

(Continued from pg. 1)

Traffic and Safety

Traffic experts analyzed the number of vehicles using K-10 and where they enter and exit the highway. This information helps determine what intersections/interchanges (access points) are most used. In combination with looking at future land use plans and future community transportation plans, a forecast of how many vehicles will use the K-10 West Leg SLT in the future was developed. Safety is also very important to KDOT. Information about the location and nature of crashes helps determine if there are areas which require specific improvements. Traffic is expected to grow in this area, especially with the completion of the K-10 East Leg SLT.

Water Resources

How stormwater runoff flows and drains in this area is important to consider as improvement concepts are developed. Some of the land along K-10, especially south and east of Wakarusa Drive/27th Street intersection, is in the floodplains/floodways for the Yankee Tank Creek and Wakarusa River and their tributaries, which may affect the feasibility of the alternative solutions. KDOT's typical practice is to maintain existing drainage patterns. If changes are made to existing flood insurance maps, KDOT will coordinate changes with FEMA and impacted property owners.

Public Involvement

Along with all the technical information reviewed and evaluated, the study team conducted community interviews with key stakeholders. An online survey was also completed with the public to gather input on what improvements are needed and what the priorities are for the area. Generally, safety and concerns about future congestion were the top priorities.

Next Steps

KDOT will continue to review and evaluate the technical information along with the comments from the public. Look for an online survey in the coming weeks to provide input on potential access locations. Then, KDOT will develop a preferred alternative and present it at a public meeting this summer.



SLT I-70 to Iowa Street/U.S. 59
Corridor Travel Time

For more information:

Kimberly Qualls
KDOT Public Affairs Manager
Northeast Kansas
121 West 21st Street
Topeka, KS 66612
785-640-9340
kqualls@ksdot.org

Jonathan Marburger
KDOT Project Manager
Eisenhower State Office Building
700 S.W. Harrison
Topeka, KS 66603-3745
785-296-0142
marburger@ksdot.org

Project No. 10-23 KA-3634-01



K-10 West Leg South Lawrence Trafficway

March 31, 2015



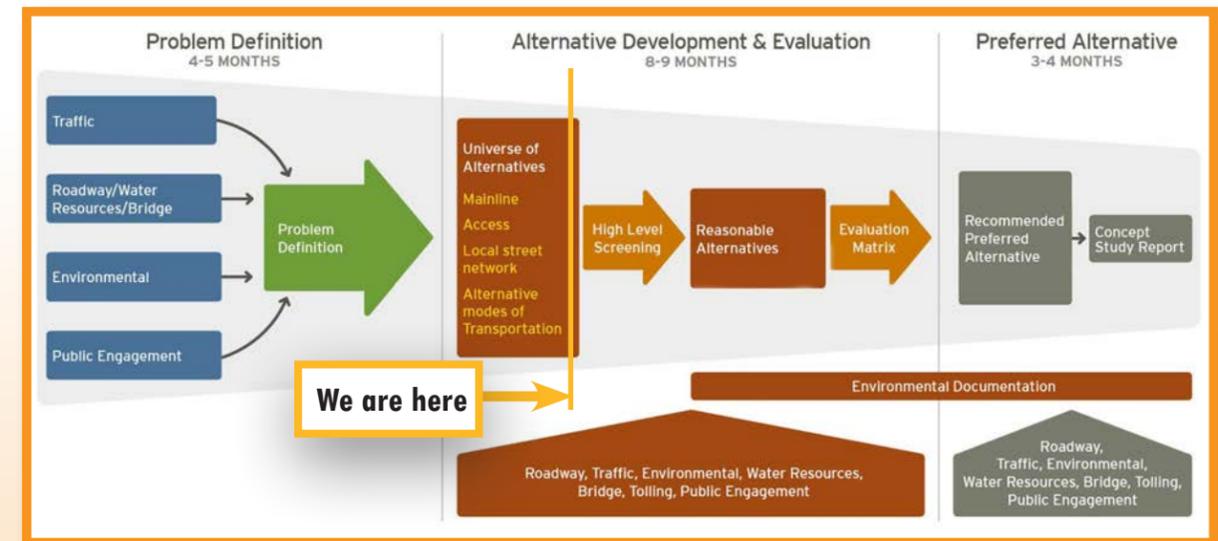
KDOT Project No. 10-23 KA-3634-01

The Kansas Department of Transportation is conducting a study to identify a preferred solution to upgrade the K-10 West Leg South Lawrence Trafficway to a four-lane access controlled freeway from I-70 to Iowa Street/U.S. 59. The study includes reviewing the area to document what has changed since the original study was completed over 20 years ago. This study will identify alternative solutions to address safety and access. It will document the impact on the built and natural environment.

