Realigned E 900 Road - Alignment across North-Central Quarter Section to be determined during land development.

Possible need for eastbound left-turn lane depending on timing and intensity of development in North-Central Quarter Section.

Frontage Road to be removed when E 900 Road is realigned.

Frontage Road to be removed when E 902 Road is realigned.

Temporary Connector Road where geography allows

Possible need for eastbound left-turn lane depending on timing and intensity of development in North-Central Quarter Section.

Westbound right-turn lane at Future Mercato Lane.

Eastbound right-turn lane.

Traffic Signal and Geometric Improvement to south leg of intersection.

Exhibit 6.1: Short Term Needs

Acquire 150' Right-of-Way

Frontage Road to be removed when E 902 Road is realigned.

Traffic Signal Controlled Intersection

Future Right-of-Way west of K-10 (approx.)

Future US-40 Profile

Not to Scale
DISCLAIMER: This map is PRELIMINARY and depicts conceptual ideas only. The exact location, design and right-of-way for items shown cannot be determined from this map and could be different than shown.

KDOT Project: 40-23 KA-1869-01
Date Prepared: March 2012

**Long Term:** Relocate E 818 Rd access to proposed E 825 Rd

**Long Term:** Full Access Intersection with Traffic Signal

**Long Term:** Construct US-40 as urban arterial west of K-10.

**Long Term:** Full Access Intersection with Traffic Signal

**Long Term:** Construct US-40 as urban arterial west of K-10.

**Long Term:** Relocate E 818 Rd access to proposed E 825 Rd

**Long Term:** Full Access Intersection with Traffic Signal

**Long Term:** Construct US-40 as urban arterial west of K-10.

**Long Term:** Full Access Intersection with Traffic Signal

**Long Term:** Construct US-40 as urban arterial west of K-10.
Short Term:
- Relocate 1st Church Driveway from US-40 to John Wesley Drive.

Long Term:
- Full Access Intersection with Traffic Signal.
- Full Access Intersection with John Wesley Drive being STOP controlled at US-40.
- Full Access Intersection with Traffic Signal.
- Construct US-40 as urban arterial west of K-10.

CONCEPT DISCLAIMER: This map is preliminary and depicts conceptual ideas only. The exact location, design and right-of-way for items shown cannot be determined from this map and could be different than shown.

DISCLAIMER: The Future US-40 Profile is approximate and is intended to serve with land use planning purposes only. The Existing US-40 Profile is approximate and is based upon LIDAR survey data. Future Right-of-Way west of K-10 is approximate.

Area Transportation Plan
US-40/West 8th Street and EX-40 Interchange

Exhibit 6.3: Long Term (2040) Plan & Profile 2 of 4

KDOT Project: 40-23 KA-1869-01
Date Prepared: March 2012
CONCEPT DISCLAIMER: The map is PRELIMINARY and depicts conceptual ideas only. The exact locations, design and right-of-way for items shown cannot be determined from this map and could be different than shown.

CONCEPT DISCLAIMER: The Future US-40 Profile is approximate and is intended to assist with land use planning purposes only. The Existing US-40 Profile is approximate and is based upon LIDAR data obtained from the City of Lawrence.

**Exhibit 6.4: Long Term (2040) Plan & Profile 3 of 4**

**AREA TRANSPORTATION PLAN**

**US-40/West 8th Street and K-10 Interchange**

| KDOT Project: 40-23 KA-1869-01 |
| Date Prepared: March 2012 |

**Short Term:**
- Relocate E 902 Rd access from US-40 to Mercato’s internal streets.
- Traffic Signal and add second left-turn lane to southbound K-10 off-ramp.
- Long Term: Add second right-turn lane to off-ramp.

**Long Term:**
- Construct urban US-40 cross section through interchange.
- Add second left-turn lane on bridge between ramp terminals. Add second lane to K-10 on-ramps.
- Construct urban US-40 cross section.

**Short Term:**
- Relocate E 902 Rd access from US-40 to Mercato’s internal streets.
- Traffic Signal and add second left-turn lane to southbound K-10 off-ramp.
- Long Term: Add second right-turn lane to off-ramp.

