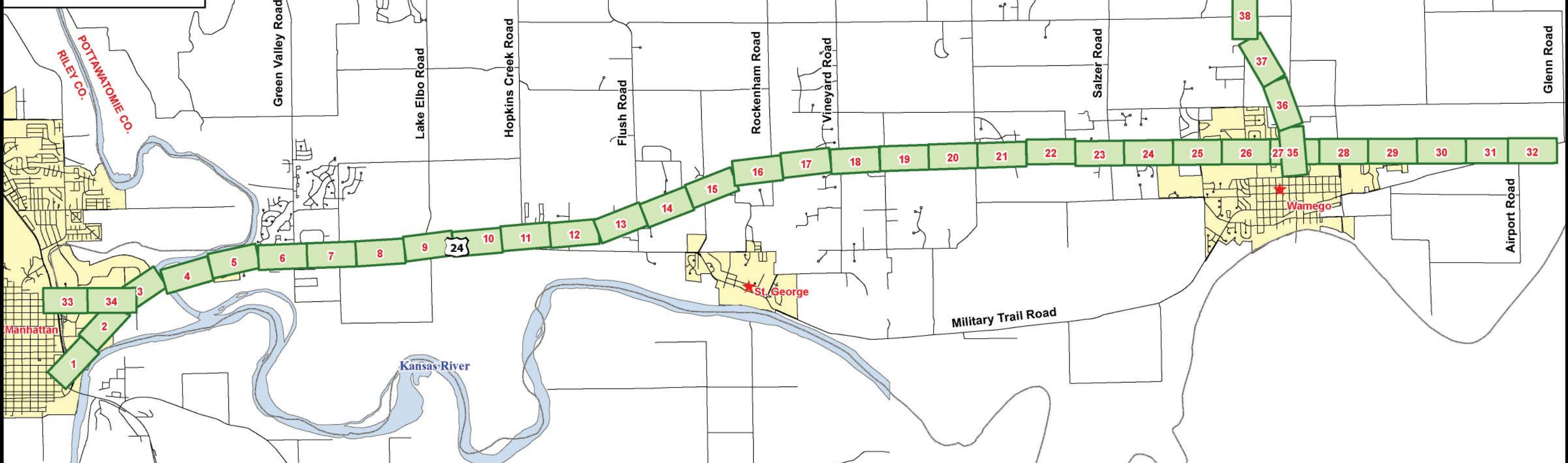


US 24 Plan Plates

Disclaimer: These concepts are current as of May 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.



Legend

 Sheet Grid Layout

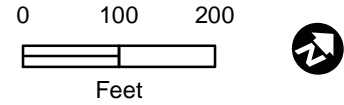


Completed by HWS, in association with: George Butler & Associates, Gould Evans, Richard Caplan & Associates and Stinson Morrison Hecker.

RECOMMENDED IMPROVEMENTS
Sheet Layout

US 24 Plan Plates

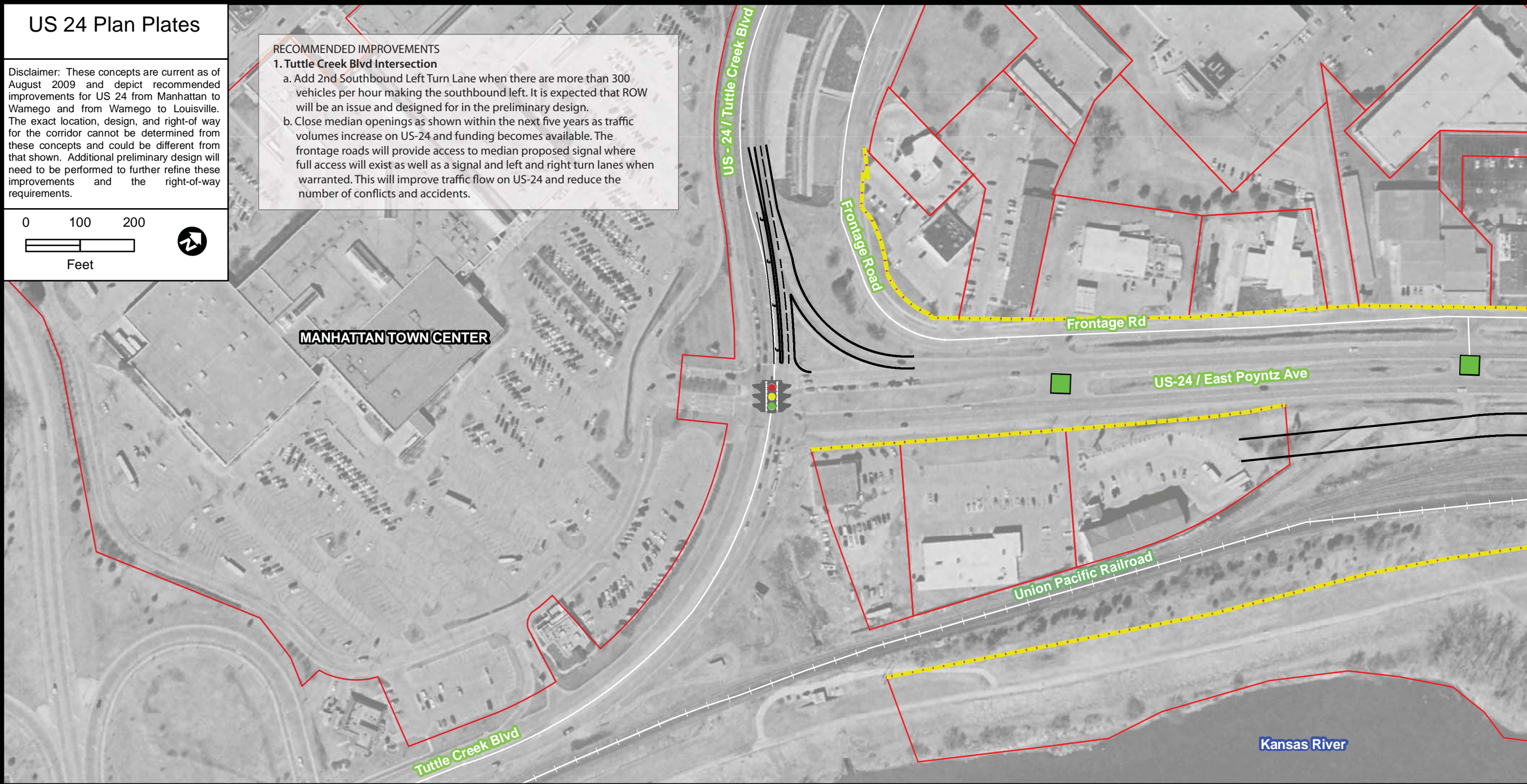
Disclaimer: These concepts are current as of August 2009 and depict recommended improvements for US 24 from Manhattan to Wamego and from Wamego to Louisville. The exact location, design, and right-of-way for the corridor cannot be determined from these concepts and could be different from that shown.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



RECOMMENDED IMPROVEMENTS

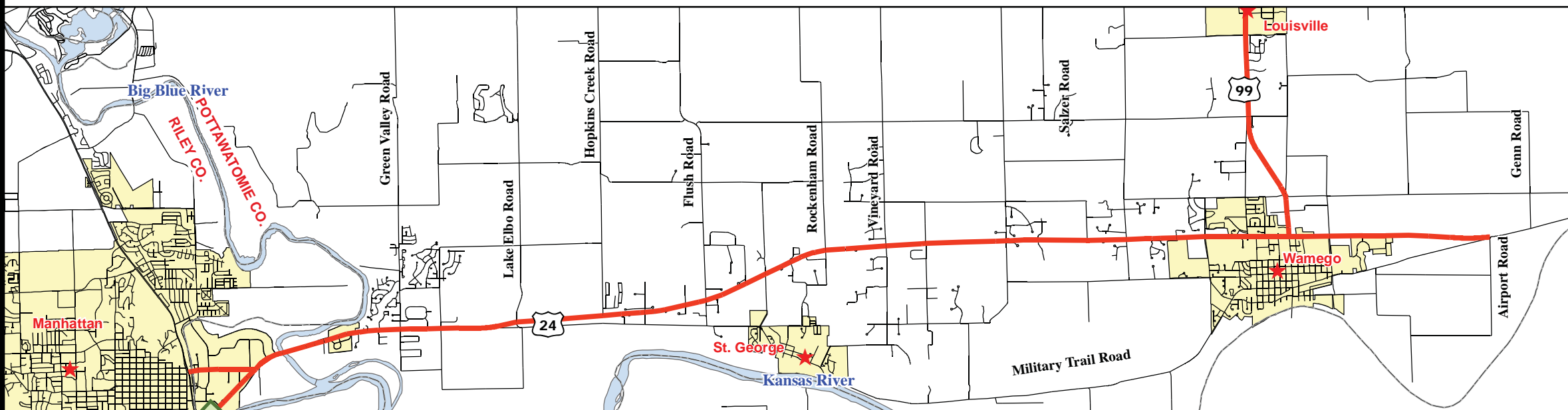
1. Tuttle Creek Blvd Intersection

- a. Add 2nd Southbound Left Turn Lane when there are more than 300 vehicles per hour making the southbound left. It is expected that ROW will be an issue and designed for in the preliminary design.
- b. Close median openings as shown within the next five years as traffic volumes increase on US-24 and funding becomes available. The frontage roads will provide access to median proposed signal where full access will exist as well as a signal and left and right turn lanes when warranted. This will improve traffic flow on US-24 and reduce the number of conflicts and accidents.



LEGEND

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



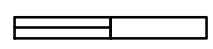
Completed by HWS, in association with: George Butler & Associates, Gould Evans, Richard Caplan & Associates and Stinson Morrison Hecker.

RECOMMENDED IMPROVEMENTS
Plate No. 1 of 40

US 24 Plan Plates

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0 100 200



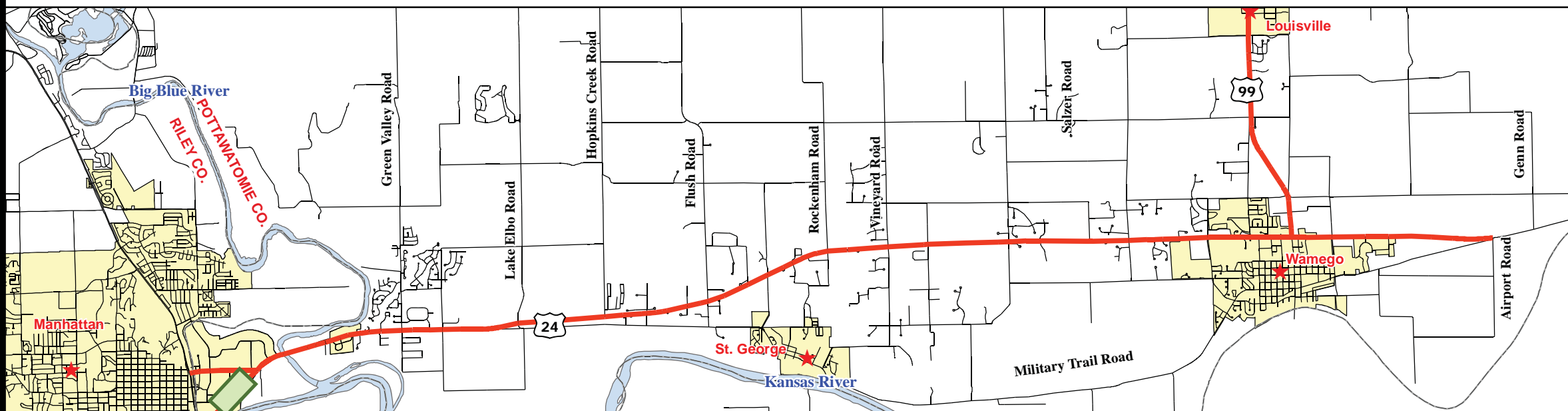
Feet



RECOMMENDED IMPROVEMENTS

1. Tuttle Creek Blvd to McCall Road

- a. Add frontage road on south side to provide access to median proposed signal where full access to US-24 is provided with a future signal when warranted.
- b. Close median openings as shown within the next five years as traffic volumes increase on US-24 and funding becomes available. The frontage roads will provide access to median proposed signal where full access will exist and have a signal and left and right turn lanes when warranted as well as full access at Enoch median opening. This will improve traffic flow and safety on US-24.
- c. Provide signal and right and left turn lanes at median proposed signal when warranted.
- d. Realign Enoch Drive to improve the angle of the intersection with US-24. Depending on availability of ROW.

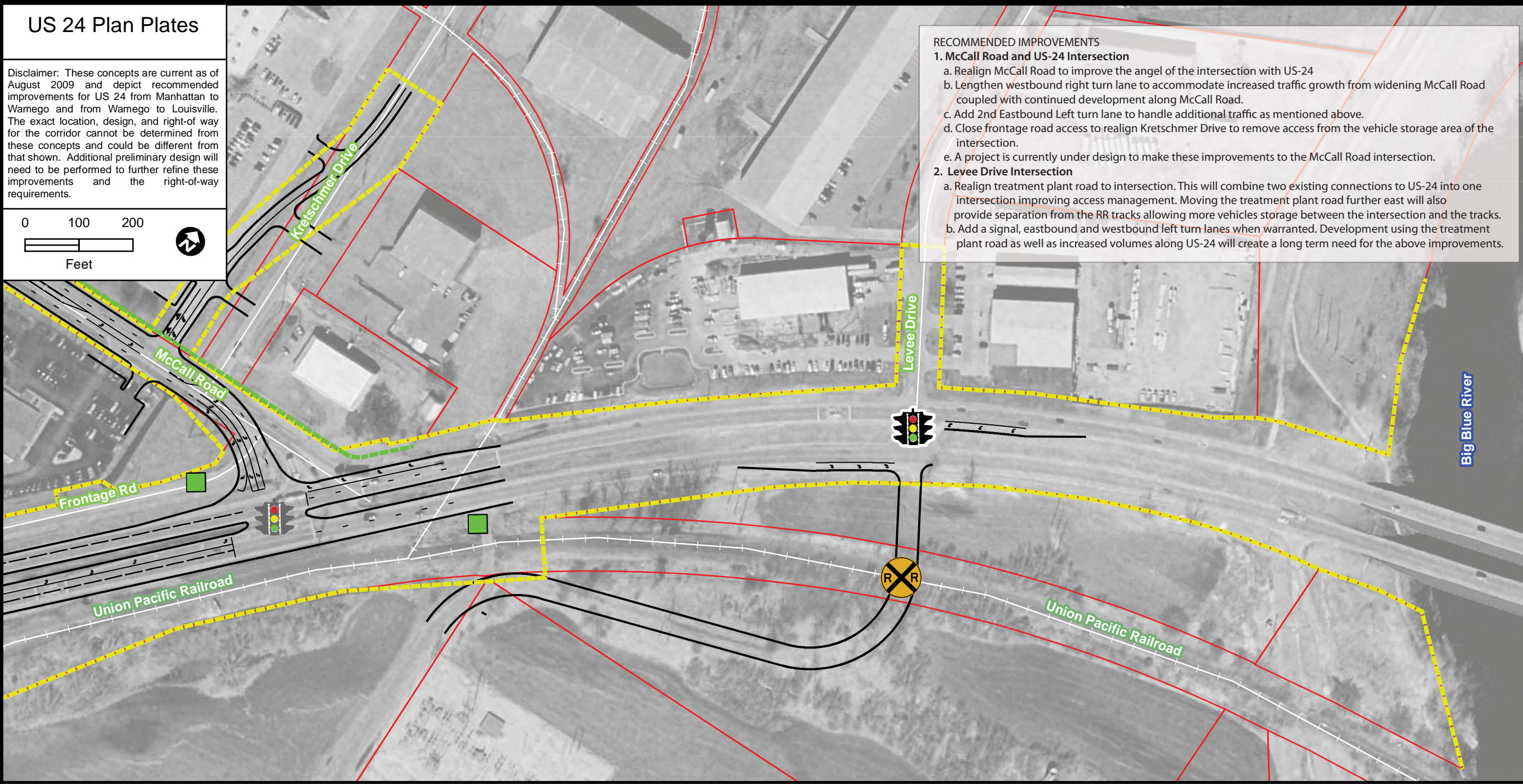
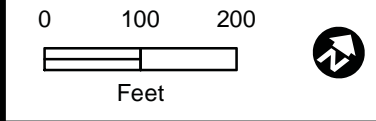


Completed by HWS, in association with: George Butler & Associates, Gould Evans, Richard Caplan & Associates and Stinson Morrison Hecker.

