

## 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

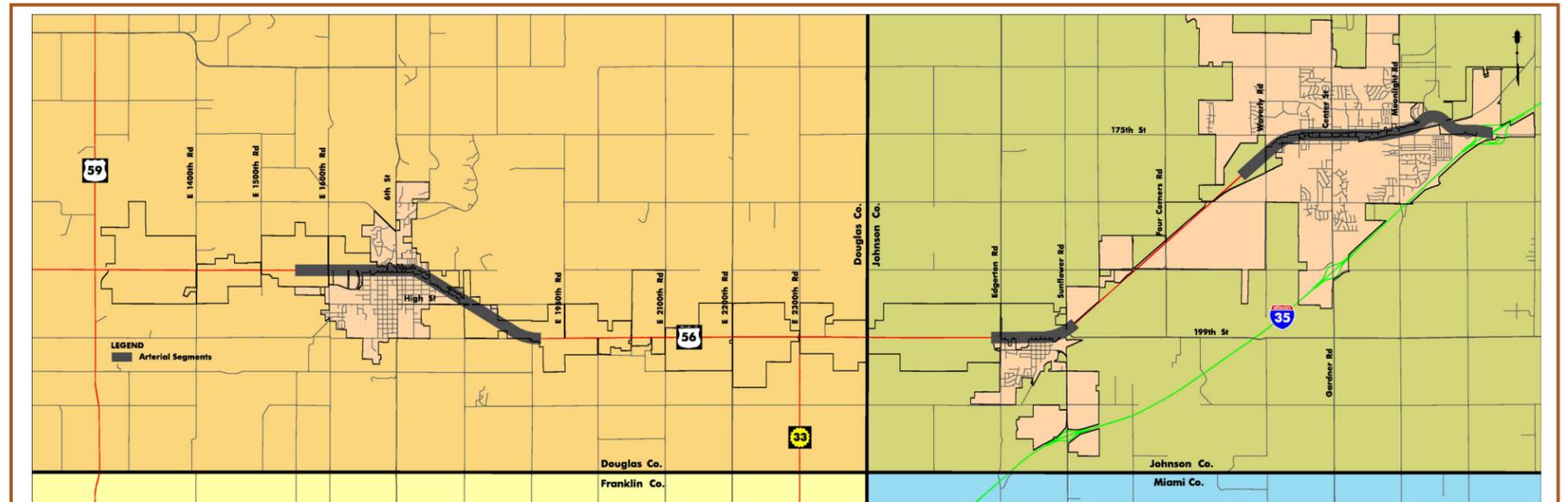
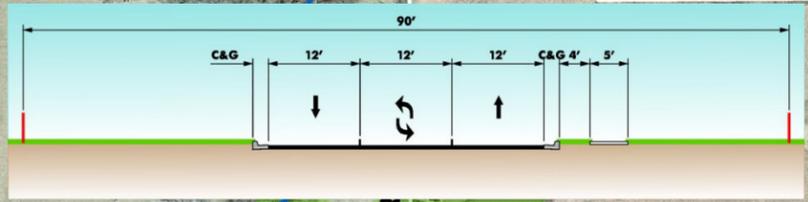


Figure 4-2 Arterial Segment Map

This overview of the western half of Baldwin City illustrates the extent of the arterial street improvements, from the future proposed collector street of E 1550 Rd to 10<sup>th</sup> Street. This larger scale map affords an understanding of the roadway network relationships along with anticipated areas of growth and type of development as envisioned in the Comprehensive Plan



E 1500 Rd

E 1550 Rd

E 1600 Rd

400th Rd

6th St

4-8

4-9

4-10

4-11

See Exhibit 4-11 for a larger scale view of the proposed improvements 6<sup>th</sup> Street at the junction with US-56.

