are numerous unknowns in how construction may occur and the final grading limits of design, potential right-of-way envelopes were identified to reflect an area in which there may be impact. Further alignment studies and preliminary engineering will be required to identify the future right-of-way in greater detail.

In the **arterial segments**, proposed improvements are also indicated; however, vertical alignment changes have not been identified. With the lower speeds and urbanized nature of US-56 in the cities, there is not anticipated to be any significant grade changes. Given the limited changes in vertical alignment combined with the use of an enclosed storm sewer system, a greater certainty can be placed on identifying future right-of-way. In the arterial segments, the potential future right-of-way is shown with a greater confidence. For cross-streets, the potential future city right-of-way is also shown.

Several pieces of information have been provided on these exhibits, including the spacing of driveway and public streets (adjacent and to opposite sides of the highway), parcel boundaries adjacent to US-56, as well as driveways and/or intersections anticipated to be removed or relocated.

In general, the plans shown indicate a concept of **“No New Access”**, except at public streets. New development, or redevelopment, will be looked at to provide access to US-56 through an existing public street, adjacent to the development, or through the planning and development of a local street network in areas with limited existing options. The subdividing of parcels, each with its own access onto US-56, will generally not be permitted.

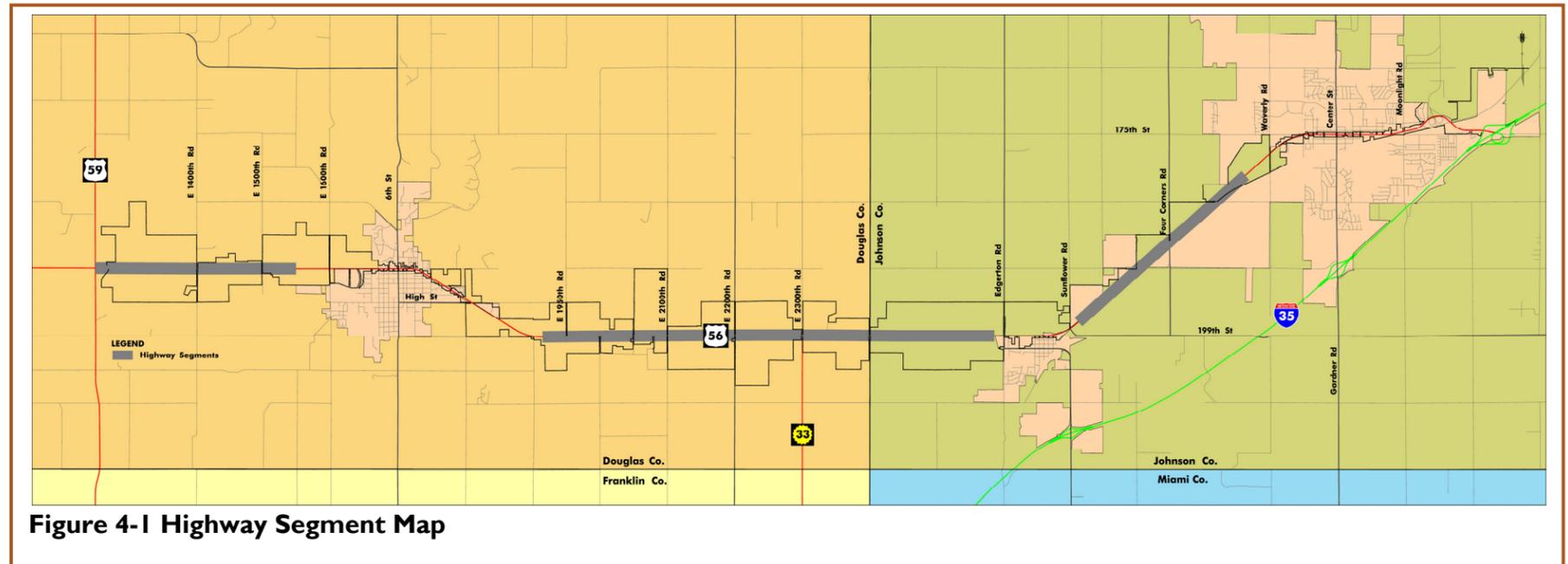


Figure 4-1 Highway Segment Map

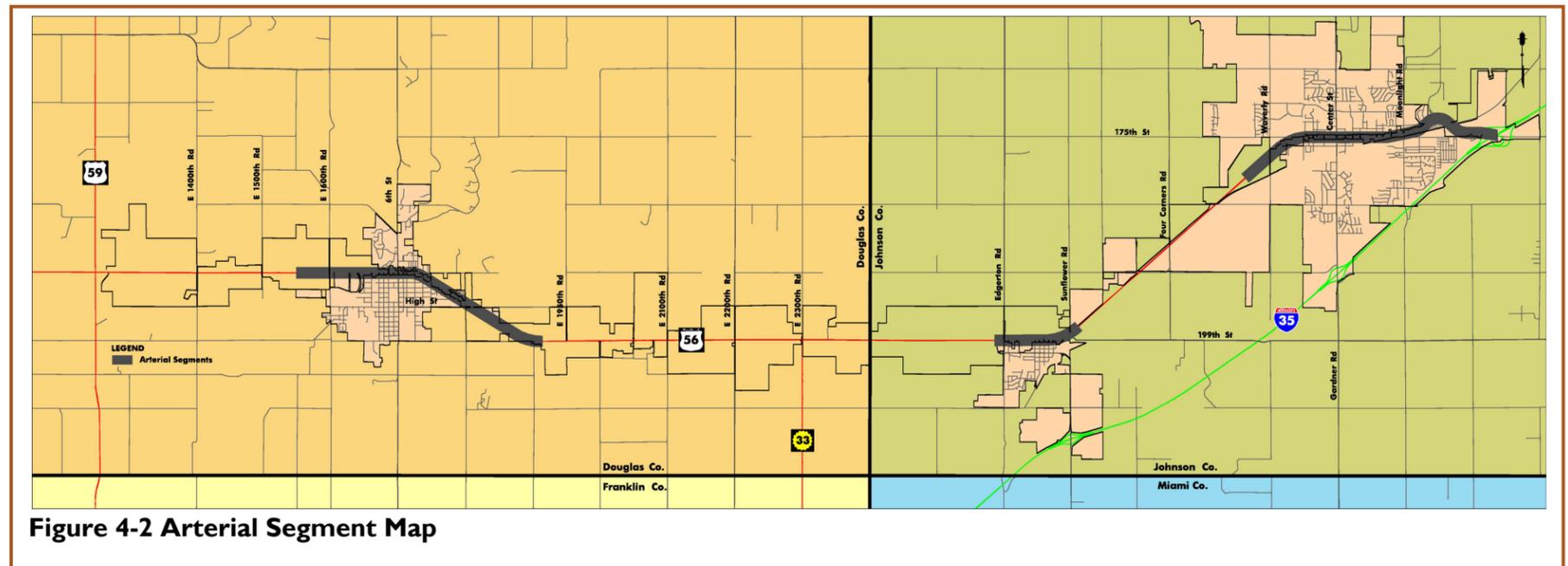
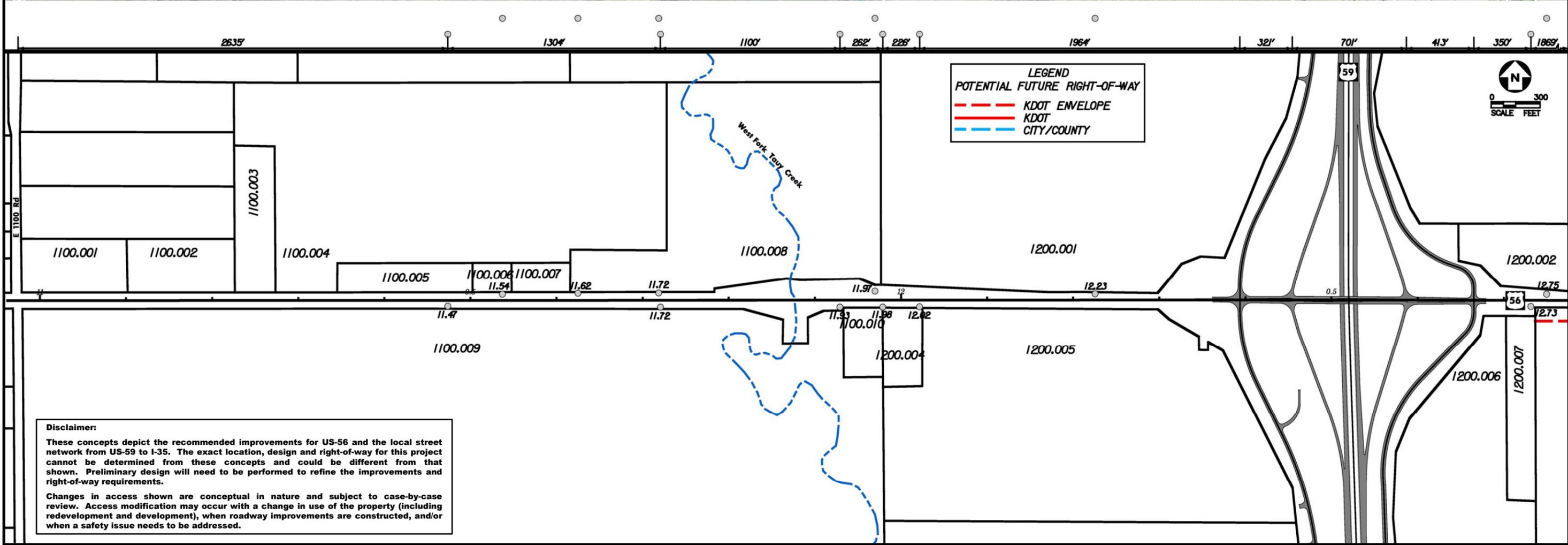
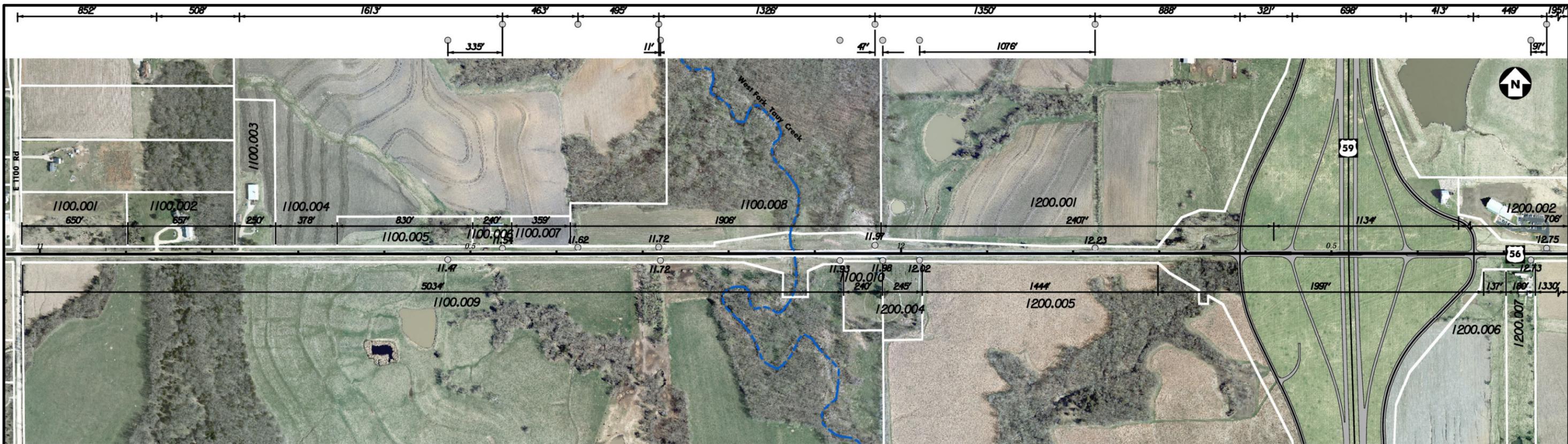


Figure 4-2 Arterial Segment Map



Disclaimer:
 These concepts depict the recommended improvements for US-56 and the local street network from US-59 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 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.