RECOMMENDED IMPROVEMENTS
Plate No. 2 of 40

US 24 Plan Plates

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RECOMMENDED IMPROVEMENTS

1. McCall Road and US-24 Intersection

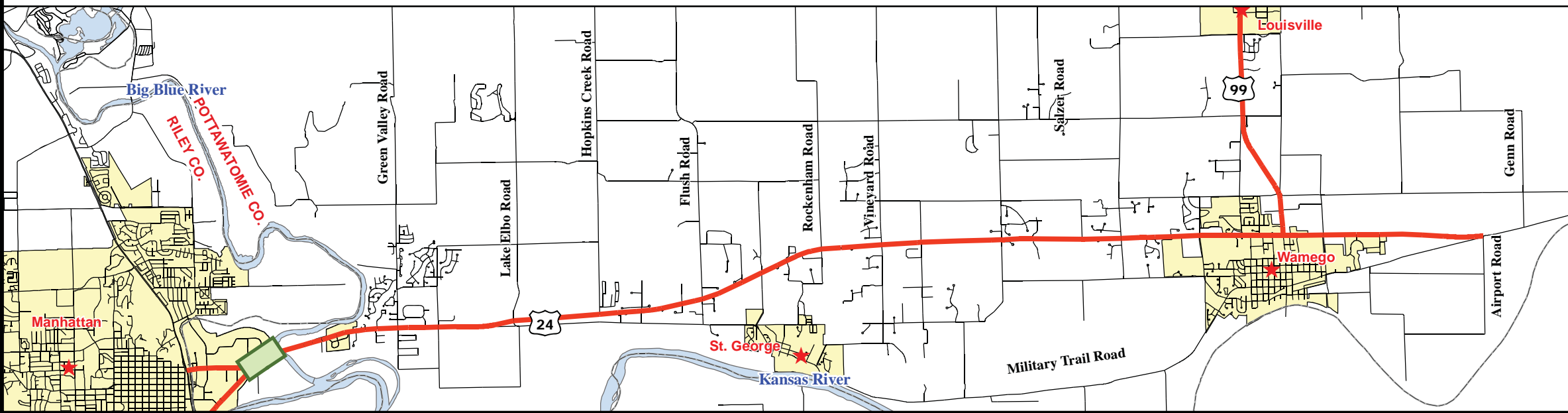
- Realign McCall Road to improve the angel of the intersection with US-24
- Lengthen westbound right turn lane to accommodate increased traffic growth from widening McCall Road coupled with continued development along McCall Road.
- Add 2nd Eastbound Left turn lane to handle additional traffic as mentioned above.
- Close frontage road access to realign Kretschmer Drive to remove access from the vehicle storage area of the intersection.
- A project is currently under design to make these improvements to the McCall Road intersection.

2. Levee Drive Intersection

- Realign treatment plant road to intersection. This will combine two existing connections to US-24 into one intersection improving access management. Moving the treatment plant road further east will also provide separation from the RR tracks allowing more vehicles storage between the intersection and the tracks.
- Add a signal, eastbound and westbound left turn lanes when warranted. Development using the treatment plant road as well as increased volumes along US-24 will create a long term need for the above improvements.

LEGEND

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

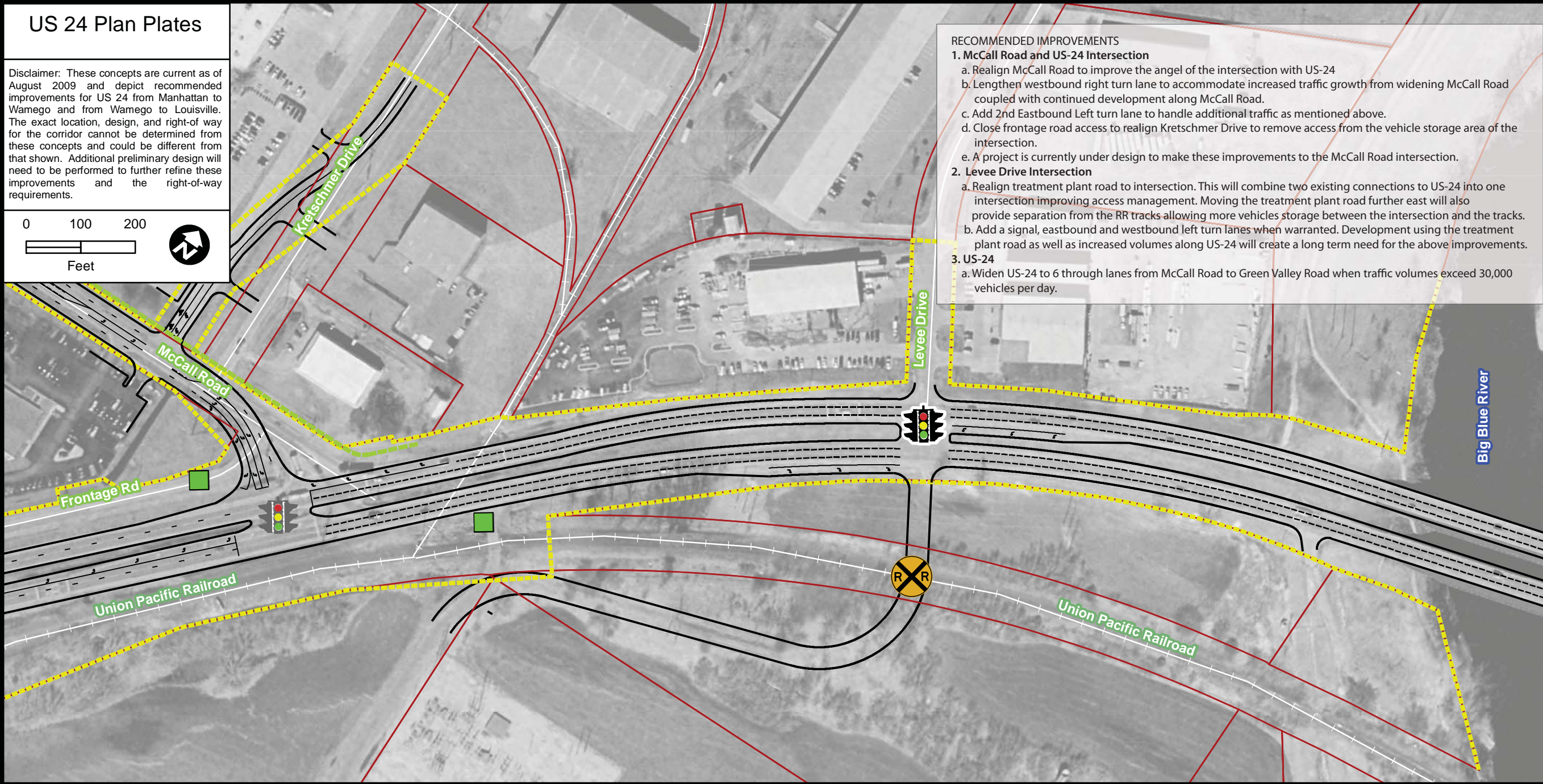
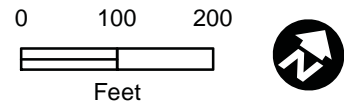


Completed by HWS, in association with: George Butler & Associates, Gould Evans, Richard Caplan & Associates and Stinson Morrison Hecker.

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

US 24 Plan Plates

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RECOMMENDED IMPROVEMENTS

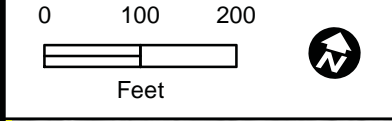
- 1. McCall Road and US-24 Intersection**
 - a. Realign McCall Road to improve the angle of the intersection with US-24
 - b. Lengthen westbound right turn lane to accommodate increased traffic growth from widening McCall Road coupled with continued development along McCall Road.
 - c. Add 2nd Eastbound Left turn lane to handle additional traffic as mentioned above.
 - d. Close frontage road access to realign Kretschmer Drive to remove access from the vehicle storage area of the intersection.
 - e. A project is currently under design to make these improvements to the McCall Road intersection.
- 2. Levee Drive Intersection**
 - a. Realign treatment plant road to intersection. This will combine two existing connections to US-24 into one intersection improving access management. Moving the treatment plant road further east will also provide separation from the RR tracks allowing more vehicles storage between the intersection and the tracks.
 - b. Add a signal, eastbound and westbound left turn lanes when warranted. Development using the treatment plant road as well as increased volumes along US-24 will create a long term need for the above improvements.
- 3. US-24**
 - a. Widen US-24 to 6 through lanes from McCall Road to Green Valley Road when traffic volumes exceed 30,000 vehicles per day.



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

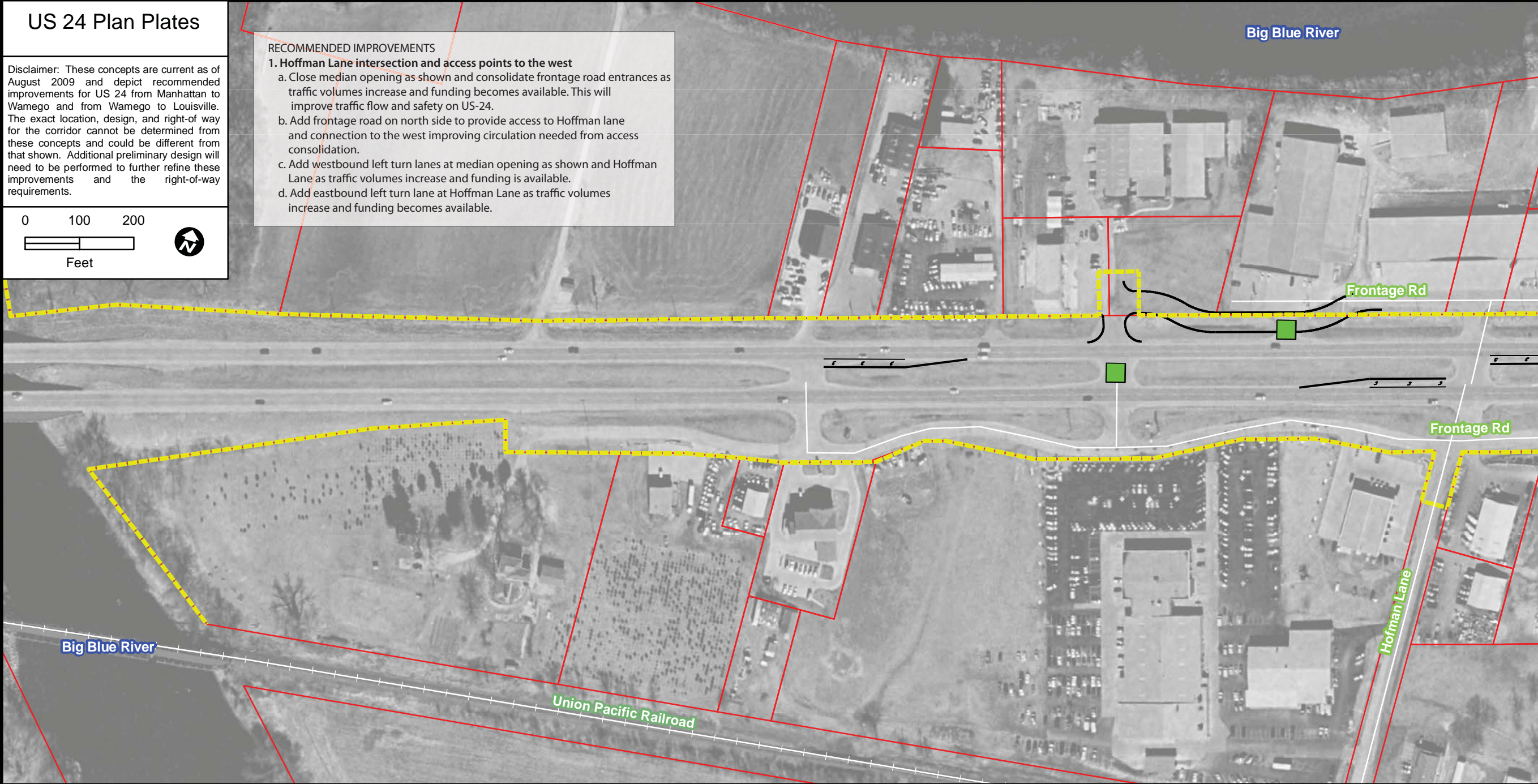
US 24 Plan Plates

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RECOMMENDED IMPROVEMENTS

1. Hoffman Lane intersection and access points to the west
 - a. Close median opening as shown and consolidate frontage road entrances as traffic volumes increase and funding becomes available. This will improve traffic flow and safety on US-24.
 - b. Add frontage road on north side to provide access to Hoffman lane and connection to the west improving circulation needed from access consolidation.
 - c. Add westbound left turn lanes at median opening as shown and Hoffman Lane as traffic volumes increase and funding is available.
 - d. Add eastbound left turn lane at Hoffman Lane as traffic volumes increase and funding becomes available.



LEGEND

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



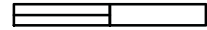
Completed by HWS, in association with: George Butler & Associates, Gould Evans, Richard Caplan & Associates and Stinson Morrison Hecker.

