



# Summary of Key Findings: US 24-40 Hwy Corridor Study

## INTRODUCTION

The US 24-40 Corridor Study was initiated by state, regional, county and city officials and staff to preserve the transportation investment made in US 24-40. The project was initiated through the cooperation of the cities of Basehor and Tonganoxie, Leavenworth County, KDOT, and the Mid-America Regional Council (MARC). This consortium selected the firm of Bucher, Willis and Ratliff Corporation (BWR), in cooperation with Jane Mobley Associates, Richard Caplan and Associates, and ETC Institute to assist them in the completion of the US 24-40 Corridor Study. For a full copy of the report, contact Tonganoxie City Hall or visit the City's website at [www.tongie.org](http://www.tongie.org).

## Purpose

The purpose of the study was to protect and preserve the transportation investment within the corridor by implementing sound corridor land use and transportation planning and management principles. Throughout the 14 month study duration, the public was invited through several different forums to provide meaningful input in developing community values to be embodied in the study. Those values included the desires to maintain a high level of mobility and safety on the highway, to preserve the rural drive experience of US 24-40, and to foster orderly economic growth in southern Leavenworth County.

The study defined guidelines for managing traffic, access, land development densities, and design standards and set forth an implementation plan to achieve the study recommendations.

## Study Area

The Study Corridor encompassed one mile either side of US 24-40 from Honey Creek Road on the west to K-7 on the east. A larger area of Leavenworth County was considered with respect to its influence on the study corridor. This larger planning area included all of Leavenworth County south of Dempsey Road.

## **INTERIM ACCESS & TRAFFIC MANAGEMENT PLAN**

Given the current lack of funding to build the permanent improvements, interim improvements should be implemented as needed to address safety issues that arise and to accommodate the growing traffic demands. Typical interim improvements include:

- the relocation of existing traffic signals, and the addition of new traffic signals (only where legal warrants for signal installation are met);
- targeted widening of US 24/40 Highway to install a center turn lane or a median;
- removal of median breaks; and
- the addition of turn lanes at intersections.

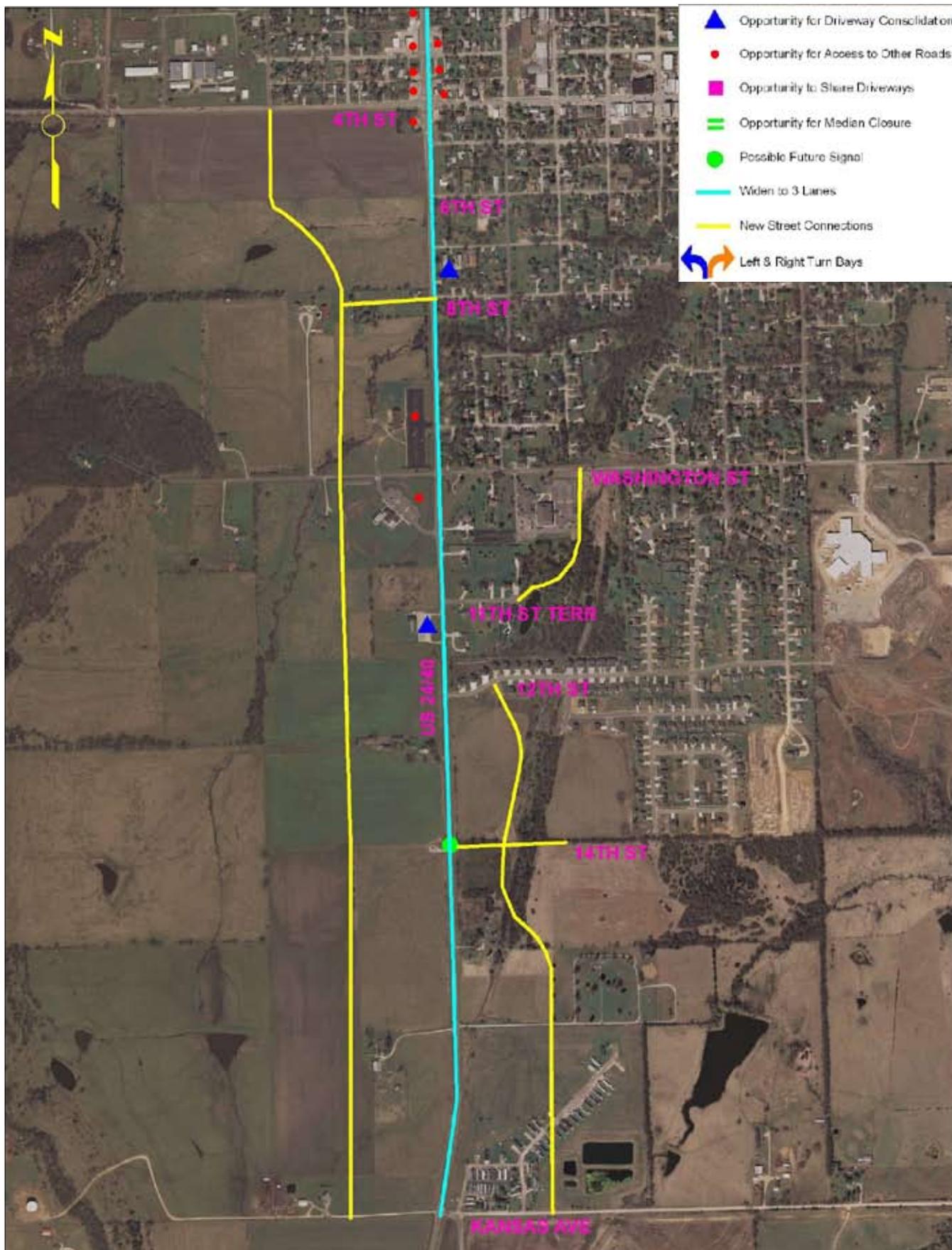
The interim (short range) Access and Traffic Management Plan is intended to provide mitigation for existing access and traffic management deficiencies. It is not the intent to deprive existing properties access, but is intended to improve the safety for the motoring public. Interim improvements are enhancements that can be implemented in less than a year's time, and can continue to be implemented until the ultimate plan is realized. The time line for implementation is dependent on local priorities and availability of funding. The appropriate jurisdictions should pursue these opportunities as funding allows, recognizing that implementation of the projects will result in enhancement of safety and mobility in the corridor.

