

# Appendix G: Public Involvement Materials



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**Handout:** Open House #1 (2 pgs)

**Display Boards:** Open House #2 (2 pgs)

**Handout:** Open House #2 (2 pgs)

**Drop-in Center:** Handout #1

**Drop-in Center:** Handout #2 (2 pgs)

**Kiosk Display**

**Responses to Advisory Committee  
Comments**



# WELCOME

Thank you for attending tonight's open house meeting for the K-10 Transportation Study. We appreciate your interest in the project.

- Please sign-in.
- Information is on display and members of the study team are available to answer your questions.
- Please provide comments by filling out a comment form.



# Introduction

The Kansas Department of Transportation (KDOT), in partnership with the Lawrence-Douglas County Metropolitan Planning Commission and the Mid-America Regional Council (MARC) are conducting a planning study of the K-10 Corridor between Lawrence and western Johnson County. The study will develop a strategy for future improvements to K-10 that the cities, counties and KDOT can use as a basis for making decisions along the corridor in the next 25 years. Currently, there are no plans or funds available to buy any right-of-way or to design or build any of the recommendations that will come out of this study.



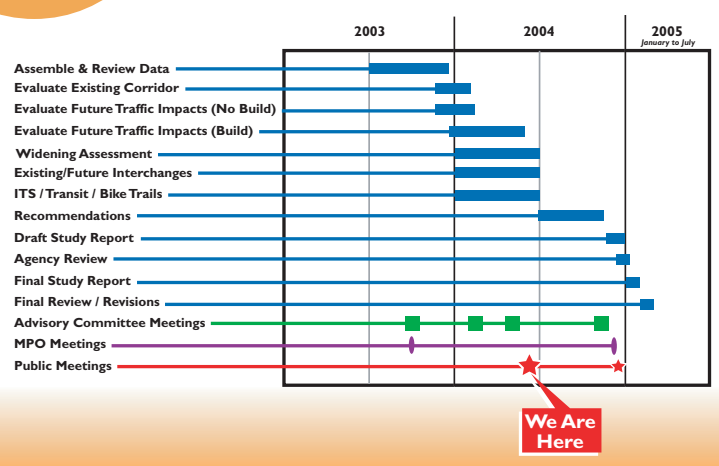
# Project Purpose and Objectives:

Douglas County and Johnson County are two of the fastest growing counties in the state of Kansas. K-10 is the principal highway linking these two counties. While K-10 is predominantly rural in character now, it is rapidly urbanizing and will continue to do so. There needs to be a plan to coordinate land use and transportation in this area. The objectives of the study include:

- Determine how and when to widen K-10.
- Determine impacts of widening.
- Establish where new interchanges will be considered.
- Plan for other modes of transportation within the corridor.
- Study bicycle and pedestrian issues along and crossing K-10.

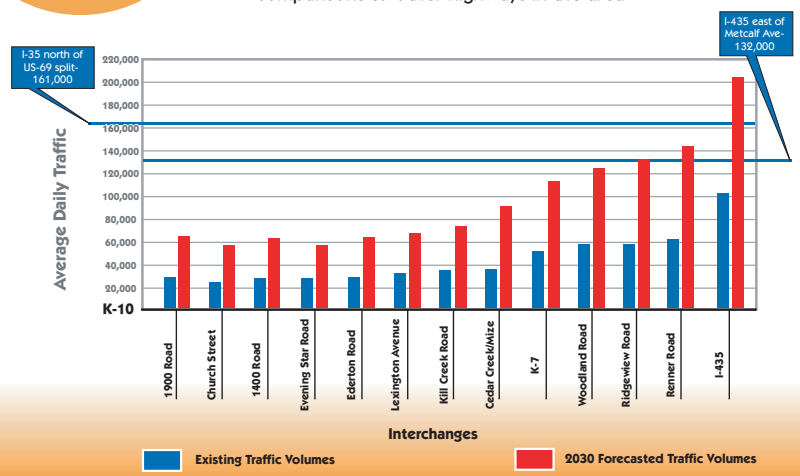


# Project Schedule

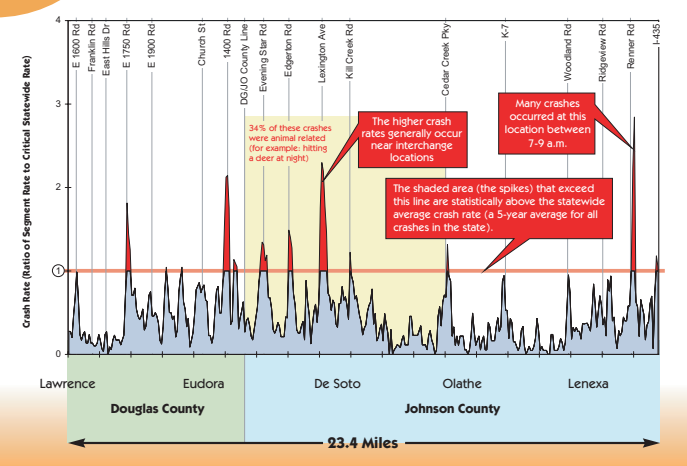


# Traffic

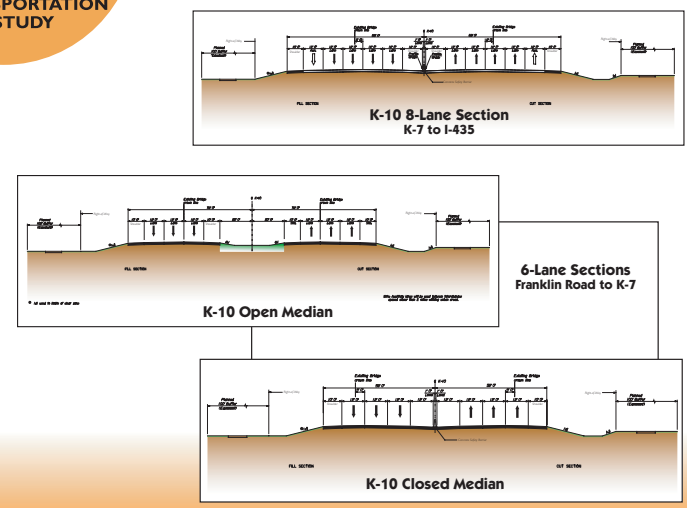
The graphic below shows current and projected traffic at interchanges along K-10. Traffic volumes are expected to continue to increase along K-10. Below are some comparisons to other highways in the area.



# K-10 Crash Rates 1998 - 2002



# Future Typical Sections



# Transit and Bicycle/Pedestrian

The K-10 Transportation Study is also considering other modes of transportation within the corridor. Lawrence-to-Kansas City is a potentially viable public transit corridor in the region. There are a large number of people that commute along the corridor as well as a large student commuter population (KU students). This study will evaluate three potential public transit options.



**Option A Demand Responsive Service--** buses run during a specific time period but one can call to schedule a ride to and from a specific location.

**Option B Fixed-Route Service--** Buses have assigned routes and schedules to pick up and drop off at designated spots or park and ride lots along the route.

**Option C Dedicated bus lanes--** a lane on the highway would be designated for buses (or carpools).



**Bicycle/ Pedestrian issues:** The study is also considering bicycle and pedestrian needs use along the corridor, not only for recreation, but as a means of transportation. A route paralleling K-10, possibly adjacent to K-10, or near old K-10 or the Kansas River are being evaluated as well as the need to have safe crossings over K-10, particularly at Church Street and Lone Elm Road.



# Thank you

Thank you for attending tonight's meeting. Your interest in the process is very important to us. Please feel free to fill out a comment form to provide your comments or questions to the project team.



### Public Involvement

Public involvement is playing an important role in this study as the future of K-10 is explored. Planned public involvement activities include the following:

- Informational meetings were held at the MARC Total Transportation Policy Committee and the Lawrence-Douglas County Planning Commission to kick-off this study. There will be another round of these meetings at the conclusion of the study.
- An Advisory Group has been formed to help the study team to address the current and future transportation needs for the area. The group is made up of city, county, state, federal, and interested group representatives that have provided information on traffic, land use, development, and concerns regarding K-10, as well as feedback on the progress of the study.
- A traveling display has been created and continues to be circulated around communities along the study area. The kiosk provides basic background information and ways to provide comments on the study.
- Two rounds of public meetings have been planned as part of the study. Two meetings will be held in each round in separate locations (one in each county) in the study area. These meetings give the public the opportunity to not only learn about and comment on the study, but also to ask

questions of and interact with the study team. The first round of public meetings is being held in June 2004 and the second round is tentatively scheduled for November 2004.

- Meetings will be scheduled as needed to update city and county officials on the progress of the study as well as the comments received from the public.
- Information will be posted on the KDOT's Project Information Portal on the web at: [www.ksdot.org/projects/](http://www.ksdot.org/projects/).



The Kansas Department of Transportation (KDOT), the Lawrence-Douglas County Metropolitan Planning Commission, and the Mid-America Regional Council (MARC) are conducting a long-range planning study of the K-10 corridor linking Lawrence and western Johnson County.

### Study Purpose

The purpose of the study is to assess the current and future transportation needs (to the year 2030) in the corridor and to develop a plan for meeting those needs. This plan can then be used by counties, cities, and KDOT as a basis for making future decisions concerning transportation in the corridor. The study will look as far as 30 years into the future. This is only a study, there are no funds at this time to design or build any transportation concepts developed during the study. The study will not select specific improvement projects but will define general right-of-way needs.

### Traffic Volumes are Increasing

Traffic volumes have increased dramatically since K-10 was first opened in the mid 1980s. The various cities and counties are planning for significant growth along the corridor which will result in more traffic.

Kaw Connects, a long-range transportation study of the 50-mile long travel corridor between Topeka and Kansas City, was completed in January 2000. It concluded that K-10 between Lawrence and Kansas City would eventually need to be widened to six or eight lanes to function at an acceptable level of service (extent of congestion). The benefits and drawbacks of such improvements, if they are to be completed, must be carefully considered.