RECOMMENDED IMPROVEMENTS
Plate No. 4A of 40

US 24 Plan Plates

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0 100 200

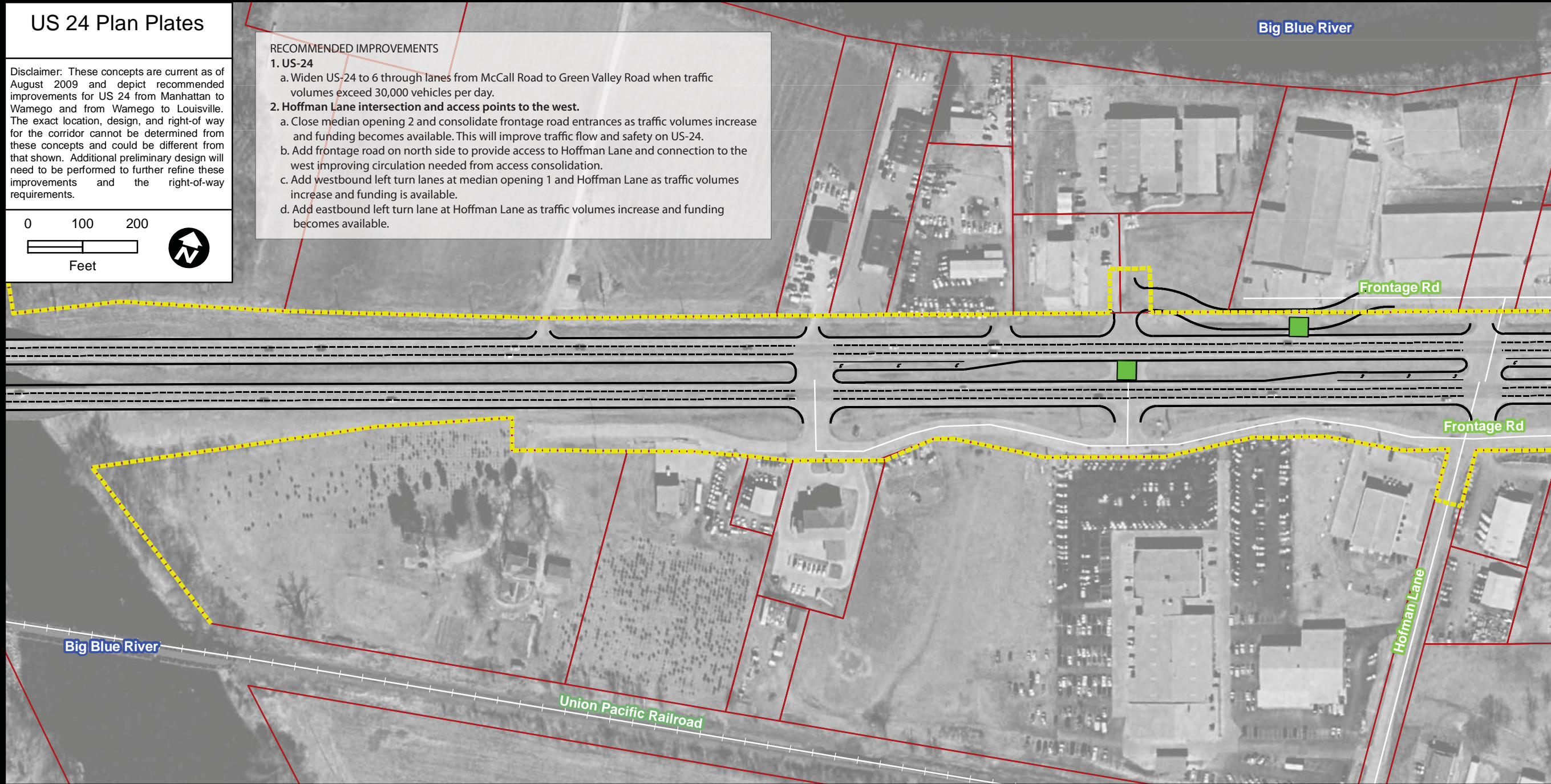


Feet



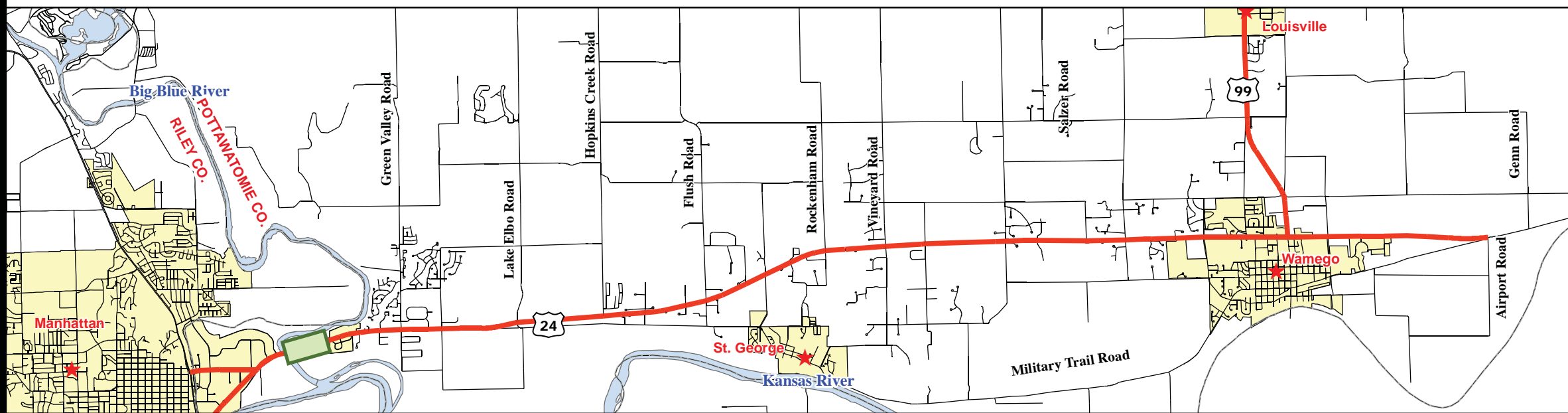
RECOMMENDED IMPROVEMENTS

1. **US-24**
 - a. Widen US-24 to 6 through lanes from McCall Road to Green Valley Road when traffic volumes exceed 30,000 vehicles per day.
2. **Hoffman Lane intersection and access points to the west.**
 - a. Close median opening 2 and consolidate frontage road entrances as traffic volumes increase and funding becomes available. This will improve traffic flow and safety on US-24.
 - b. Add frontage road on north side to provide access to Hoffman Lane and connection to the west improving circulation needed from access consolidation.
 - c. Add westbound left turn lanes at median opening 1 and Hoffman Lane as traffic volumes increase and funding is available.
 - d. Add eastbound left turn lane at Hoffman Lane as traffic volumes increase and funding becomes available.



LEGEND

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

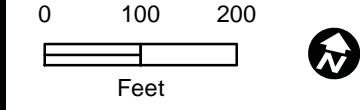


Completed by HWS, in association with: George Butler & Associates, Gould Evans, Richard Caplan & Associates and Stinson Morrison Hecker.

RECOMMENDED IMPROVEMENTS
Plate No. 4B of 40

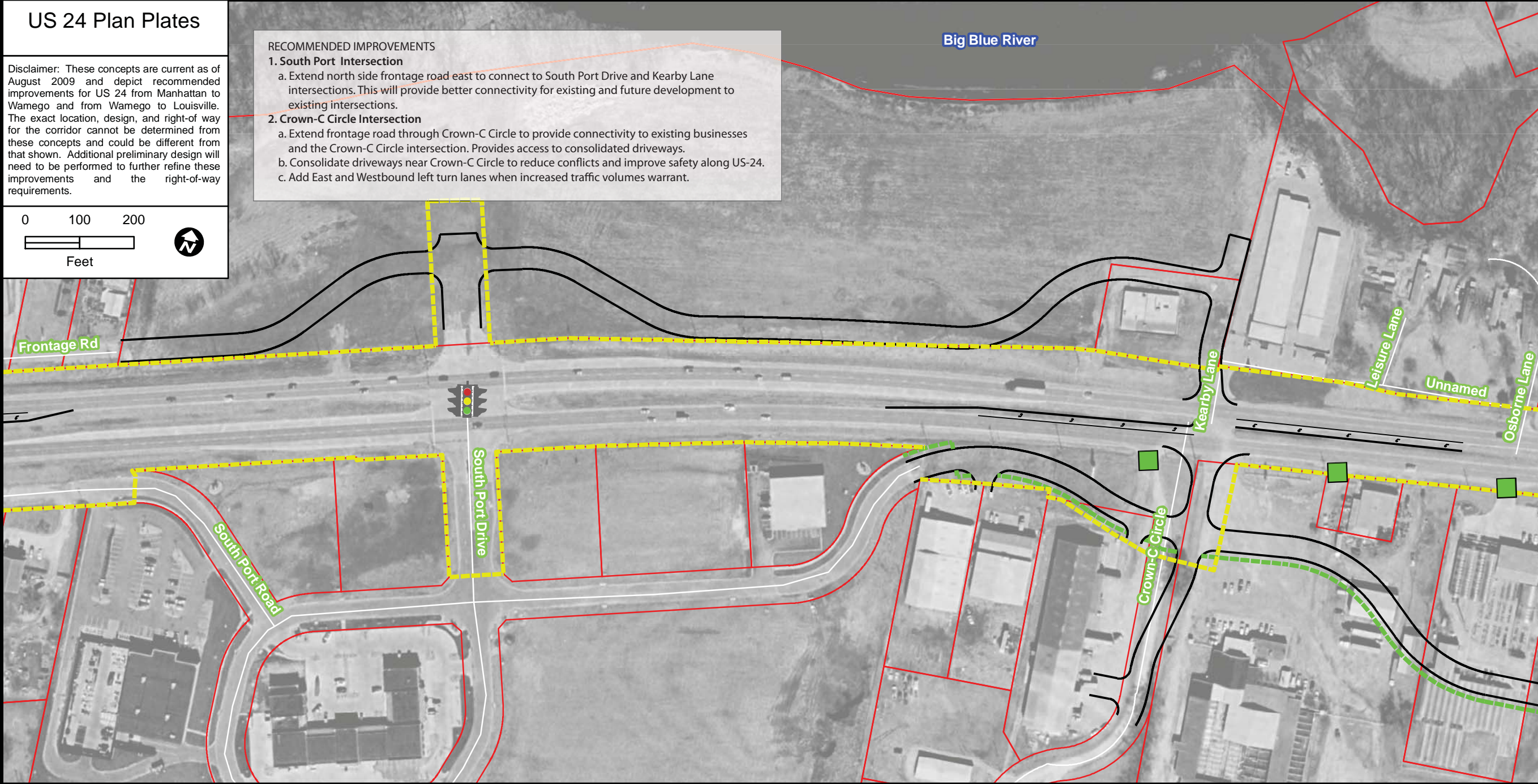
US 24 Plan Plates

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RECOMMENDED IMPROVEMENTS

- 1. South Port Intersection**
 - a. Extend north side frontage road east to connect to South Port Drive and Kearby Lane intersections. This will provide better connectivity for existing and future development to existing intersections.
- 2. Crown-C Circle Intersection**
 - a. Extend frontage road through Crown-C Circle to provide connectivity to existing businesses and the Crown-C Circle intersection. Provides access to consolidated driveways.
 - b. Consolidate driveways near Crown-C Circle to reduce conflicts and improve safety along US-24.
 - c. Add East and Westbound left turn lanes when increased traffic volumes warrant.



LEGEND

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

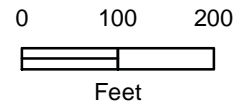


Completed by HWS, in association with: George Butler & Associates, Gould Evans, Richard Caplan & Associates and Stinson Morrison Hecker.