The study is being conducted as a three-phased approach to: understand the existing and future issues, develop a range of alternatives and determine

a preferred alternative for improvement. KDOT has reviewed and evaluated several key areas such as traffic demand, safety, existing roadway and bridge conditions, drainage impacts, and environmental impacts. This information will be used to help determine the preferred solution for the additional two lanes, access location and configuration, and prioritization of improvements.

Currently, there is no funding for construction, but KDOT wants to have a plan ready to move quickly once funds are identified.



Environmental

As part of the environmental documentation and re-evaluation process, impacts to the natural and man-made environment are reviewed and evaluated. There has been significant development along the K-10 West Leg SLT, which includes new housing, recreational areas and businesses. Additionally, there are also considerations for the natural environment including potential impacts to threatened and endangered species (both animals and plants), streams and wetland areas. Also, there are some potentially historic properties to consider.

Roadway and Bridges

When determining where to add additional lanes to a road, engineers consider: available right of way, number of lanes needed to carry forecasted traffic, and proposed hills and curves. Bridges are also a key component. Engineers evaluate the condition of existing bridges as well as determine where new bridges might be needed and how long and wide they need to be.

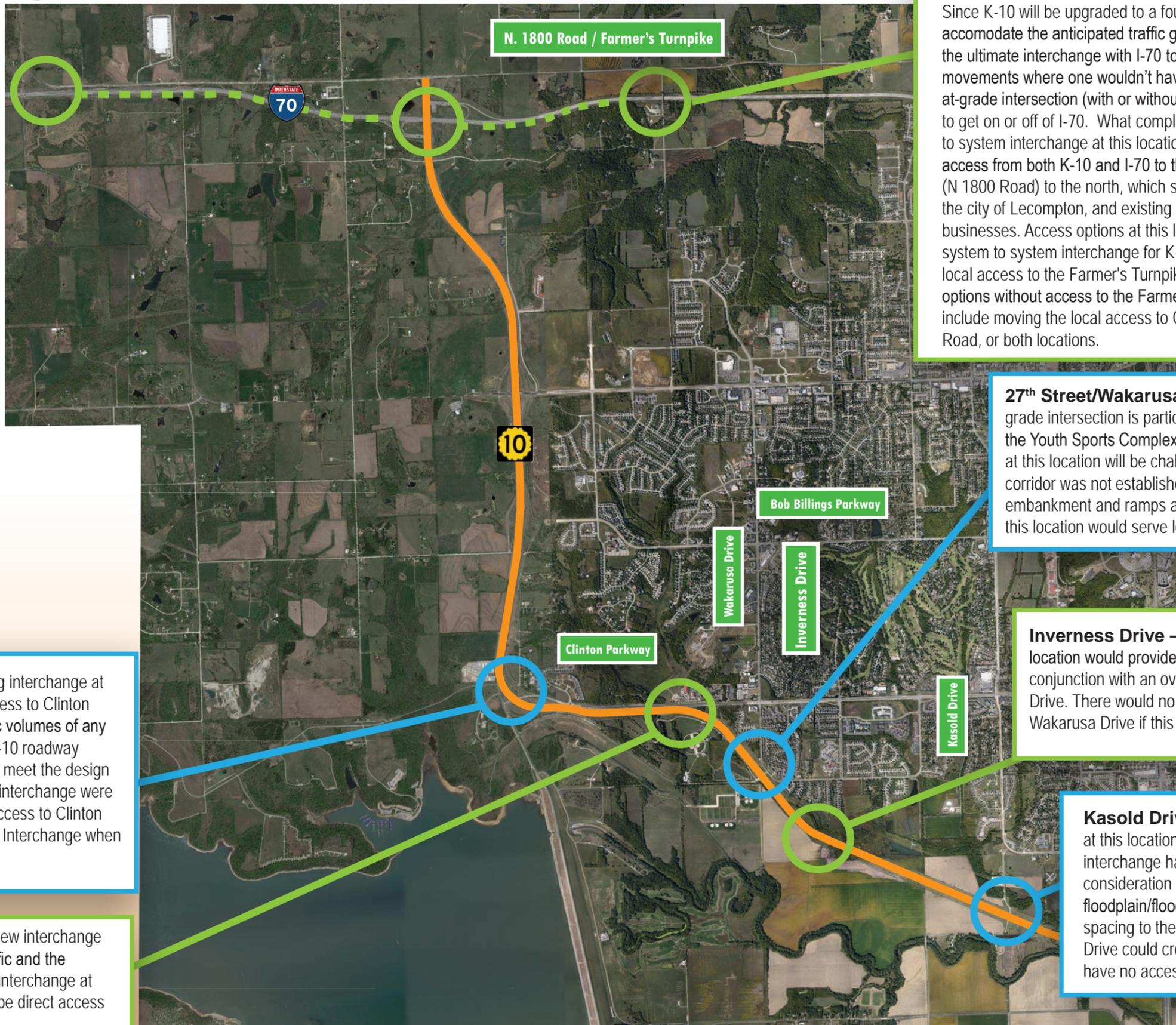
(Continued on pg. 4)

