

## 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.

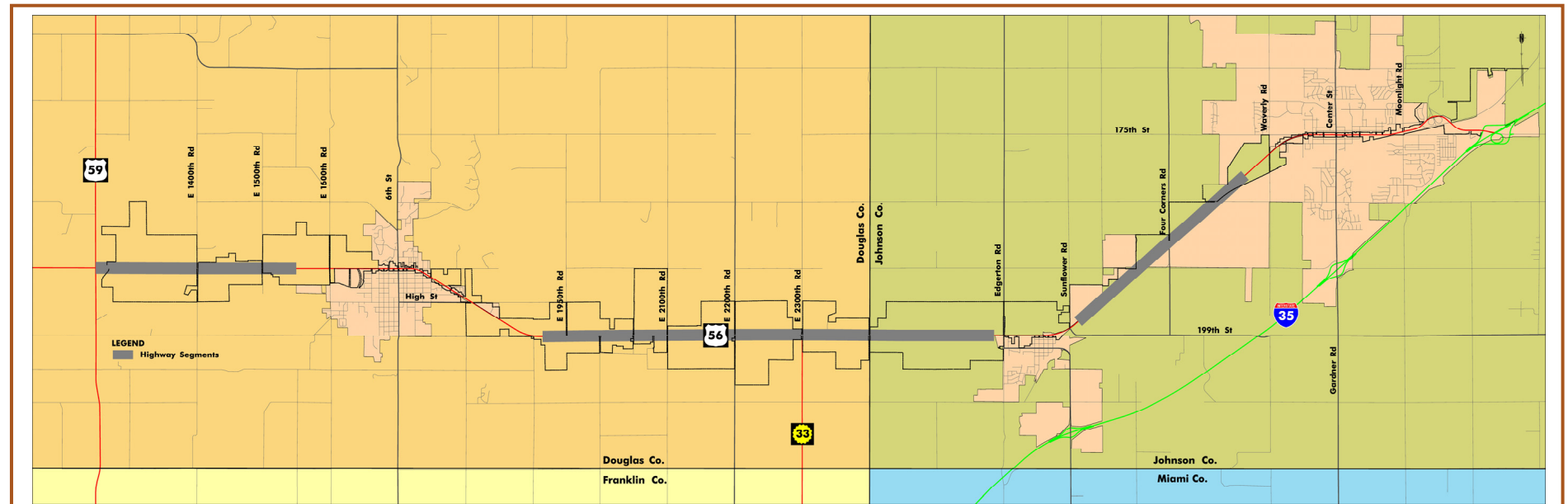


Figure 4-1 Highway Segment Map