RECOMMENDED IMPROVEMENTS
Plate No. 5A of 40

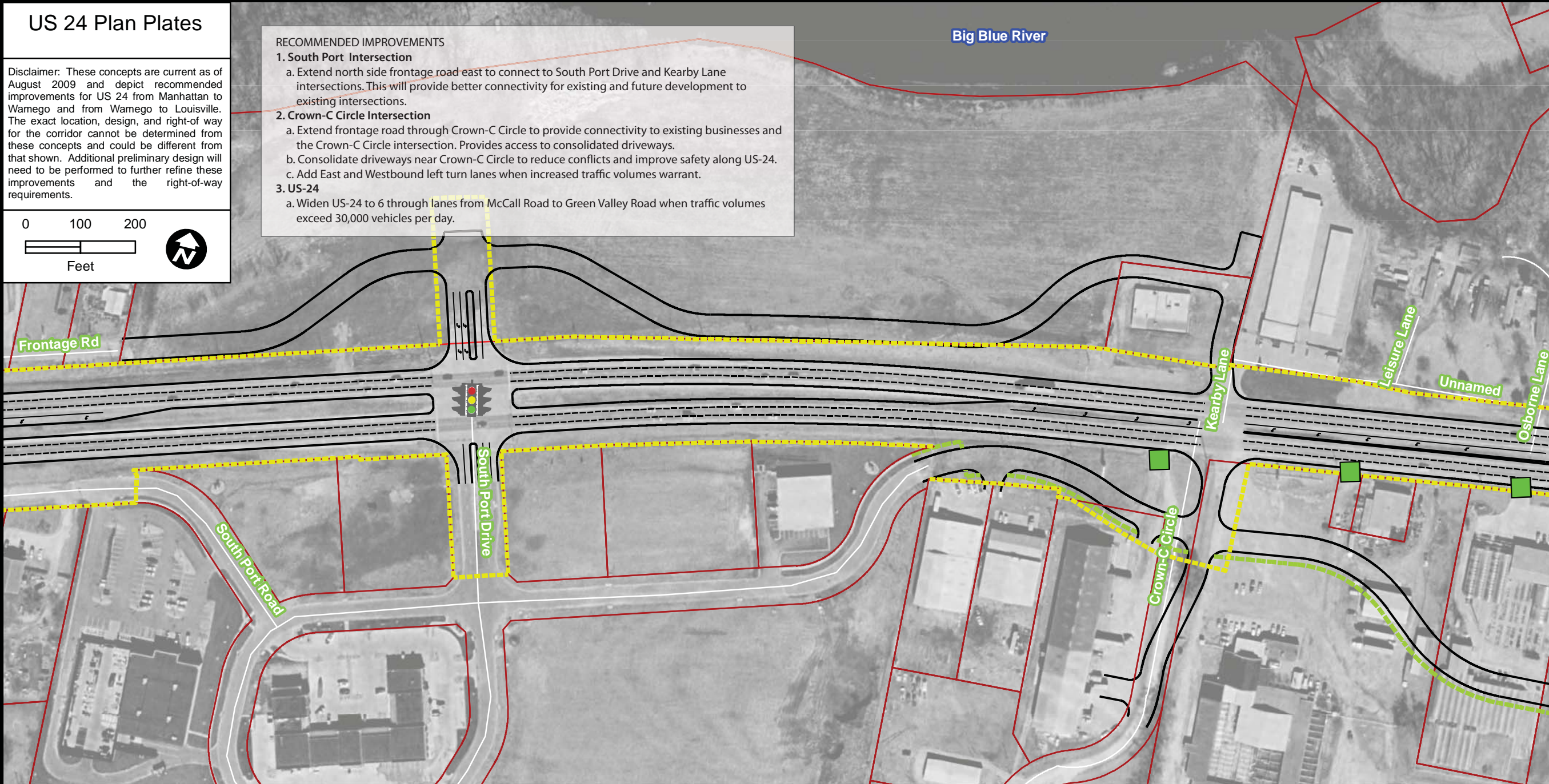
US 24 Plan Plates

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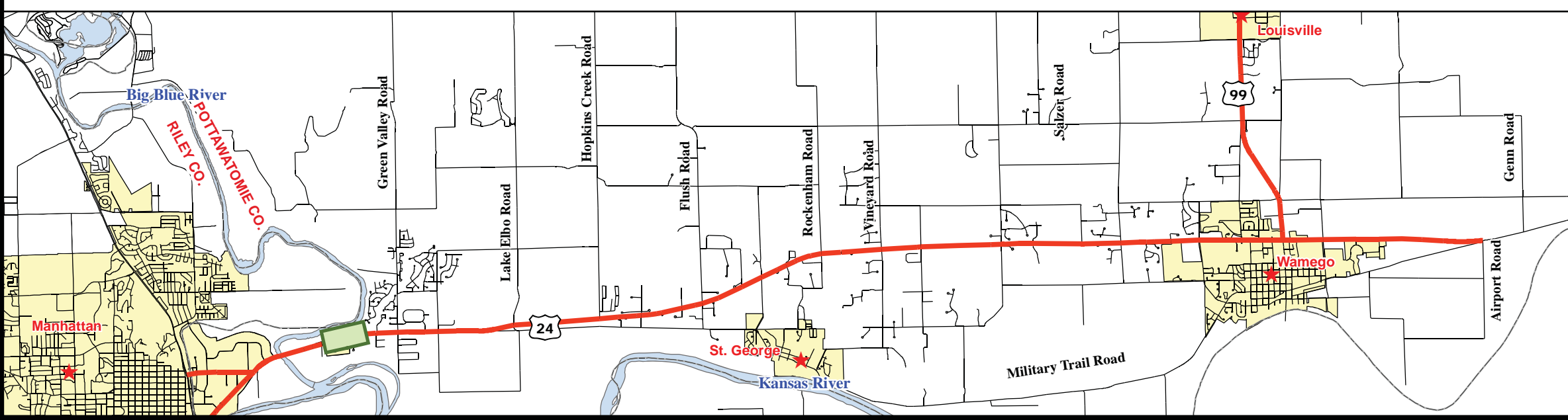
RECOMMENDED IMPROVEMENTS

- 1. South Port Intersection**
 - a. Extend north side frontage road east to connect to South Port Drive and Kearby Lane intersections. This will provide better connectivity for existing and future development to existing intersections.
- 2. Crown-C Circle Intersection**
 - a. Extend frontage road through Crown-C Circle to provide connectivity to existing businesses and the Crown-C Circle intersection. Provides access to consolidated driveways.
 - b. Consolidate driveways near Crown-C Circle to reduce conflicts and improve safety along US-24.
 - c. Add East and Westbound left turn lanes when increased traffic volumes warrant.
- 3. US-24**
 - a. Widen US-24 to 6 through lanes from McCall Road to Green Valley Road when traffic volumes exceed 30,000 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

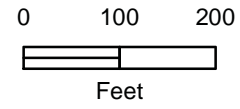
Corridor Management Plan

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

RECOMMENDED IMPROVEMENTS
Plate No. 5B of 40

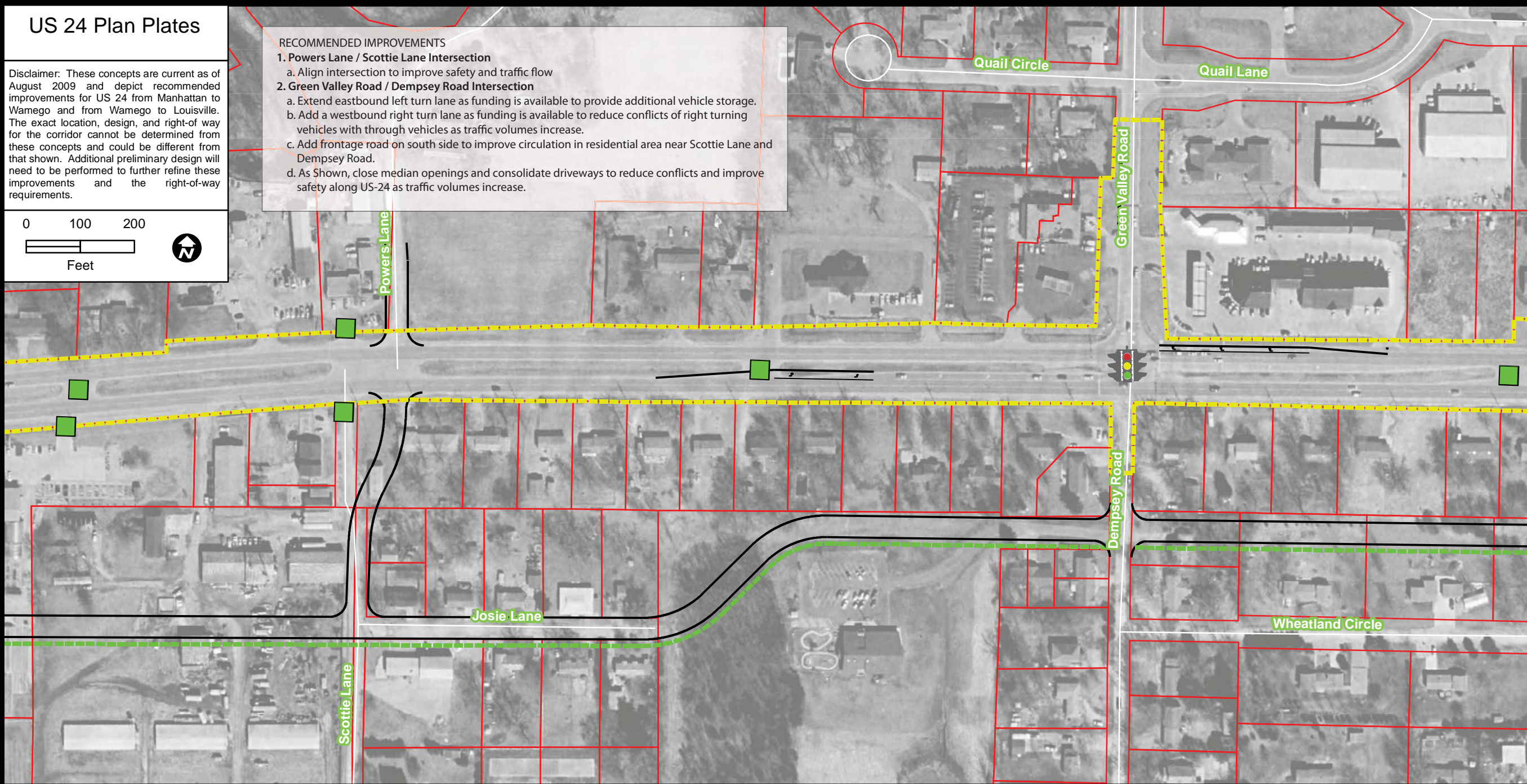
US 24 Plan Plates

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RECOMMENDED IMPROVEMENTS

1. Powers Lane / Scottie Lane Intersection
 - a. Align intersection to improve safety and traffic flow
2. Green Valley Road / Dempsey Road Intersection
 - a. Extend eastbound left turn lane as funding is available to provide additional vehicle storage.
 - b. Add a westbound right turn lane as funding is available to reduce conflicts of right turning vehicles with through vehicles as traffic volumes increase.
 - c. Add frontage road on south side to improve circulation in residential area near Scottie Lane and Dempsey Road.
 - d. As Shown, close median openings and consolidate driveways to reduce conflicts and improve safety along US-24 as traffic volumes increase.



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

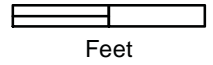
Completed by HWS, in association with: George Butler & Associates, Gould Evans, Richard Caplan & Associates and Stinson Morrison Hecker.

RECOMMENDED IMPROVEMENTS
Plate No. 6A of 40

US 24 Plan Plates

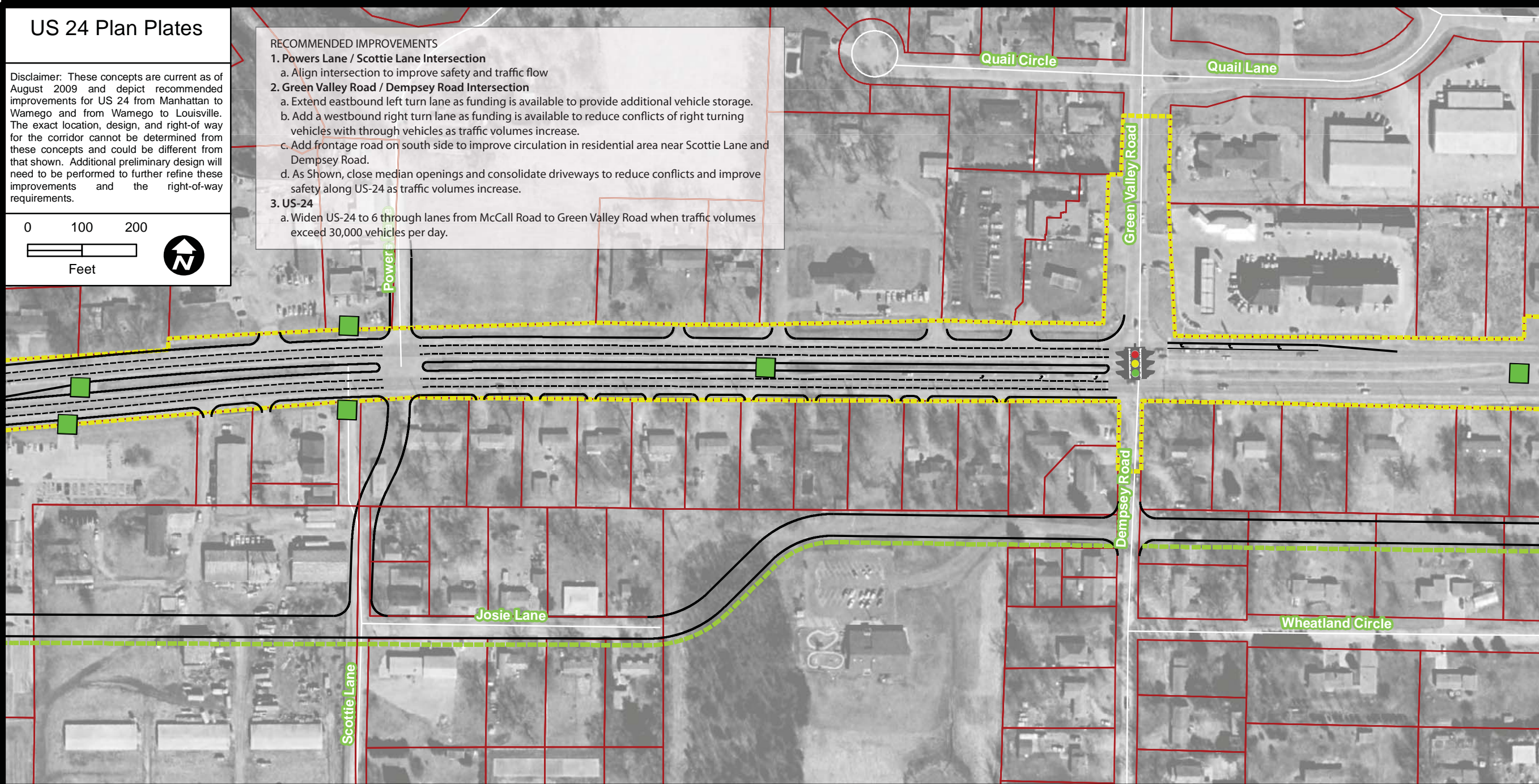
Disclaimer: These concepts are current as of August 2009 and depict recommended improvements for US 24 from Manhattan to Louisville. The exact location, design, and right-of-way for the corridor cannot be determined from these concepts and could be different from that shown. Additional preliminary design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

0 100 200



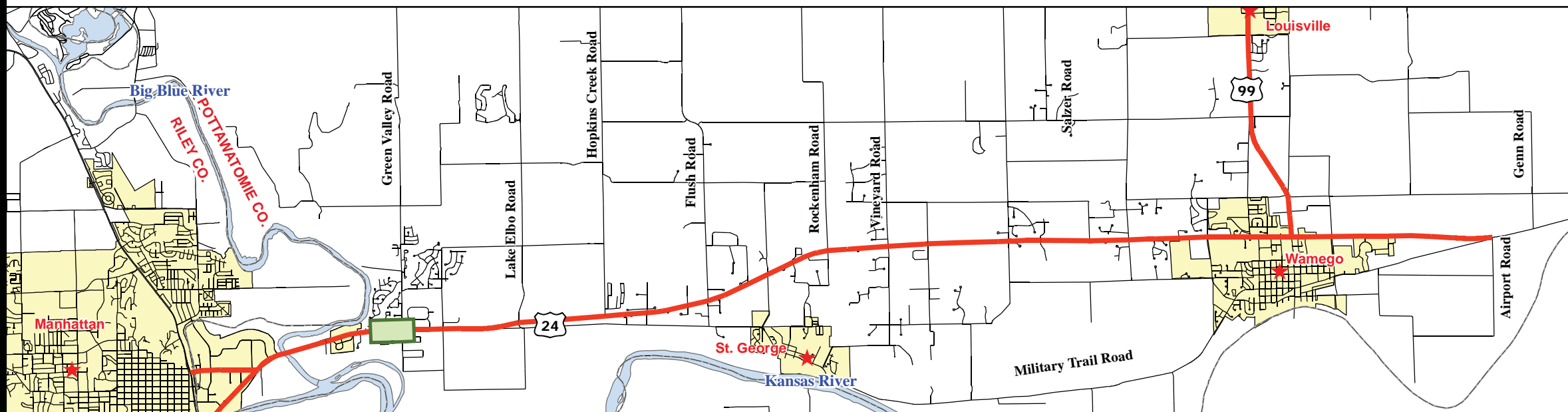
RECOMMENDED IMPROVEMENTS

1. Powers Lane / Scottie Lane Intersection
 - a. Align intersection to improve safety and traffic flow
2. Green Valley Road / Dempsey Road Intersection
 - a. Extend eastbound left turn lane as funding is available to provide additional vehicle storage.
 - b. Add a westbound right turn lane as funding is available to reduce conflicts of right turning vehicles with through vehicles as traffic volumes increase.
 - c. Add frontage road on south side to improve circulation in residential area near Scottie Lane and Dempsey Road.
 - d. As Shown, close median openings and consolidate driveways to reduce conflicts and improve safety along US-24 as traffic volumes increase.
3. US-24
 - a. Widen US-24 to 6 through lanes from McCall Road to Green Valley Road when traffic volumes exceed 30,000 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