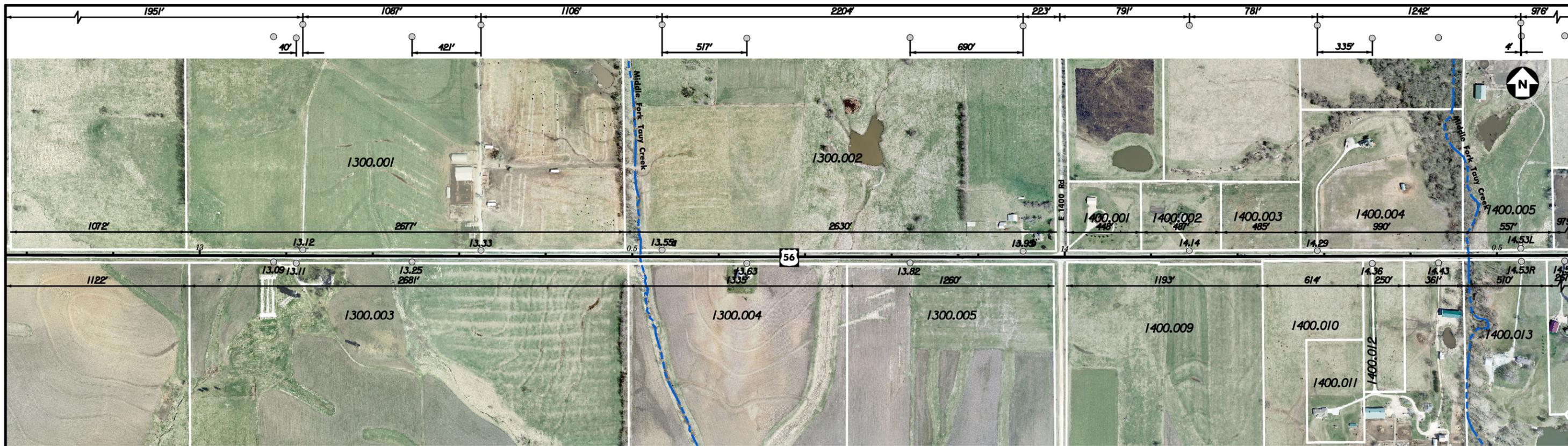


Location:
 Rural Douglas County

Description:
 Existing (upper) and Proposed (lower) Conditions



Exhibit 4-1
 July 2010

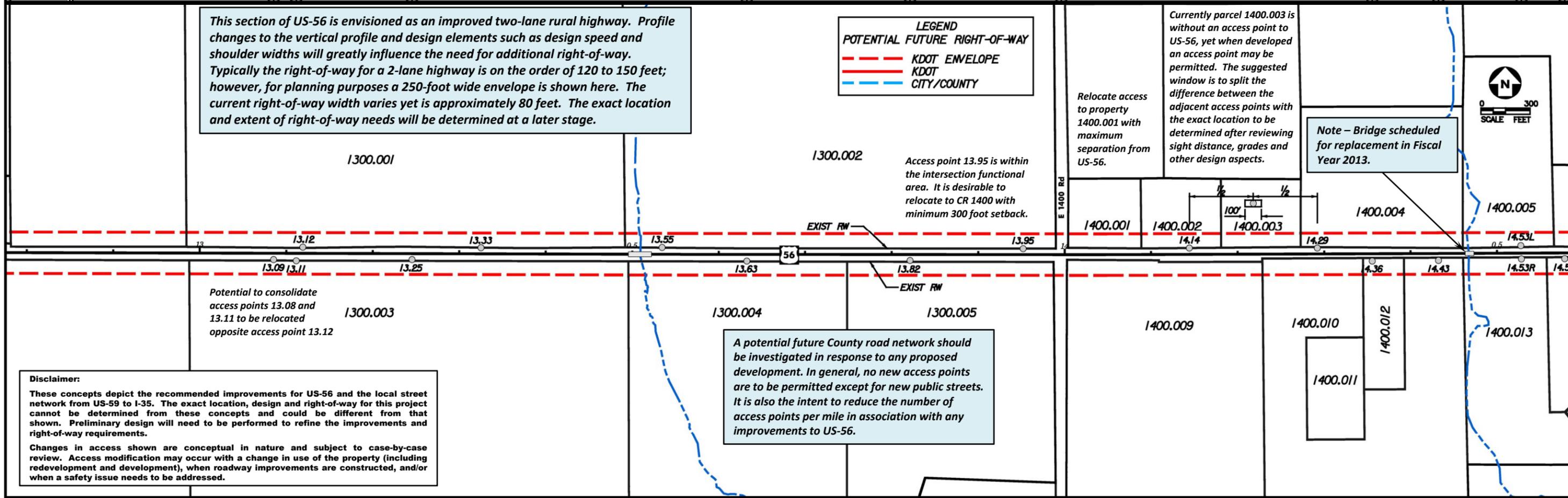


This section of US-56 is envisioned as an improved two-lane rural highway. Profile changes to the vertical profile and design elements such as design speed and shoulder widths will greatly influence the need for additional right-of-way. Typically the right-of-way for a 2-lane highway is on the order of 120 to 150 feet; however, for planning purposes a 250-foot wide envelope is shown here. The current right-of-way width varies yet is approximately 80 feet. The exact location and extent of right-of-way needs will be determined at a later stage.

LEGEND
 POTENTIAL FUTURE RIGHT-OF-WAY
 - - - KDOT ENVELOPE
 - - - KDOT
 - - - CITY/COUNTY

Currently parcel 1400.003 is without an access point to US-56, yet when developed an access point may be permitted. The suggested window is to split the difference between the adjacent access points with the exact location to be determined after reviewing sight distance, grades and other design aspects.

Note - Bridge scheduled for replacement in Fiscal Year 2013.



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A potential future County road network should be investigated in response to any proposed development. In general, no new access points are to be permitted except for new public streets. It is also the intent to reduce the number of access points per mile in association with any improvements to US-56.

Potential to consolidate access points 13.08 and 13.11 to be relocated opposite access point 13.12



