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.
This overview of the western half of Baldwin City illustrates the extent of the arterial street improvements, from the future proposed collector street of E 1550 Rd to 10th Street. This larger scale map affords an understanding of the roadway network relationships along with anticipated areas of growth and type of development as envisioned in the Comprehensive Plan.
This overview of the eastern half of Baldwin City illustrates the extent of the arterial street improvements, from the realigned north-south collector street of 3rd and Eisenhower to E 1900 Rd. Between 3rd and High St / N 250 Rd an extension of the three-lane curb and gutter section is proposed. From the reconfigured High St / N 250 Rd junction with a new potential future arterial to E 1900 Rd, a four-lane divided street is proposed with a series of new potential public streets to access future development. This larger scale map affords an understanding of the roadway network relationships along with anticipated areas of growth and type of development as envisioned in the Comprehensive Plan. It is suggested that the City and County continue to refine and define the roadway network to serve the planned growth in this area.

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.
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.

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Location: URBAN BALDWIN CITY
Description: Existing (upper) and Proposed (lower) Conditions
The area shaded in gray indicates an extension of the existing 3-lane roadway section west of 9th Street. The 3-lane section would tie into the existing 3-lane section near Bullpup Drive. Details of the offset horizontal alignment would be determined later. A continuous pedestrian sidewalk is contemplated along the south side of US-56 to access the school. The sidewalk may combine with the proposed trail in the parkland (not adjacent to US-56). The majority of this widening should be able to be accomplished within the existing right-of-way. Some additional right-of-way is anticipated (as shown by the red lines) to achieve a typical 90 foot wide right-of-way section.

It is envisioned that with future development access points 15.89 and 16.09 will be removed. Coordinate with the City is recommended before the approval of any other access points.

Improvements to the E 1600 Rd intersection are envisioned in conjunction with improvements to bring this roadway up to arterial street standards in the future. Coordination amongst the County and the City is encouraged regarding profile modifications which will determine the length of roadway modifications.

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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.

The area shaded in gray indicates an extension of the existing 3-lane roadway section west of 9th Street. The 3-lane section would tie into the existing 3-lane section near Bullpup Drive. Details of the offset horizontal alignment would be determined later. A continuous sidewalk is contemplated along the south side of US-56 to access the school. The sidewalk may combine with the proposed trail through proposed parkland. The majority of this widening should be able to be accomplished within the existing right-of-way.

The majority of access points overlap within the intersection functional area. Consideration may be given to raised medians that would restrict turning movements.

Remove existing access points 16.21 and 16.32. Access to parcel is to be provided via cross access circulation.

Remove access point 16.61L for future parkland opposite 12th St.

Remove access point 16.61 for future parkland opposite 12th St.

Release access point 16.61 for future parkland.

The majority of access points overlap within the intersection functional area. Consideration may be given to raised medians that would restrict turning movements.

Remove access point 16.57. Coordinate with City on future park access and/or potential trail head with access via 11th St.

Remove access point 16.68 as property has access via 10th St.

Remove access point 16.87 as property has access via 10th St.

Note – Bridge scheduled for replacement in Fiscal Year 2013.

Parcel 1600.023 is currently vacant. When redevelopment occurs, access point 16.87 should be relocated to 8th St.

The majority of access points overlap within the intersection functional area. Consideration may be given to raised medians that would restrict turning movements.

Location: URBAN BALDWIN CITY

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

Exhibit 4-10
July 2010
The area shaded in gray indicates an extension of the existing 3-lane roadway section east of 3rd Street. Sidewalk may be envisioned along a portion of US-56. The majority of this widening should be able to be accomplished within the existing right-of-way.

Changes with access management may occur either with property development or with roadway improvements.

The majority of access points overlap within the intersection functional area. Consideration may be given to raised medians that would restrict turning movements.

Align collector streets of Eisenhower and 3rd St.

Remove Ames St. junction with US-56. Align Ames and Washington Streets, while maintaining residential drive access, until or unless parcel is redeveloped with a change in use.

Realign Ames Street to direct traffic movements to 1st Street and its access to US-56.

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 feasibility needs to be addressed.