The Short-Range Traffic and Access Management Opportunities are summarized in Table 7-4 and presented graphically in Figures 7-3 to 7-7 of the report.

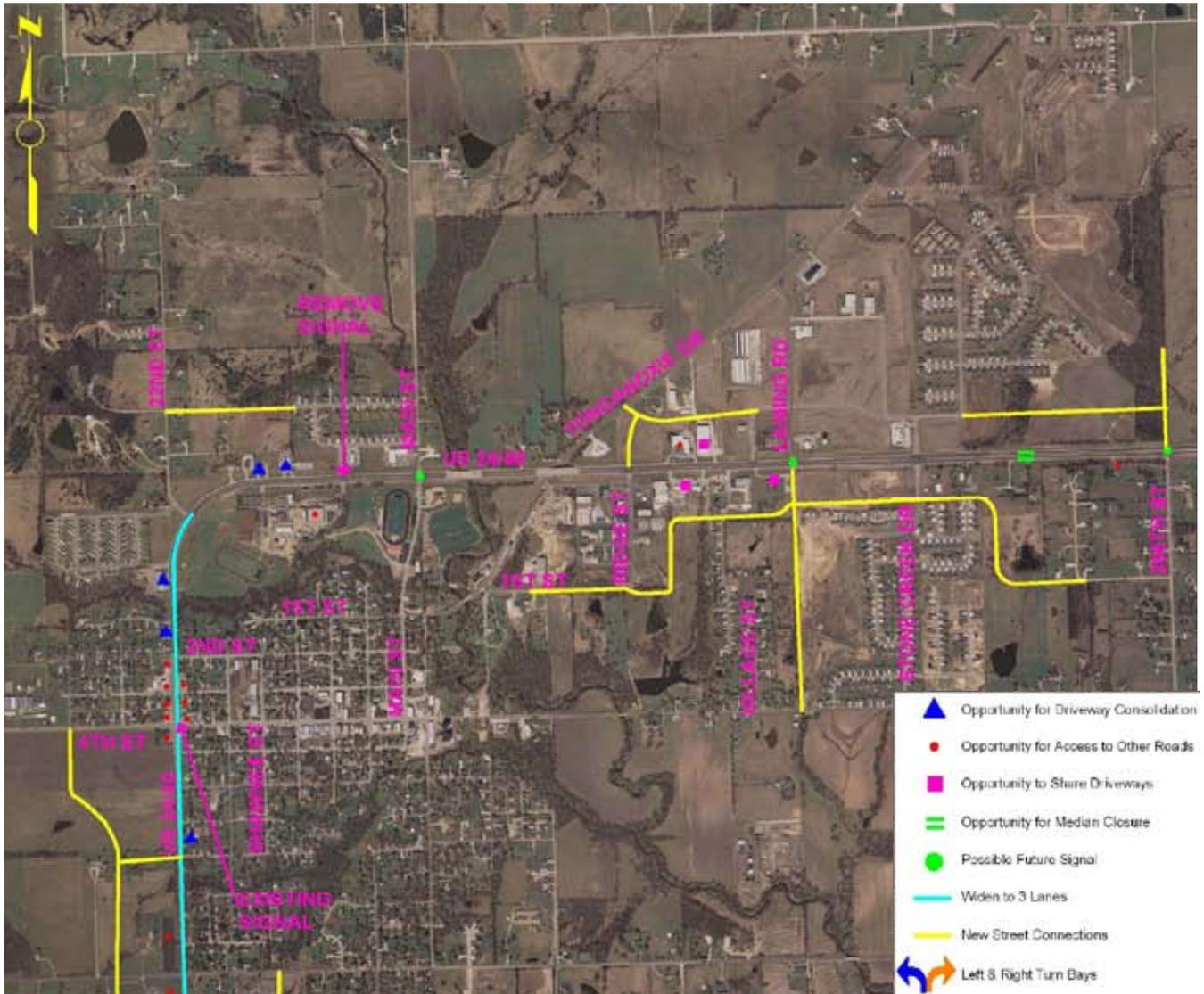
# Appendix A US 24-40 Highway Corridor Study

Project	Description	Location	Jurisdiction
Consolidate Private Driveways	Owners may voluntarily cooperate with KDOT and local governments to consolidate multiple drives on their own property, share drives with adjacent property owners, or relocate drives to other roads to reduce the number of driveways onto US 24/40 Highway.	Multiple Locations	KDOT / Local
Relocate Traffic Signal	Remove existing signal that does not meet legal warrants at Tonganoxie High School entrance and relocate to the intersection at US 24/40 Highway / Main Street.	Tonganoxie High School Entrance and Main Street	KDOT / Tonganoxie
Alter On-site Traffic Circulation	Alter the on-site school traffic circulation to direct exiting traffic to Main Street where vehicles would make use of the Main Street traffic controlled intersection to access the highway.	Tonganoxie High School	KDOT / Local
New Traffic Signals	Install traffic signals at intersections along US 24/40 Highway locations warranted based on existing traffic counts and consistent with <b>Figure 7-2</b> .	Laming Road	KDOT / Tonganoxie
Widening for Center Turn Lane	Widen existing highway to install a center turn lane to remove turning vehicles from through lanes for existing full access driveways and street intersections. Acquire adjacent right-of-way through site plan approval process.	US 24/40 Hwy from Smiley Road to E 14 <sup>th</sup> Street	KDOT / Tonganoxie
Supporting Local and Collector Streets	Construct supporting local and collector streets to provide property access.	As noted in Figures 7-3, 7-4, 7-6, and 7-7	Tonganoxie/ Basehor
Acquire Right-of-Way on Intersecting Arterial Streets	Acquire 120' of right-of-way for designated intersecting arterial streets through site plan approval process.	Honey Creek Road 14 <sup>th</sup> Street 21 <sup>st</sup> Street Main Street Laming Road 206 <sup>th</sup> Street 198 <sup>th</sup> Street 182 <sup>nd</sup> Street 174 <sup>th</sup> Street 166 <sup>th</sup> Street 150 <sup>th</sup> Street 147 <sup>th</sup> Street 142 <sup>nd</sup> Street	Leavenworth Co. / Tonganoxie / Basehor

# Appendix A US 24-40 Highway Corridor Study



# Appendix A US 24-40 Highway Corridor Study





Retail-Commercial Development Plan