### Contacts

Comments are welcome and encouraged throughout the K-10 Transportation Study. Please send all comments to:

**Maggie Thompson,**  
**Public Involvement Liaison**  
**Kansas Department of Transportation**  
**915 SW Harrison**  
**Topeka, KS 66612**  
**Toll-free Phone: 1-877-550-5368**  
**E-mail: [maggiet@ksdot.org](mailto:maggiet@ksdot.org)**



[www.ksdot.org/projects/](http://www.ksdot.org/projects/)

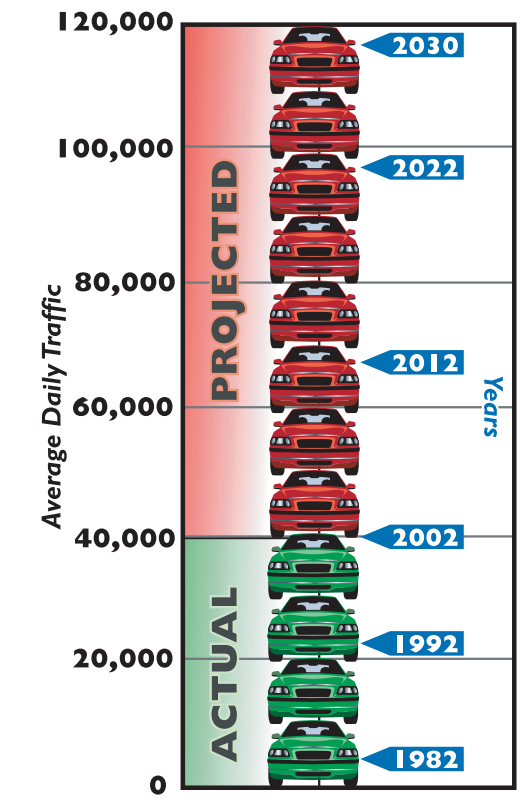
### Why is the Study Important?

#### Change is Already Occurring

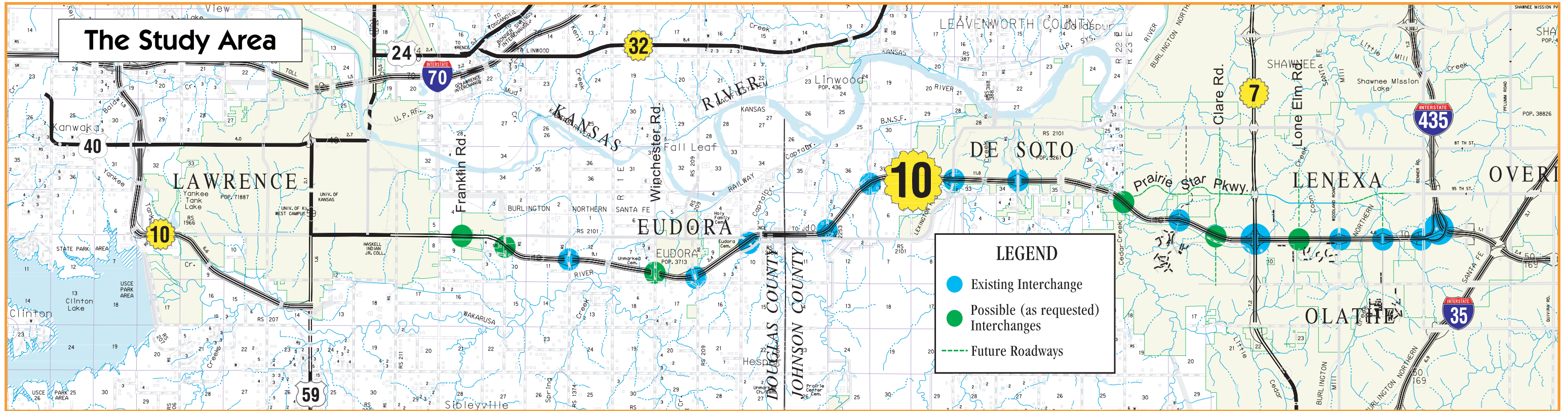
People who travel K-10 have probably noticed growing traffic on the highway and development in the corridor adjacent to the highway. Douglas County and Johnson County are the two fastest growing counties in the state and K-10 is the principal highway linking the two counties. While most of K-10 is currently rural in character, the cities and counties along the corridor expect it to urbanize over the next 20-30 years.

#### Land Development and Transportation

As land uses in the corridor change from rural to urban, traffic patterns and volumes will change. Highway improvements can have a profound effect on nearby land use, even though the highway improvements typically occur much more slowly than development. The K-10 Transportation Study will help sort through the complex issues surrounding the changes. Planning for the changes will help promote harmony between land use and transportation.



This is projected traffic for the busiest part of the K-10 corridor, between K-7 and I-435.



### New Interchanges Being Studied

In anticipation of increasing land development, many of the cities and counties in the K-10 corridor are considering additional interchanges. Most of K-10 is a freeway, a multi-lane highway with a median where access is permitted only at interchanges. Interchange location is important to safe and efficient travel on freeways, as well as to land development near the freeway. Ideally, interchanges would be spaced no closer than two miles in urban areas and four miles in rural areas. So, careful thought must be given to locating interchanges to preserve safe and efficient travel while still providing opportunities for development.

After consulting with the cities and counties along the study area, a number of possible interchange locations are being studied. The locations being studied include (east to west):

- Lone Elm Road (Lenexa and Olathe)
- Clare Road (Lenexa and Olathe)
- Prairie Star Parkway (Lenexa)
- Winchester Road (Eudora)
- Franklin Road (Lawrence)

### Other Transportation Types (modes) Should be Examined

The K-10 Transportation Study will also consider other means (modes) of transportation. K-10 between

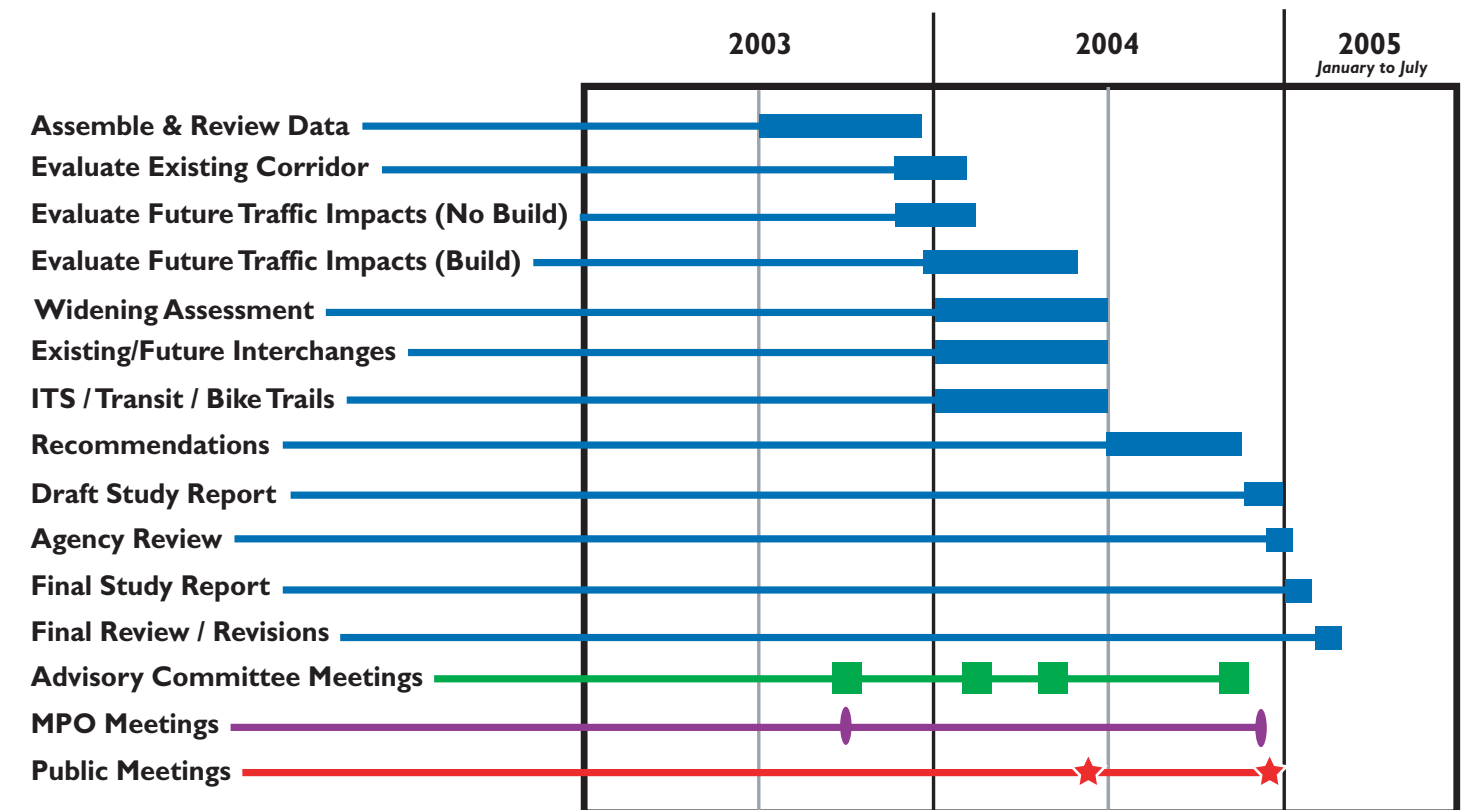
Lawrence and Kansas City is a potentially viable public transit corridor. There is interest in providing for public transit that would serve commuters (Lawrence to Kansas City) and KU students (Johnson County to Lawrence). MARC, in partnership with the Kansas City Area Transportation Authority, Johnson County Transit, and Unified Government Transit recently completed their Smart Moves Plan for metropolitan Kansas City's expanded and enhanced public transportation services. MARC has also completed a commuter rail feasibility study for the greater Kansas City region which details several feasible commuter rail corridors including one from Lawrence to Kansas City. Several years ago, Johnson County commissioned a study for KU student trips. All of these studies will be utilized at least in part for this study.

