

The Kansas Department of Transportation is in the process of developing 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. This means existing at-grade intersections will either be eliminated or changed to a grade separated interchange. KDOT has analyzed the entire west leg as a complete roadway system to determine how the local roads work with K-10 and where people are trying to go.

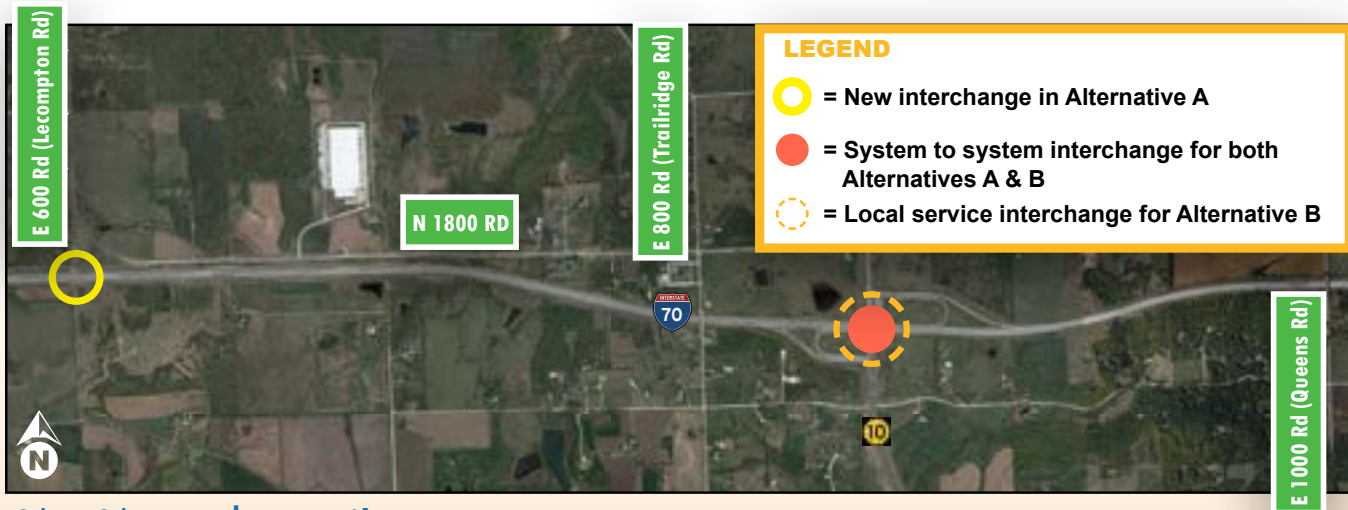
In March 2015, KDOT shared several options for access along the K-10 West Leg and based on traffic projections, traffic patterns, community input and engineering factors, KDOT has developed two alternatives to evaluate in more detail before selecting a preferred alternative. The alternatives are divided into two parts, a northern part with options at I-70 and K-10 and a southern part of the corridor, from 6th Street to U.S. 59/Iowa Street.

Online Survey

As a way to gather input and get a sense for public concerns on the alternatives being evaluated, an online survey will be available starting early August.

The survey can be found at:

<http://www.surveymonkey.com/s/k10westleg>



I-70/K-10/Farmer's Turnpike

The I-70 and K-10 area is complex. With local access for Farmer's Turnpike (N 1800 Road) in such close proximity to I-70 it makes creating free flow, direct access with a K-10/I-70 system to system interchange difficult and costly. Two access options for K-10 and I-70 include:

Alternative A– Local access to Farmer's Turnpike is provided at a separate interchange at Lecompton Road.

- Provides free flow movement for increased traffic volumes between K-10 and I-70 with a simple, two-level interchange design.
- The City of Lecompton has a direct dedicated access point to I-70 at Lecompton Road.
- Local trips from the City of Lecompton to K-10 would use I-70 or other local roads.
- Less expensive than Alternative B.
- Less right of way is needed.
- Improves safety by eliminating traffic conflicts due to local access at Farmer's Turnpike.
- Less complex design to accommodate tolling.

Alternative B– Combines local access (via a service interchange) to Farmer's Turnpike with a K-10 and I-70 system to system interchange.

- Provides free flow movement between K-10 and I-70 with a more complex four-level interchange design, which adds two additional levels of bridges.
- The City of Lecompton has access to I-70 at its current location via the service interchange.
- Local trips from the City of Lecompton to K-10 are maintained at the current location via a direct connection between the Farmer's Turnpike and K-10.
- More expensive than Alternative A.
- More right of way is needed.
- More complex design to accommodate tolling.

