APPENDIX B - RECOMMENDATION SHEETS
<table>
<thead>
<tr>
<th>Route Segment/Location</th>
<th>Initial Improvement</th>
<th>Timing</th>
<th>Trigger</th>
<th>Future Improvement</th>
<th>Timing</th>
<th>Trigger</th>
<th>Sheet Number</th>
<th>Page Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>US-59 &amp; access management</td>
<td>- Reduce existing access. - Move access to alleys and side streets.</td>
<td>1 to 10 years</td>
<td>Concurrent with redevelopment</td>
<td>- Increase to a four lane divided section from Labette Creek to Flynn Drive.</td>
<td>&gt; 20 years</td>
<td>&gt; 12,000 ADT</td>
<td>1-10</td>
<td>36 / 46</td>
</tr>
<tr>
<td>Commerce Drive</td>
<td>- Re-stripe with dedicated left turn lane for NB US-59.</td>
<td>&lt; 5 years</td>
<td>Proposed improvement needed</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>1</td>
<td>38</td>
</tr>
<tr>
<td>Labette County Health Department</td>
<td>- Remove existing access to the north concrete pad.</td>
<td>&lt; 5 years</td>
<td>Proposed improvement needed</td>
<td>- Add Emergency Service entrance at north end with access control.</td>
<td>&lt; 10 years</td>
<td>As redevelopment occurs</td>
<td>2</td>
<td>38</td>
</tr>
<tr>
<td>21st Street</td>
<td>- Add pavement marking to west leg for stopping location and center line.</td>
<td>&lt; 5 years</td>
<td>work into regular maintenance</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>2</td>
<td>38</td>
</tr>
<tr>
<td>Farm Talk Entrance</td>
<td>- Trim trees up north along US-59.</td>
<td>1-10 years</td>
<td>work into regular maintenance</td>
<td>- Consolidate entrances.</td>
<td>1-10 years</td>
<td>As opportunity presents</td>
<td>2</td>
<td>38</td>
</tr>
<tr>
<td>Southern Boulevard</td>
<td>- Add R3-7's for SB US-59 Restripe west leg.</td>
<td>&lt; 5 years</td>
<td>Proposed improvement needed</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>3</td>
<td>39</td>
</tr>
<tr>
<td>Thornton Avenue to Morton Avenue</td>
<td>- Widen Thornton Ave. and reduce direct access from US-59.</td>
<td>&lt; 5 years</td>
<td>Concurrent with redevelopment</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>4</td>
<td>39</td>
</tr>
<tr>
<td>Corning Avenue</td>
<td>- Make center lane on west leg a thru only.</td>
<td>&lt; 5 years</td>
<td>Proposed improvement needed</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>4</td>
<td>40</td>
</tr>
<tr>
<td>Alley just north of Corning Avenue</td>
<td>- Consolidate access to alley. - Remove existing power pole.</td>
<td>&lt; 5 years</td>
<td>Concurrent with redevelopment</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>4</td>
<td>40</td>
</tr>
<tr>
<td>Main Street</td>
<td>- Restripe EB and WB legs. - Re-time traffic signal. - Add detection / actuation. - Consolidate access.</td>
<td>&lt; 5 years</td>
<td>Proposed improvement needed</td>
<td>- Shift SB leg of US-59 west and add dedicated left turn lane.</td>
<td>&gt; 5 years</td>
<td>As redevelopment occurs</td>
<td>5</td>
<td>40 / 41</td>
</tr>
<tr>
<td>Route Segment/Location</td>
<td>Initial Improvement</td>
<td>Timing</td>
<td>Trigger</td>
<td>Future Improvement</td>
<td>Timing</td>
<td>Trigger</td>
<td>Sheet Number</td>
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</tr>
<tr>
<td>Washington Avenue</td>
<td>Shift parking west, away from the intersection.</td>
<td>&lt; 5 years</td>
<td>Proposed improvement needed</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>5</td>
<td>42</td>
</tr>
<tr>
<td>Crawford Avenue</td>
<td>McDonald entrance should be signed / striped to show the only entrance is from Crawford Ave.</td>
<td>&lt; 5 years</td>
<td>Proposed improvement needed</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>5</td>
<td>42</td>
</tr>
<tr>
<td>Dirr Avenue</td>
<td>Update school crossing signing.</td>
<td>&lt; 5 years</td>
<td>Proposed improvement needed</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>5</td>
<td>42</td>
</tr>
<tr>
<td>Kennedy Avenue</td>
<td>Close wide entrances to US-59, use existing alley entrances.</td>
<td>&lt; 5 years</td>
<td>As redevelopment occurs</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>6</td>
<td>42</td>
</tr>
<tr>
<td>North Boulevard</td>
<td>Adjust entrances to US-59.</td>
<td>1-5 years</td>
<td>As redevelopment occurs</td>
<td>Move church access to future reverse frontage road.</td>
<td>&gt; 5 years</td>
<td>As redevelopment occurs</td>
<td>7</td>
<td>42 / 43</td>
</tr>
<tr>
<td>First drive south of Cattle Drive</td>
<td>Develop as Right-in, Right-out.</td>
<td>&lt; 5 years</td>
<td>With proposed development</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>8</td>
<td>43</td>
</tr>
<tr>
<td>Cattle Drive</td>
<td>Improve to 3 lane roadway.</td>
<td>&lt; 5 years</td>
<td>With proposed development</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>8</td>
<td>43</td>
</tr>
<tr>
<td>Harding Drive</td>
<td>Re-align Harding Drive and reduce access points on US-59.</td>
<td>1-10 years</td>
<td>As funding is available</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>8</td>
<td>43 / 44</td>
</tr>
<tr>
<td>US-59 &amp; US-400 Intersections</td>
<td>Refresh pavement marking.</td>
<td>&lt; 5 years</td>
<td>Proposed improvement needed</td>
<td>Reconfigure the interchange.</td>
<td>&gt; 10 years</td>
<td>As the area develops and the intersections reach capacity</td>
<td>8 &amp; 9</td>
<td>44</td>
</tr>
<tr>
<td>Union Road</td>
<td>Add a traffic signal and re stripe pavement marking on each leg. Increase radii.</td>
<td>&lt; 5 years</td>
<td>Signal warrant met</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>9</td>
<td>45</td>
</tr>
</tbody>
</table>
LEGEND