There is also interest in considering bicycle/pedestrian issues along the corridor, including crossings over K-10 (particularly at Church Street and Lone Elm Road) and a bicycle/pedestrian path paralleling K-10 (possibly adjacent to K-10, Old K-10 or the Kansas River). MARC has completed a bicycle/pedestrian study which will also be utilized in part for this study.

The potential for expanding the use of Intelligent Transportation Systems (ITS) in the corridor will also be examined. ITS includes a wide range of technology-based ways to improve the management of the flow of traffic.

### The Study Schedule

The K-10 Transportation Study began in September 2003 and is tentatively scheduled to conclude in December 2004.





# WELCOME

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## Introduction

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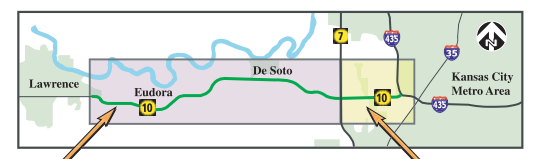
## Project Purpose and Objectives:

Douglas County and Johnson County are two of the fastest growing counties in the state of Kansas. K-10 is the principal highway linking these two counties. While K-10 is predominantly rural in character now, it is rapidly urbanizing and will continue to do so. There needs to be a plan to coordinate land use and transportation in this area. The objectives of the study include:

- A • Determine how and when to widen K-10.
- B • Determine impacts of widening.
- C • Establish where new interchanges may be considered.
- D • Plan for other modes of transportation within the corridor.
- E • Study bicycle and pedestrian issues along and crossing K-10.



## A. Determine How and When to Widen K-10

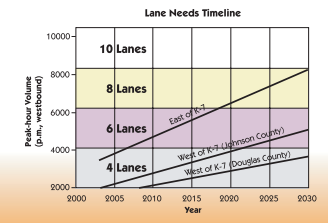


It is projected that 6-lanes will be needed to meet future traffic demands

It is projected that 8-lanes will be needed to meet future traffic demands. In this section widening would be to the inside and outside with a depressed median and concrete safety barrier.

2 options for widening

- Widening to the inside with a depressed median and concrete safety barrier.
- Open median A 60 foot grassed median. Widening road would be to the outside.



Currently, KDOT has no funds available to widen K-10.



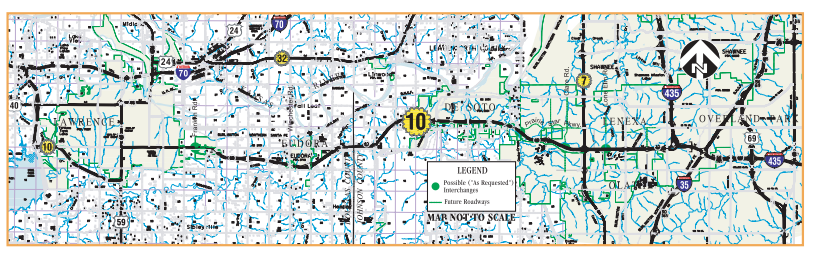
## B. Impacts of Widening

The corridor study took a broad look at the area and identified areas that will require further investigation as future work is conducted.

- Due to age of the existing pavement, it would need to be replaced when widening K-10. Existing bridges are in good condition and will be modified as necessary for widening of K-10.
- A few isolated wetlands are affected along K-10.
- Two hazardous waste sites are located near K-10.
- Two Parks could experience minor impacts.
- Generally, right-of-way is needed at specific locations along the corridor. In addition, a proposed 100 foot buffer easement is recommended to accommodate landscape aesthetics, possible trail and noise buffer.



## C. New "As Requested" Interchanges



### "As Requested" interchanges

- Lone Elm Road
- Clare Road
- Prairie Star Road
- Winchester Road
- Franklin Road
- K-10/1750/Noria Road (from previous study)

KDOT does not approve, endorse or plan to fund these additional "as requested" interchanges. The communities will need to submit formal requests to KDOT for new interchanges, which includes detailed traffic and operations analysis before any approval could be given for these interchanges. Lenexa and Olathe are currently studying the Prairie Star Parkway, Lone Elm Road and Clare Road interchanges.



## D. Other Modes - Transit

A fixed-route bus service, with potential for route deviations, should be considered along K-10. Transit operators would need to develop an operating plan for service to generally operate between the K-10/I-435 industrial area and the University of Kansas (KU)/Downtown Lawrence. Additional fixed stops would be at key intervening residential/employment centers.



- The potential for daily transit ridership in this corridor could range from 350-500 patrons.
- This service should make use of future Transit Centers identified by the MARC's Smart Moves plan.
- There appears to be interest in starting a pilot program for transit service along K-10.



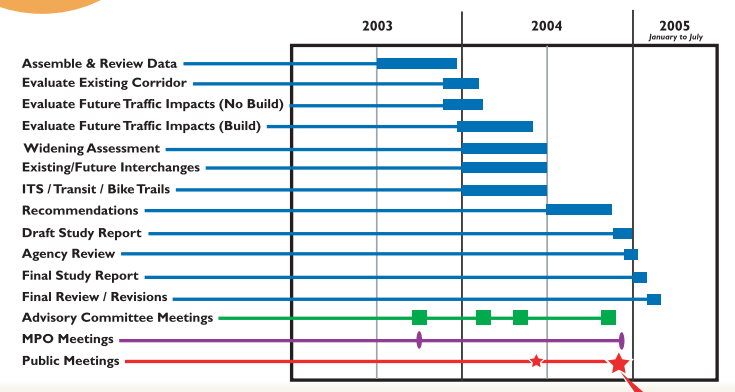
## E. Bicycle/Pedestrian Considerations



There is interest in providing for bike and pedestrian travel through the K-10 corridor both for recreation and as a means of transportation. It is KDOT's practice not to build trails within the right-of-way of a high speed, controlled access highway. If a route immediately adjacent to K-10 is chosen, the proposed trail will need to fall outside the ultimate right-of-way needs for K-10. Any trail crossing of K-10 and intersecting cross streets would address safety and access for pedestrians and bicyclists. Future crossings of K-10 have been identified along Lone Elm Road in Lenexa/ Olathe and Church Street in Eudora. The study team recognizes there may be crossing needs elsewhere along K-10.



## Project Schedule



We Are Here



## Next Steps



- KDOT currently has no funds to preserve right-of-way or build any of the recommended improvements. It is essential that KDOT and local communities work together to find ways to implement the recommended improvements identified in the study:
  - Memorandums of Understanding (MOU)
  - Right-of-way preservation (key parcels)
  - Future construction (widening of K-10 and interchange improvements)
  - Pilot program for transit and continue to coordinate with MARC's Smart Moves Plan
  - Accommodation should be made to incorporate bicycle and pedestrian improvements within corridor
- Communities will need to pursue a more formal break-in-access request with KDOT for any new "as requested" interchanges. Communities are already beginning further detailed studies of interchange locations. Lenexa and Olathe have begun a more detailed study to evaluate the Lone Elm Road, Clare Road and Prairie Star Parkway interchange locations. (For more information about the Lenexa and Olathe study please talk to a team member or sign up for updates at the information table.)

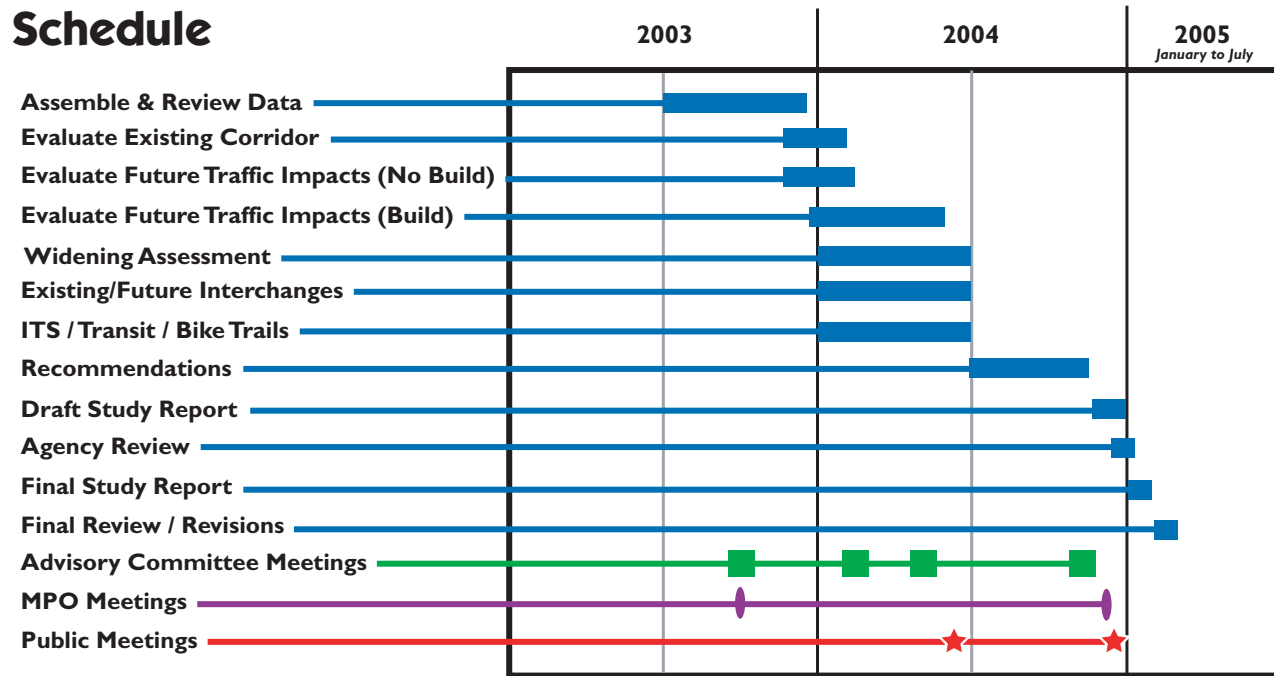


## Thank you

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## Study Schedule



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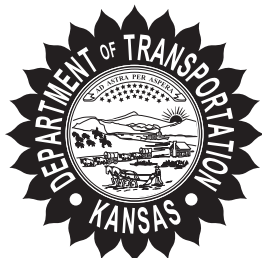
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- Future construction (widening of K-10 and interchange improvements)
- A pilot program for transit service along K-10
- Incorporate bicycle and pedestrian improvements within corridor.

