Public Engagement

- September – October 2014: Initial Community interviews
- October 24 – November 23, 2014: Online Survey #1
- January 8, 2015: Technical Advisory Group (TAG) Meeting #1
- January 9, 2015: City of Lecompton Council Meeting Presentation
- February 7, 2015: City of Lawrence Commission Presentation
- March 9, 2015: TAG Meeting #2
- March 31, 2015: Public Information Open House #1
- May 27, 2015: City of Lawrence Commission Presentation
- June 3, 2015: TAG Meeting #3
- June 18, 2015: Lawrence/Douglas County Municipal Planning Organization (MPO) Presentation
- July 2015: Factsheet #2 Available
- July 26 – August 24, 2015: Online Survey #2
- August 31, 2015: City of Lecompton Council Meeting Presentation
- September 1, 2015: City of Lawrence Commission Presentation
- October 14, 2015: TAG Meeting #4
- October 29, 2015: Public Information Open House #2
- February 18, 2016: Lawrence/Douglas County MPO Presentation
- March 3, 2016: Public Meeting
- March 23, 2016: Douglas County Commission Meeting
- March 29, 2016: City of Lawrence Commission Presentation
- May 18, 2016: City of Lawrence and Douglas County Working Session
- June 1, 2016: Public Open House on Near-Term Alternatives

Next Steps

- Final Report to City of Lawrence and Douglas County including public comment summary from June 1st Open House and KDOT recommendation
- City of Lawrence Commission Presentation: June 21st
- Douglas County Commission Presentation: June 22nd
- Near-term Improvement Alternative Selection: Late June 2016
- Construction Letting for Near-Term Project Improvement: September 2016

For more information:

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The Kansas Department of Transportation developed the K-10 West Leg SLT Concept Study with recommended improvements for K-10 from U.S. 59 to I-70 based on existing and future traffic, safety, and operational needs. The recommended improvements include upgrading K-10 to a four-lane access controlled freeway.

Once the K-10 East Leg SLT opens, there is concern about safety and access at the K-10 and E. 1200 Road intersection until the four-lane freeway is constructed. KDOT developed four near-term alternatives for that location. The near-term alternatives include:

Alternative 1: Do Nothing/No Build
Alternative 2: Traffic Signal at K-10 and E. 1200 Road Intersection
Alternative 3: Right In Right Out at K-10 and E. 1200 Road Intersection
Alternative 4: Closure of K-10 and E. 1200 Road Intersection with a new traffic signal at CR 458 and U.S. 59

When the K-10 East Leg opens in the fall of 2016, an increase in traffic is estimated as regional traffic traveling between I-70 and Johnson County will have a choice to use K-10 instead of I-70 or 23rd Street.
Near-Term Alternatives

KDOT developed four near-term alternatives for the K-10 and E. 1200 Road intersection. Near-term alternatives are solutions to help maintain safety and traffic flow when K-10 East Leg SLT opens to traffic in the fall of 2016 and prior to construction of a four-lane access controlled freeway.

**Alternative 1: Do Nothing/No Build**
- Predicted increase in total crashes, especially T-bone crashes due to traffic volume increase on K-10
- Risky driver behavior possible due to longer wait times for gaps in K-10 traffic
- Maintains access at existing location
- EMS response times maintained/unaffected
- Increase in wait time for all movements from side roads due to estimated traffic volume increase on K-10
- Could accommodate bike connectivity by routing a shared use path under existing Yankee Tank Creek bridge as a local partner project

Schedule for implementation: Implemented

COST: NO COST

**Alternative 2: Traffic Signal at E. 1200 Road and K-10 Intersection**
- Predicted increase in total crashes per year on K-10 at E. 1200 Road with predicted decrease in T-bone crashes.
- No change in crashes per year at CR 458 and U.S. 59 intersection
- Maintains access at existing location
- EMS response times maintained/unaffected
- Increase in wait time due to installation of traffic signal
- Introduces queuing and a potential stop for K-10 through traffic near exiting and entering traffic from U.S. 59 ramps
- Additional expense to remove signal when the four-lane freeway is constructed
- Bike connectivity accommodated with signal installation

Schedule for implementation: Construction concurrent with opening of K-10 East Leg SLT

COST: $70,000 (span wire) or $170,000 (poles and mast arms)

**Alternative 3: Right In Right Out**
- Slight predicted increase in crashes per year at CR 458 and U.S. 59 intersection due to some traffic shifting to that intersection. Reduces total crashes per year and eliminates T-bone crashes
- Provides partial access to K-10. No left turns or through movements from E. 1200 Road. No left turns from K-10
- Potential increase in EMS response time
- No wait time increase for E. 1200 Road traffic
- Three of the four heaviest existing traffic turning movements cannot be accommodated with this intersection type and will shift to other routes
- Shifted traffic will have minimal operations impact to other nearby intersections
- Additional expense to remove Right In Right Out when the four-lane freeway is constructed
- Could accommodate bike connectivity by routing a shared use path under existing Yankee Tank Creek bridge as a local partner project

Schedule for implementation: Construction not concurrent with opening of K-10 East Leg SLT

COST: $1.2 Million* to $1.5 Million*

*Lower cost options were analyzed, but would not meet a 65 mph design. The lower cost/lower speed options were eliminated as the decision has been made by KDOT to not reduce the speed limit on K-10.

**Alternative 4: Intersection Closure and Traffic Signal Addition at CR 458 and U.S. 59 Intersection**
- Slight predicted increase in total crashes per year at CR 458 and U.S. 59 with installation of traffic signal on U.S. 59. Crashes at E. 1200 Road and K-10 intersection will drop to zero with closure
- Eliminates driver decision point on K-10
- Moves access to K-10 via CR 458 and U.S. 59. K-10 through traffic unaffected
- Addition of emergency access gate on south side of K-10 addresses EMS response time
- Increase in wait time for all U.S. 59 movements at CR 458 and U.S. 59 intersection due to installation of traffic signal
- Introduces queuing and a potential stop for U.S. 59 through traffic
- No additional expense when the four-lane freeway is constructed
- Could accommodate bike connectivity by routing a shared use path under existing Yankee Tank Creek bridge as a local partner project

Schedule for implementation: Construction concurrent with opening of K-10 East Leg SLT

COST: $270,000