Location: Rural Douglas County MM 13.0 to 14.5

Description: Existing (upper) and Proposed (lower) Conditions

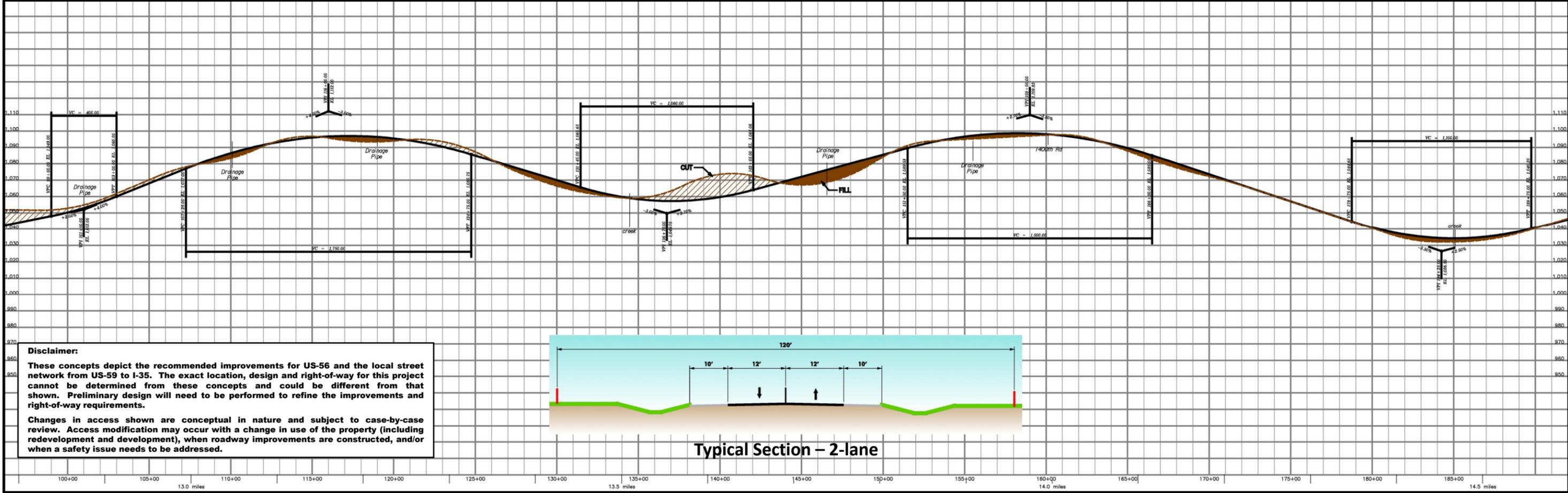
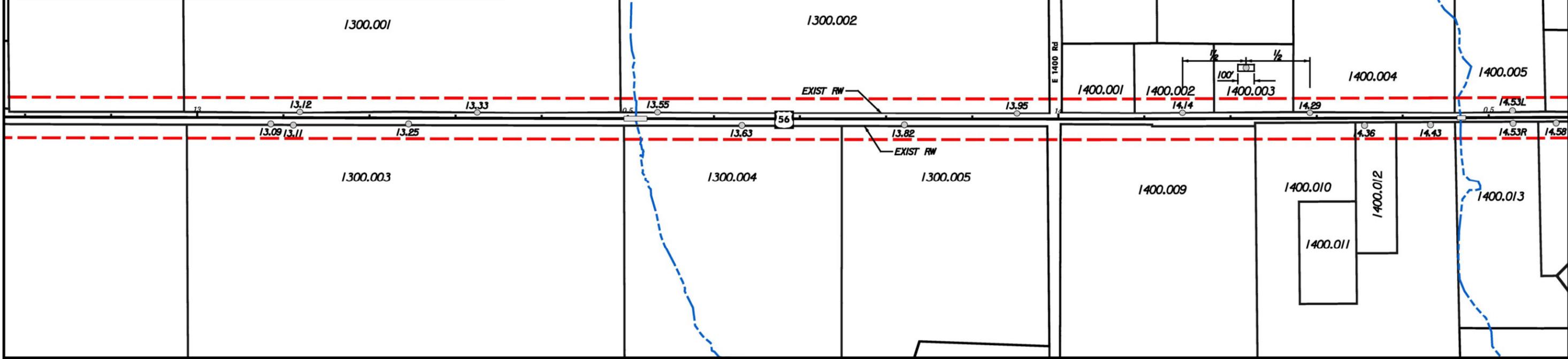