Communities will need to pursue formal break-in-access request with KDOT for any new "as requested" interchanges. Communities are already beginning further detailed studies of interchange locations. Lenexa and Olathe have begun a more detailed study to evaluate the Lone Elm Road, Clare Road and Prairie Star Parkway interchange locations. For more information about this study please talk to a team member or sign up for updates via mail, phone, e-mail or website listed below.

### Contacts

Comments are welcome and encouraged throughout the K-10 Transportation Study. Please send all comments to:

**Maggie Thompson**  
**Public Involvement Liaison**  
**Kansas Department of Transportation**  
**700 SW Harrison**  
**Topeka, KS 66603-3754**  
**Toll-free Phone: 1-877-550-5368**  
**E-mail: [maggiet@ksdot.org](mailto:maggiet@ksdot.org)**



[www.ksdot.org/projects/](http://www.ksdot.org/projects/)



November 2004

The Kansas Department of Transportation (KDOT), the Lawrence-Douglas County Metropolitan Planning Commission, the Mid-America Regional Council (MARC) and their consultants have spent the past 18 months studying and evaluating the long range transportation needs of the K-10 corridor between Lawrence and western Johnson county. The Study team has developed draft recommendations to meet those needs, so that KDOT and local communities can work together with a guide for the future of K-10, until such time that funding becomes available.

### What needs to be done along K-10?

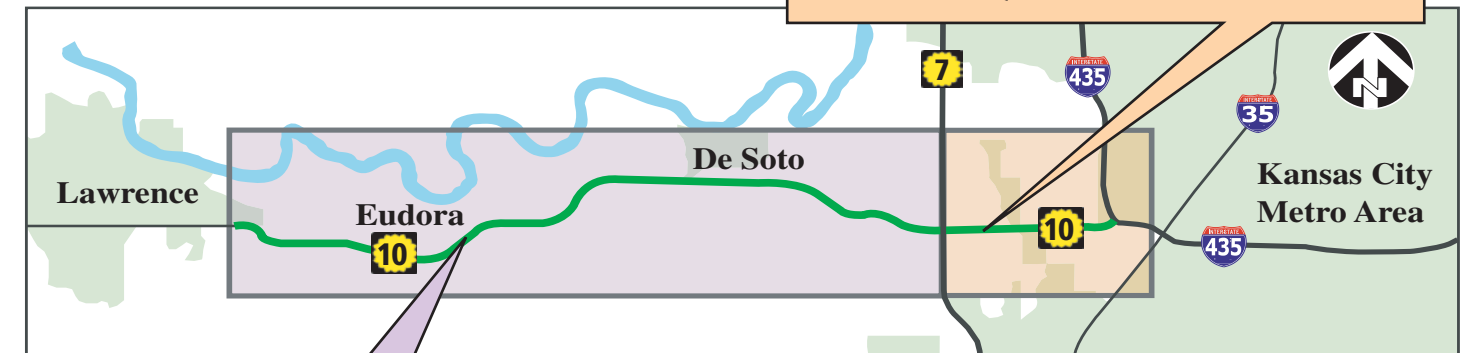
Douglas and Johnson County are two of the fastest growing counties in Kansas. K-10 provides an essential link between them. The current and projected growth and development along the K-10 corridor underscores the need for proactive planning to coordinate land use and transportation in this area. The study reviewed:

- How and when to widen K-10.
- The impacts of widening K-10.
- Where new interchanges will be considered.
- Other modes of transportation within the corridor.
- Bicycle and pedestrian issues along and crossing K-10.

### Widening K-10

Future growth indicates that more lanes on K-10 will be needed to accommodate traffic. In order to keep traffic flowing at reasonable rates without much congestion, though there may be some during peak travel times (morning and evening rush hours), it is recommended that four lanes (two in each direction) be added east of K-7 to I -435 and two lanes (one in each direction) be added west of K-7 to Franklin Road in Lawrence.

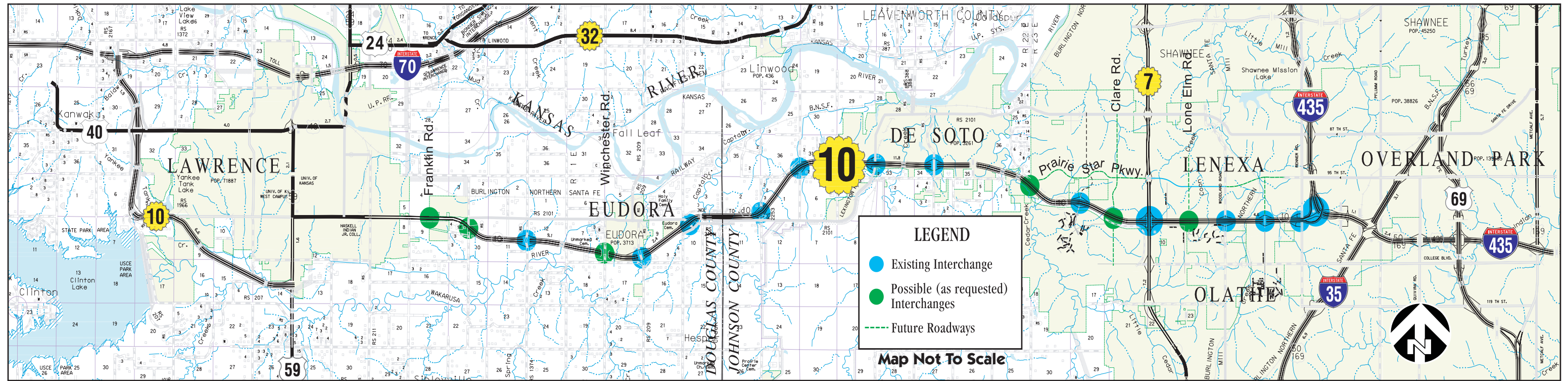
It is projected that 8-lanes (four lanes in each direction) are needed in this area to meet future traffic. Additional lanes would occur to the inside with a depressed median and a concrete safety barrier.



It is projected that 6-lanes (three lanes in each direction) will be needed in this area to meet future traffic demands. In this area, there are two options for adding lanes—widen to the inside or widen to the outside.

- Widening to the inside with a depressed median and a concrete safety barrier.
- Widening to the outside means adding the additional lanes to the outside and having a 60-foot depressed grassed median between the east and west bound lanes.

Currently, KDOT has no funds available to widen K-10.



**New Interchanges:** (new "as requested" interchanges identified in the map above with green dots) The communities along K-10 recognize the growth and development that is occurring and have requested that a number of future interchange locations be studied. Interchange location is important to maintain a safe and efficient freeway as well as to land development near a freeway. The communities along K-10 have requested that KDOT consider the following interchange locations:

- Lone Elm Road
- Clare Road
- Prairie Star Parkway
- Winchester Road
- Franklin Road
- K-10/1750/Noria Road (from previous study).

Based on a broad level review by the study team, these "requested" interchanges (with associated improvements) do not appear to compromise the way K-10 functions as a road. If the interchanges are constructed, it will be important to make sure that all necessary improvements are made, including auxiliary lanes and grade separated ramps.

The communities will need to submit formal requests to KDOT for new interchanges, which includes detailed traffic and operations analysis before any approval could be given for these interchanges. Currently, the cities of Olathe and Lenexa are conducting a more detailed study of the Lone Elm Road, Clare Road and Prairie Star Parkway interchanges. KDOT does not have the funding for any of these interchanges, therefore, the local entities or others would have to come up with the money for these new interchanges.

Eventually, it is assumed that there will be an interchange near the existing location of K10/1750/Noria Road so that K-10 can continue as a freeway without traveling through Lawrence. The existing at-grade East Hills Business Park entrance on K-10 would be closed and traffic would be re-routed to the new 'as requested' Franklin Road Interchange.

**Existing Interchanges** (identified with blue dots) Anticipated traffic volumes indicate that the K-7/K-10 interchange needs to be improved to a four level, fully directional interchange. A future study will need to refine conceptual improvements outlined for the K-10/I-435/I-35 Interchange in the 1999 Major Investment Study.

**Other Transportation Modes**

After reviewing options for public transit along the K-10 corridor, it was determined that **Fixed Route Bus Service** with the potential for route deviations should be considered. It is suggested that transit operators develop an operating plan for service to generally operate between the K-10/I-435 industrial area and the University of Kansas/Downtown Lawrence. Additional fixed stops would be at key intervening residential and employment centers.

- The potential for daily transit ridership in this corridor could range from 350-500 patrons.
- This service should incorporate use of future Transit Center's identified by the MARC's Smart Moves Plan.
- There appears to be interest in starting a pilot program for transit service along K-10.



**Bicycle and Pedestrian Considerations**—There is a great deal of interest in providing for bike and pedestrian travel through the K-10 corridor, not just for recreation but as a means of transportation. It is not KDOT's practice to build trails within the state right-of-way of a high speed, controlled access highway. If a route immediately next to K-10 in chose, the proposed trail will need to be outside the ultimate right-of-way needs for K-10. Any trail crossing of K-10 and intersecting cross streets would address safety and access for pedestrians and bicyclists. Future crossings of K-10 have been identified along Lone Elm road in Lenexa/Olathe and Church Street in Eudora. The study team recognized there may be other future crossing needs elsewhere along K-10.

**Intelligent Transportation Systems (ITS)** have been installed at the east end of the K-10 corridor, including cameras and a Variable Message Sign (VMS). It is recommended that future capacity improvements along K-10 incorporate ITS elements, including communications conduit along the entire length, ramp metering ( at least as far west as K-7) where determined to be reasonable, and cameras/VMS at key locations along the corridor.



