

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.

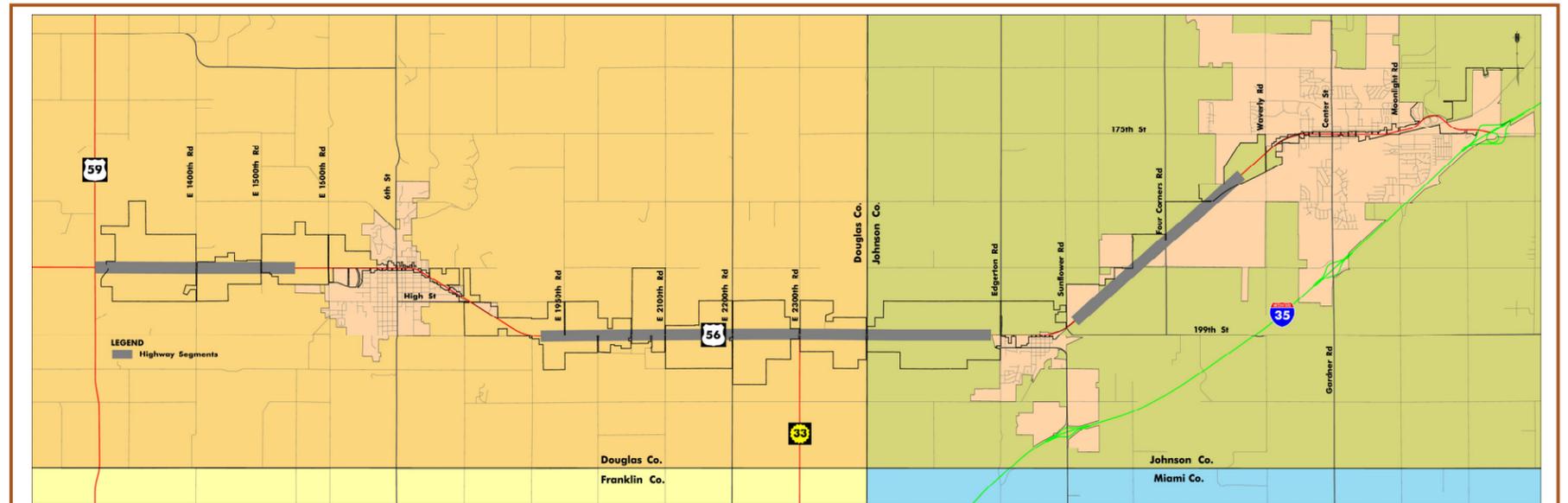