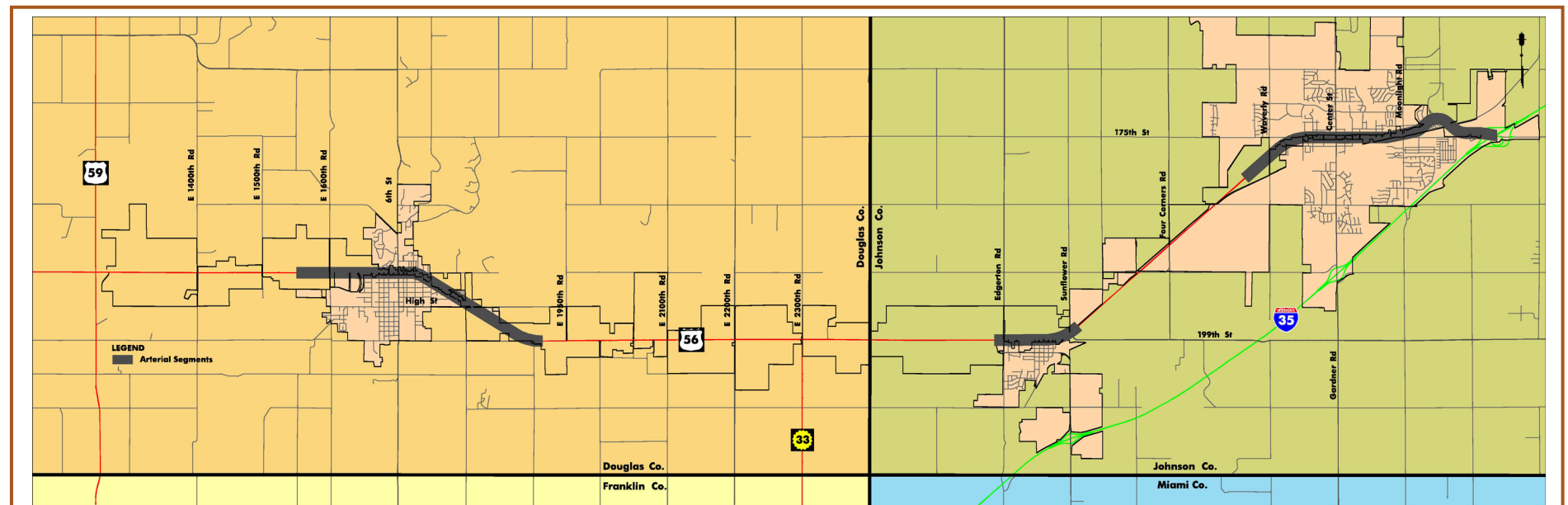
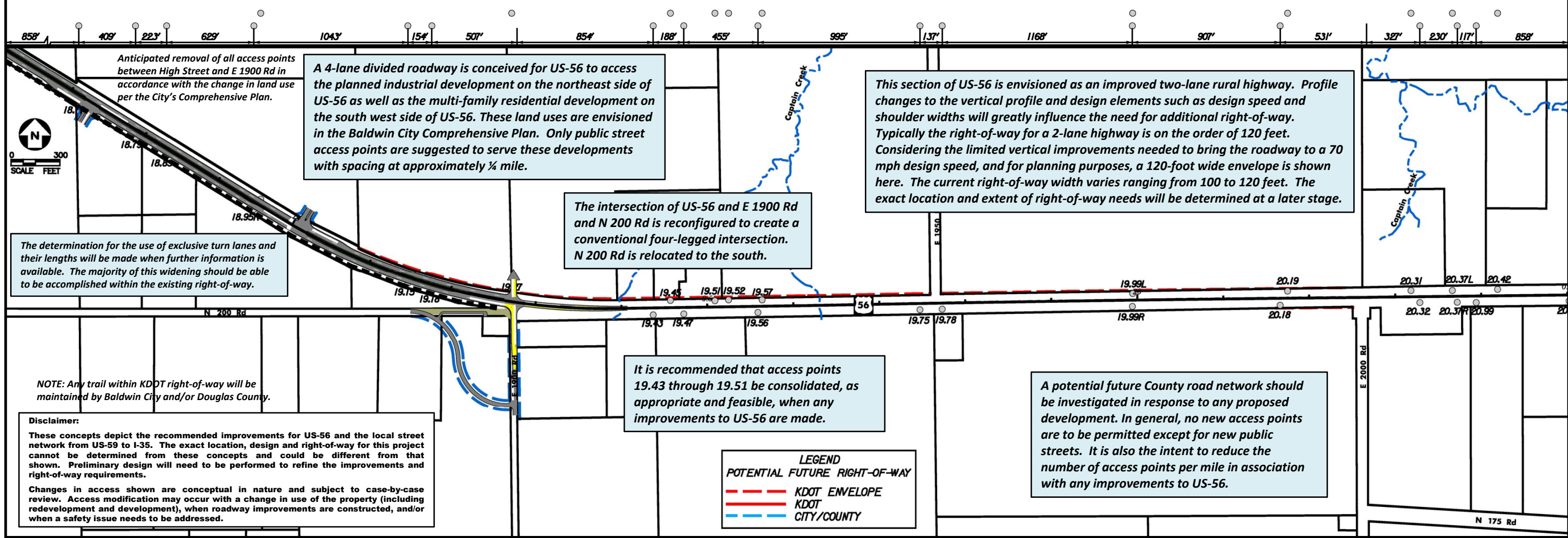
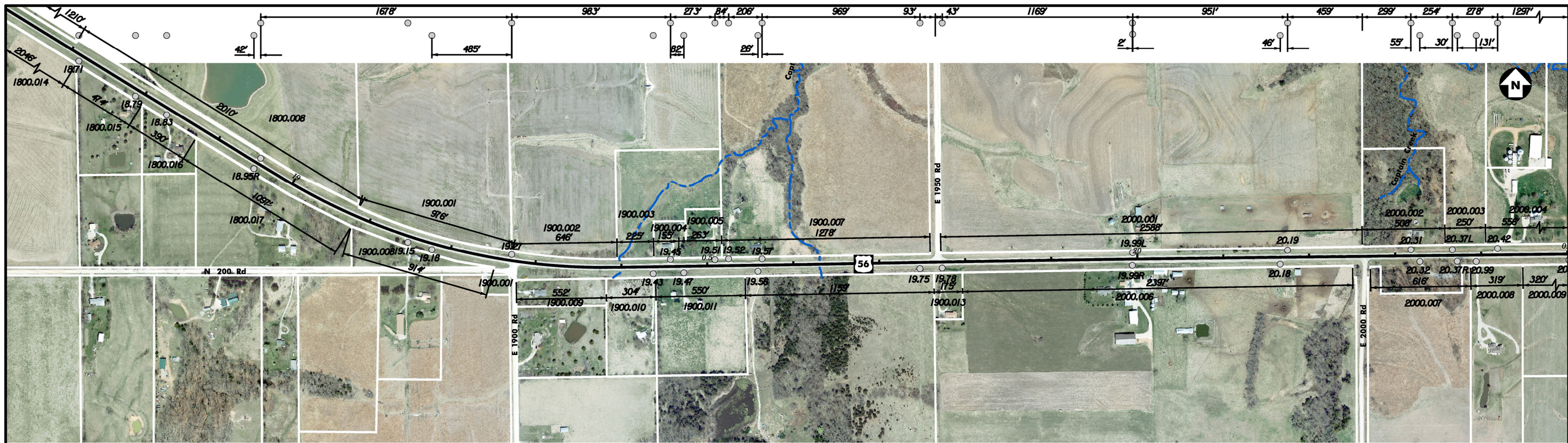
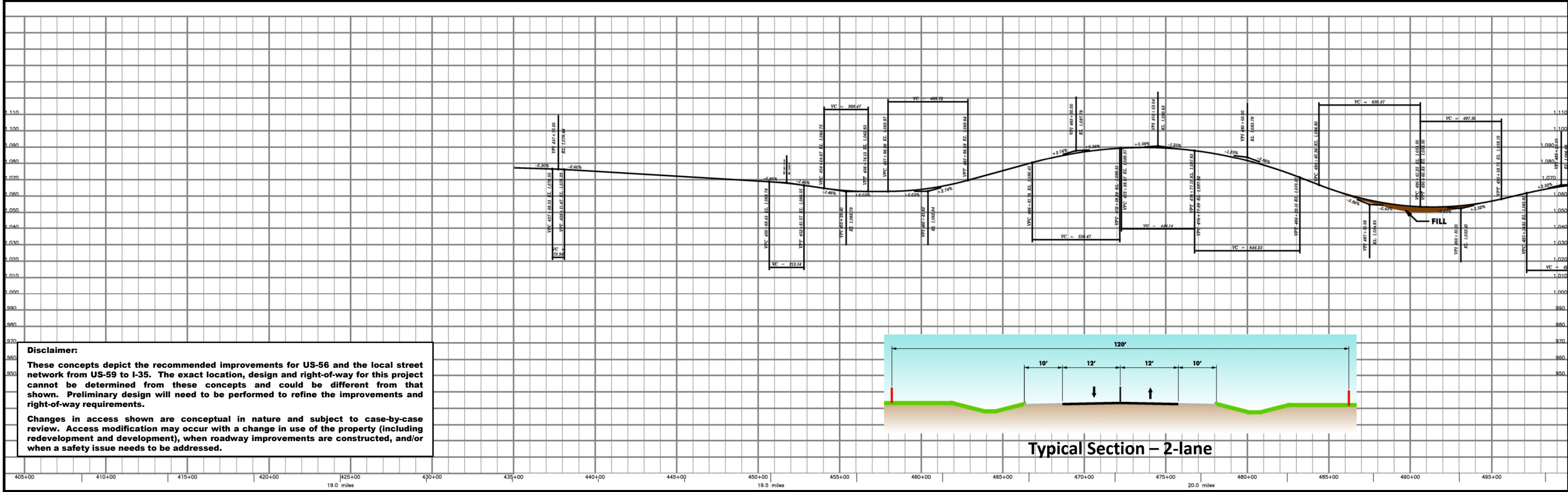