Example of a four level interchange

**Impacts of Widening K-10.** Improvements to K-10 will likely have some impact to the surrounding area. Efforts will be taken to minimize impacts to wetlands, floodplains and parks near the corridor. There are also two sites that are designated as Hazardous Waste sites within the corridor, which means that these sites could have sensitive material and should be avoided, if possible.

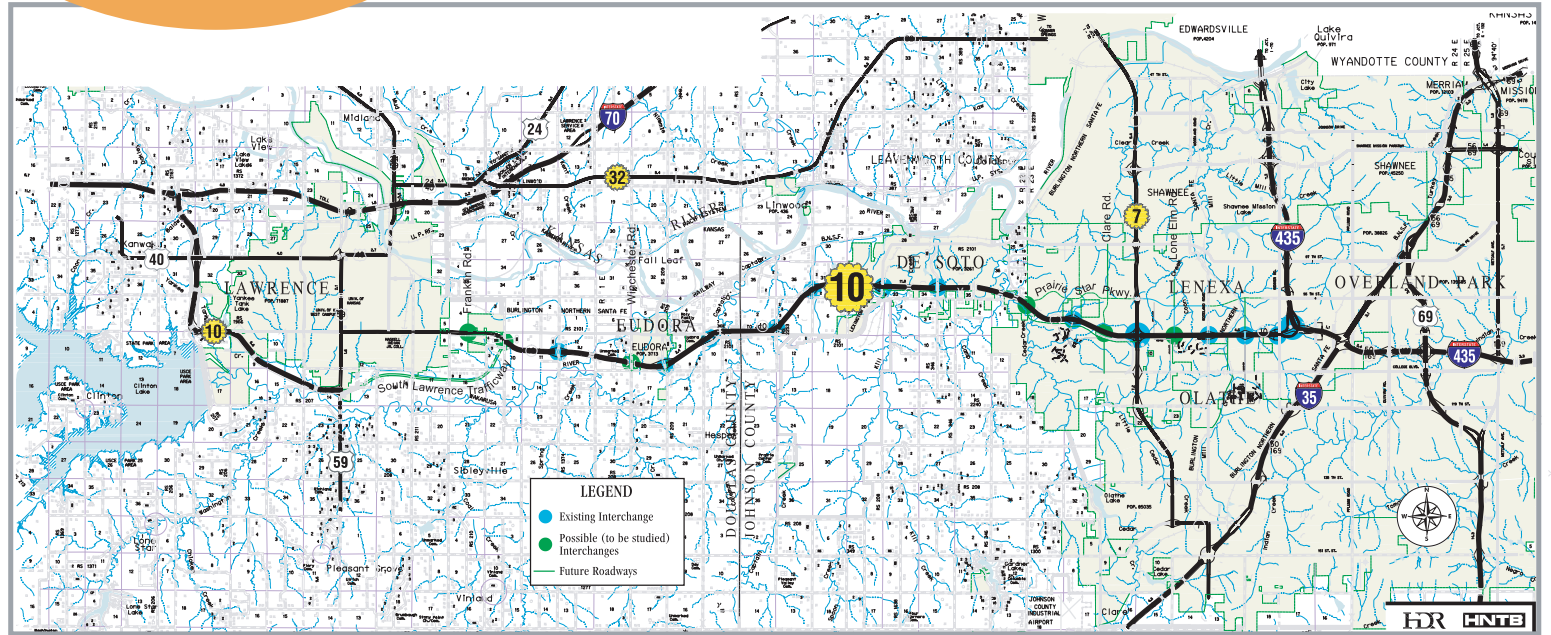
Widening K-10 will also mean reconstructing the pavement, which needs to be replaced due to its age. Existing bridges are in good condition and will be modified as necessary for widening of K-10. Generally, right-of-way is only needed at specific locations along the corridor. It is also recommended that a proposed 100-foot buffer be established between the edge of the ultimate K-10 right-of-way and any future development. The buffer would minimize any future noise issues, accommodate landscape improvement, and could potentially serve as a location for a bicycle or pedestrian trail.



# K-10 TRANSPORTATION STUDY

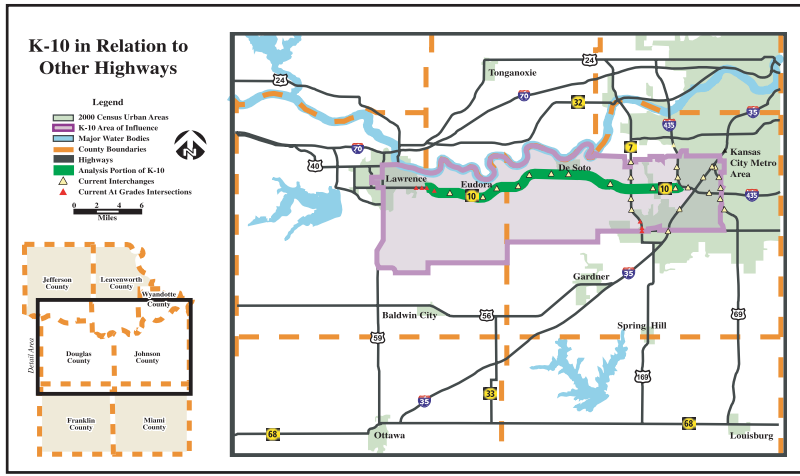
## Importance of the K-10 Corridor

K-10 is a major link between Lawrence and western Johnson County, which are two of the greatest growing areas in the state. While K-10 is currently mostly a rural highway, development along the corridor is only expected to continue. As both Douglas and Johnson Counties continue to grow the importance of K-10 will only increase.



## Study Purpose

The Kansas Department of Transportation (KDOT), in partnership with the Lawrence-Douglas County Metropolitan Planning Commission and the Mid-America Regional Council (MARC), are conducting a planning study of the K-10 corridor between Lawrence and western Johnson County. The study will help to develop a strategy for future improvements to the K-10 corridor which can be used by the counties, cities and KDOT as a basis for making future decisions along the corridor for the next 25 years. Since this is only a study, there are no funds to buy right-of-way or to design or build any of the recommendations that are developed during this study.



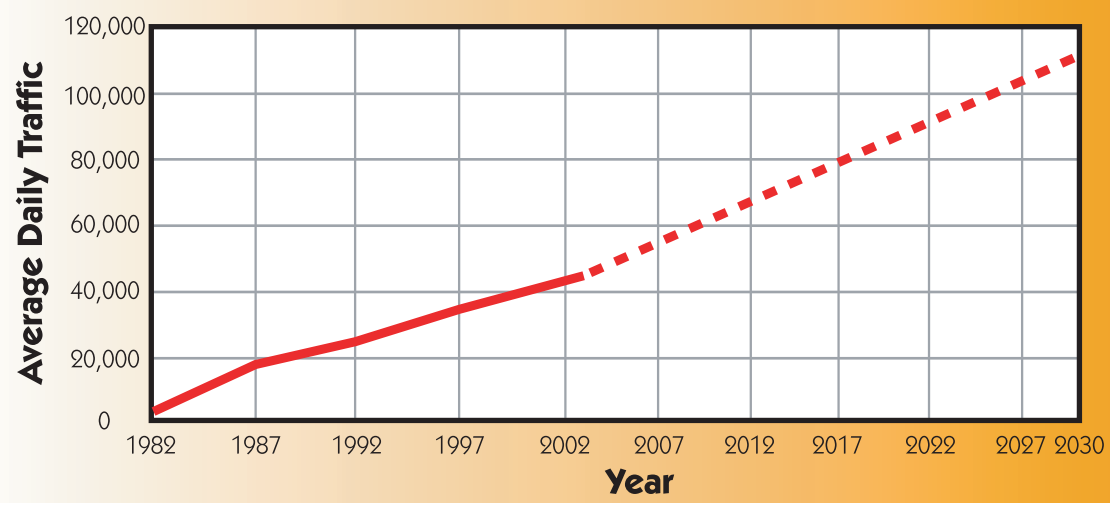
## Project Objectives

- Determine how and when to widen K-10.
- Determine impacts of widening.
- Establish where new interchanges will be allowed.
- Expand transportation choice within the corridor by planning for other modes of transportation.

## Why do a study?

Given the rapid development already occurring along the corridor, increase in traffic volumes will continue to place pressure on K-10. As a result of this study, KDOT and the communities along the corridor will be able to plan for development and plan for the eventual corridor improvements.

## Traffic Growth on K-10 (east of K-7)



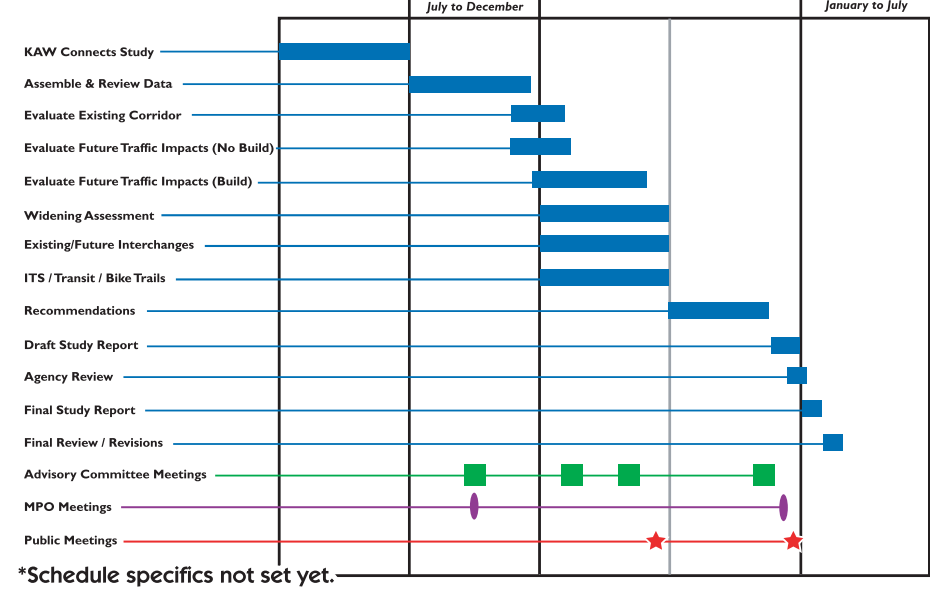
Traffic Volumes are increasing. Significant growth in traffic volumes is expected for the K-10 corridor especially east of K-7.