Figure 4-1 Highway Segment Map

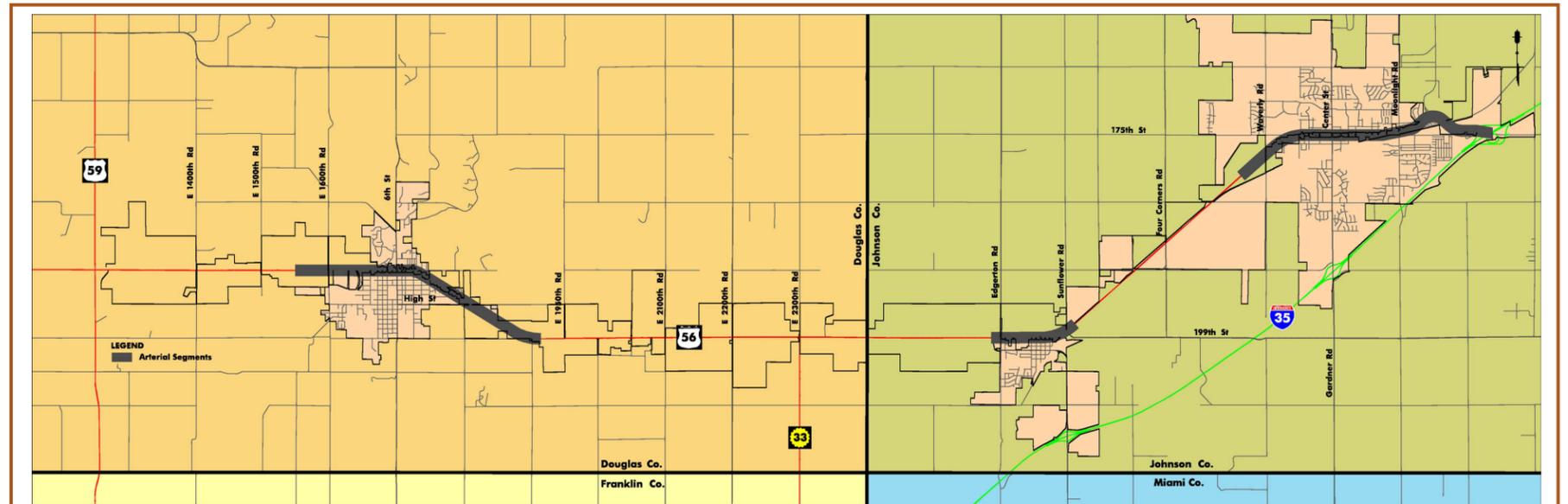


Figure 4-2 Arterial Segment Map

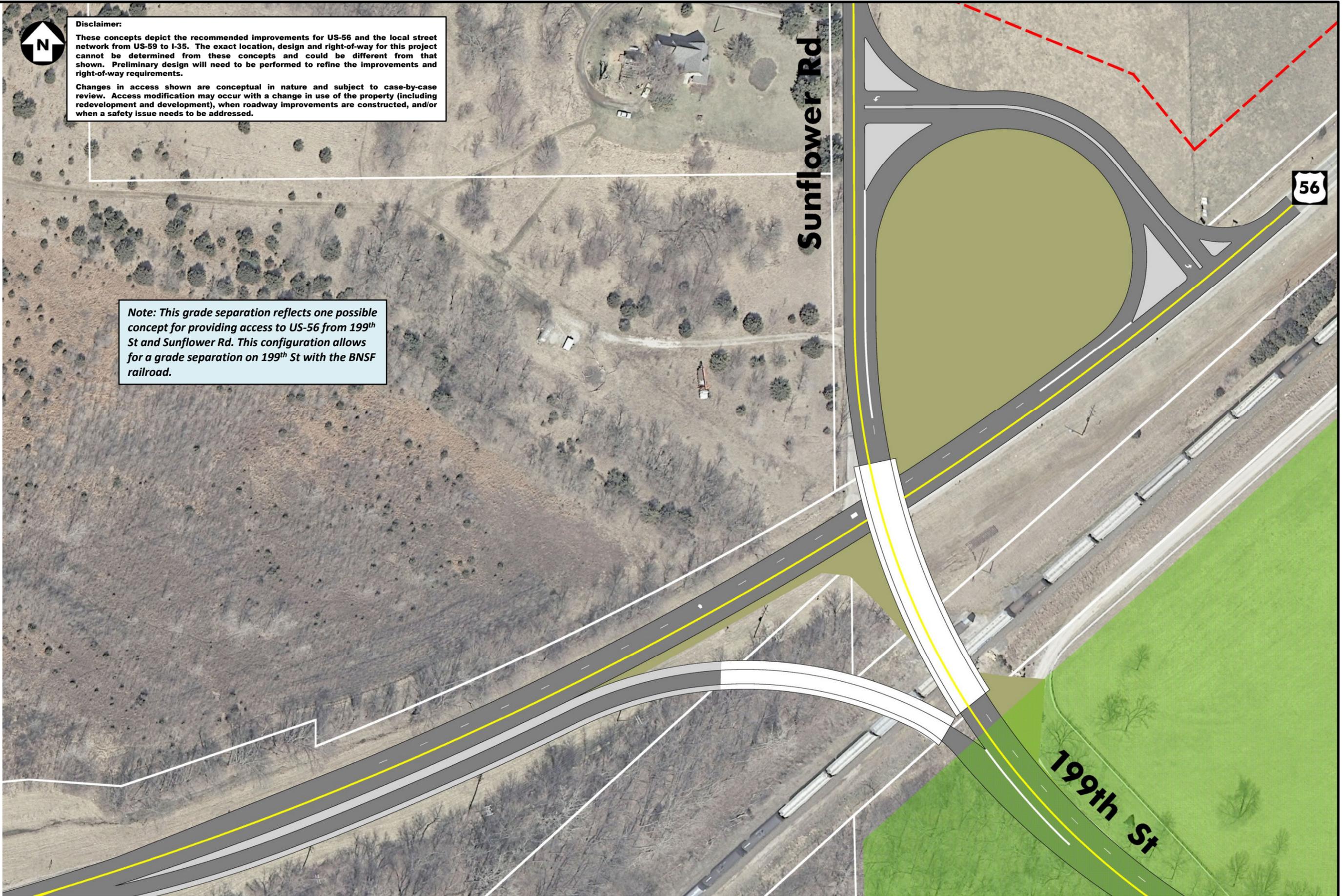