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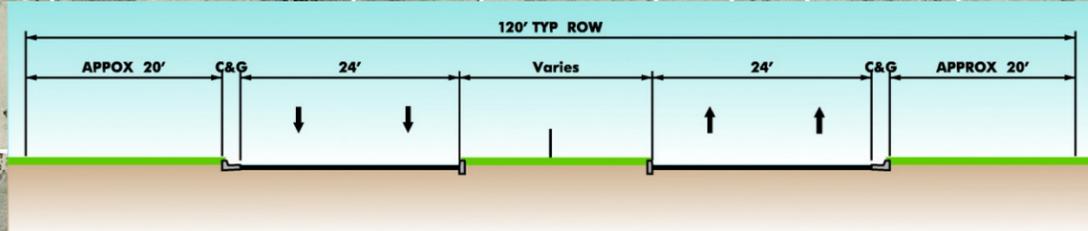
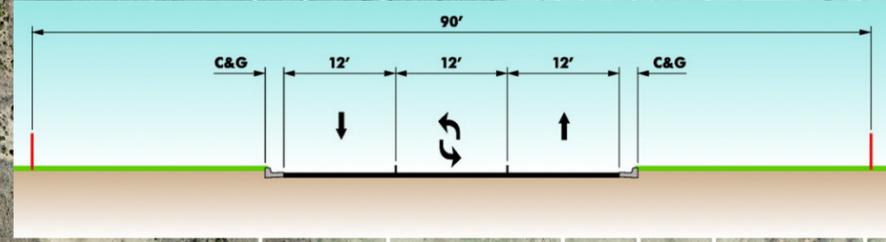
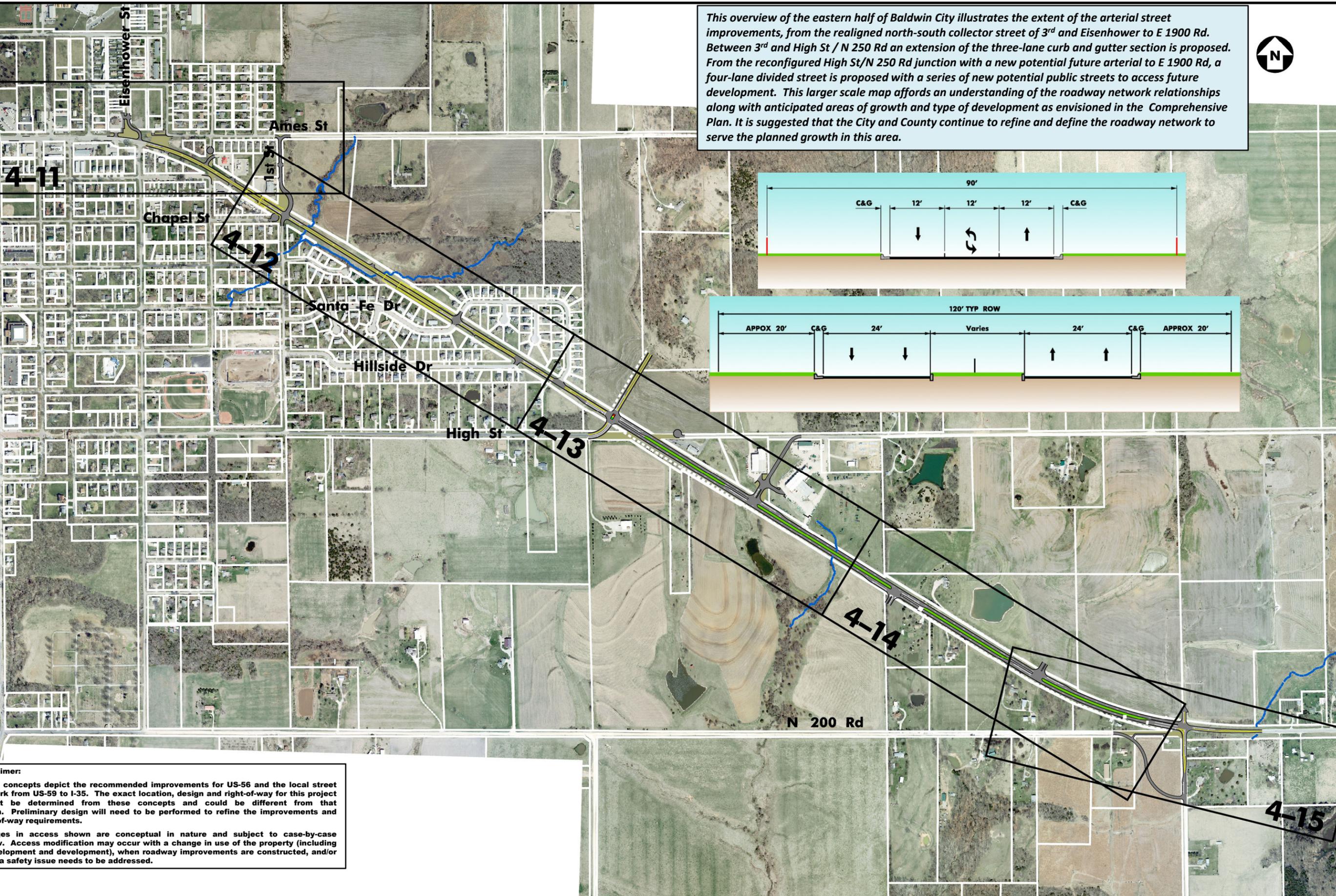
Location:  
BALDWIN CITY

Description:  
Overview



Exhibit 4-6  
July 2010

This overview of the eastern half of Baldwin City illustrates the extent of the arterial street improvements, from the realigned north-south collector street of 3<sup>rd</sup> and Eisenhower to E 1900 Rd. Between 3<sup>rd</sup> and High St / N 250 Rd an extension of the three-lane curb and gutter section is proposed. From the reconfigured High St / N 250 Rd junction with a new potential future arterial to E 1900 Rd, a four-lane divided street is proposed with a series of new potential public streets to access future development. This larger scale map affords an understanding of the roadway network relationships along with anticipated areas of growth and type of development as envisioned in the Comprehensive Plan. It is suggested that the City and County continue to refine and define the roadway network to serve the planned growth in this area.