Interchanges are in demand. In anticipation of increasing land development, many of the cities and counties along the K-10 corridor have asked for additional interchanges. Interchange locations must be carefully considered in order to preserve a safe and efficient highway, while still providing economic development opportunities.

The K-10 Transportation Study will also address other modes of transportation. Public transit, bicycles and pedestrian elements are currently being studied to assess their viability.



## Schedule\*



## Who to contact

If you have questions or comments regarding the K-10 Transportation Study, please contact:

**Kansas Department of Transportation**  
Maggie Thompson,  
Public Involvement Liaison  
Docking State Office Building  
Topeka, Kansas 66612  
maggiet@ksdot.org  
**1-877-550-KDOT**

Project information can also be found online: [www.ksdot.org/projects/](http://www.ksdot.org/projects/)

# K-10

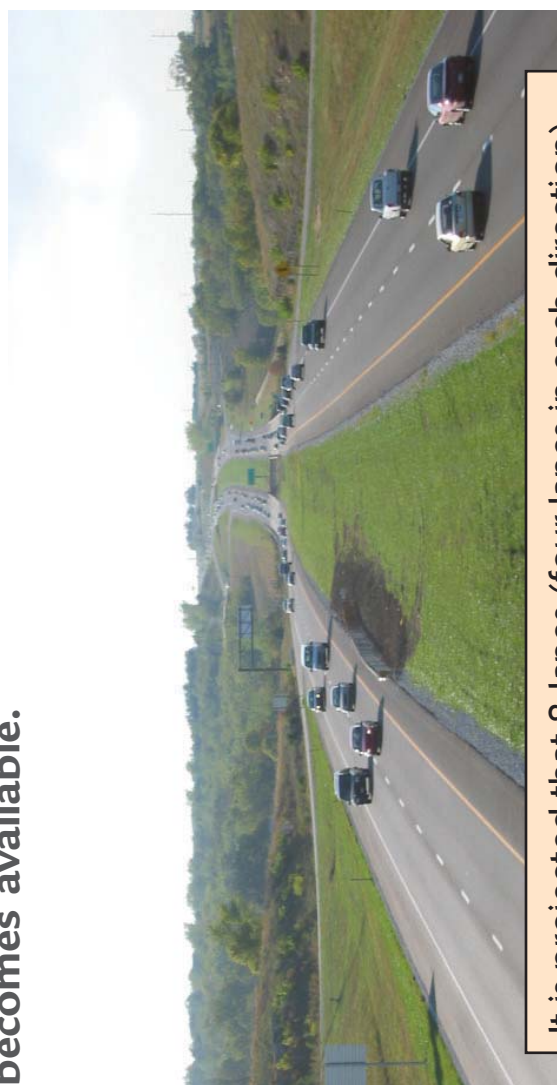
## TRANSPORTATION STUDY

The Kansas Department of Transportation (KDOT), the Lawrence-Douglas County Metropolitan Planning Commission, the Mid-America Regional Council (MARC) and their consultants have spent the past 18 months studying and evaluating the long range transportation needs of the K-10 corridor between Lawrence and western Johnson county. The Study team has developed draft recommendations to meet those needs, so that KDOT and local communities can work together with a guide for the future of K-10, until such time that funding becomes available.

### What needs to be done along K-10?

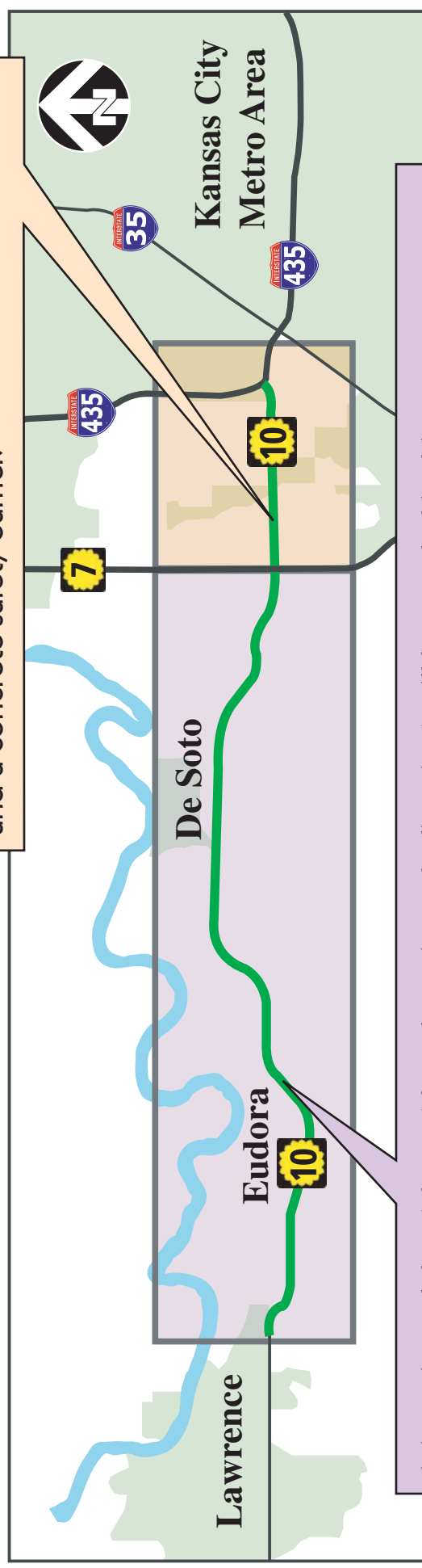
Douglas and Johnson County are two of the fastest growing counties in Kansas. K-10 provides an essential link between them. The current and projected growth and development along the K-10 corridor underscores the need for proactive planning to coordinate land use and transportation in this area. The study reviewed:

- How and when to widen K-10.
- The impacts of widening K-10.
- Where new interchanges will be considered.
- Other modes of transportation within the corridor.
- Bicycle and pedestrian issues along and crossing K-10.



It is projected that 8-lanes (four lanes in each direction) are needed in this area to meet future traffic. Additional lanes would occur to the inside with a depressed median and a concrete safety barrier.

### Widening K-10



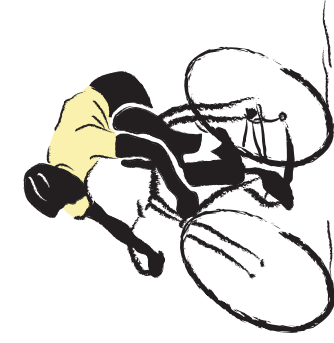
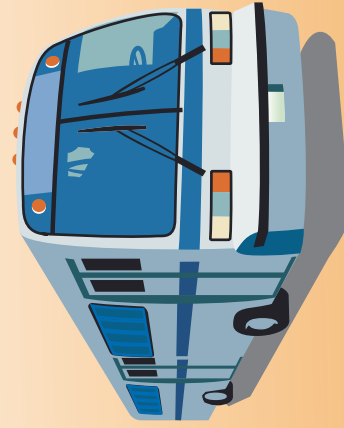
It is projected that 6-lanes (three lanes in each direction) will be needed in this area to meet future traffic demands. In this area, there are two options for adding lanes—widen to the inside or widen to the outside.

- Widening to the inside with a depressed median and a concrete safety barrier.
- Widening to the outside means adding the additional lanes to the outside and having a 60-foot depressed median between the east and west bound lanes.

### Other Transportation Modes

After reviewing options for public transit along the K-10 corridor, it was determined that **Fixed Route Bus Service** with the potential for route deviations should be considered. It is suggested that transit operators develop an operating plan for service to generally operate between the K-10/I-435 industrial area and the University of Kansas/Downtown Lawrence. Additional fixed stops would be at key intervening residential and employment centers.

- The potential for daily transit ridership in this corridor could range from 350-500 patrons.
- This service should incorporate use of future Transit Center's identified by the MARC's Smart Moves Plan.
- There appears to be interest in starting a pilot program for transit service along K-10.



### Bicycle and Pedestrian Considerations

There is a great deal of interest in providing for bike and pedestrian travel through the K-10 corridor, not just for recreation but as a means of transportation. It is not KDOT's practice to build trails within the state right-of-way of a high speed, controlled access highway. If a route immediately next to K-10 in chosen, the proposed trail will need to be outside the ultimate right-of-way needs for K-10. Any trail crossing of K-10 and intersecting cross streets would address safety and access for pedestrians and bicyclists. Future crossings of K-10 have been identified along Lone Elm road in Lenexa/Olathe and Church Street in Eudora. The study team recognized there may be other future crossing needs elsewhere along K-10.

Currently, the cities of Olathe and Lenexa are conducting a more detailed study of the Lone Elm Road, Clare Road and Prairie Star Parkway interchanges. KDOT does not have the funding for any of these interchanges, therefore, the local entities or others would have to come up with the money for these new interchanges.

Existing Interchanges Anticipated traffic volumes indicate that the K-7/K-10 interchange needs to be improved to a four level, fully directional interchange.



A future study will need to refine conceptual improvements outlined for the K-10/I-435/I-35 Interchange in the 1999 Major Investment Study.

**New Interchanges:** (new "as requested" interchanges identified in the map above with green dots) Interchange location is important to maintain a safe and efficient freeway as well as to land development near a freeway. The communities along K-10 have requested that KDOT consider the following interchange locations:

- Lone Elm Road
- Clare Road
- Prairie Star Parkway
- Winchester Road
- Franklin Road
- K-10/1750/Noria Road (from previous study).

Based on a broad level review by the study team, these "requested" interchanges (with associated improvements) do not appear to compromise the way K-10 functions as a road. If the interchanges are constructed, it will be important to make sure that all necessary improvements are made, including auxiliary lanes and grade separated ramps.