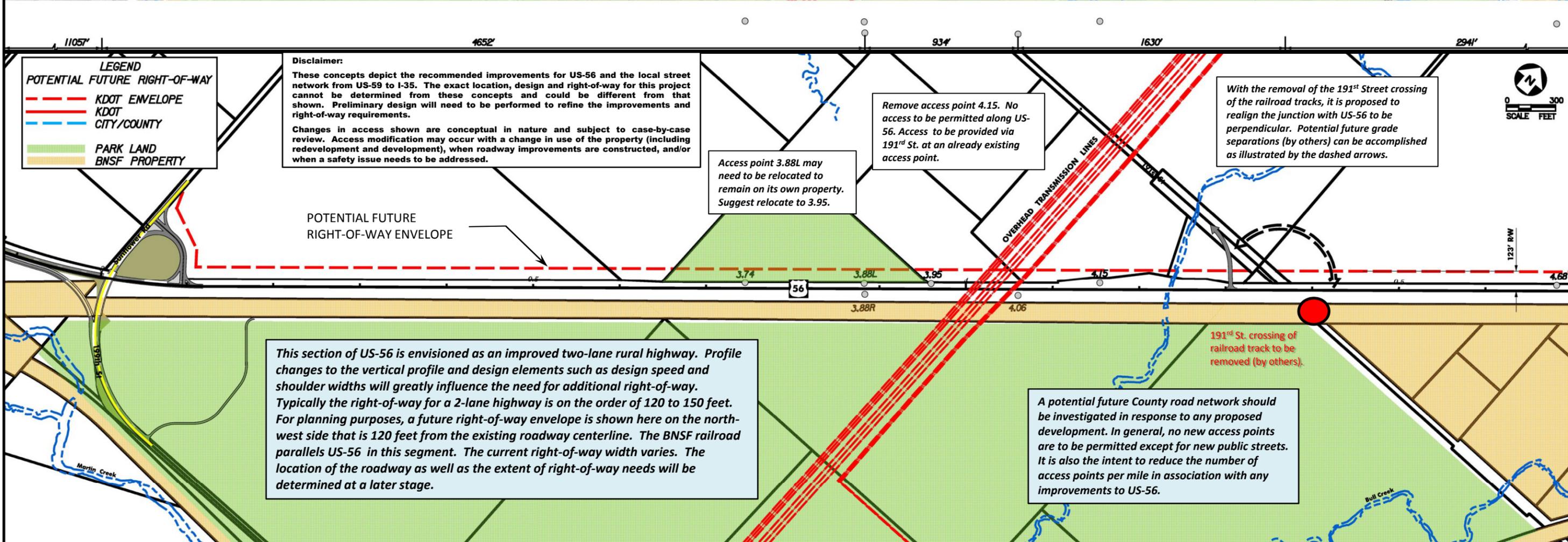
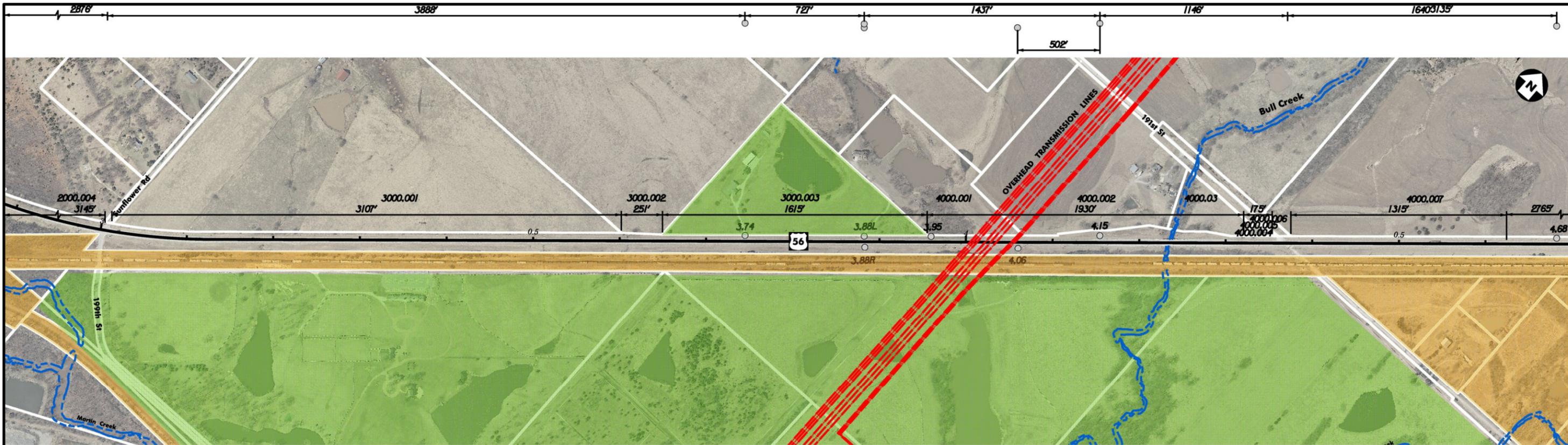
Disclaimer:

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.

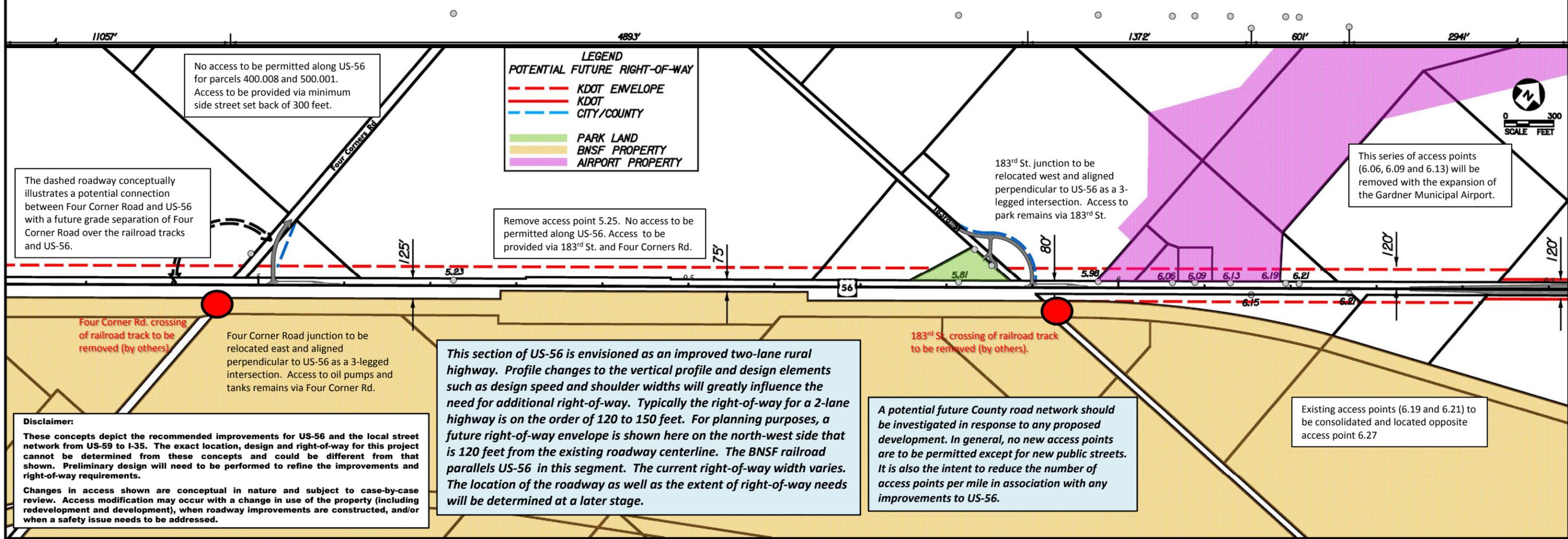
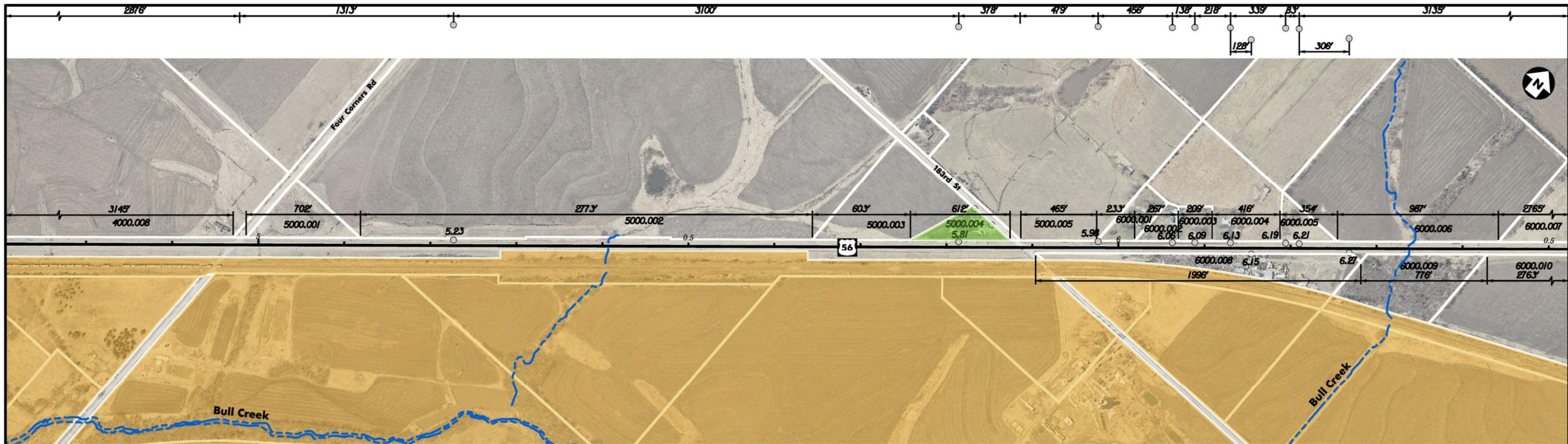
Note: This grade separation reflects one possible concept for providing access to US-56 from 199th St and Sunflower Rd. This configuration allows for a grade separation on 199th St with the BNSF railroad.