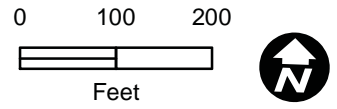
Corridor Management Plan

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

RECOMMENDED IMPROVEMENTS
Plate No. 6B of 40

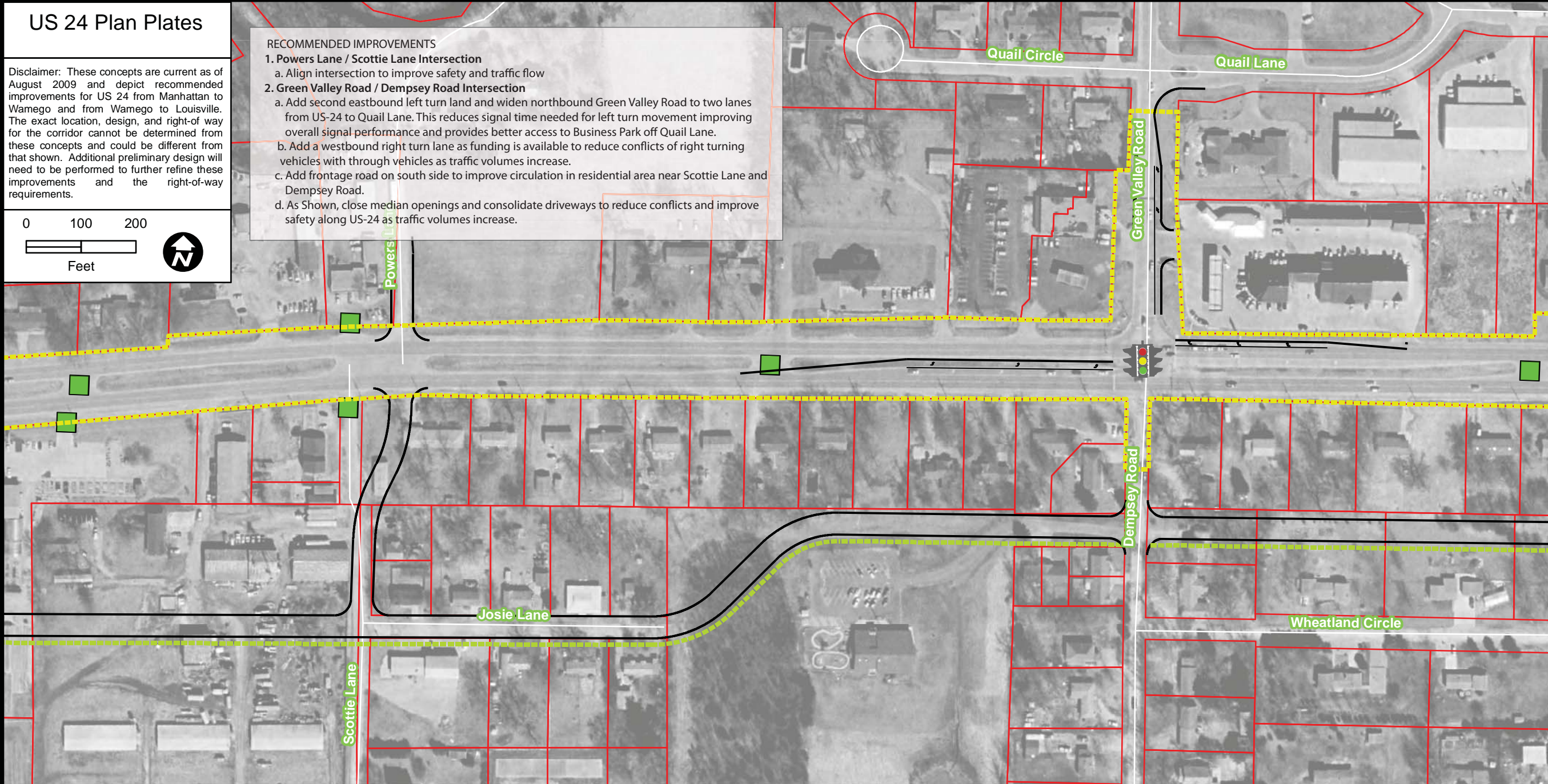
US 24 Plan Plates

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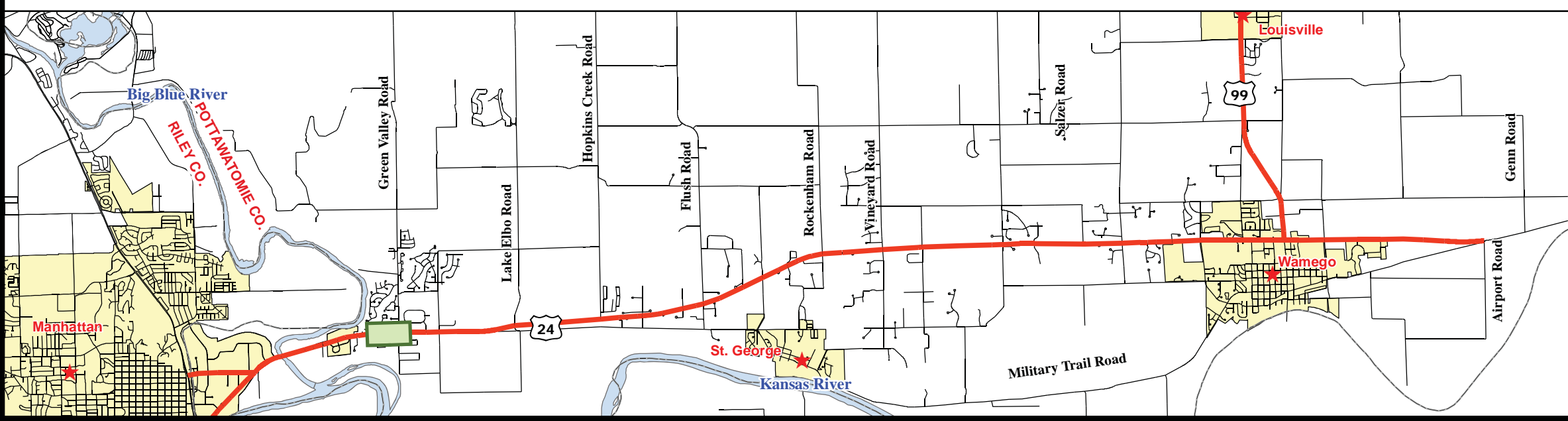
RECOMMENDED IMPROVEMENTS

1. Powers Lane / Scottie Lane Intersection
 - a. Align intersection to improve safety and traffic flow
2. Green Valley Road / Dempsey Road Intersection
 - a. Add second eastbound left turn lane and widen northbound Green Valley Road to two lanes from US-24 to Quail Lane. This reduces signal time needed for left turn movement improving overall signal performance and provides better access to Business Park off Quail Lane.
 - b. Add a westbound right turn lane as funding is available to reduce conflicts of right turning vehicles with through vehicles as traffic volumes increase.
 - c. Add frontage road on south side to improve circulation in residential area near Scottie Lane and Dempsey Road.
 - d. As Shown, close median openings and consolidate driveways to reduce conflicts and improve safety along US-24 as traffic volumes increase.



LEGEND

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



US-24

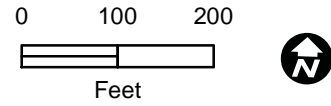
Corridor Management Plan

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

RECOMMENDED IMPROVEMENTS
Plate No. 6C of 40

US 24 Plan Plates

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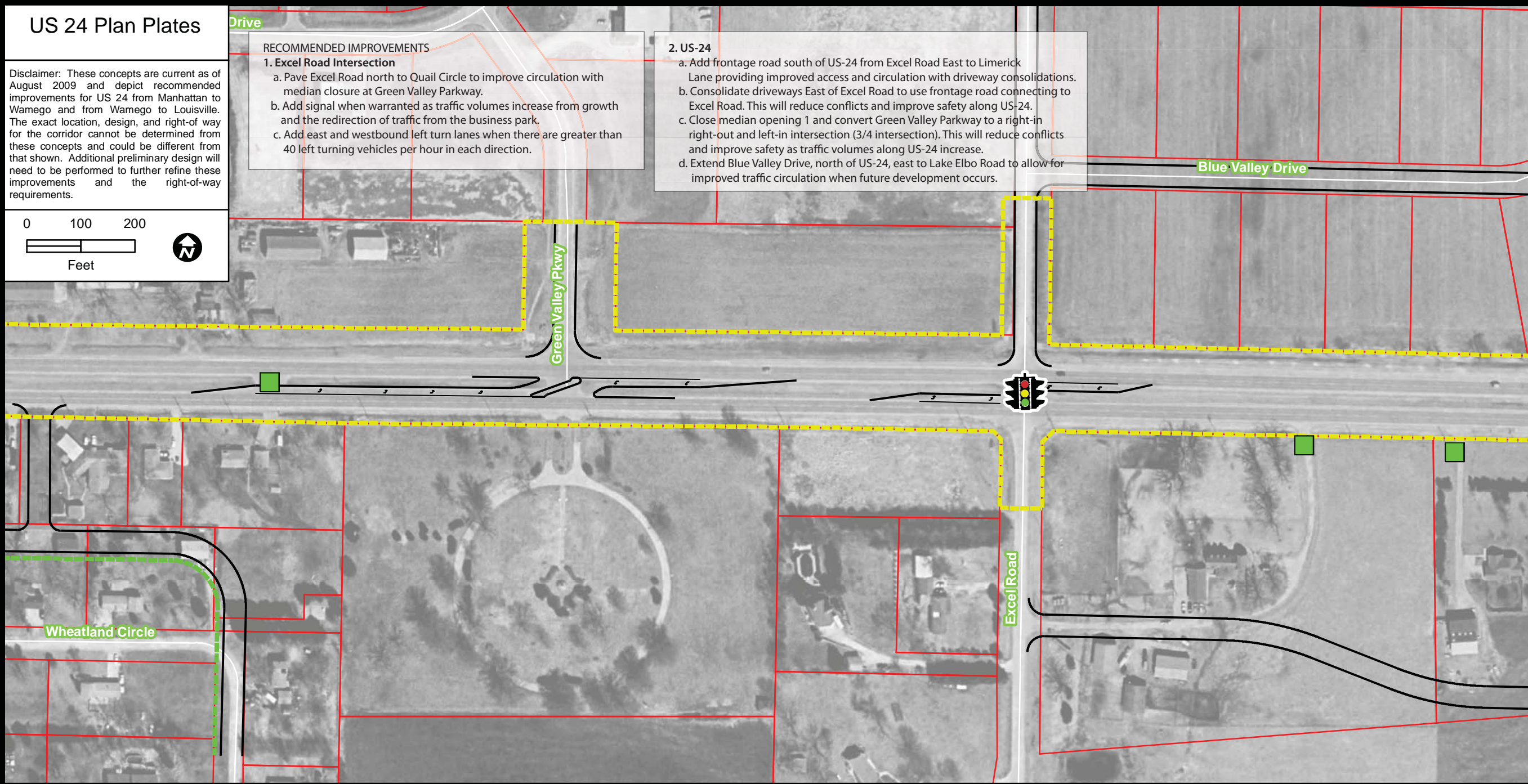
RECOMMENDED IMPROVEMENTS

1. Excel Road Intersection

- Pave Excel Road north to Quail Circle to improve circulation with median closure at Green Valley Parkway.
- Add signal when warranted as traffic volumes increase from growth and the redirection of traffic from the business park.
- Add east and westbound left turn lanes when there are greater than 40 left turning vehicles per hour in each direction.

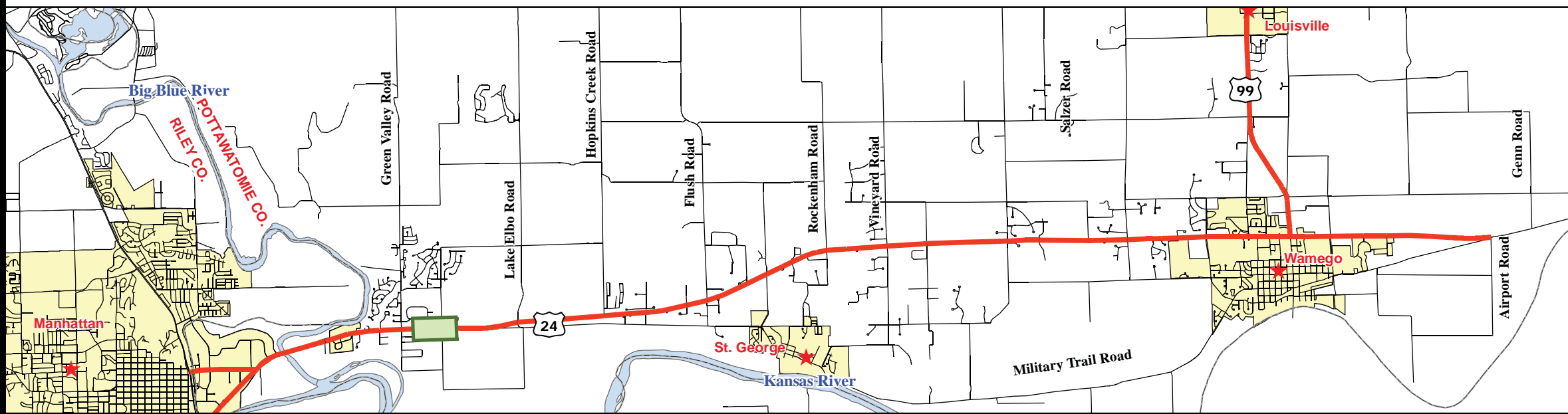
2. US-24

- Add frontage road south of US-24 from Excel Road East to Limerick Lane providing improved access and circulation with driveway consolidations.
- Consolidate driveways East of Excel Road to use frontage road connecting to Excel Road. This will reduce conflicts and improve safety along US-24.
- Close median opening 1 and convert Green Valley Parkway to a right-in right-out and left-in intersection (3/4 intersection). This will reduce conflicts and improve safety as traffic volumes along US-24 increase.
- Extend Blue Valley Drive, north of US-24, east to Lake Elbo Road to allow for improved traffic circulation when future development occurs.



LEGEND

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

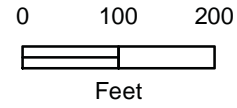


Completed by HWS, in association with: George Butler & Associates, Gould Evans, Richard Caplan & Associates and Stinson Morrison Hecker.

RECOMMENDED IMPROVEMENTS
Plate No. 7 of 40

US 24 Plan Plates

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RECOMMENDED IMPROVEMENTS

1. US-24

- a. Continue frontage road south of US-24 from Excel Road to Limerick Lane and Blue Valley Drive, north of US-24, east to Lake Elbo Road to provide improved circulation and access control with driveway consolidations.
- b. Close medians and consolidate connections to US-24 to reduce conflicts and improve safety as traffic volumes increase 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

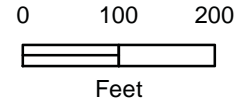


Completed by HWS, in association with: George Butler & Associates, Gould Evans, Richard Caplan & Associates and Stinson Morrison Hecker.