Eventually, it is assumed that there will be an interchange near the existing location of K10/1750/Noria Road so that K-10 can continue as a freeway without traveling through Lawrence. The existing at-grade East Hills Business Park entrance on K-10 would be closed and traffic would be re-routed to the new 'as requested' Franklin Road Interchange.

**Next Steps**

KDOT currently has no funds to preserve right-of-way or build any of the recommended improvements. It is essential that KDOT and local communities work together to find ways to implement the recommended improvements identified in the study;

- Memorandums of Understanding (MOU)
- Right-of-way preservation (key parcels)
- Future construction (widening of K-10 and interchange improvements)
- A pilot program for transit service along K-10
- Incorporate bicycle and pedestrian improvements within corridor.

Communities will need to pursue formal break-in-access request with KDOT for any new "as requested" interchanges. Communities are already beginning further detailed studies of interchange locations. Lenexa and Olathe have begun a more detailed study to evaluate the Lone Elm Road, Clare Road and Prairie Star Parkway interchange locations. For more information about this study please talk to a team member or sign up for updates via mail, phone, e-mail or website listed below.



**Contacts**

Comments are welcome and encouraged throughout the K-10 Transportation Study. Please send all comments to:

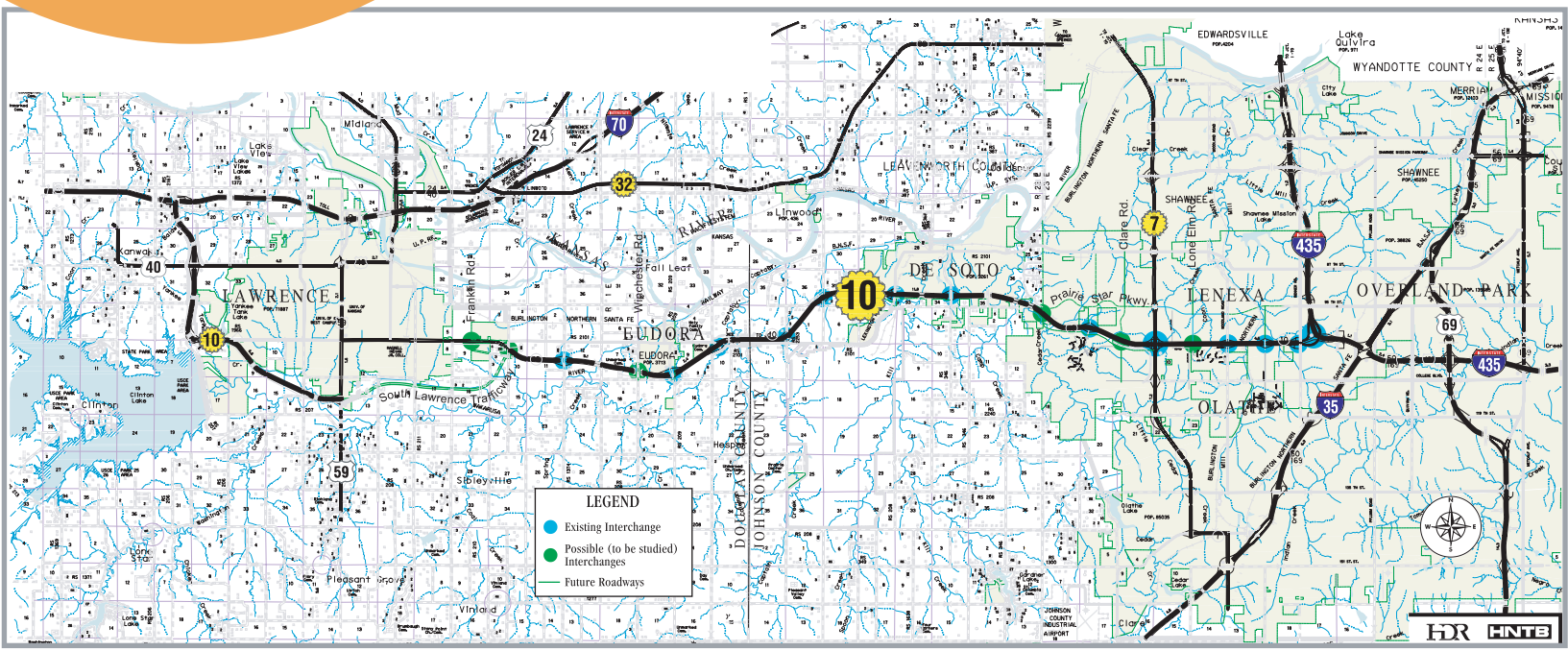
**Maggie Thompson**  
**Public Involvement Liaison**  
**Kansas Department of Transportation**  
**700 SW Harrison**  
**Topeka, KS 66603-3754**  
**Toll-free Phone: 1-877-550-5368**  
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# K-10 TRANSPORTATION STUDY

## Importance of the K-10 Corridor

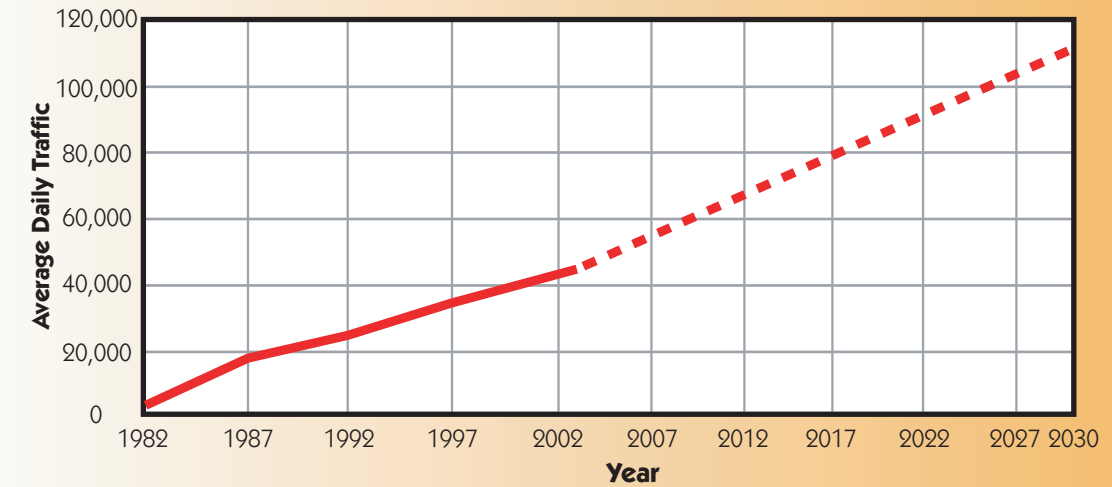
K-10 is a major link between Lawrence and western Johnson County, which are two of the greatest growing areas in the state. While K-10 is currently mostly a rural highway, development along the corridor is only expected to continue. As both Douglas and Johnson Counties continue to grow the importance of K-10 will only increase.



## Why do a study?

Given the rapid development already occurring along the corridor, increase in traffic volumes will continue to place pressure on K-10. As a result of this study, KDOT and the communities along the corridor will be able to plan for development and plan for the eventual corridor improvements.

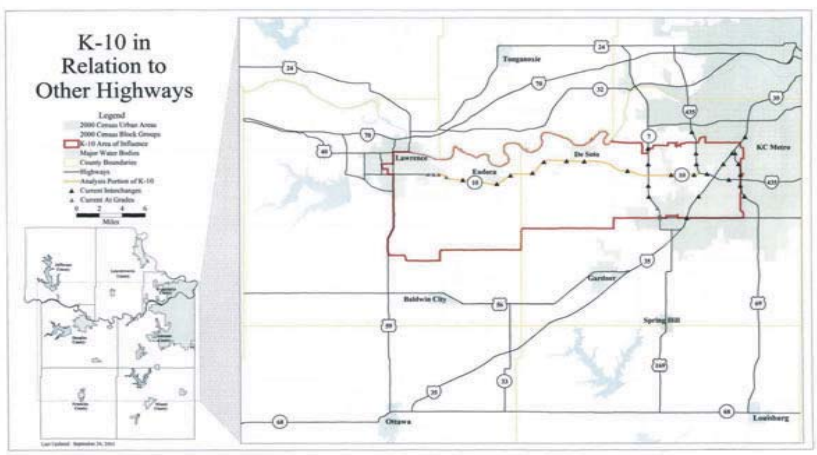
## Traffic Growth on K-10 (east of K-7)



Traffic Volumes are increasing. Significant growth in traffic volumes is expected for the K-10 corridor especially east of K-7.

## Study Purpose

The Kansas Department of Transportation (KDOT), in partnership with the Lawrence-Douglas County Metropolitan Planning Commission and the Mid-America Regional Council (MARC), are conducting a planning study of the K-10 corridor between Lawrence and western Johnson County. The study will help to develop a strategy for future improvements to the K-10 corridor which can be used by the counties, cities and KDOT as a basis for making future decisions along the corridor for the next 25 years. Since this is only a study, there are no funds to buy right-of-way or to design or build any of the recommendations that are developed during this study.