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. For planning purposes, a future right-of-way envelope is shown here on the northwest side that is 120 feet from the existing roadway centerline. The BNSF railroad parallels US-56 in this segment. The location of the roadway as well as the extent of right-of-way needs will be determined at a later stage.

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.



No access to be permitted along US-56 for parcels 400.008 and 500.001. Access to be provided via minimum side street set back of 300 feet.

The dashed roadway conceptually illustrates a potential connection between Four Corner Road and US-56 with a future grade separation of Four Corner Road over the railroad tracks and US-56.

LEGEND
POTENTIAL FUTURE RIGHT-OF-WAY
 - - - - - KDOT ENVELOPE
 - - - - - KDOT
 - - - - - CITY/COUNTY
 ■ PARK LAND
 ■ BNSF PROPERTY
 ■ AIRPORT PROPERTY

Remove access point 5.25. No access to be permitted along US-56. Access to be provided via 183rd St. and Four Corners Rd.

183rd St. junction to be relocated west and aligned perpendicular to US-56 as a 3-legged intersection. Access to park remains via 183rd St.

This series of access points (6.06, 6.09 and 6.13) will be removed with the expansion of the Gardner Municipal Airport.

Four Corner Rd. crossing of railroad track to be removed (by others).

Four Corner Road junction to be relocated east and aligned perpendicular to US-56 as a 3-legged intersection. Access to oil pumps and tanks remains via Four Corner Rd.

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183rd St. crossing of railroad track to be removed (by others).

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.

Existing access points (6.19 and 6.21) to be consolidated and located opposite access point 6.27