Exhibit 4-2
 July 2010

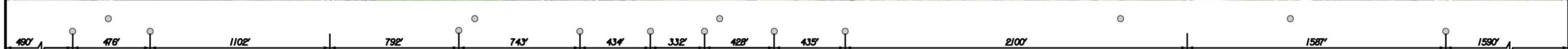
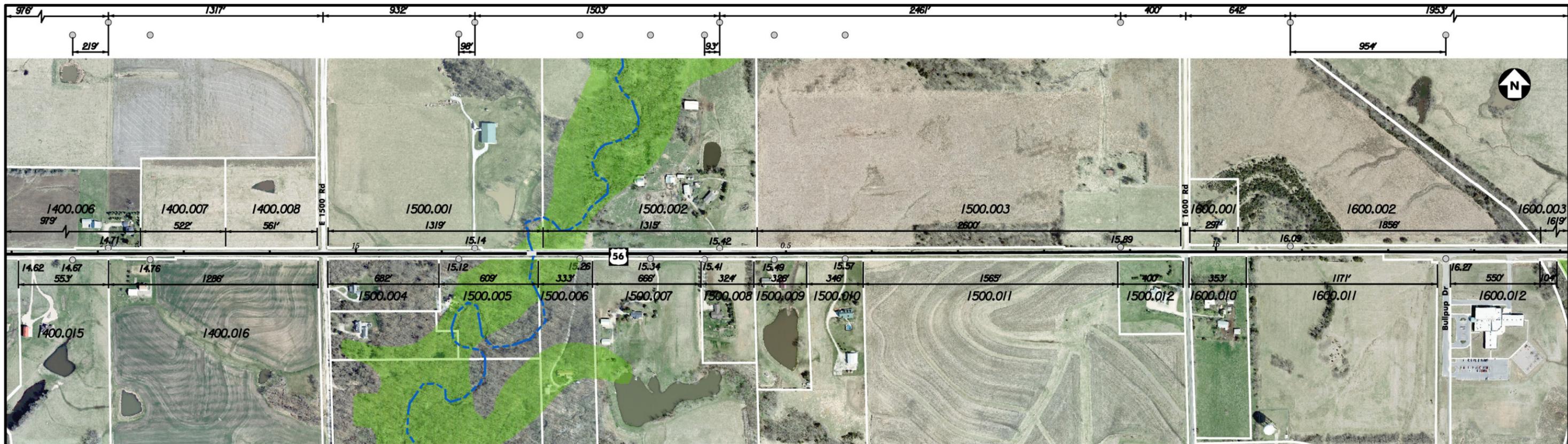
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LEGEND
POTENTIAL FUTURE RIGHT-OF-WAY
 - - - - - KDOT ENVELOPE
 ——— KDOT
 - - - - - CITY/COUNTY

N
 0 300
 SCALE FEET



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LEGEND
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 - - - - - KDOT ENVELOPE
 ——— KDOT
 - - - - - CITY/COUNTY



Access points based upon Comprehensive Land Use plan including New collector streets E 1550 Rd and improvements to E 1600 Rd are anticipated by the City, County or developers.

Note – Bridge scheduled for replacement in Fiscal Year 2013.

With inclusion of future collector roadway E 1550 Rd consider relocating access points within the functional area of the intersection along US-56 to the side street

A potential future County road network should be investigated in response to any proposed development. In general, no new access points are to be permitted except for new public streets. It is also the intent to reduce the number of access points per mile in association with any improvements to US-56.

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Location: Rural Douglas County, MM 14.5 to 16.0