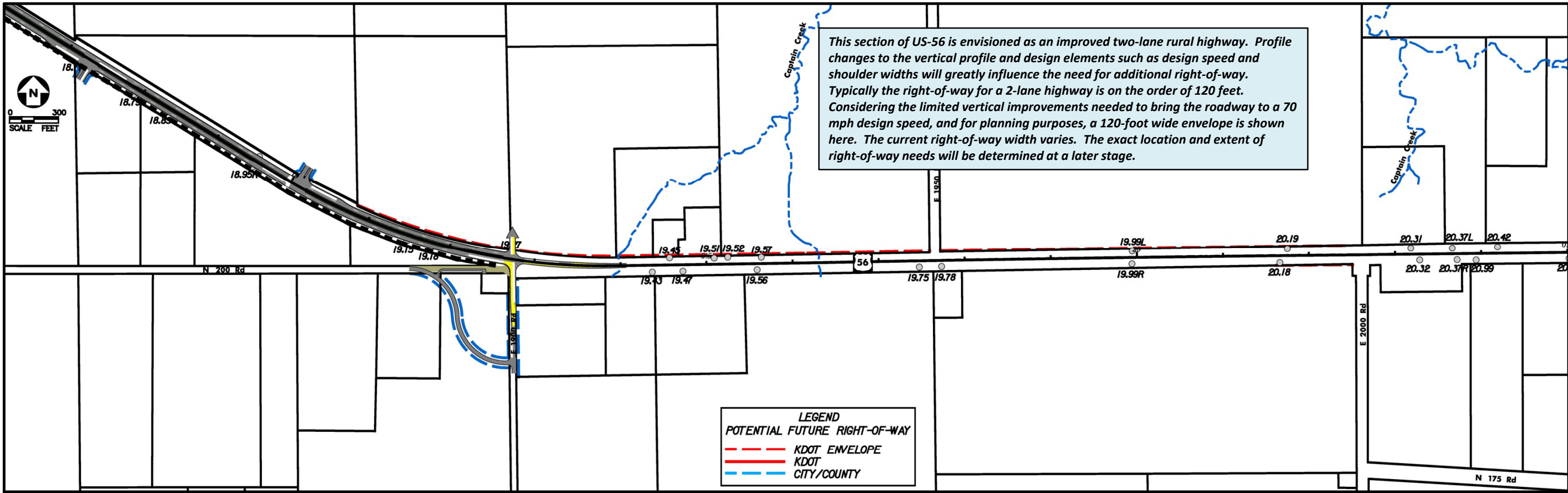
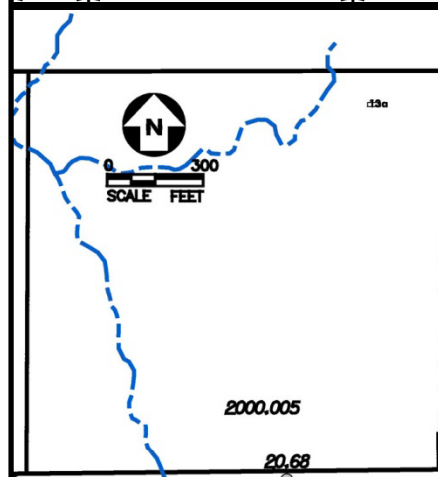
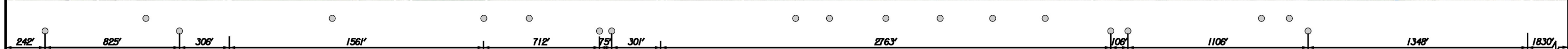
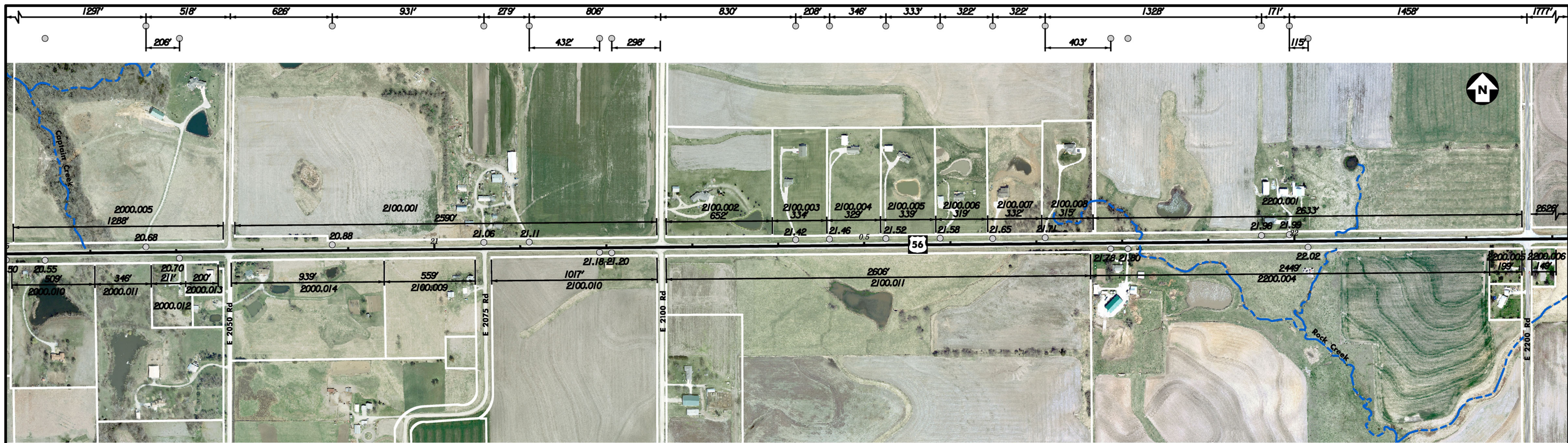