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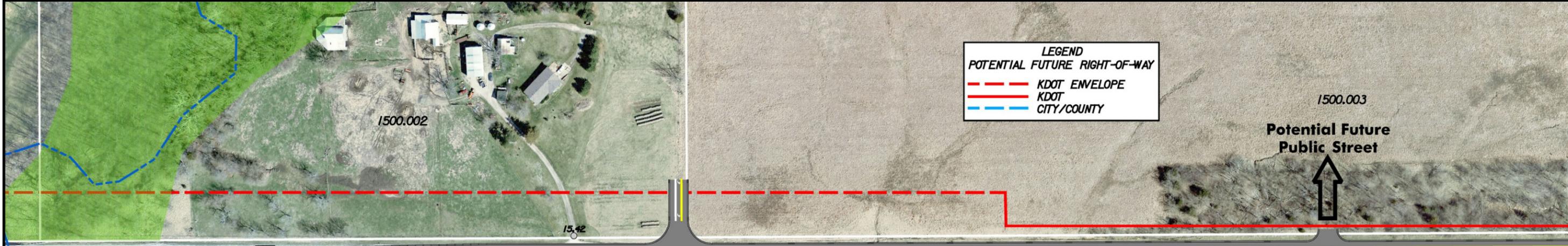
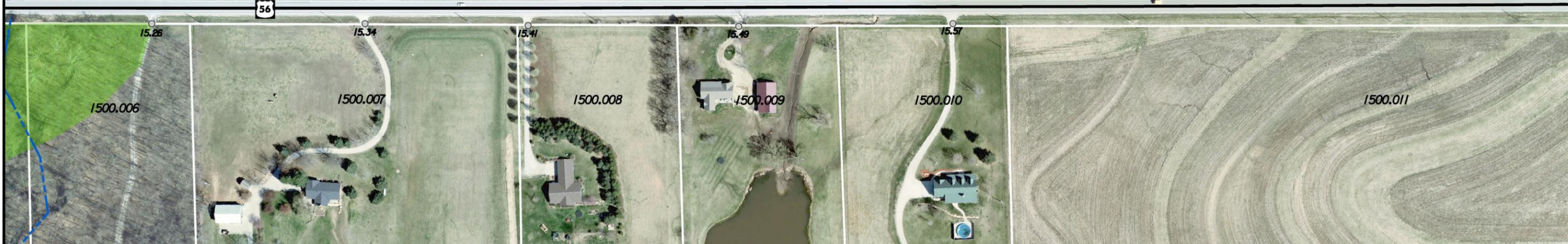
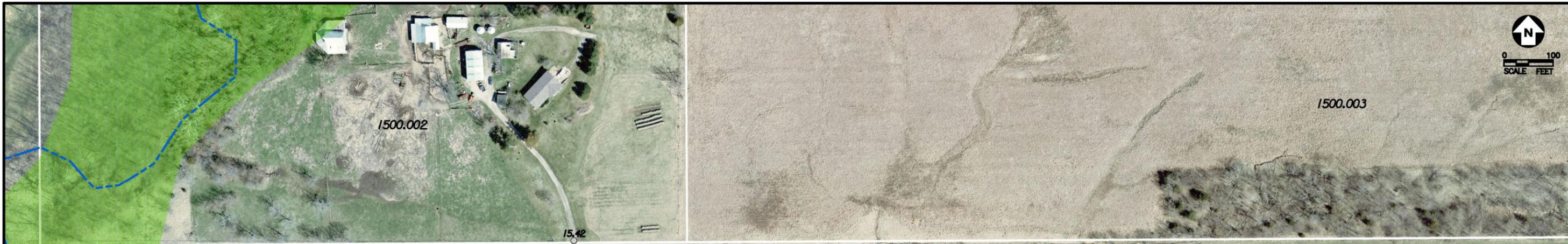
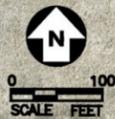


Location:  
 BALDWIN CITY

Description:  
 Overview



Exhibit 4-7  
 July 2010



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



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Location:  
 URBAN BALDWIN CITY

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



Exhibit 4-8  
 July 2010



Improvements to the E 1600 Rd intersection are envisioned in conjunction with improvements to bring this roadway up to arterial street standards in the future. Coordination amongst the County and the City is encouraged regarding profile modifications which will determine the length of roadway modifications.

The area shaded in gray indicates an extension of the existing 3-lane roadway section west of 9<sup>th</sup> Street. The 3-lane section would tie into the existing 3-lane section near Bullpup Drive. Details of the offset horizontal alignment would be determined later. A continuous pedestrian sidewalk is contemplated along the south side of US-56 to access the school. The sidewalk may combine with the proposed trail in the parkland (not adjacent to US-56). The majority of this widening should be able to be accomplished within the existing right-of-way. Some additional right-of-way is anticipated (as shown by the red lines) to achieve a typical 90 foot wide right-of-way section.

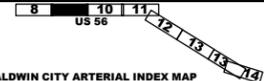
Potential Future Public Street



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It is envisioned that with future development access points 15.89 and 16.09 will be removed. Coordinate with the City is anticipated before the approval of any other access points.