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Exhibit 4-11
July 2010

URBAN BALDWIN CITY

Existing (upper) and Proposed (lower) Conditions
A new public street access point is shown conceptually to serve anticipated residential development. This access point is located half-way between 1st Street and Santa Fe Drive.

The area shaded in gray indicates an extension of the existing 3-lane roadway section east of 3rd Street to the new arterial junction of High Street / 250 Rd. Sidewalk may be constructed along US-56 as well as pedestrian crossings to parkland. The majority of this widening should be able to be accomplished within the existing right-of-way. Changes with access management may occur with either property development or roadway improvements.
Disclaimer:
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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.

Baldwin City’s Comprehensive Plan indicates a series of new thoroughfares including an arterial connection from the north to N 250 Rd/High St. While the intersection configuration is conceptual, this exhibit attempts to identify potential lane usage. When more information is available, further traffic operational analyses can be performed. It is assumed that at the junction of two arterials, a traffic signal may be installed at some point in the future.

A multi-use trail is shown conceptually along this stretch of US-56 and could connect to a relocation of the historical marker (18.31 and 18.38 to be removed). The maintenance of any non-motorized facilities within KDOT right-of-way will be the responsibility of City and/or County.

A 4-lane divided roadway is conceived to accommodate anticipated truck traffic accessing the industrial development as envisioned in the Baldwin City Comprehensive Plan. The determination for the use of exclusive turn lanes and their lengths will be made when further information is available. The majority of this widening should be able to be accomplished within the existing right-of-way.

Private access points (18.45 and 18.54) are proposed to be consolidated into a new public access point (18.45) connecting with the collector road of N 250 Rd. Access to the existing parcel is shown in a schematic manner. The public access points are spaced greater than one-quarter mile apart should intensive future development need traffic signal control. A series of three-legged intersections are proposed along either side of US-56 to separate access to the different industrial and multi-family residential land uses.

Removal of access points 18.31 and 18.55 in accordance with Comprehensive Plan change in use to multi-family residential.

Additional right-of-way and/or drainage easements may be needed at the crossing of Spring Creek. Such design details are to be determined at later stages.
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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 re-development and development), when roadway improvements are constructed, and/or when a safety issue needs to be addressed.

A 4-lane divided roadway is conceived to accommodate anticipated truck traffic accessing the industrial development as envisioned in the Baldwin City Comprehensive Plan. The determination for the use of exclusive turn lanes and their lengths will be made when further information is available. The majority of this widening should be able to be accomplished within the existing right-of-way.

A multi-use trail is shown conceptually along this stretch of US-56 and could connect to a relocated historical marker. The maintenance of any non-motorized facilities within KDOT right-of-way will be the responsibility of City and/or County.

Access is shown in a schematic manner. The public access points are spaced greater than one-quarter mile apart should intensive future development need traffic signal control. A series of three-legged intersections are proposed along either side of US-56 to separate access to the different industrial and multi-family residential land uses.

Anticipate removal of access points 18.79, 18.83 and 18.95 (L & R) in accordance with Comprehensive Plan changes in use.

Anticipate removal of access points 18.15 and 18.18 in accordance with Comprehensive Plan change in use.

Potential Future Development Access

Existing (upper) and Proposed (lower) Conditions
This segment includes the transition from a four-lane divided arterial roadway to a two-lane rural highway at the junction with E 1900 Road. A westbound left turn lane is provided as well as exclusive left and right turn lanes for eastbound traffic. The exact nature and extent of this intersection improvement is dependent upon adjacent development and its supporting roadway network.

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Changes to access along 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.

Access Points 19.15 and 19.18 to be removed and access provided via N 200 Rd.

Side street improvements along E 1900 Rd and N 200 Rd are also envisioned. The concept depicted here envisions realigning N 200 Rd in order to remove it as a fifth leg at the intersection. N 200 Rd is relocated to a point approximately 600 feet south of US-56 along E 1900 Rd. It is anticipated that a new future collector street (E 1900 Rd) would be constructed on the north side of US-56.

Legend:
- POTENTIAL FUTURE PRINT-OF-WAY
- KDOT ENVELOPE
- KDOT
- CITY/ COUNTY

Location: URBAN BALDWIN CITY
Description: Existing (upper) and Proposed (lower) Conditions
Exhibit 4-15 July 2010