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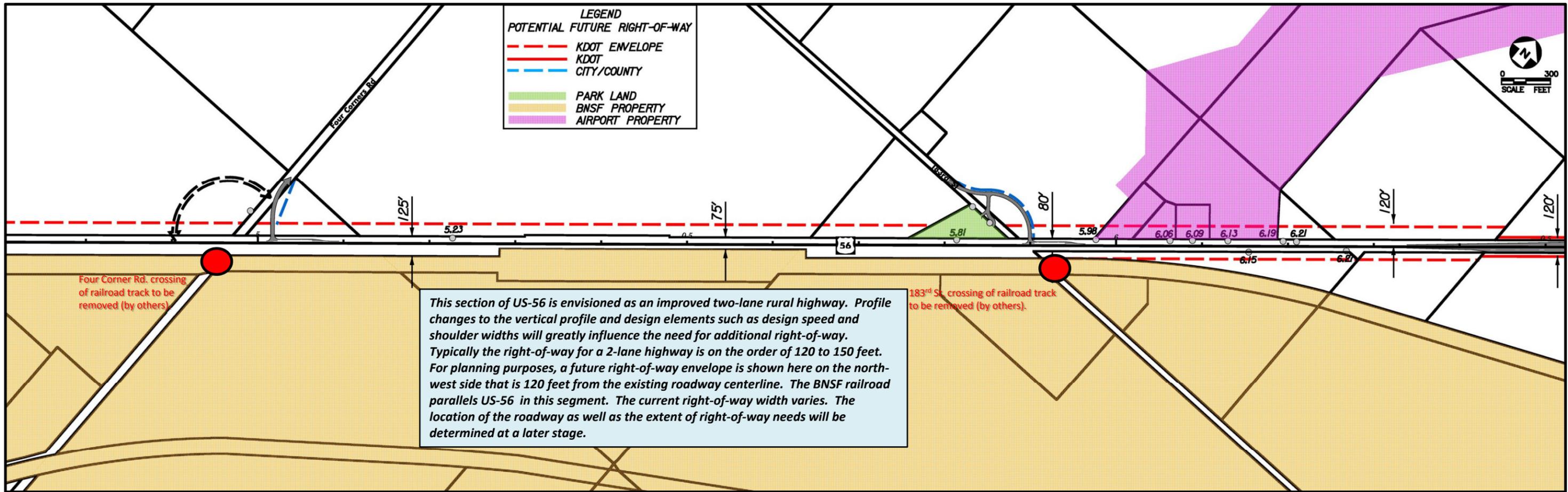


Location:
 Rural Johnson County, MM 4.5 to 6.5

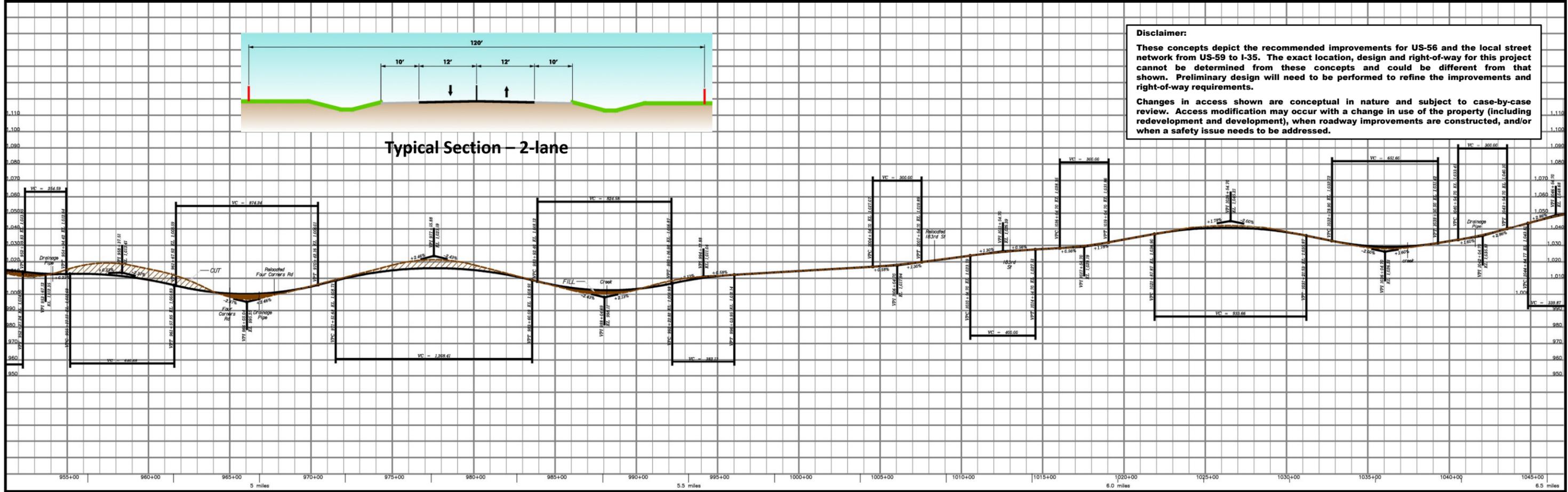
Description:
 Existing (upper) and Proposed (lower) Conditions



Exhibit 4-30
 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. For planning purposes, a future right-of-way envelope is shown here on the north-west side that is 120 feet from the existing roadway centerline. The BNSF railroad parallels US-56 in this segment. The current right-of-way width varies. The location of the roadway as well as the extent of right-of-way needs will be determined at a later stage.



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