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

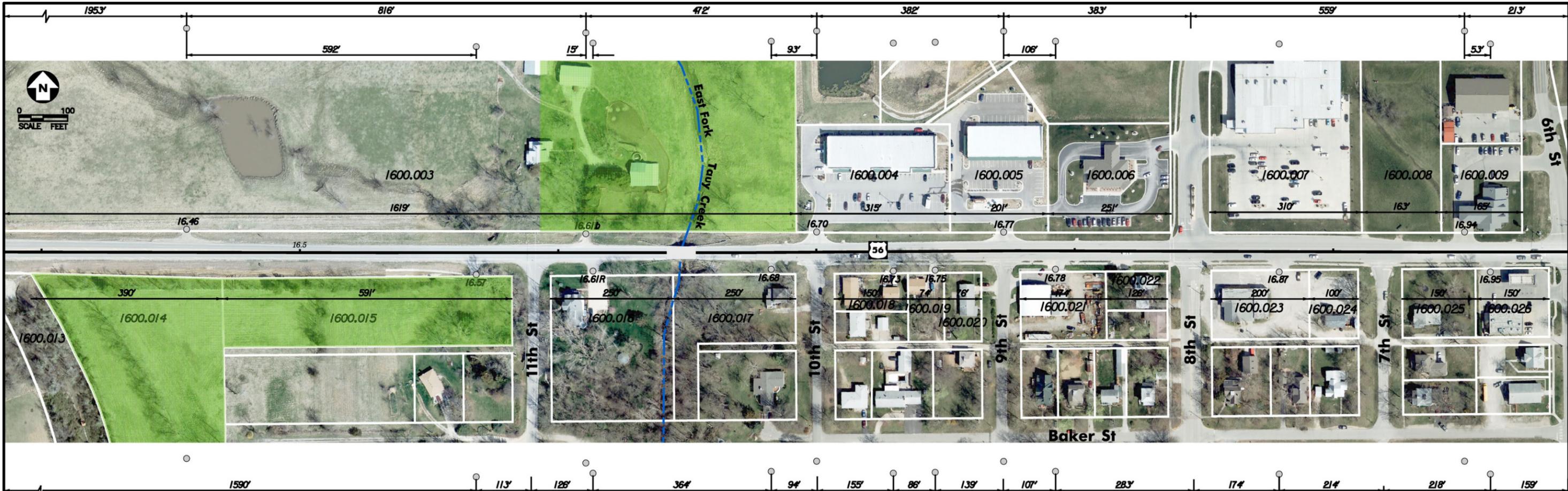


Location: URBAN BALDWIN CITY

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



Exhibit 4-9  
July 2010

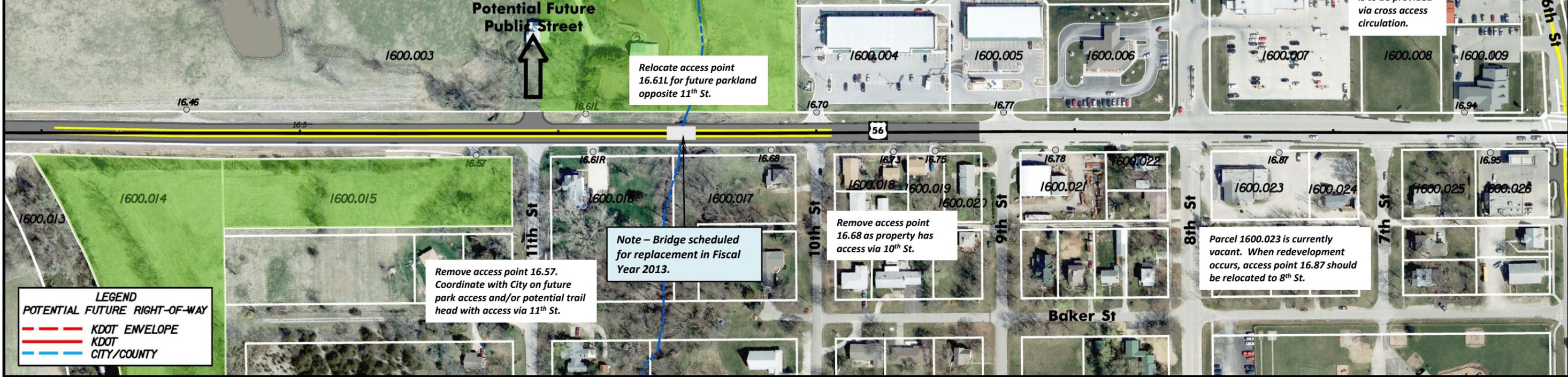


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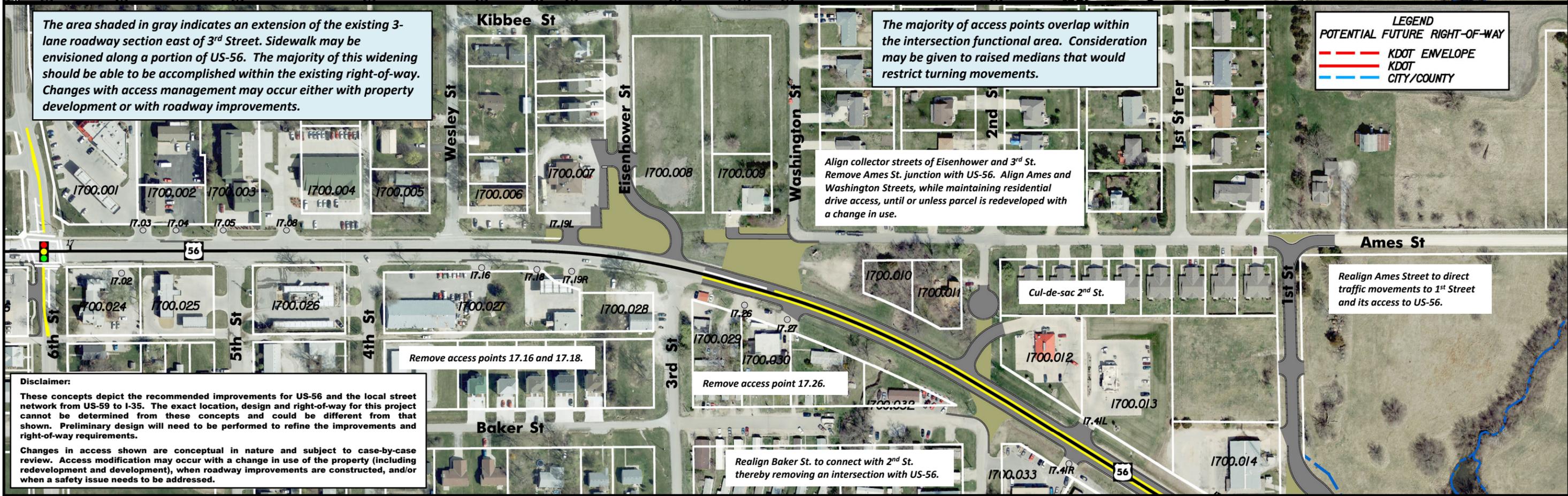
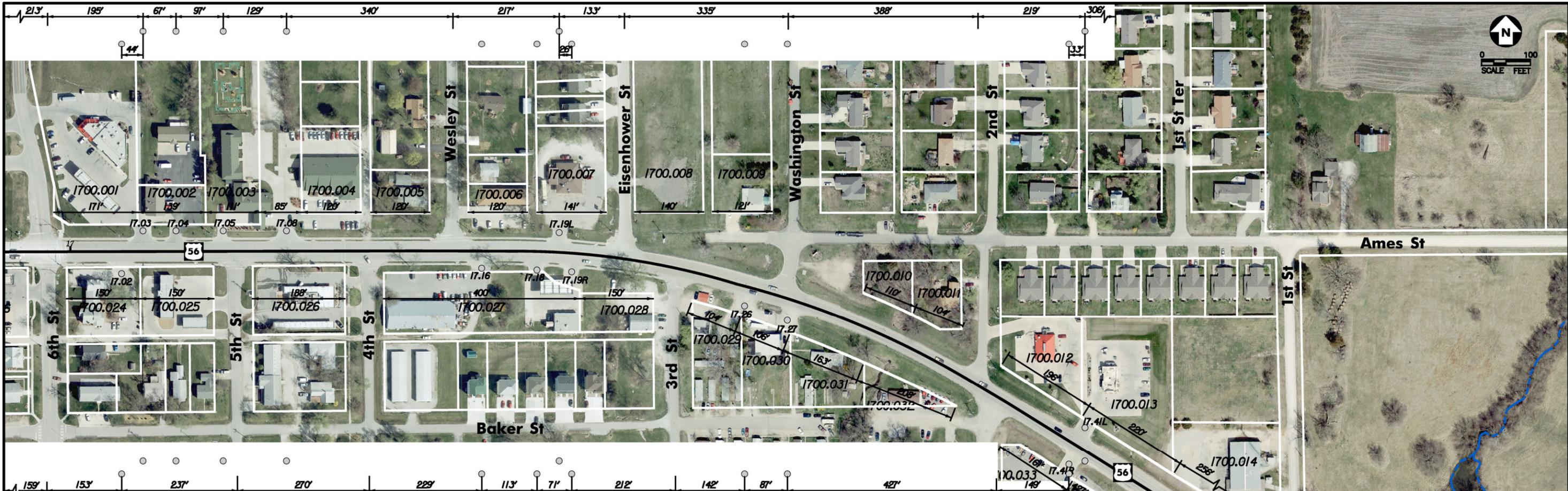
*The area shaded in gray indicates an extension of the existing 3-lane roadway section west of 9<sup>th</sup> Street. The 3-lane section would tie into the existing 3-lane section near Bullpup Drive. Details of the offset horizontal alignment would be determined later. A continuous sidewalk is contemplated along the south side of US-56 to access the school. The sidewalk may combine with the proposed trail through proposed parkland. The majority of this widening should be able to be accomplished within the existing right-of-way.*

