Appendix B

BUILD-OUT (+/-2027) PLAN PLATE MAPS

The long-term vision for the US-77 Corridor is to balance local access needs with the desire to preserve and enhance mobility. This vision is reflected in the Build-Out Plan Plate Maps with the consolidation and management of localized access and the development of a freeway and expressway. These plates should be used to preserve right-of-way for future improvements and as a long-term guide to manage access. As stated in the Land Use Plan chapter, new developments will require a traffic study to determine the need for improvements to US-77 such as turn lanes, lighting, signals, roundabouts and interchanges as well as improvements to the parallel road network caused by the development.

It is important to note that the following plate maps were prepared with the assumption that a West Winfield Bypass should be a major factor in the ultimate plan. Thus, the recommendation for the section of existing US-77 from K-360 to County Club Road reflects this long-term plan. However, if a West Winfield Bypass is not concept is not carried forward and/or significant development occurs south of Winfield, this segment would continue to operate as an expressway with signalized intersections spaced at one-mile. At a minimum, Country Club Road should be realigned as shown in the Interim Plan Plates and improved to an urban arterial.
KAY COUNTY, OKLAHOMA
COWLEY COUNTY, KANSAS

US 77 Corridor Study
Ultimate Improvements
(+/- 2027)
Plate No. B-1
Date of Aerials: 2006  August 2007

Disclaimer: These concepts are current as of August 2007 and depict KODOT's recommended improvements for US 77 from the State Line to K-360. 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 and engineering studies will be required to further refine these improvements and the right-of-way requirements.

Legend:
- Existing Collector
- New Collector/Access Road
- Proposed US-77 ROW
- Overpass
- Future Bypass
- New Arterial
- Potential Access Removal
- New Arterial
- Existing Arterial
- Corridor Footprint
- Pavement Removal
- Adjusted Parcel Boundaries
- City Limits

Scalebar: 0 300 600 Feet
US 77 Corridor Study
Ultimate Improvements
(+/- 2027)
Plate No. B-2
Date of Aerials: 2006 August 2007

Disclaimer: These concepts are current as of August 2007 and depict KDOT's recommended improvements for US-77 from the State Line to I-635. The exact location, design, and right-of-way for the corridor cannot be determined from these concepts and could be different from what is shown. Additional preliminary design and refined engineering will be necessary to determine these improvements and the right-of-way requirements.
Proposed US-77 ROW
Future Bypass
Potential Access Removal
Adjusted Parcel Boundaries
Overpass
Pavement Removal

Legend

Existing Collector
Proposed US-77 ROW
New Collector/Access Road
Future Bypass
New Arterial
Existing Arterial

Proposed Access Consolidation

The graphics shown for the future SW Bypass in Arkansas City are from the alignment location and conceptual design study completed by KDOT in December 2003. The study developed a potential bypass to connect US-77 to US-166 west of Arkansas City.

Disclaimer: These concepts are current as of August 2007 and depict KDOT’s recommended improvements for US-77 from the State Line to K-360. 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 development will be required to refine the alignment of these improvements and determine the right-of-way requirements.

US 77 Corridor Study Ultimate Improvements (+/- 2027)
Plate No. B-3
Date of Aerials: 2006 August 2007