

## Context and Assumptions

US-56, from US-59 to I-35, serves as a local highway to the overall region. While providing important access to the communities along the corridor, it is not utilized as a significant through corridor, such as I-35, I-70 or even K-10 and US-59.

Traffic volumes were projected out to Year 2040 to evaluate a long-term scenario for the corridor that included several major assumption. Among those:

- K-7 Highway would be upgraded to a freeway, extending from the new interchange at 159<sup>th</sup> Street/Lone Elm on I-35 to I-70.
- A new southern Johnson County interchange would be construction on I-35, somewhere in the vicinity of 199<sup>th</sup> Street, Waverly Road or Homestead.
- The BNSF facility, and surrounding Logistics Park, would be developed.
- While the communities of Baldwin City, Edgerton and Gardner are anticipated to continue to grow and expand, the unincorporated areas in Douglas and Johnson Counties would remain rural in nature.



## Changes in Travel Patterns

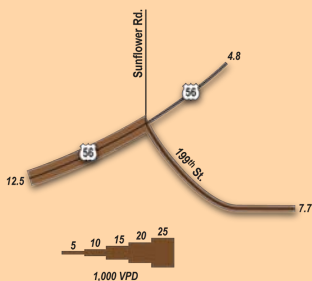
Several factors contribute to a significant change in travel patterns by year 2040.

- The location of a new interchange in the vicinity of I-35 and 199<sup>th</sup> Street, Waverly Road or Homestead will create a more direct option to drivers headed to Edgerton and Baldwin City, allowing them to by-pass Gardner.

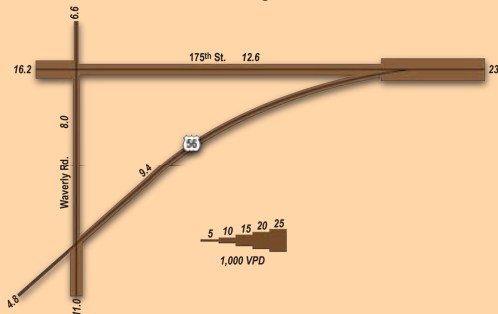
- The anticipated development in the northwest portions of Gardner results in a greater volume of traffic on Santa Fe/175<sup>th</sup> Street and Waverly Road than on US-56 in this west gateway of Gardner.

The figures below illustrate the future traffic volumes in these areas, with volumes shown in 1,000 vehicles per day (vpd).

US-56 and 199<sup>th</sup> Street/Sunflower Road



US-56, Santa Fe/175<sup>th</sup> Street and Waverly Road



## Traffic Forecasting

Forecasted traffic volumes were developed based on the City of Gardner's Transportation Forecasting Model, combined with historical growth trends and supplemental information developed as part of the proposed BNSF facility.

### TRUCK TRAFFIC

While projections along the corridor were made for the total volumes of traffic, an assessment of truck traffic that takes into account the new freight-generating facilities anticipated for the corridor was also made.

The Mid-America Regional Council (MARC) has established criteria to assess the regional significance of freight corridors based on the volume of truck traffic, designating corridors as having National, Regional or Local significance.

Corridor Designation	Daily Truck Volume
National	>4,000
Regional	>1,000
Local	>500

For comparison, I-35 south of US-56 carries approximately 5,600 trucks per day and is therefore designated as a National Freight Corridor.

Location	Existing		2040 Projections	
	ADT	Trucks	ADT	Trucks
US-59 to 1600 Road	4,900	280	7,500	900
Baldwin City	7,500	280	14,000	1,000
1900 Road to K-33	4,600	260	5,500	900
K-33 to Edgerton Road	4,700	270	6,500	900
Edgerton	4,900	270	12,000	800
199th Street to Waverly	4,900	270	4,800	500
Waverly to Center	9,000	270	30,000	1,200
Center to Moonlight	17,500	270	37,500	1,100
Moonlight to I-35	25,000	800	47,000	1,800

By 2040, the majority of the US-56 corridor is anticipated to operate as a local freight corridor.

In Gardner, US-56 is projected to cross the threshold and operate as a regional freight corridor.