*The majority of access points overlap within the intersection functional area. Consideration may be given to raised medians that would restrict turning movements.*

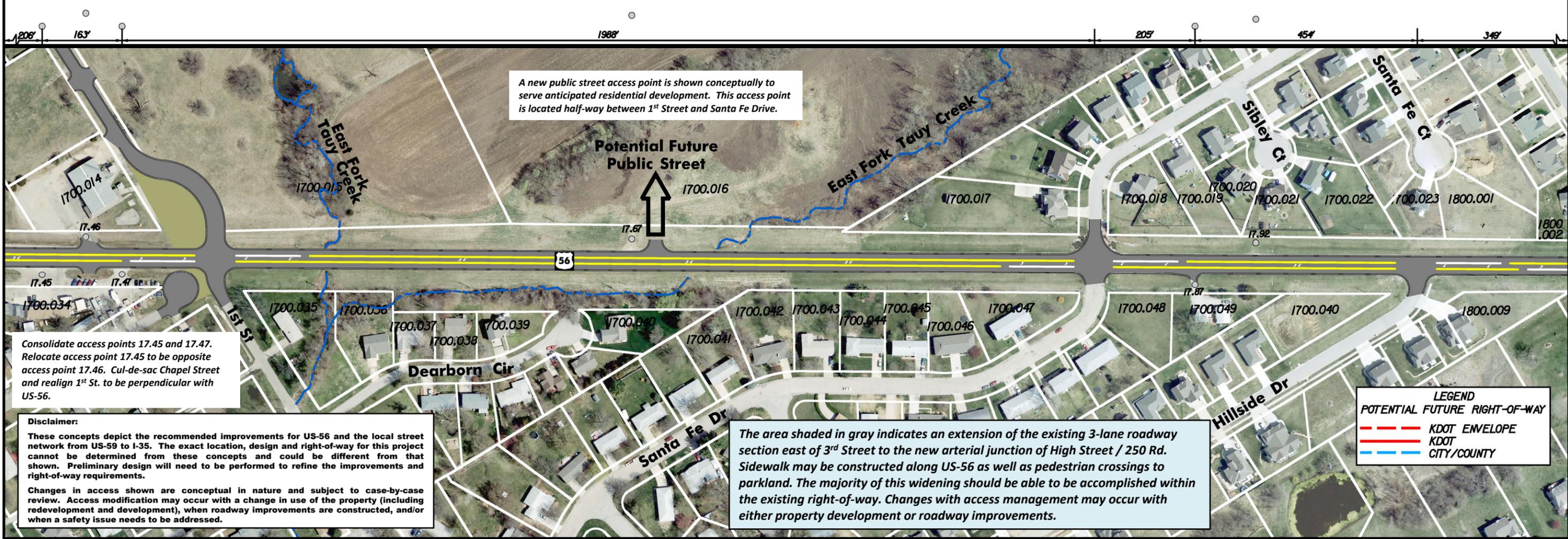
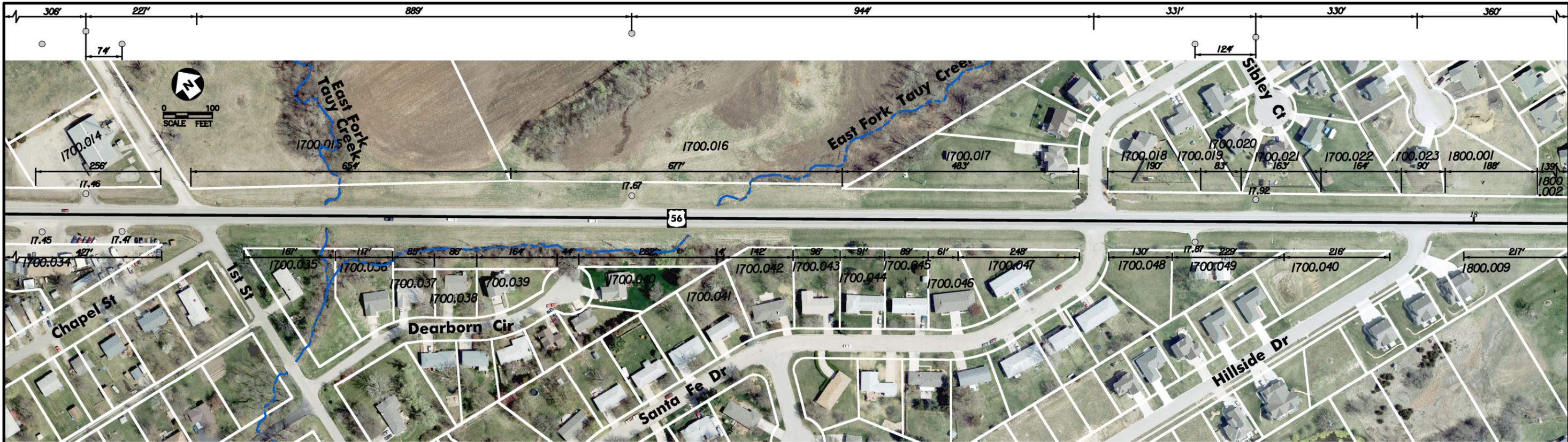
*Remove existing access points 16.91 and 16.92. Access to parcel is to be provided via cross access circulation.*