Description: Existing (upper) and Proposed (lower) Conditions

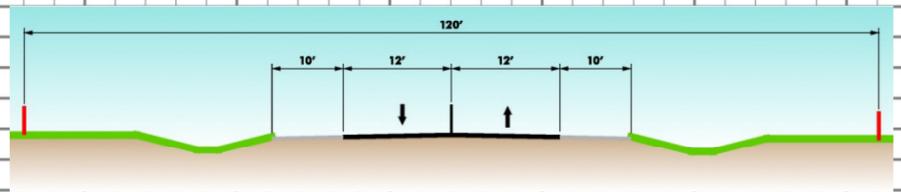
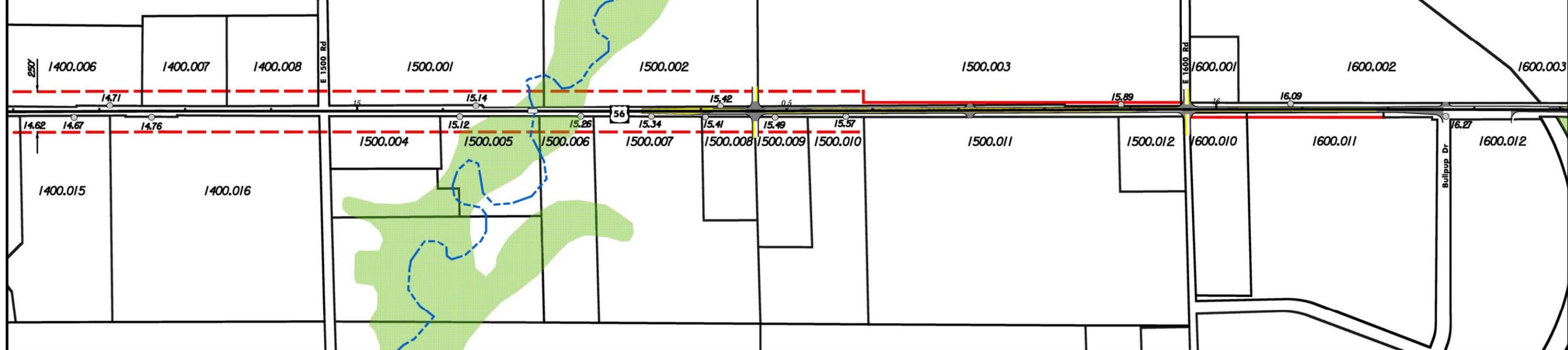


Exhibit 4-4
 July 2010

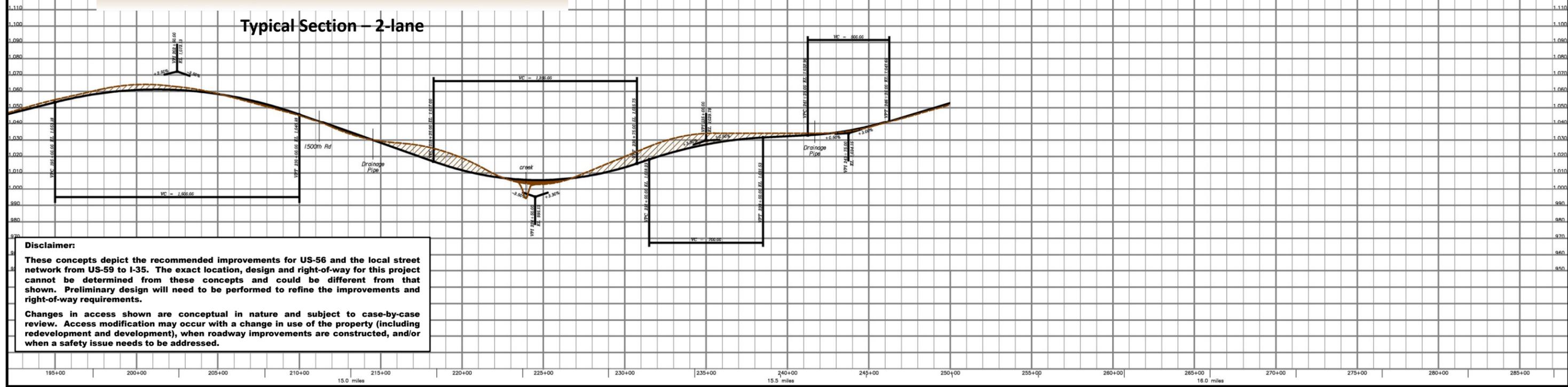
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East of the potential future E 1550 Road, the proposed right-of-way width is shown as 90 feet to match the width in town for a three-lane curb and gutter arterial section. However, the exact location and extent of right-of-way needs will be determined at a later stage.

LEGEND
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 - - - - - KDOT ENVELOPE
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Typical Section - 2-lane



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Location:
 Rural Douglas County, MM 14.5 to 16.0

Description:
 Plan (upper) and Profile (lower)



Exhibit 4-5
 July 2010