## Project Objectives

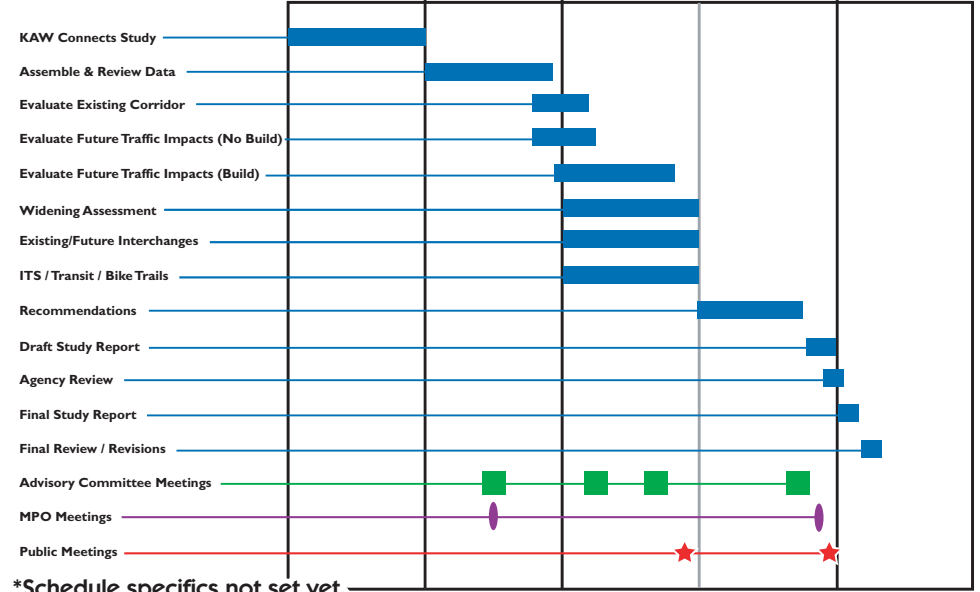
- Determine how and when to widen K-10.
- Determine impacts of widening.
- Establish where new interchanges will be allowed.
- Expand transportation choice within the corridor by planning for other modes of transportation.

Interchanges are in demand. In anticipation of increasing land development, many of the cities and counties along the K-10 corridor have asked for additional interchanges. Interchange locations must be carefully considered in order to preserve a safe and efficient highway, while still providing economic development opportunities.



The K-10 Transportation Study will also address other modes of transportation. Public transit, bicycles and pedestrian elements are currently being studied to assess their viability.

## Schedule\*



\*Schedule specifics not set yet.

## Who to contact

If you have questions or comments regarding the K-10 Transportation Study, please contact:

**Kansas Department of Transportation**  
Maggie Thompson,  
Public Involvement Liaison  
Docking State Office Building  
Topeka, Kansas 66612  
maggiet@ksdot.org  
**1-877-550-KDOT**

Project information can also be found online: [www.ksdot.org/projects/](http://www.ksdot.org/projects/)

## K-10 Transportation Study Responses to Advisory Committee Comments

K-10 Association	
Comment	
1a	The study is silent on the need for and importance of providing new landscaping along the K-10 highway corridor. KDOT needs to consider opportunities to plant native landscaping materials and should cooperate with private and public entities on development of distinctive landscaping at particular locations such as existing and future interchanges.
1b	These enhancements should also allow for the inclusion of additional public art so long as such installations do not negatively impact traffic safety. The existing public sculpture provided by the Lenexa Arts Council at the interchange of K-10 and I-435 is an excellent model.
1c	Decorative concrete forms should also be incorporated where visible at new highway over or underpasses. Members of the K-10 Association, Inc. are prepared to solicit design assistance and related participation and support from area educational institutions and civic groups to assist with these efforts.
1d	Landscaping improvements will also offset any needed concrete sound barriers, which the K-10 Association strongly opposes.
2a	We support the widening of K-10 to six and eight lanes as warranted and funding allows. The first priority for initial widening to six lanes should be targeted on the outside lanes of the existing roadway. This enables the required right-of-way acquisition to occur sooner at more affordable costs than waiting until costs further escalate.
2b	This approach also may serve to delay and/or eliminate the necessity for installing concrete medians in the center of the highway. At such time when new interior lanes become necessary, it is essential that aesthetic safety barriers rather than concrete barriers be actively considered. More aesthetic alternatives are found in medians in other state highways around the nation precluding the need for concrete medians.
3a	A more detailed study of the bike/pedestrian trail is needed. The 2003 MARC <a href="#">K-10 Smart Trail</a> study offers a guideline for this alignment. It is not essential that all or part of this trail be in the immediate K-10 right-of-way. If viable, nearby off-road or frontage road alternatives can satisfy the desired objective of linking Douglas and Johnson Counties.
3b	New funding is pending from the federal government ahead of finishing and finalizing trail planning. Therefore, it is important for KDOT to resolve the alignment in consultation with local governments in order that the pending federal resources may be utilized in a timely manner.
3c	Furthermore, efforts should be undertaken as soon as possible to plan and implement a demonstration project along the corridor. The use of these federal funds for a visible section of the trail will generate wider public use, awareness and support for completing this trail before K-10 is widened.
4	We endorse the five locations that have been identified as future interchanges. Such interchanges should be designed to also incorporate safe usage by pedestrian and bicycles, as well as automobiles.
5	The transit recommendations are well formulated and reasonable. We commend KDOT for recognizing and supporting the development of a fixed route bus service along K-10. KDOT's encouragement of this effort, as well as promotion of carpooling, will serve to partially offset and/or slow the demand for highway widening.
6	Based on scenic quality and geographic location, KDOT should take the lead in identifying significant viewsapes that help create the distinctive beauty of the K-10 corridor. This study would explore the opportunities for protection of significant areas through public-private partnerships, conservation easements, transfer of development rights, and other cooperative methods. An example of a unique viewscape is the Kaw/Wakarusa combined river valley, with its distant rural views, and its transitions into the wooded hillsides.
7	Historical Resources - It is recommended that a study be undertaken to identify and study the feasibility of protection of such resources along the corridor, similar to the viewsapes. These efforts might be appropriately tied to the Bleeding Kansas Heritage Area effort, which encompasses the K-10 Corridor.
8	Enhancements to K-10 should incorporate Best Management Practices (BMPs) that both improve and manage water quality and runoff. Examples might be bio-retention basins with wetlands and natural vegetation that clean right-of-way runoff and preserve the integrity of watersheds and ecosystems along K-10

### Dean Palos, Johnson County Planning

Comment	
1	Report was well-written and except for small font size, easy to read with good maps and tables.
2	Rational (forecasts, etc.) for conclusions and recommendations were reasonable.
3	Transit recommendations well formulated and reasonable.
4	Recommend that the medians west of K-10 remain open as long as possible.
5	Bicycle/pedestrian recommendations are reasonable. If the \$500,000 federal grant trail is approved, efforts should be undertaken as soon as possible to plan and implement a demonstration project along the corridor.
6	Where possible and safe, bicycle and pedestrian trails should be built within the K-10 ROW and consideration should be given to changing the proposal for a 100 ft. buffer easement to a "50 ft. to 100 ft. easement" in recognition of the difficulty in obtaining easements of this type.

Response	
	One of the purposes of the buffer easement recommended in the study is for landscaping and beautification. KDOT's Transportation Enhancement (TE) funds are a potential source for scenic and environmental features. However, local participation would need to play a significant role in landscaping enhancements. Since stability is lost when ground is disturbed, planting of native vegetation is considered on a case-by-case basis. However, anytime ground is disturbed during a project, KDOT replants with native vegetation.
	Public art could certainly enhance the corridor's visual character. As with the Lenexa Arts Council example, local agencies would likely need to be the primary source of such amenities. As mentioned above, TE funds are a potential source.
	Comment noted, and participation by these groups would be welcome.
	There are currently no plans for noise walls along the corridor. Although landscaping would be envisioned for the proposed buffer easement, landscaping will not provide noise abatement unless the vegetation is 100' wide, very thick and comprised of coniferous trees. If noise walls were to be used it would be through a locally driven process.
	Comment noted. Decisions about widening to the inside or outside will be made as the project enters the design phase. In any case, right-of-way preservation is essential to the long-term traffic-carrying capacity of this corridor, and should be acquired/preserved based on the ultimate corridor footprint regardless of the widening chronology.
	Comment noted. Details such as aesthetic barrier configurations are considered at the design phase.
	Comment noted. The report similarly recommends that further coordination and planning is needed related to a potential trail.
	KDOT's primary recommendation is that the trail be outside of KDOT right-of-way. From that perspective, planning for such a trail facility should be coordinated among the local agencies and MPOs. KDOT is willing to actively participate in these discussions, and will also consider the potential for the trail to be located on its right-of-way in locations that make sense.
	Comment noted. A demonstration project using federal funds would be an excellent first step. This is not an area where KDOT would take the lead.
	It should be noted that KDOT has not endorsed these interchanges, but rather has indicated that the interchanges "do not appear to compromise operations on K-10 as long as necessary associated improvements are made". The next step for any community desiring approval for these interchanges is to submit a formal break-in-access request to KDOT, including more refined operational analysis. Note the requested interchanges in Lenexa, Olathe, and Eudora are at various stages in this process. KDOT does not have funds for construction of any of these interchanges. The Franklin Road interchange in Lawrence would be a City project and therefore essentially independent of KDOT's approval.
	Comment noted and appreciated.
	KDOT agrees that protecting viewsapes along K-10 would benefit the corridor. KDOT believes that the local governments should take the lead role in this as they have land use powers under state law. KDOT is willing to perform a supporting role within its limited resources.
	Getting any interchange project to the design stage would require adherence to NEPA requirements. Impacts to these resources would necessarily be studied (at an appropriate level) through this process.
	KDOT agrees with the spirit of this comment, although KDOT has no funding for improvements.
Response	
	Comment noted and appreciated. The document was designed to be best read when printed at 11"x17".
	Comment noted and appreciated.
	Comment noted and appreciated.
	Comment noted. As stated previously, decisions about widening to the inside or outside will be made as the project enters the design phase. In the meantime, the medians will remain open.
	Comment noted. A project to "construct bike and pedestrian path along K-10 between Douglas and Johnson Counties," is included in the House-passed version of the multi-year transportation reauthorization bill in the amount of \$500,000. The Senate version of the bill has not yet been acted on, but when it has been approved, the House and Senate versions will be debated in Conference Committee, where changes to demonstration projects (and the funding amounts) are likely. If this project remains in the enacted legislation, KDOT will work with Johnson County as the requesting agency for the project.
	The report will stand with the recommendation for a 100-foot easement. It is recognized that in some cases, this width is not achievable, but the desire is to obtain the maximum achievable. The availability of this width will be coordinated with local agencies on a case-by-case basis. The U.S. 69 corridor in Overland Park is a successful example of this approach.