Figure 4-2 Arterial Segment Map







**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.

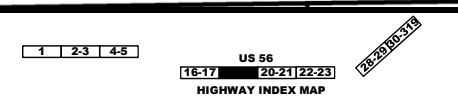
*It is recommended that the six access points (MM 21.3 through 21.7) be consolidated to two access points connected by a frontage road when any improvements to US-56 are made.*

*Intersection improvements at the junction of E 2200 Rd are proposed and include left turn lanes in both directions along US-56 and on E 2200 Rd (north side only). In addition an exclusive westbound right turn lane is also proposed.*

*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 feet. Considering the limited vertical improvements needed to bring the roadway to a 70 mph design speed, and for planning purposes, a 120-foot wide envelope is shown here. The current right-of-way width varies ranging from 100 to 120 feet. The exact location and 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.*

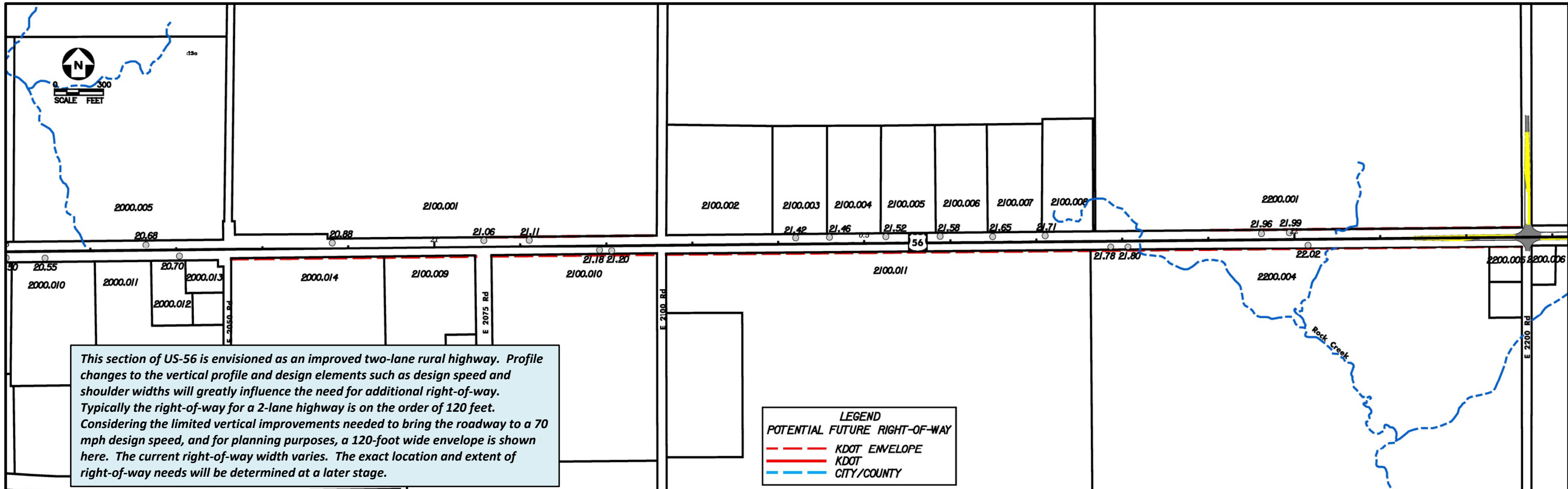
**LEGEND**  
 --- POTENTIAL FUTURE RIGHT-OF-WAY  
 --- KDOT ENVELOPE  
 --- KDOT  
 --- CITY/COUNTY