RECOMMENDED IMPROVEMENTS
Plate No. 8 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

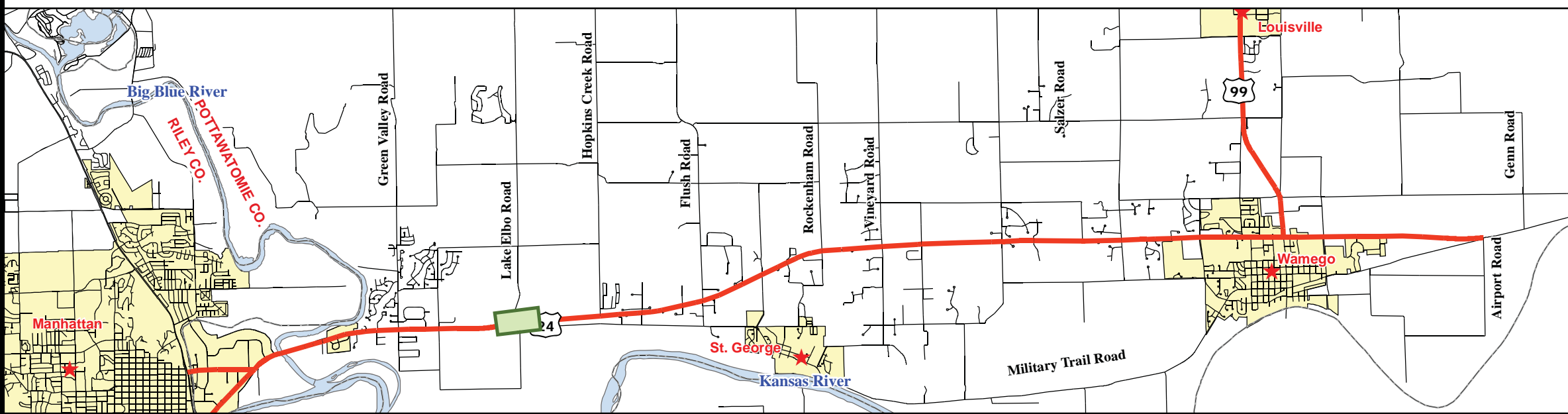
1. Lake Elbo Road / Military Trail Intersection (Without Marlatt Extension)

- a. Widen south leg and add pavement markings for an exclusive left turn lane. Additionally, add an exclusive right turn lane on the north leg and a westbound acceleration lane on US-24. These improvements will accommodate the projected increase in traffic and improve the ability for smoother merging with higher speed traffic 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

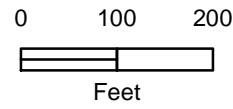


Completed by HWS, in association with: George Butler & Associates, Gould Evans, Richard Caplan & Associates and Stinson Morrison Hecker.

RECOMMENDED IMPROVEMENTS
Plate No. 9A of 40

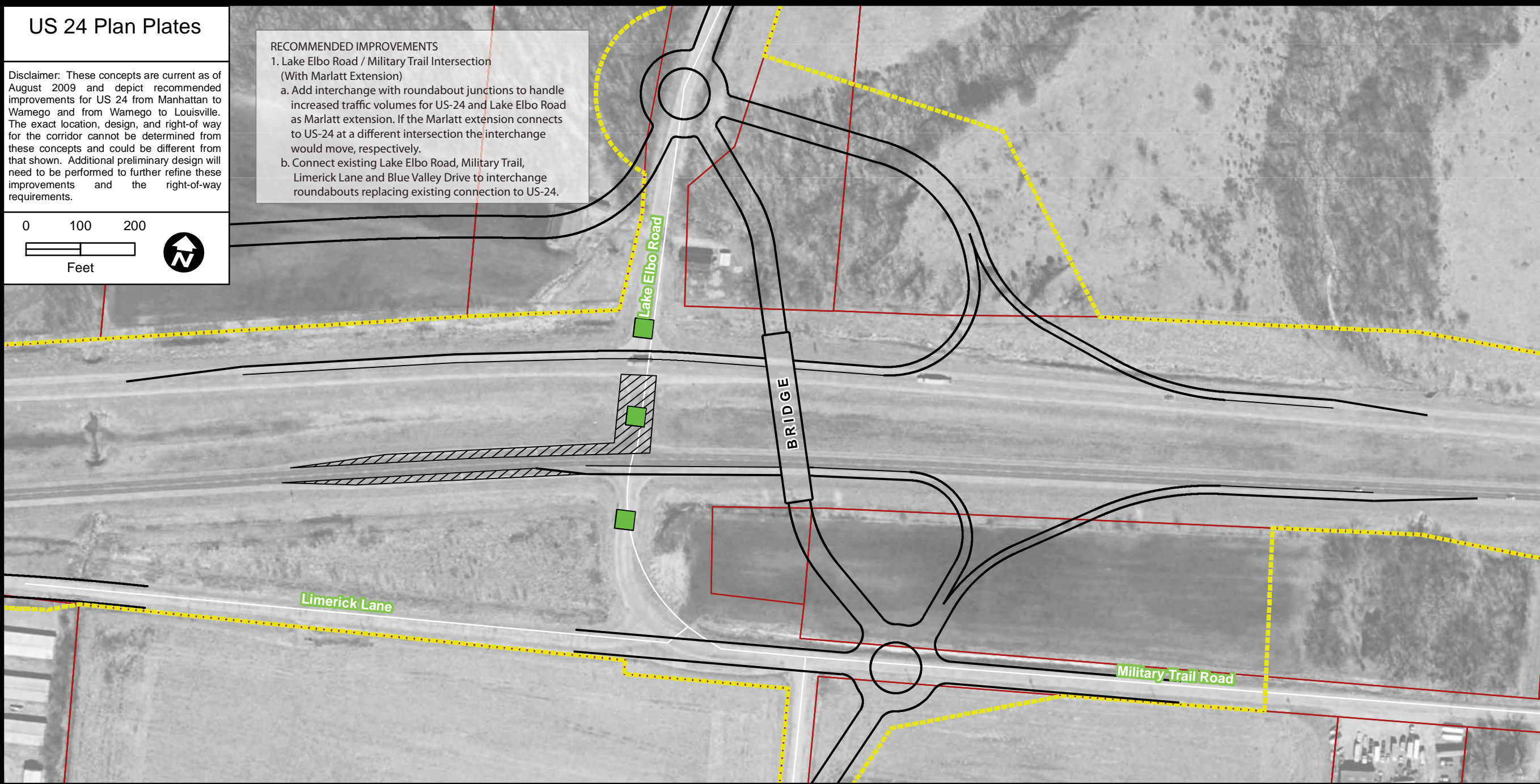
US 24 Plan Plates

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RECOMMENDED IMPROVEMENTS

1. Lake Elbo Road / Military Trail Intersection (With Marlatt Extension)
 - a. Add interchange with roundabout junctions to handle increased traffic volumes for US-24 and Lake Elbo Road as Marlatt extension. If the Marlatt extension connects to US-24 at a different intersection the interchange would move, respectively.
 - b. Connect existing Lake Elbo Road, Military Trail, Limerick Lane and Blue Valley Drive to interchange roundabouts replacing existing connection to 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

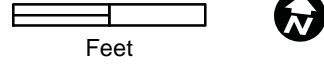
HWS GouldEvans RCA
GBA STINSON MORRISON HECKER

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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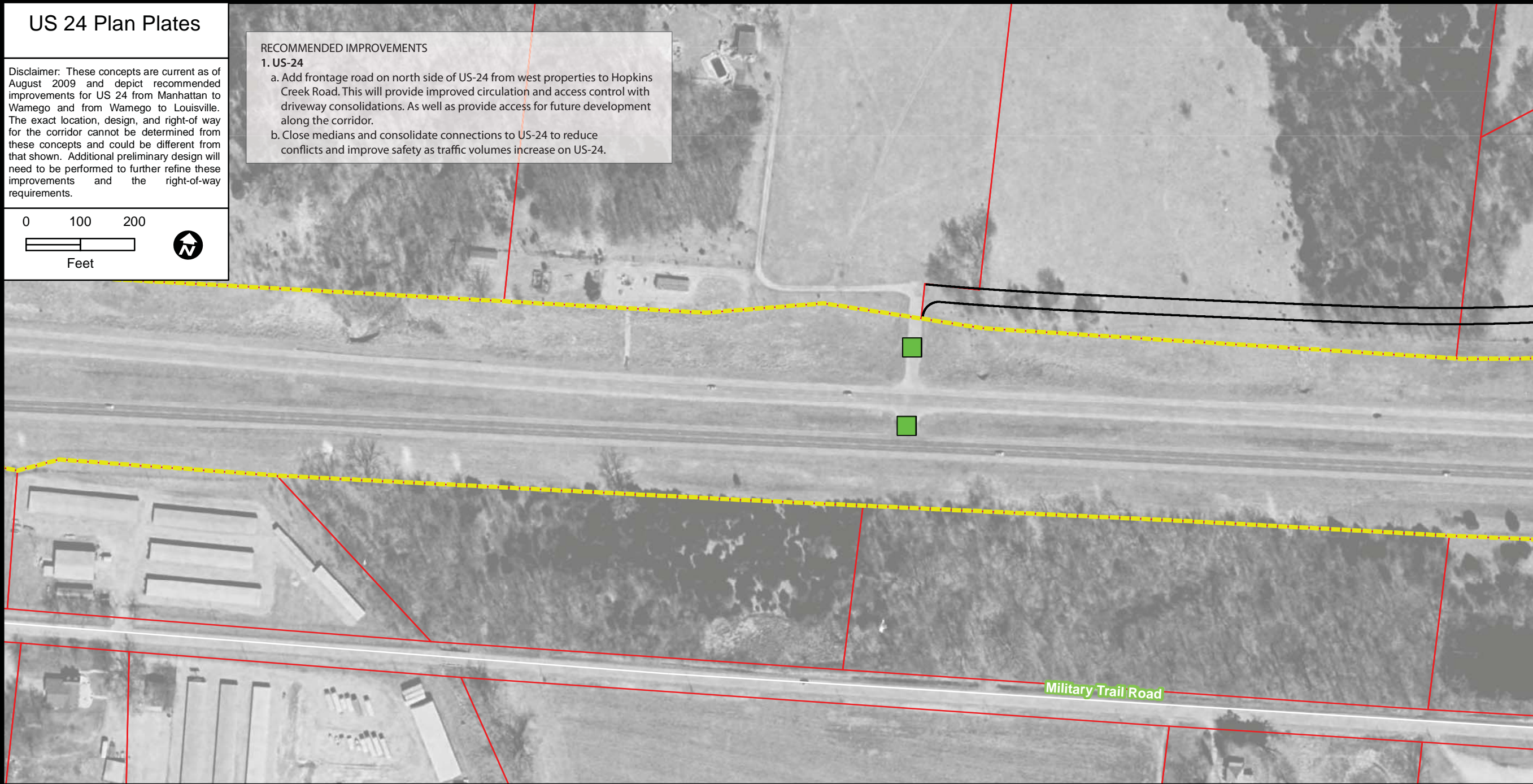
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RECOMMENDED IMPROVEMENTS

1. US-24

- a. Add frontage road on north side of US-24 from west properties to Hopkins Creek Road. This will provide improved circulation and access control with driveway consolidations. As well as provide access for future development along the corridor.
- b. Close medians and consolidate connections to US-24 to reduce conflicts and improve safety as traffic volumes increase 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

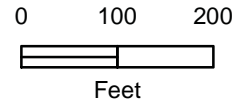


Completed by HWS, in association with: George Butler & Associates, Gould Evans, Richard Caplan & Associates and Stinson Morrison Hecker.

RECOMMENDED IMPROVEMENTS
Plate No. 10 of 40

US 24 Plan Plates

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RECOMMENDED IMPROVEMENTS

1. US-24

- a. Add frontage road on north side of US-24 from west properties to Hopkins Creek Road. Connect frontage road from Walnut Drive to Vesper Circle and extend Vesper Circle frontage road east to Hodges Lane. This will provide improved circulation and access control with driveway consolidations. As well as provide access for future development along the corridor.



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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GBA STINSON MORRISON HECKER

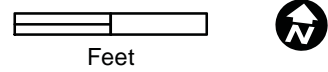
Completed by HWS, in association with: George Butler & Associates, Gould Evans, Richard Caplan & Associates and Stinson Morrison Hecker.

RECOMMENDED IMPROVEMENTS
Plate No. 11 of 40

US 24 Plan Plates

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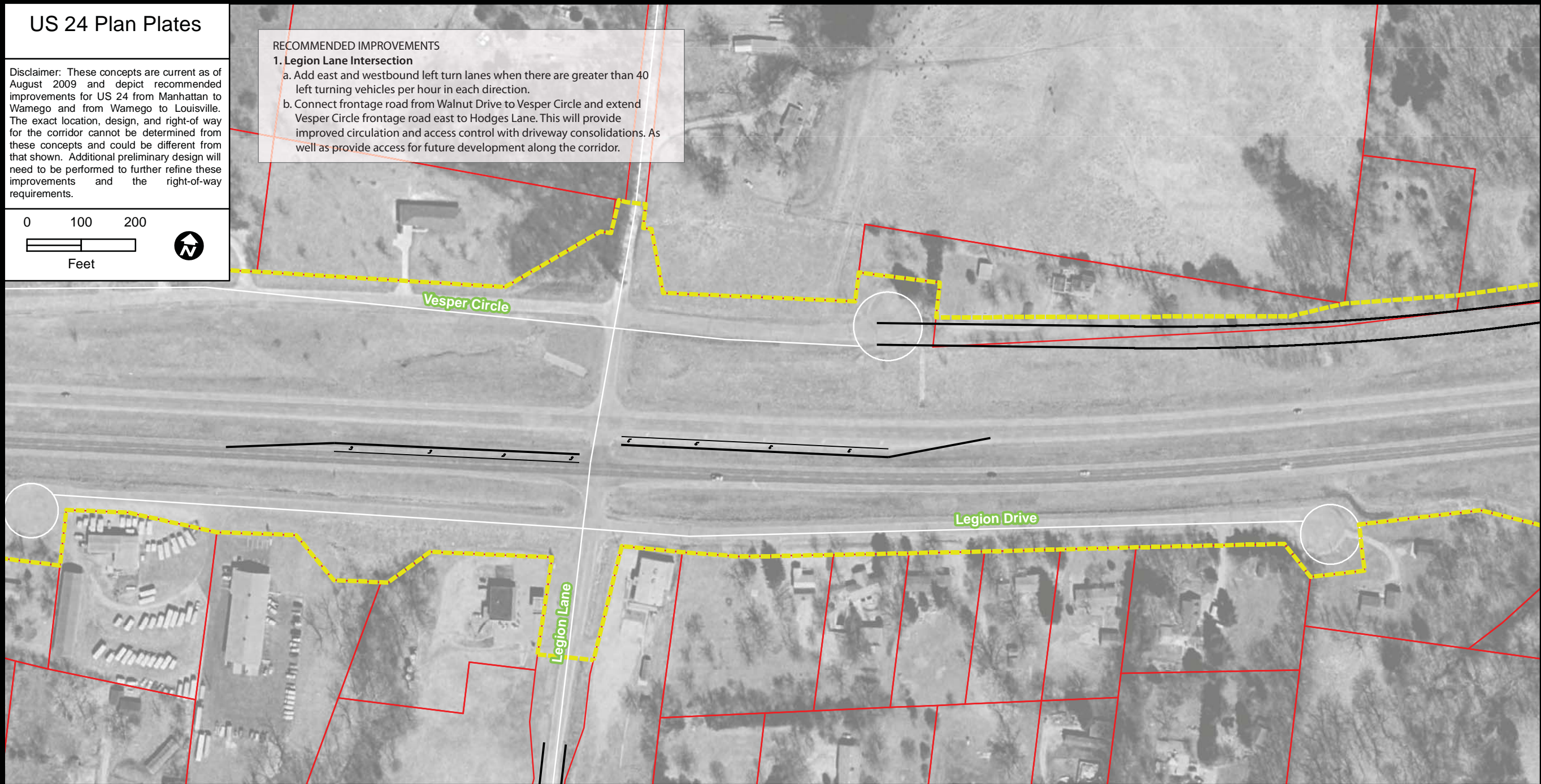
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RECOMMENDED IMPROVEMENTS

1. Legion Lane Intersection

- a. Add east and westbound left turn lanes when there are greater than 40 left turning vehicles per hour in each direction.
- b. Connect frontage road from Walnut Drive to Vesper Circle and extend Vesper Circle frontage road east to Hodges Lane. This will provide improved circulation and access control with driveway consolidations. As well as provide access for future development along the corridor.



