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.
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. Further refinement and engineering 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 development). When roadway improvements are constructed, either because of road widening or a safety issue needs to be addressed.

This overview of Gardner illustrates the extent of the arterial street improvements essentially in three distinct areas: the junctions of Waverly Rd., 175th St. and US-56 forming the West Gateway; the segment from Sycamore to Cedar Streets and the segment including the junctions of Old US-56 and New Century Parkway interchange.

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. A five-lane roadway section with a continuous center turn lane is shown along US-56 between Sycamore and Cedar Streets, and a six-lane divided roadway segment east of Moonlight as well as a realigned Old US-56.
This overview for the West Gateway at Gardner illustrates the extent of the arterial street improvements along three roadways:

- The four-lane divided Waverly Rd.,
- The five-lane 175th St. with a center turn lane, and
- The three-lane US-56 east of Waverly Rd.

This larger scale map affords an understanding of the roadway network relationships including Warren Avenue and Poplar Street (collector). This responds to the projected traffic flows by aligning Main/Santa Fe with 175th St.

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Exhibit 4-36

July 2010

US 56

GARDNER ARTERIAL INDEX MAP

URBAN GARDNER

Location: URBAN GARDNER

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

LEGEND

POTENTIAL FUTURE RIGHT-OF-WAY
EXIST. ENVELOPE
CITY/COUNTY
AIRPORT PROPERTY
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.

The four-lane undivided roadway between Pine and Oak Street is envisioned to remain essentially as-is. While there are numerous driveways (access points) along this segment, they access low volume residential driveways and are not envisioned to undergo significant change.

An improved intersection configuration is conceived to accommodate heavy turning traffic at the signalized intersection of Center Street. See Exhibit 4-38 for a detail of the proposed improvements.

This intersection has commercial properties on all corners. Access points to the convenience store in the NW quadrant are proposed to be modified, either with construction of the intersection improvements or with redevelopment. Some additional right-of-way is required on the south side of US-56.

The four-lane undivided roadway between Center and Sycamore Street is envisioned to remain essentially as-is, including on-street parking. To assist in creating a defined transition, bulb outs are proposed to delineate the on-street parking spaces. The proposed roadway transitions to a five-lane undivided section at the Sycamore intersection. No additional right-of-way is anticipated between Center and Sycamore Streets.
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.

LEGEND
- POTENTIAL FUTURE RIGHT-OF-WAY
  - ROAD ENVELOPE
  - CITY/COUNTY

Exhibit 4-38
July 2010

Location: URBAN GARDNER, Center Street Detail
Description: Existing (upper) and Proposed (lower) Conditions
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.

The proposed 5-lane section envisions a typical right-of-way width of 80 feet. The current r/w width along US-56 in this section varies from 70 feet to 120 feet, although that width is not always equidistant from the roadway’s centerline. The additional r/w is shown shaded in red.

Numerous access points occur in this segment. Potential locations for access points are shown conceptually based upon the following access management principles:

- Protect corner clearance as best as practical
- Provide one driveway per property
- For corner lots, provide access via the side street
- Align driveways opposite each other as best as practical
- Utilize cross access agreements as applicable

- Remove access points (No.’s 8.35, 8.55, and 8.58) and utilize shared access point No. 8.57 to access both properties.
- Remove access points (No.’s 8.62, 8.67 and 8.71). Relocate access point No. 8.69 to align opposite No. 8.68.
- Remove access point No. 8.77 and relocate No. 8.79 to align opposite No. 8.80.
- Remove access point No. 8.75. Access via Cedar St.

The White Drive intersection has the potential in the future for a roadway extension and grade separation with the railroad tracks. In the event that this improvement occurs, it can be anticipated that a traffic signal would be installed at the White Drive junction and additional capacity improvements may be necessary, requiring additional right-of-way.

NOTE: For purposes of clarity, sidewalks are not shown on the plan view.

Remove access point No. 8.76 which is too close to intersection. Access provided via shared drive opposite Cedar St.

If parcels 8000.072 and 073 were developed together then access points 8.30 and 8.32 should be consolidated and located on the south side opposite 8.31.

Remove access points (No.’s 8.41 and 8.42) and allow one access point per property.

Remove access points (No.’s 8.41 and 8.42) to one common access point opposite No. 8.12 to serve this 5-tract area under one ownership.

Relocate access points (No.’s 8.54 and 8.56) to one common access point opposite No. 8.57 to serve this 5-tract area under one ownership.

NOTE: For purposes of clarity, sidewalks are not shown on the plan view.

Remove access point No. 8.44 and 8.50) and allow one access point per property.

Remove access points (No.’s 8.44 and 8.50) which are too close to the signalized intersection.

The URBAN GARDNER, Sycamore to Cedar.

Existing (upper) and Proposed (lower) Conditions

Description:

Location: URBAN GARDNER, Sycamore to Cedar

Exhibit 4-39
July 2010
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.

It is recommended that the investigation of major intersection and interchange improvements be undertaken that integrate proposed improvements to 179th Street east of I-35 (currently under investigation by the City of Olathe) and that continue upon the work conducted under the I-35 Major Investment Study (MIS). The final interchange configuration could influence the future design of the Cedar Niles Road intersection.

This concept directly interfaces with the improvements currently under construction at the Moonlight intersection.

This configuration effectively removes the Old US-56 intersection by redirecting traffic to and from Old US-56 via a ramp with the New Century Parkway. This would likely result in two new traffic signals on the Parkway, as shown in the concept design.

It is also envisioned that US-56 will require 3-lanes in each direction between Moonlight and I-35. The existing US-56 bridge over the Parkway could be retrofitted to accommodate six-lanes along with a reduction in the posted speed, however the bridge over Old US-56 and the BNSF railroad will require widening. For conceptual depictions of these modifications see Exhibit 4-41.
Exhibit 4-41
July 2010
GARDNER
Location:
Description:
Travel Lane Schematic

Bridge Over New Century Parkway

EXISTING

PROPOSED

Bridge Over Old 56BNSF RR

EXISTING

PROPOSED