Location:  
 Rural Douglas County, MM 20.5 to 22.0

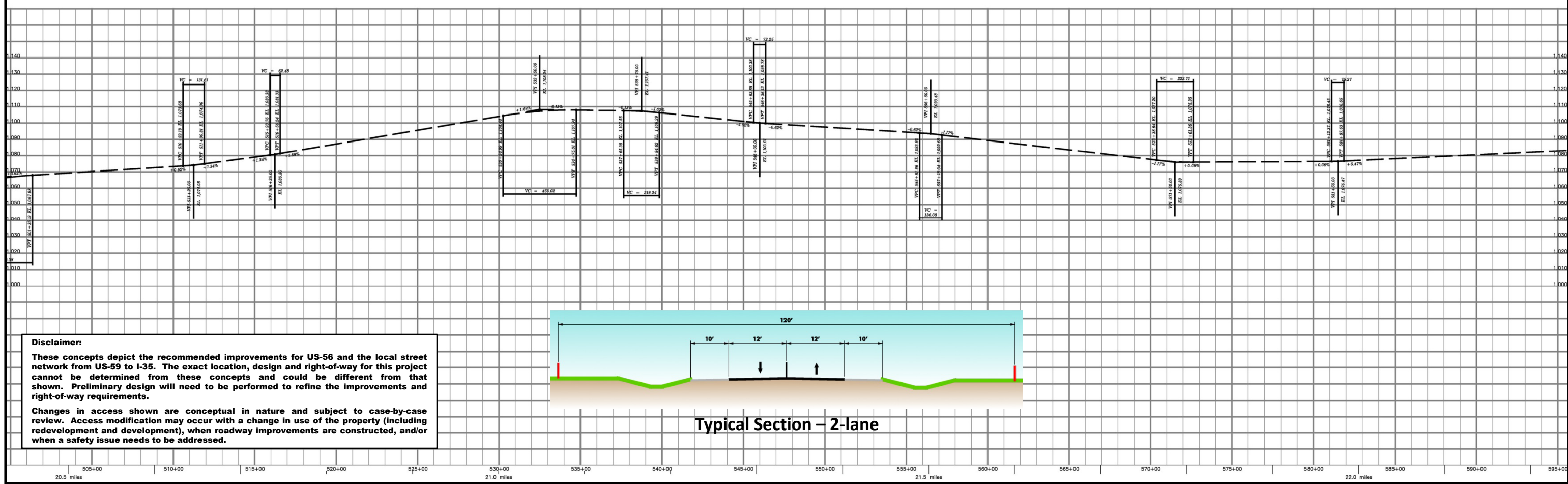
Description:  
 Existing (upper) and Proposed (lower) Conditions



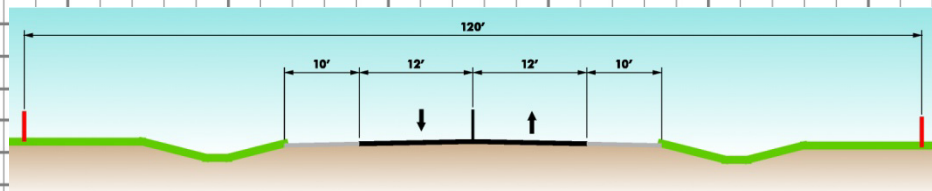


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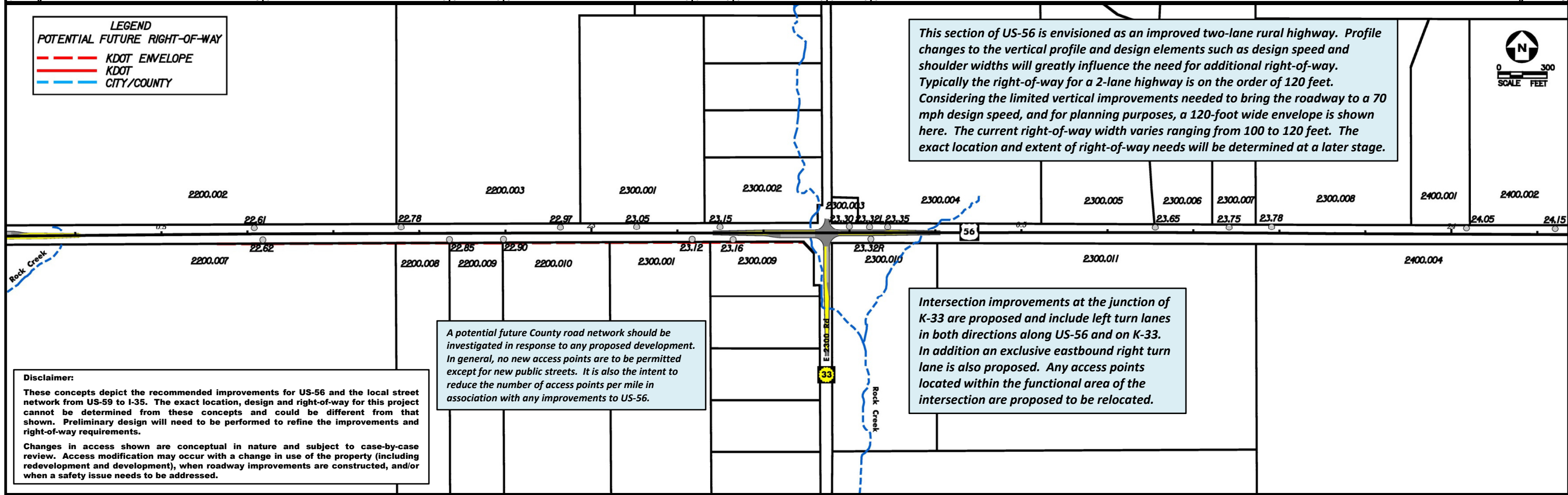
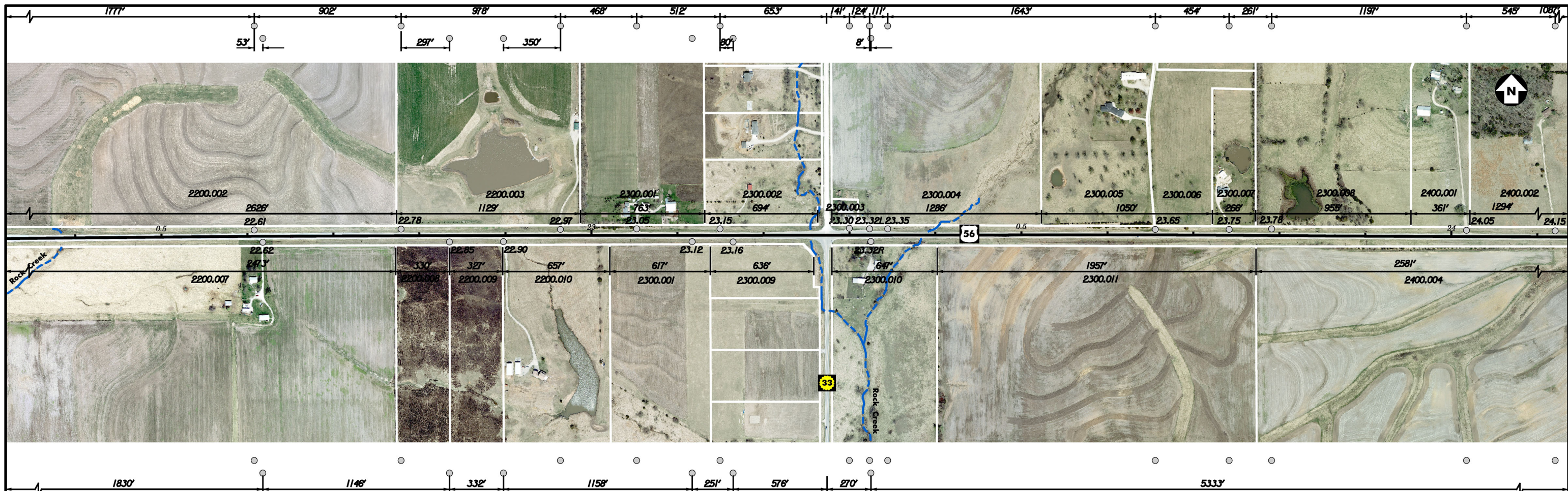
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 POTENTIAL FUTURE RIGHT-OF-WAY  
 --- KDOT ENVELOPE  
 --- KDOT  
 --- CITY/COUNTY