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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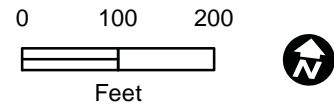
RECOMMENDED IMPROVEMENTS
Plate No. 12 of 40

US 24 Plan Plates

Disclaimer: These concepts are current as of August 2009 and depict recommended improvements for US 24 from Manhattan to 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.

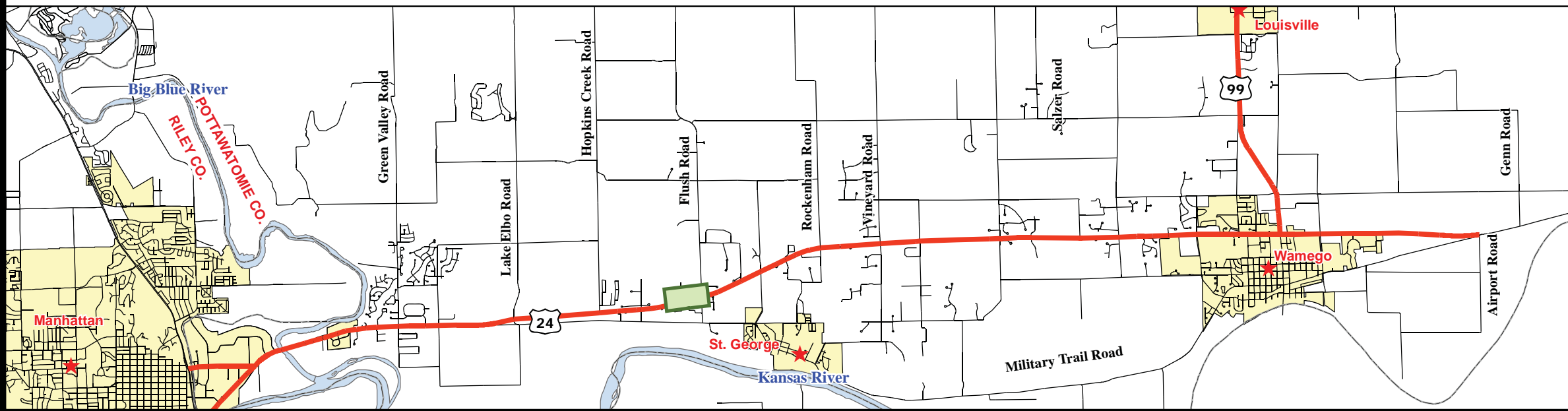
RECOMMENDED IMPROVEMENTS

- Plum Creek Circle / Hodges Lane Intersection**
 - Add westbound and eastbound left turn lanes to reduce conflict points.
- Flush Road Intersection / Hodges Lane Intersection**
 - Add westbound acceleration lane to improve safety of merging traffic. In addition, add eastbound left turn lane to improve flow of traffic.
- US-24**
 - Connect frontage road from Walnut Drive to Vesper Circle and extend Vesper Circle frontage road east to Hodges Lane. This will provide improved circulation



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

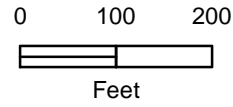
HWS **GouldEvans** **RCA** **GBA** **STINSON MORRISON HECKER**

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RECOMMENDED IMPROVEMENTS
Plate No. 13A of 40

US 24 Plan Plates

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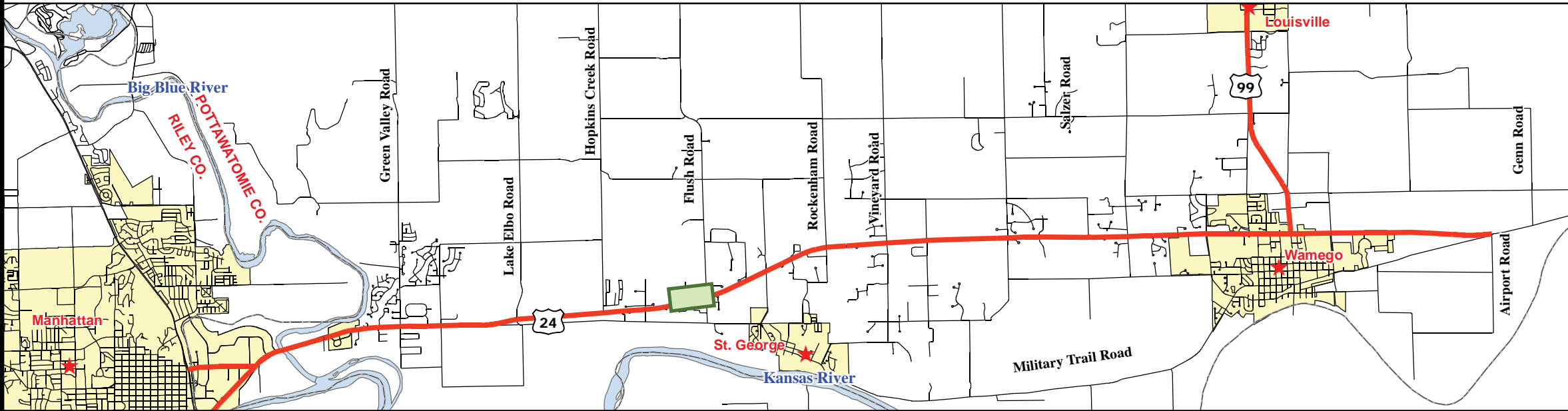
RECOMMENDED IMPROVEMENTS

1. US-24
 - a. Connect frontage road from Walnut Drive to Vesper Circle and extend Vesper Circle frontage road east to Hodges Lane. This will provide improved circulation and access control with driveway consolidations. As well as provide access for future development along the corridor.
2. Flush Road Intersection
 - a. Construct an interchange at Flush Road when traffic volumes on Flush road exceed 4000 vehicles per day. Although this is a long term solution and a major investment, it will significantly reduce conflicts and potential for severe accidents.



LEGEND

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



US-24

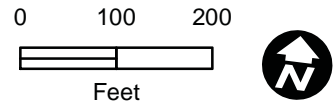
Corridor Management Plan

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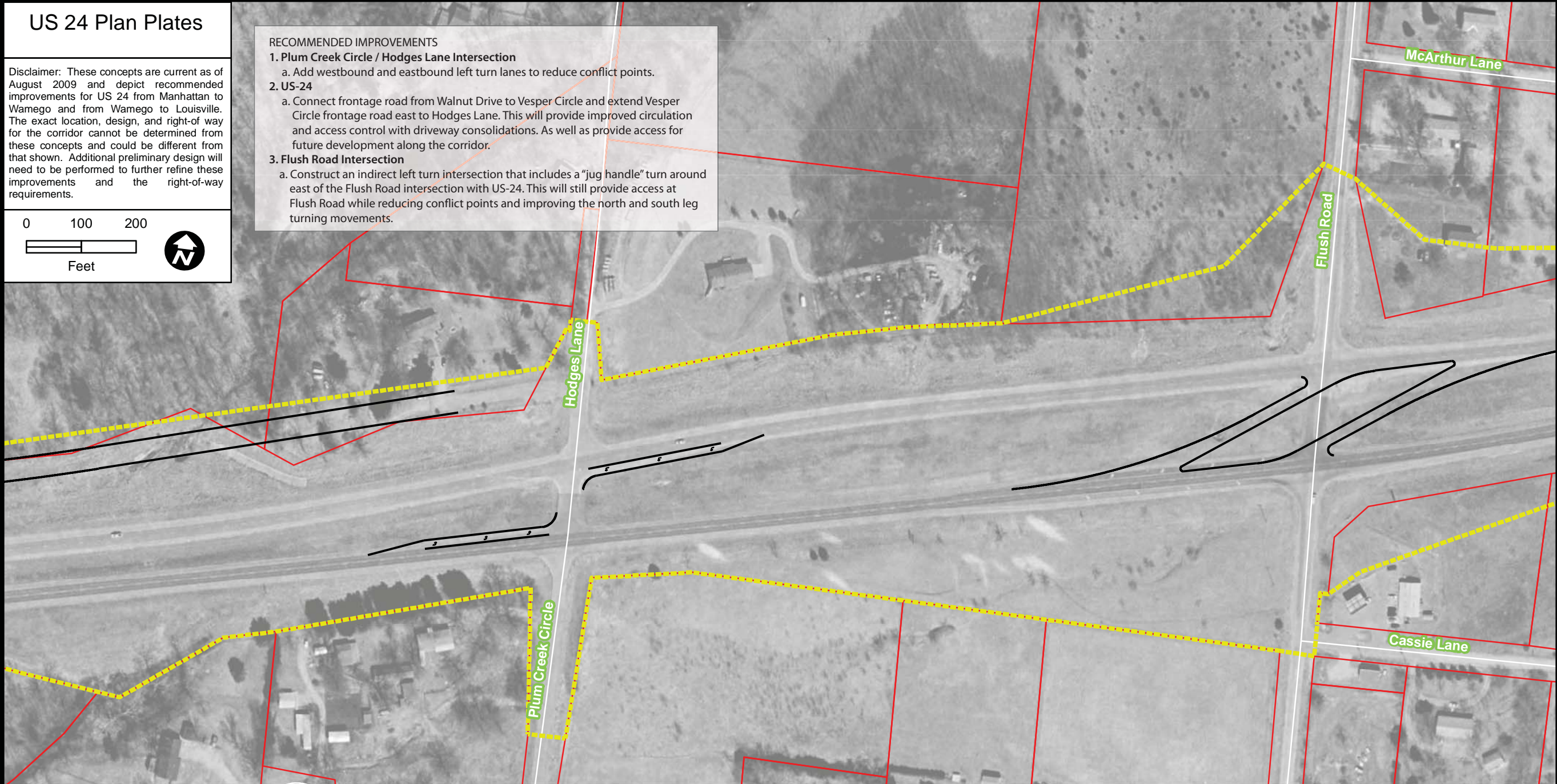
RECOMMENDED IMPROVEMENTS
Plate No. 13B of 40

US 24 Plan Plates

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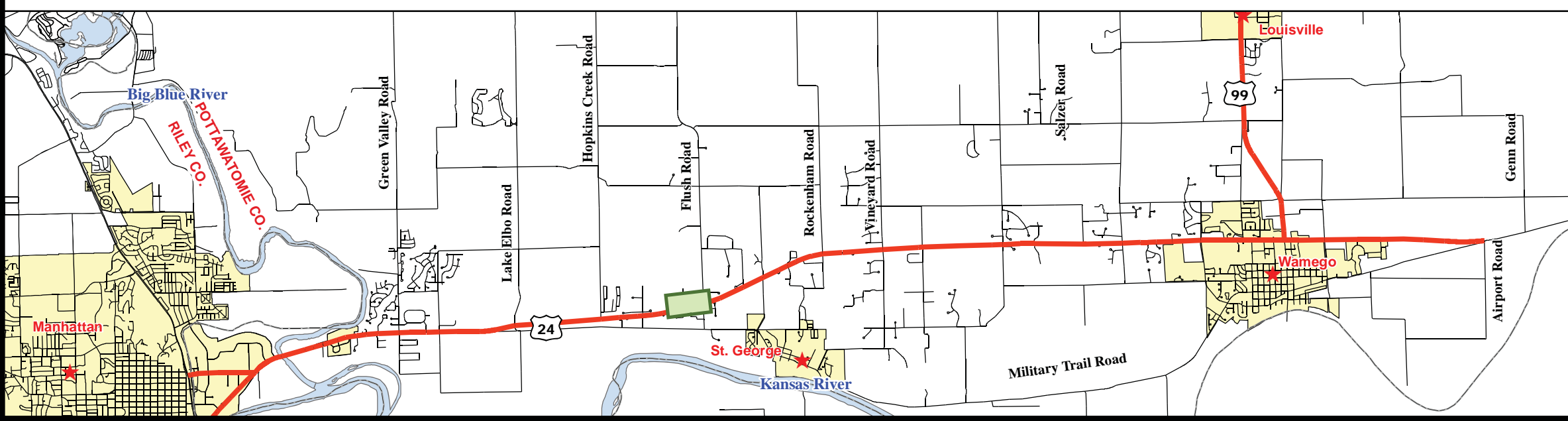


- RECOMMENDED IMPROVEMENTS**
- 1. Plum Creek Circle / Hodges Lane Intersection**
 - a. Add westbound and eastbound left turn lanes to reduce conflict points.
 - 2. US-24**
 - a. Connect frontage road from Walnut Drive to Vesper Circle and extend Vesper Circle frontage road east to Hodges Lane. This will provide improved circulation and access control with driveway consolidations. As well as provide access for future development along the corridor.
 - 3. 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

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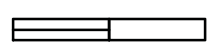
Completed by HWS, in association with: George Butler & Associates, Gould Evans, Richard Caplan & Associates and Stinson Morrison Hecker.

