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.
Disclaimer: These concepts are current as of August 2007 and reflect 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 what is shown. Additional preliminary design work, including engineering and environmental studies, will be done to further refine these improvements and the right-of-way requirements.
CITY OF ARKANSAS CITY

RIGHT-OF-WAY NEEDED TO CONSTRUCT HALF-DIAMOND INTERCHANGE

US 77 Corridor Study
Ultimate Improvements
(+/- 2027)
Plate No. B-7
Date of Aerials: 2006 August 2007

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

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 what shown. Additional preliminary design work will need to be performed to further refine these improvements and the right-of-way requirements.
RIGHT-OF-WAY NEEDED TO CONSTRUCT HALF-DIAMOND INTERCHANGE

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 what is shown. Additional preliminary design will need to be performed to further refine these improvements and the right-of-way requirements.
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 what is shown. Additional preliminary design work will need to be performed to further refine these improvements and the right-of-way requirements.
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 work will need to be performed to further refine these improvements and the right-of-way requirements.