 = Potential new or modified interchange location

K-10 System Access

Improving K-10 to four lanes and planning for the future growth and development in the area is a major investment. KDOT is balancing the needs of the local communities with maintaining a high functioning, safe highway system, while addressing both the current needs and the future growth and development with the planned improvements.

Other considerations for the planned improvements include designing the new four-lane roadway for 70 mph, improving safety by flattening the curves and spacing the interchanges approximately two miles apart.



K-10/I-70 & Farmer's Turnpike –

Since K-10 will be upgraded to a four-lane freeway to accommodate the anticipated traffic growth, KDOT desires for the ultimate interchange with I-70 to include only 'freeflow' movements where one wouldn't have to travel through an at-grade intersection (with or without traffic signals) in order to get on or off of I-70. What complicates creating a system to system interchange at this location is the need to provide access from both K-10 and I-70 to the Farmer's Turnpike (N 1800 Road) to the north, which serves local landowners, the city of Lecompton, and existing and future industrial businesses. Access options at this location include providing system to system interchange for K-10 and I-70 with or without local access to the Farmer's Turnpike (N 1800 Road). The options without access to the Farmer's Turnpike at K-10 include moving the local access to Queens Road, Lecompton Road, or both locations.

27th Street/Wakarusa Drive – This existing at-grade intersection is particularly busy during games at the Youth Sports Complex. Constructing an interchange at this location will be challenging since the right of way corridor was not established to accommodate interchange embankment and ramps at this location. An interchange at this location would serve local access via Wakarusa Drive.

Inverness Drive – An interchange at this location would provide good local traffic circulation in conjunction with an overpass at 27th Street/Wakarusa Drive. There would no interchange at 27th Street/Wakarusa Drive if this interchange is built.

Kasold Drive – After evaluating options at this location, maintaining access with an interchange has been eliminated from further consideration due to the combination of floodplain/floodway constraints and inadequate spacing to the U.S. 59 interchange. Kasold Drive could cross K-10 as an underpass or have no access at all.

Clinton Parkway – The existing interchange at Clinton Parkway provides direct access to Clinton State Park, but has the lowest traffic volumes of any interchange along K-10. Also the K-10 roadway curve in that area is not designed to meet the design standards for a 70 mph road. If this interchange were to be eliminated, then the primary access to Clinton Park would be from the Bob Billings Interchange when it opens to traffic in late 2015.

Clinton Parkway South – A new interchange at this location could serve local traffic and the park area in conjunction with a new interchange at Inverness although there would not be direct access to the park.