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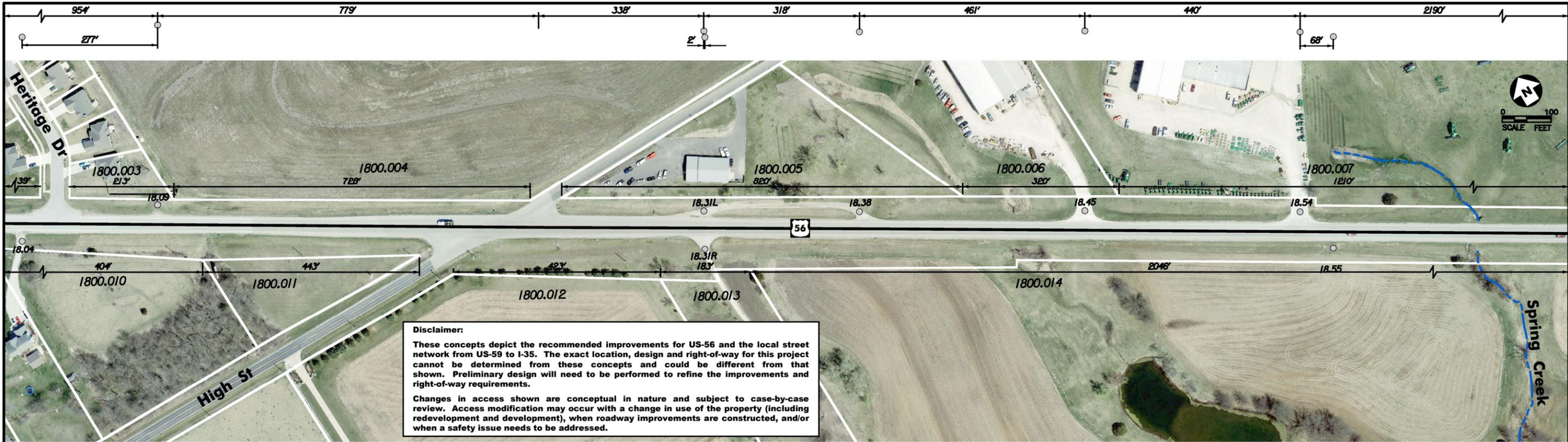


Location:  
 URBAN BALDWIN CITY

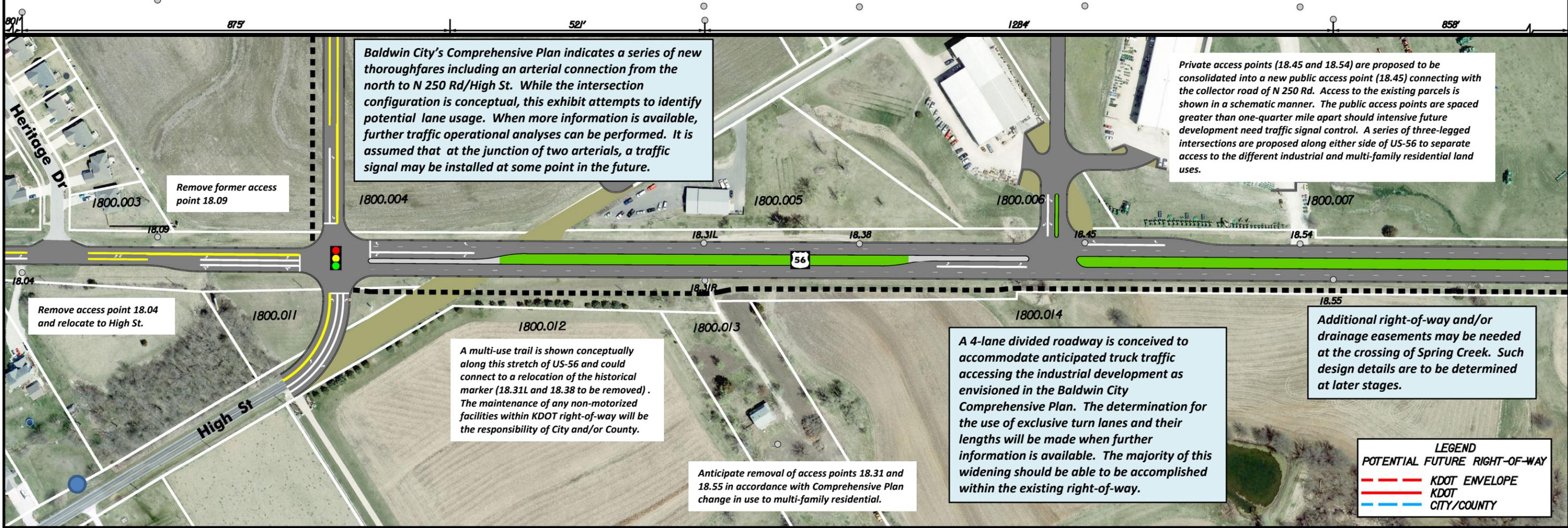
Description:  
 Existing (upper) and Proposed (lower) Conditions