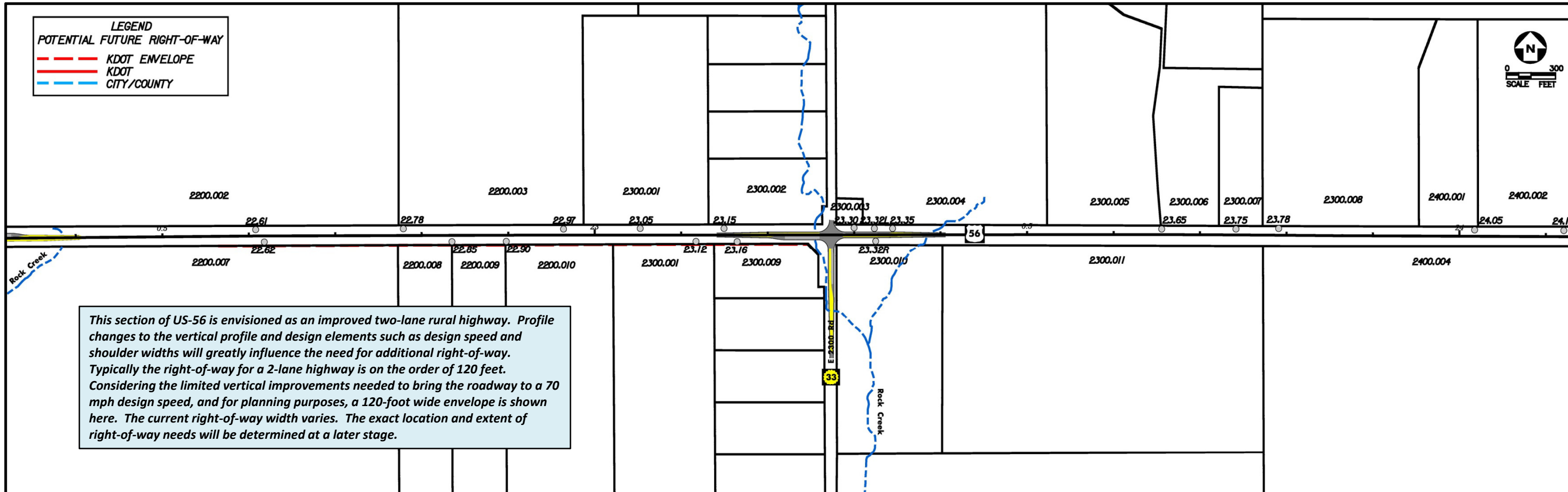
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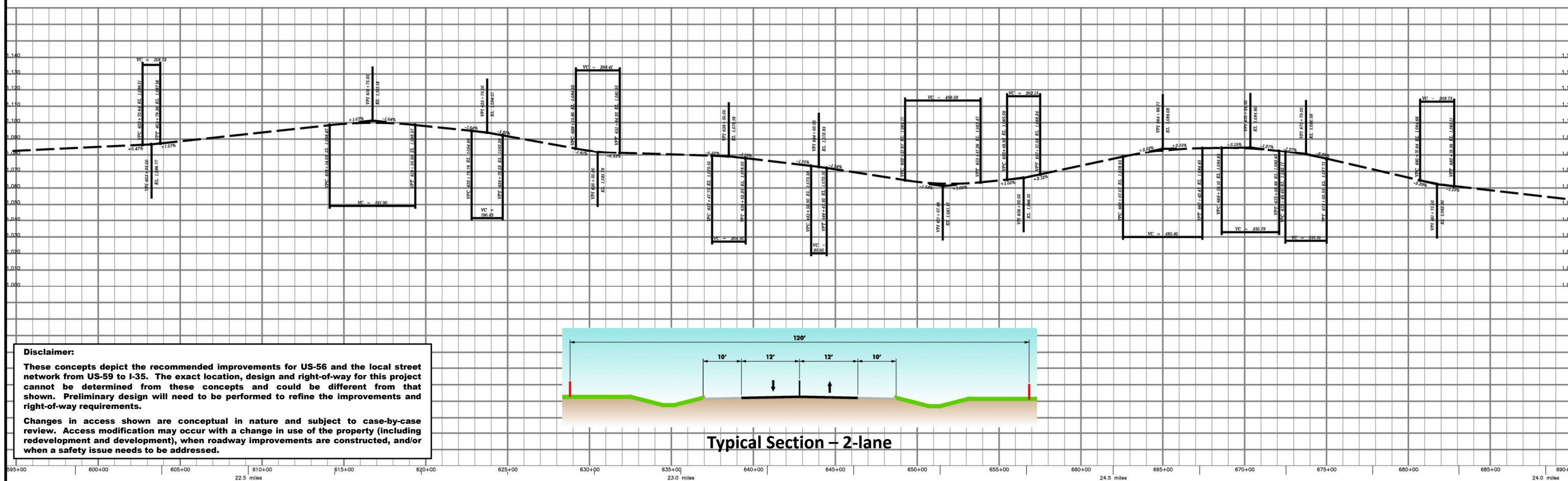
Typical Section - 2-lane