- CONSOLIDATED ACCESS
- CONCEPTUAL PAVEMENT MARKING
- CONCEPTUAL CURB/EDGE OF PAVEMENT

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LEGEND

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- CONCEPTUAL PAVEMENT MARKING
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- CONSOLIDATE ACCESS TO ALLEY AND ONE OTHER ENTRANCE
- STORE IS PLANNING TO MOVE WEST OF FUEL PUMPS

- CONSOLIDATE ACCESS TO ALLEY

- REDUCE LEFT TURN TO ONLY ONE LANE

- CONSOLIDATE ACCESS TO ALLEY
- REMOVE EXISTING POWER POLE

LEGEND

CONSOLIDATED ACCESS
CONCEPTUAL PAVEMENT MARKING
CONCEPTUAL CURB/EDGE OF PAVEMENT

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LEGEND

- Consolidated Access
- Conceptual Pavement Marking
- Conceptual Curb/Edge of Pavement

RECONFIGURE TURNING LANES ON MAIN STREET
MOVE PARKING AWAY FROM INTERSECTION
REPLACE SIGNAGE WITH CURRENT MUTCD SIGNAGE
CONSOLIDATE ACCESS TO ALLEY AND SIDE STREET
RESTRIPE AND RESIGN ACCESS TO "EXIT ONLY"
CONSOLIDATE ACCESSES TO SIDE STREET

LEGEND

CONSOLIDATED ACCESS

CONCEPTUAL PAVEMENT MARKING

CONCEPTUAL CURB/EDGE OF PAVEMENT

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CONCEPT ONLY
LEGEND

- CONSOLIDATED ACCESS
- CONCEPTUAL PAVEMENT MARKING
- CONCEPTUAL CURB/EDGE OF PAVEMENT

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US-59 ACCESS MANAGEMENT PLAN

PARSONS, KANSAS

LEGEND

CONSORTIUM PAVEMENT MARKING
CONCEPTUAL CURB/EDGE OF PAVEMENT

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REALIGN AND CONNECT FRONTAGE ROAD TO ALLOW ROOM FOR DEVELOPMENT INCREASE RADIUS FOR TRUCK TRAFFIC

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