**Long Term:**
- Construct Shared-Use Path to connect Mercato and K-10 Shared-Use Path.
- Construct Shared-Use Path on US-40.

**Short Term:**
- Relocate E 902 Rd access from US-40 to Mercato’s internal streets.
- Traffic Signal and add second left-turn lane to southbound K-10 off-ramp.
- Long Term: Add second right-turn lane to off-ramp.

**Long Term:**
- Construct Shared-Use Path on US-40.
- Option #1: Pedestrian/Bicycle bridge.
- Option #2: Pedestrian/Bicycle bridge.

**Short Term:**
- Relocate E 902 Rd access from US-40 to Mercato’s internal streets.
- Traffic Signal and add second left-turn lane to southbound K-10 off-ramp.
- Long Term: Add second right-turn lane to off-ramp.

**Long Term:**
- Construct Shared-Use Path to connect Mercato and K-10 Shared-Use Path.

**Short Term:**
- Relocate E 902 Rd access from US-40 to Mercato’s internal streets.
- Traffic Signal and add second left-turn lane to southbound K-10 off-ramp.
- Long Term: Add second right-turn lane to off-ramp.

**Long Term:**
- Construct Shared-Use Path on US-40.
- Option #1: Pedestrian/Bicycle bridge.
- Option #2: Pedestrian/Bicycle bridge.

**Short Term:**
- Relocate E 902 Rd access from US-40 to Mercato’s internal streets.
- Traffic Signal and add second left-turn lane to southbound K-10 off-ramp.
- Long Term: Add second right-turn lane to off-ramp.

**Long Term:**
- Construct Shared-Use Path on US-40.
- Option #1: Pedestrian/Bicycle bridge.
- Option #2: Pedestrian/Bicycle bridge.
Exhibit 6.5: Long Term (2040) Plan & Profile 4 of 4

**AREA TRANSPORTATION PLAN**

**US-40/West 8th Street and 49th Interchange**

KDOT Project: 40-23 KA-1869-01

Date Prepared: March 2012

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**Short Term:**
- **Westbound right-turn lane for Mercato.**
- **Eastbound right-turn lane.**
- **Traffic Signal and Geometric Improvement to south leg of intersection.**

**Disclaimer:**
- The map is PRELIMINARY and depicts conceptual ideas only. The exact location, design and right-of-way for items shown cannot be determined from this map and could be different than shown.

- The Future US-40 Profile is approximate and is intended to assist with land use planning purposes only. The Existing US-40 Profile is approximate and is based upon LIDAR data obtained from the City of Lawrence.

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**Horizontal Scale:** 1" = 200'

**Legend:**
- Yellow: Future right-of-way west of K-10 (approx.)
- Orange: Approximate construction limits for US-40
- Red: Future US-40 Profile
- Green: Traffic Signal Controlled Intersection

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**CONCEPT DISCLAIMER:**
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CONCEPT DISCLAIMER: This map is PRELIMINARY and depicts conceptual ideas only. The exact location, design and right-of-way for items shown cannot be determined from this map and could be different than shown.

Exhibit 6.6: Functional Area Map 1 of 2

AREA TRANSPORTATION PLAN
US-60/West 8th Street and K-10 Interchange

KDOT Project: 40-23 KA-1869-01
Date Prepared: March 2012

Intersection Functional Area
Storage and Deceleration Area

The Upstream Intersection Functional Area for all highways and streets includes:
- Estimated Queue Storage + Deceleration + Intersection Reaction

The Upstream Storage and Deceleration Length includes:
- US-60: Estimated Queue Storage + 347' Deceleration
- K-10 Off-ramp: Estimated Queue Storage + 797' Deceleration
- City Side Streets: Estimated Queue Storage

The Functional Area information shown on this Exhibit requires the Intersections to be interconnected to operate as a coordinated system.
CONCEPT DISCLAIRE:  This map is PRELIMINARY and depicts conceptual ideas only. The exact location, design and right-of-way for items shown cannot be determined from this map and could be different than shown.