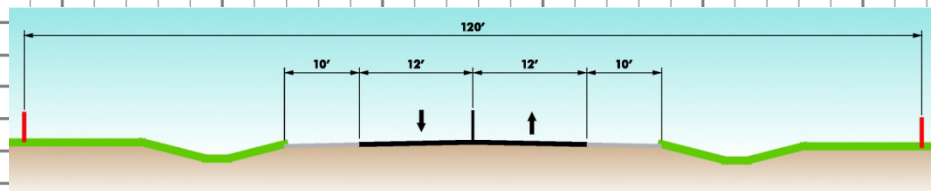
**LEGEND**  
**POTENTIAL FUTURE RIGHT-OF-WAY**  
 - - - - - KDOT ENVELOPE  
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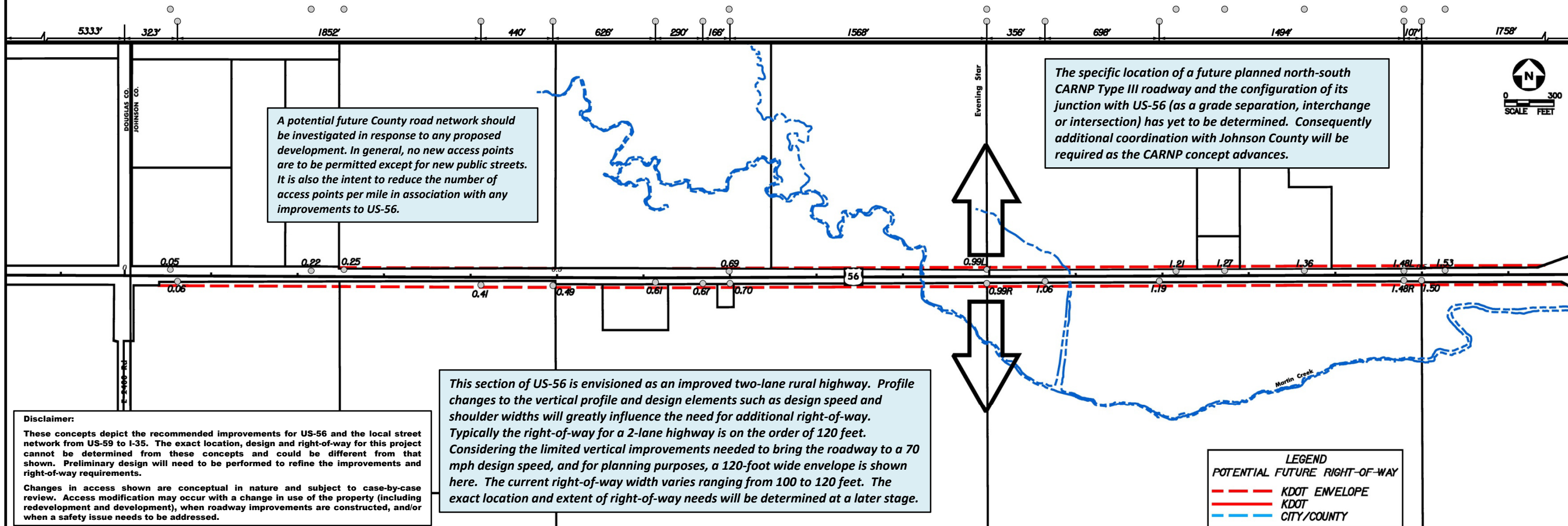
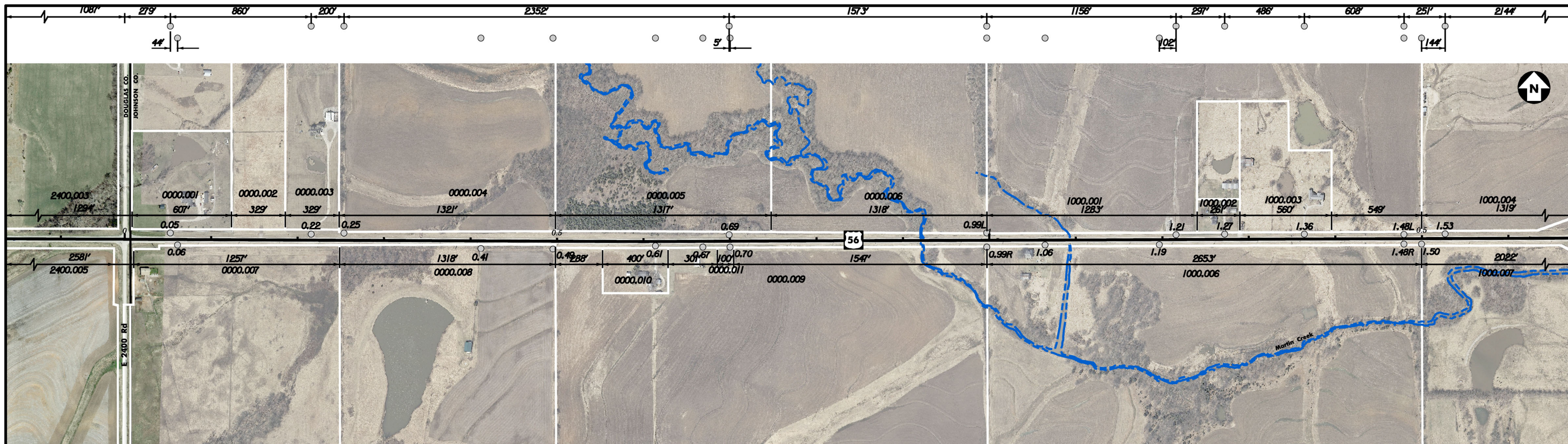


Location:  
 Rural Douglas County, MM 22.0 to 24.0

Description:  
 Plan (upper) and Profile (lower)



Exhibit 4-21  
 July 2010



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.