Exhibit 4-12  
 July 2010



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Baldwin City's Comprehensive Plan indicates a series of new thoroughfares including an arterial connection from the north to N 250 Rd/High St. While the intersection configuration is conceptual, this exhibit attempts to identify potential lane usage. When more information is available, further traffic operational analyses can be performed. It is assumed that at the junction of two arterials, a traffic signal may be installed at some point in the future.

Private access points (18.45 and 18.54) are proposed to be consolidated into a new public access point (18.45) connecting with the collector road of N 250 Rd. Access to the existing parcels is shown in a schematic manner. The public access points are spaced greater than one-quarter mile apart should intensive future development need traffic signal control. A series of three-legged intersections are proposed along either side of US-56 to separate access to the different industrial and multi-family residential land uses.

Remove former access point 18.09

Remove access point 18.04 and relocate to High St.

A multi-use trail is shown conceptually along this stretch of US-56 and could connect to a relocation of the historical marker (18.31L and 18.38 to be removed). The maintenance of any non-motorized facilities within KDOT right-of-way will be the responsibility of City and/or County.

Anticipate removal of access points 18.31 and 18.55 in accordance with Comprehensive Plan change in use to multi-family residential.

A 4-lane divided roadway is conceived to accommodate anticipated truck traffic accessing the industrial development as envisioned in the Baldwin City Comprehensive Plan. The determination for the use of exclusive turn lanes and their lengths will be made when further information is available. The majority of this widening should be able to be accomplished within the existing right-of-way.

Additional right-of-way and/or drainage easements may be needed at the crossing of Spring Creek. Such design details are to be determined at later stages.

**LEGEND**  
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 --- KDOT  
 --- CITY/COUNTY



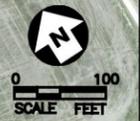
Location: URBAN BALDWIN CITY

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



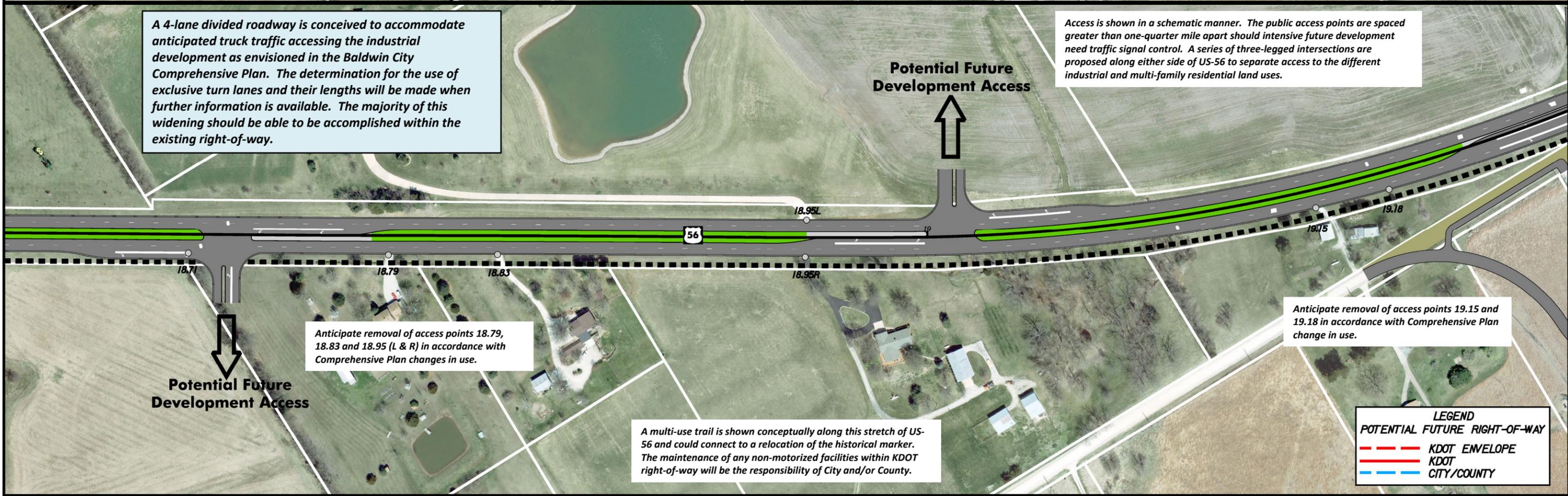
Exhibit 4-13  
 July 2010

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Access is shown in a schematic manner. The public access points are spaced greater than one-quarter mile apart should intensive future development need traffic signal control. A series of three-legged intersections are proposed along either side of US-56 to separate access to the different industrial and multi-family residential land uses.



Anticipate removal of access points 18.79, 18.83 and 18.95 (L & R) in accordance with Comprehensive Plan changes in use.

Anticipate removal of access points 19.15 and 19.18 in accordance with Comprehensive Plan change in use.

A multi-use trail is shown conceptually along this stretch of US-56 and could connect to a relocation of the historical marker. The maintenance of any non-motorized facilities within KDOT right-of-way will be the responsibility of City and/or County.