Clinton Parkway

The two alternatives provide changes in access at Clinton Parkway. This existing interchange has the second lowest traffic volumes of any interchange/ intersection along K-10. Traffic volumes are not anticipated to increase substantially in the vicinity of the existing interchange due to Clinton Lake and current land use plans in the area. To expand K-10 to four lanes, the existing curve on K-10 alignment needs to be flattened to meet current engineering design criteria for both alternatives.

- **Alternative 1**— Reconstruct Clinton Parkway Interchange on new K-10 alignment.
- **Alternative 2**— Replace Clinton Parkway

Interchange with an underpass on new K-10 alignment and provide access to Clinton Lake via the Bob Billings Interchange and frontage road connection. Clinton Parkway traffic could still access the lake via the local street network as they do now.

27th and Wakarusa

Both alternatives presented include either an overpass or underpass at the Wakarusa/K-10 intersection with access via an expanded local street network to a new interchange (referred to as the Wakarusa Access interchange) approximately 1 mile southeast of the existing Wakarusa/27th Street intersection. Insufficient space and potential impacts to residences and utilities

did not allow an interchange to be provided that complied with engineering design criteria and could be expanded in the future. Local access to the Youth Sports Complex is maintained via an extension of Wakarusa Drive while regional traffic will have direct access to the Youth Sports Complex via the new Wakarusa Access Interchange.

Wakarusa Access Interchange

Both alternatives provide a new interchange to access K-10. This interchange will not be connected to 27th Street, but a local street connection will be provided to Wakarusa Drive. An interchange at this location minimizes impact to the Wakarusa/27th Street area, provides greater flexibility to accommodate traffic growth and provides direct access to the Youth Sports Complex.

Kasold Drive

KDOT has evaluated the options at this location and determined it is not cost effective to maintain access to K-10 or provide an overpass or underpass. An access point at Kasold Drive is not preferred based on the following:

- It is less than a mile from the existing U.S. 59/K-10 interchange.
- Low traffic projections for Kasold Drive.
- High cost of building K-10 over Kasold Drive.
- Improvements to Kasold Drive are not recommended due to the Yankee Tank Creek and Wakarusa River floodways.

Alternative 1



Alternative 2



Next Steps

Before determining the recommended preferred alternative, some of the key tasks KDOT and its engineering design team will be working on are:

- Traffic analyses to provide additional information regarding how traffic will flow along K-10 and the adjacent local street network following the opening of the K-10 East Leg in the Fall of 2016.
- Interim improvements to the West Leg K-10 study corridor prior to the expansion to 4-lanes
- Safety analyses
- Review of design concepts for constructability issues, compatibility for future expansion, etc.
- Coordination and continued communications with community stakeholders
- Preliminary Cost Estimates
- Environmental Documentation and Evaluations

In August— an online survey will be available to gather feedback from the public on two alternatives.

In September — KDOT will meet with Lawrence, Lecompton, and Douglas County to present two alternatives, discuss the options and gather feedback.

Also in September KDOT will meet with its leadership to discuss proposed alternatives and input from local partners.

Late September/Early October— Hold Technical Advisory Group Meeting to discuss the draft preferred alternative, present results from the online survey and other technical analysis.

Mid-October— Hold a public information open house meeting to present the draft preferred alternative, review decision-making process and allow comments and discussion on the preferred alternative.

Mid-October- Mid-November— Review comments from public meeting and any additional technical analysis in order to complete concept study report.

December— Complete concept study report and continue environmental documentation.

Transportation terminology



Local service interchange

Highway to local road connection.

Grade separated interchange

For highways or higher volume roads, allows motorists to more safely transition between high speed roads or from a high speed road to a lower speed, or local road.



At-grade intersection

Two roads meet at the same level, or grade. These intersections work well for local streets with low traffic volumes, intersections with traffic signals, or lower volume roads.



System to system interchange

Highway to highway connection without stopping.

For more information:

Project No. 10-23 KA-3634-01

Kimberly Qualls

KDOT Public Affairs Manager

Northeast Kansas

121 West 21st Street

Topeka, KS 66612

785-640-9340

kqualls@ksdot.org

Ryan Barrett, PE

KDOT Special Requirements Engineer

Bureau of Road Design

700 S.W. Harrison Street

Topeka, KS 66603-3745

785-296-0142

ryanb@ksdot.org