The specific location of a future planned north-south CARNP Type III roadway and the configuration of its junction with US-56 (as a grade separation, interchange or intersection) has yet to be determined. Consequently additional coordination with Johnson County will be required as the CARNP concept advances.

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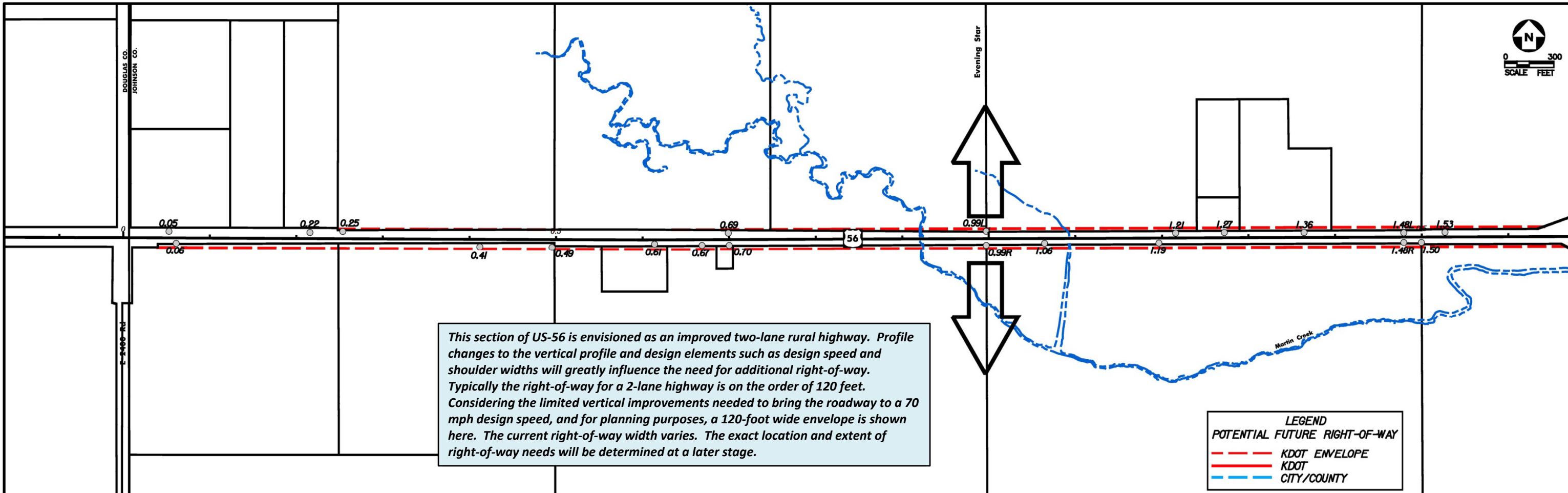
Location:  
 Rural Johnson County, MM 0.0 to 1.5

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



Exhibit 4-22  
 July 2010



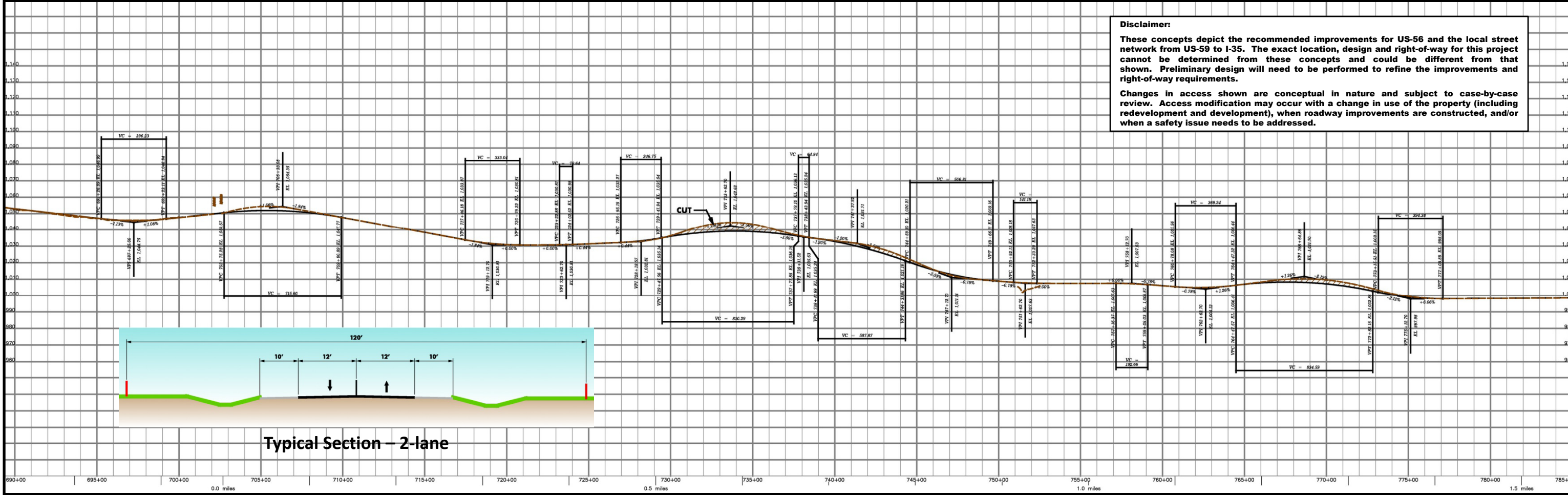


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Typical Section - 2-lane