RECOMMENDED IMPROVEMENTS
Plate No. 13C of 40

US 24 Plan Plates

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0 100 200



Feet



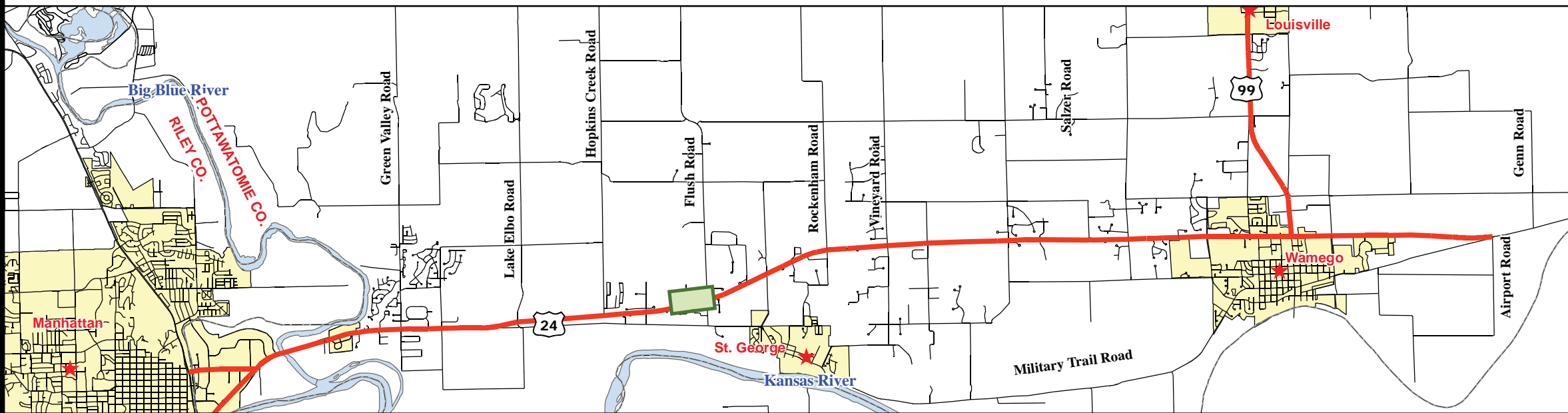
RECOMMENDED IMPROVEMENTS

1. Plum Creek Circle / Hodges Lane Intersection
 - a. Add westbound acceleration lane to improve safety of merging traffic. In addition, add eastbound left turn lane to improve flow of traffic.
2. US-24
 - a. Connect frontage road from Walnut Drive to Vesper Circle and extend Vesper Circle frontage road east to Hodges Lane. This will provide improved circulation and access control with driveway consolidations. As well as provide access for future development along the corridor.
3. 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

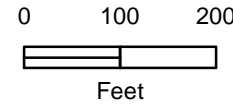
Corridor Management Plan

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

RECOMMENDED IMPROVEMENTS
Plate No. 13D of 40

US 24 Plan Plates

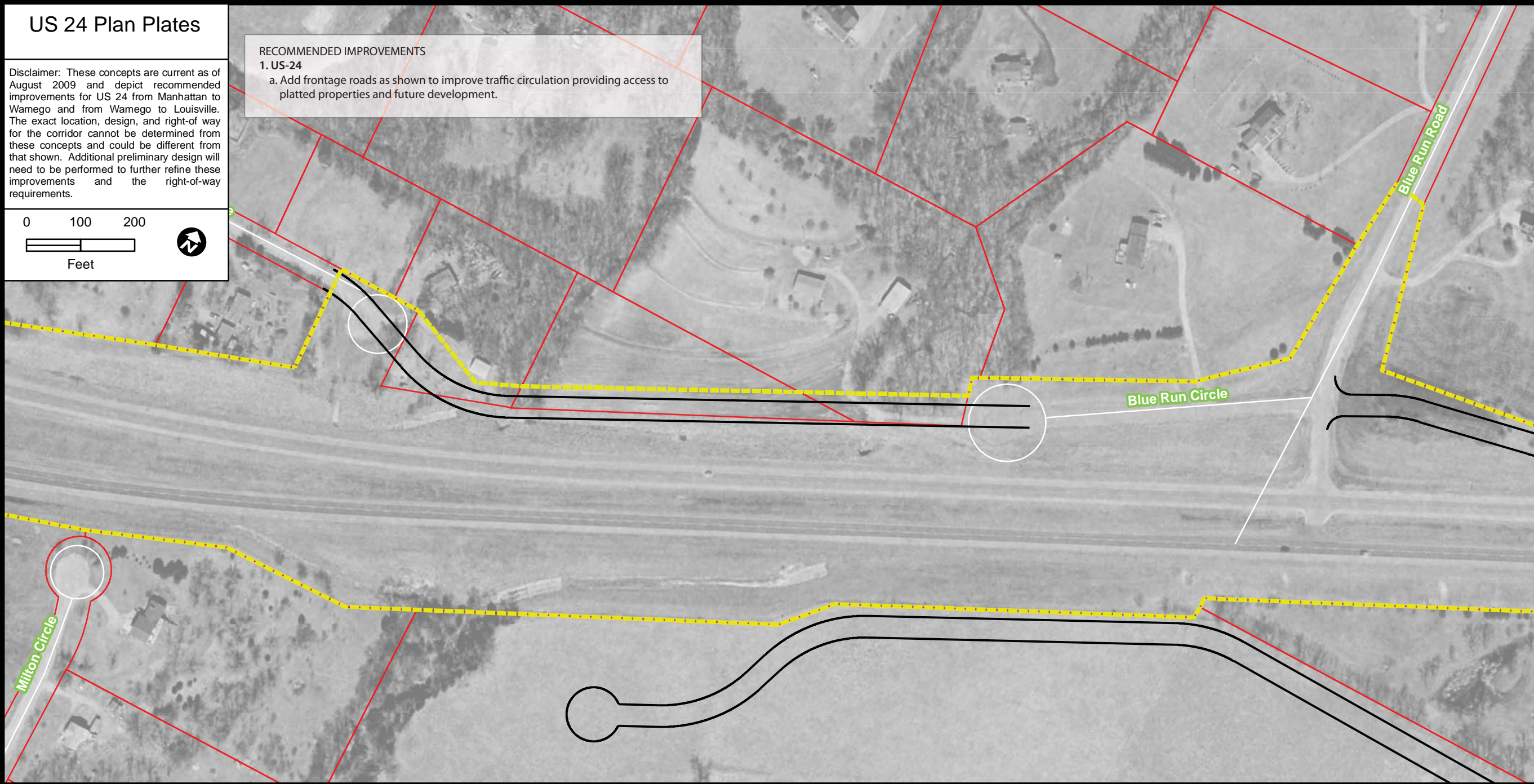
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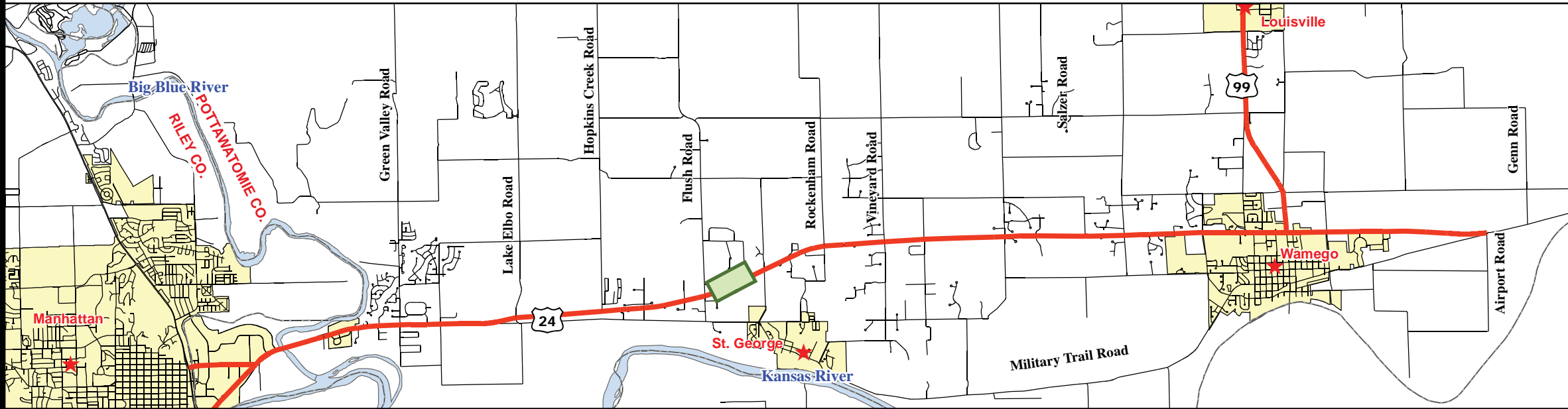
RECOMMENDED IMPROVEMENTS

1. US-24

- a. Add frontage roads as shown to improve traffic circulation providing access to platted properties and future development.



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

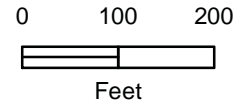


Completed by HWS, in association with: George Butler & Associates, Gould Evans, Richard Caplan & Associates and Stinson Morrison Hecker.

RECOMMENDED IMPROVEMENTS
Plate No. 14 of 40

US 24 Plan Plates

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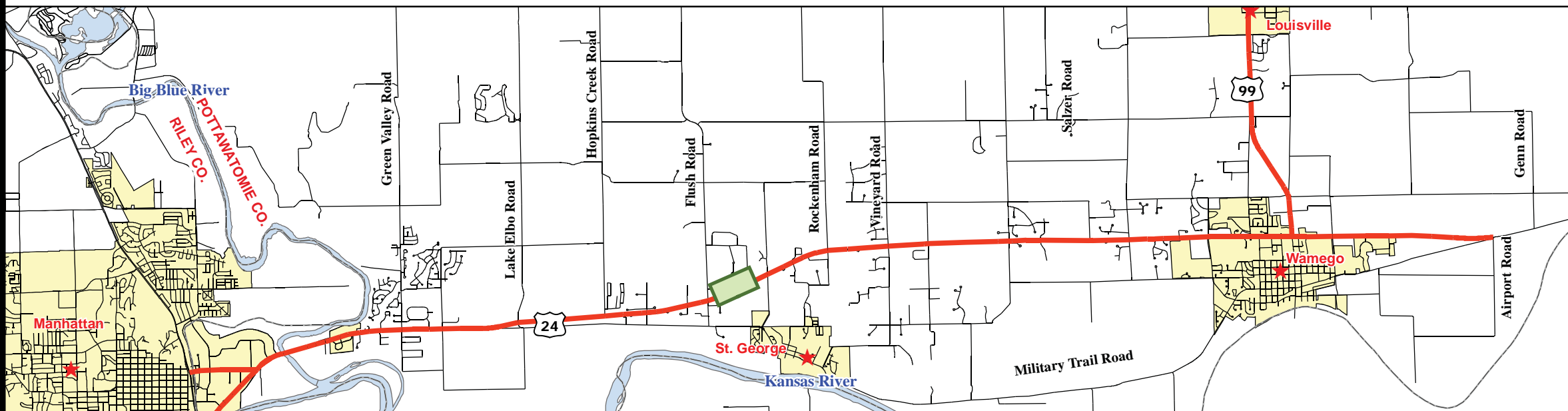
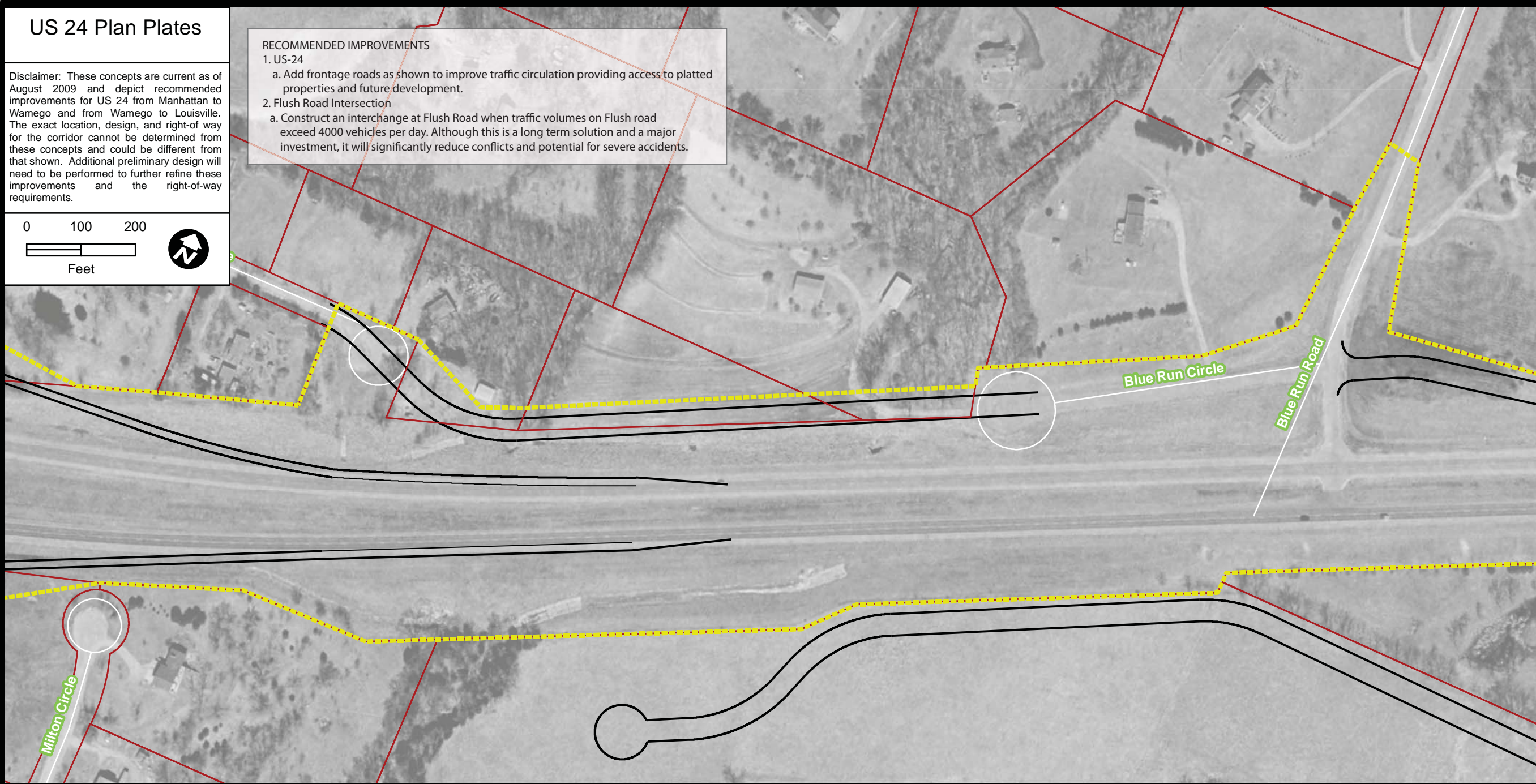


RECOMMENDED IMPROVEMENTS

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 interchange at Flush Road when traffic volumes on Flush road exceed 4000 vehicles per day. Although this is a long term solution and a major investment, it will significantly reduce conflicts and potential for severe accidents.

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. 14B of 40