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

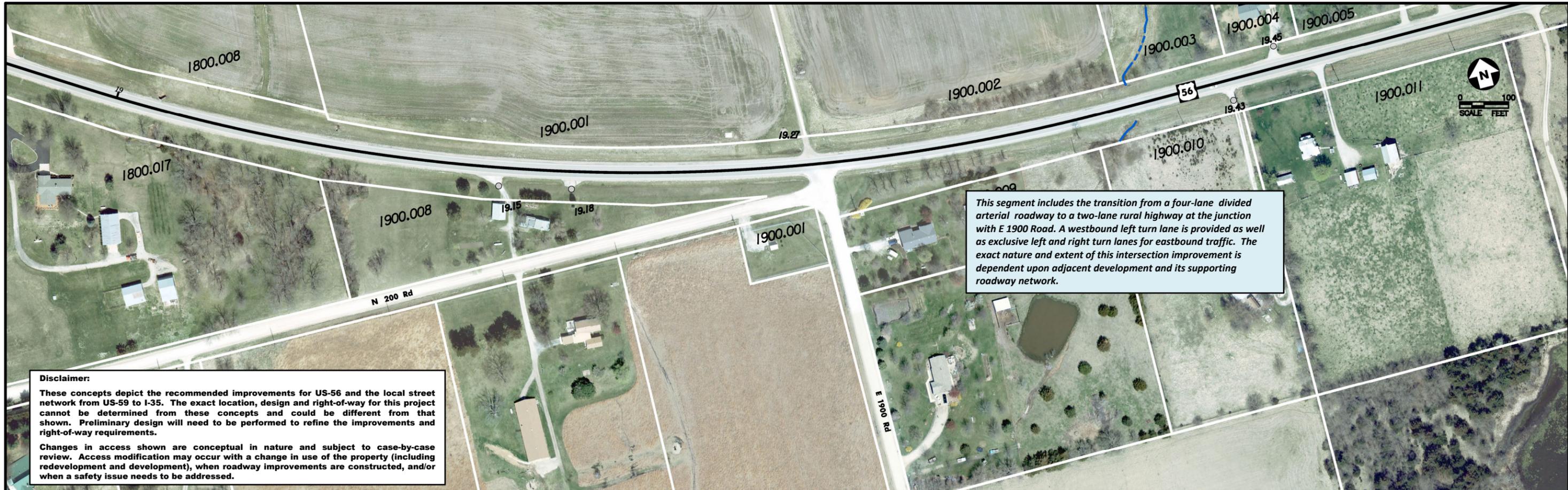


Location:  
 URBAN BALDWIN CITY

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

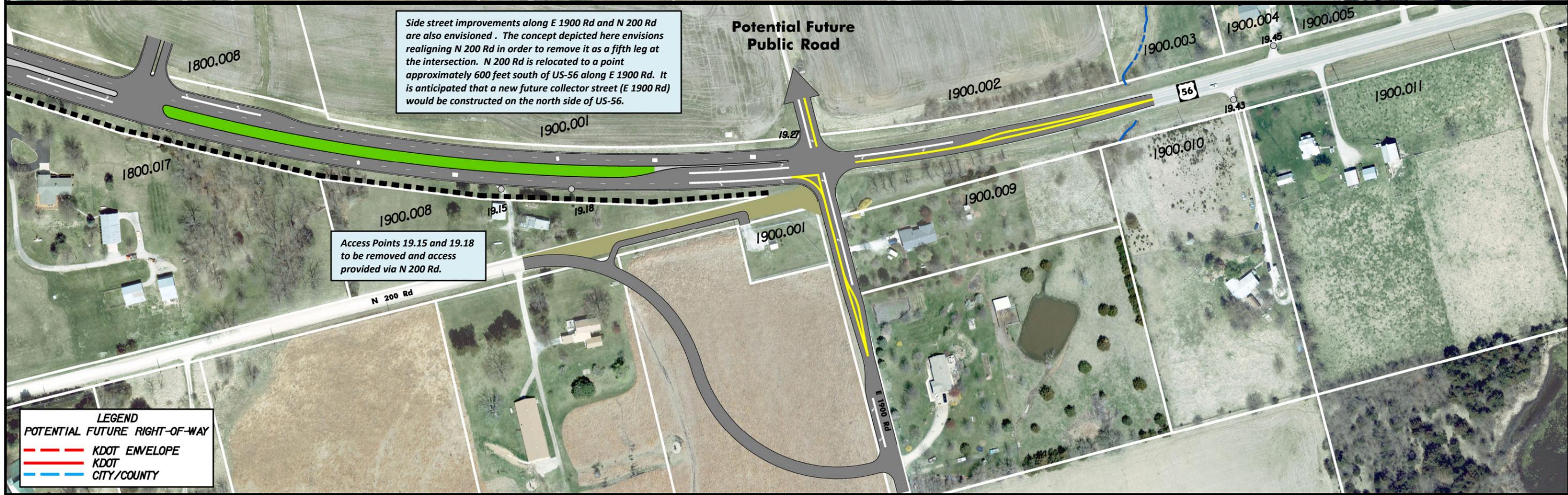


Exhibit 4-14  
 July 2010



*This segment includes the transition from a four-lane divided arterial roadway to a two-lane rural highway at the junction with E 1900 Road. A westbound left turn lane is provided as well as exclusive left and right turn lanes for eastbound traffic. The exact nature and extent of this intersection improvement is dependent upon adjacent development and its supporting roadway network.*

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*Side street improvements along E 1900 Rd and N 200 Rd are also envisioned. The concept depicted here envisions realigning N 200 Rd in order to remove it as a fifth leg at the intersection. N 200 Rd is relocated to a point approximately 600 feet south of US-56 along E 1900 Rd. It is anticipated that a new future collector street (E 1900 Rd) would be constructed on the north side of US-56.*

*Access Points 19.15 and 19.18 to be removed and access provided via N 200 Rd.*

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