

# 31<sup>st</sup> Street Haskell to O'Connell



# History

- 6/15/06 – City submitted a Request for Construction Project to initiate the project
- 4/24/07 – City Commission approved consultant selection process
- 8/23/07 – City Commission approves consultant selection of Wilson & Company, Inc.
- 11/1/07 – Study Session with City Commission; Wilson & Co. 8/30/07 improvements memo
- 2/12/08 – Approved Scope of Services with Wilson & Co.
- 3/24/08 – Briefing of Board of County Commission
- 4/7/08 – Formal letter from Board of County Commissioners to City Commission to expand scope of project to Route 1057
- 5/29/08 – Met with City and County staff to discuss project
- 6/13/08 – Steering Committee Meeting
- 7/11/08 – Steering Committee Meeting
- 7/25/08 – Met with O'Connell Youth Ranch Board of Representatives
- 9/29/08 – Public meeting at Fairgrounds
- 10/20/08 - Met with KDOT/FHWA regarding environmental process and project responsibilities
- 10/31/08 – Steering Committee Meeting
- 11/10/08 – City/County Commission Study Session
- 11/19/08 County Commission approves alignment and 45mph design speed for section from O'Connell to Co. Rd. 1057

# Steering Committee

Prairie Park Neighborhood	Paul Phelps
Save The Wakarusa Wetlands	Michael Caron
Haskell University Representative	Vacant
Bicycle Advisory Committee	Eric Struckoff
Representatives for businesses at 31 <sup>st</sup> & Haskell	Steve Glass
Representative for residents east of O'Connell along N. 1300 Rd. (31 <sup>st</sup> Street)	Karen Heeb
Planning Commission	Brad Finkeldei
City Commission	Sue Hack
County Commission	Bob Johnson
Context Sensitive Knowledge	Tom Mulinazzi
Chamber of Commerce/Realtor	Beth Johnson
Kansas Department of Transportation (KDOT)	Corky Armstrong

City and County staff participating in the Steering Committee Meeting:

Keith Browning	Douglas County Public Works Director
Charles F. Soules	Director of Public Works, City of Lawrence
Scott McCullough	Director of Planning
Todd Girdler	Transportation Planner
Shoeb Uddin	City Engineer
Mark Hecker	Parks & Recreation
Shelley Schupp	Department of Utilities

# Web Site Developed



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### 31st Street Improvements

#### City/County Commission Study Session 11/10/08

The City and County commissions will meet in a joint study session at the County Courthouse on Mon., Nov. 11, 2008 to discuss the 31st street project.

View the [Study Session Agenda and Supporting Materials](#)

#### Steering committee review, open house and survey results

The steering committee will meet in mid-October to discuss feedback from the Open House in September and the 31st Improvement survey results. Surveys must be turned in by October 8th, 2008, to be included in that discussion.

View open house announcement

31st Improvement Survey

#### Current information

Images for review:

- [Steering committee layout 1](#)
- [Steering committee layout 2](#)

[Steering Committee Members memo](#)

[Draft scope of services](#)

[Memo on expansion of the study area](#)

[Steering committee presentation](#)

#### Project Details

In 2006 the City was informed of an \$800,000 earmark for the construction of 31st Street from Haskell Avenue to O'Connell Road. The earmark does not have any conditions attached, essentially this means the funds can be used for preliminary engineering (design), right-of-way acquisition, and construction. The project will be administered by KDOT. KDOT can "charge" a 1% administration cost, leaving the total amount available at \$792,000.

The city submitted a Request for Construction Project on June 15, 2006 to initiate the project. The project does have a schedule with a tentative letting of October 2008, however, we have to have the project complete in ten years so the letting date could be moved.

#### Community input

The city's consultant will develop public participation opportunities as the corridor development begins. In the mean time, please [sign up to receive e-mail notification](#) of relevant meetings or notices and/or complete the [feedback form](#).

#### Related materials

[City Commission study session, 11-01-07](#)

[Staff memo](#)

[Wilson & Company memo \(pdf\)](#)

#### Process

- Execute City-State Agreement - complete
- Begin consultant selection process - City Commission approved April 24, 2007.
- Consultant selection. The City received nine proposals from engineering firms for this project. Four firms were interviewed: TransSystems, Professional Engineering Consultants, Wilson & Co., and Affinity. The interview panel included: Brad Finkbeiner from the WPO, Michael Caron from "Save the Wilderness Wetlands", Keith Spivack, Douglas County Engineer, Shosh Jordan, City Engineer, and Chuck Soules, Director of Public Works. Firms were evaluated based on their project understanding and approach, work experience and sequencing, experience and qualifications, public participation, and environmental awareness.
- Wilson & Co was selected for professional engineering services for 31st Street, Haskell Avenue to O'Connell Road corridor development.
- Meet with City Manager and City Commission to discuss 31st Street Study and goals for project.
- Public process
- Field Check Plan
- Property acquisition
- Pending funding:
  - Proceed to final plan
  - Get construct

#### City News

[Porton email closed for bridge construction](#)

[Celebrate a Month of Shopping with Lawrence Parks and Recreation](#)

[Public invited to participate in coordinated transportation open house](#)

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# Survey Developed

## 31ST STREET IMPROVEMENTS SURVEY

WILSON & COMPANY

This survey was prepared to assist the community with providing input on the two (2) roadway alignment options developed during the Conceptual Plan phase of the project. Your answers from this survey and any additional comments will be considered in the selection process for the Preferred Alignment Alternative. Please complete this survey and return it to the City.

You can either mail the form to:  
 Chuck Soules, PE  
 Director of Public Works  
 P.O. Box 708  
 Lawrence, Kansas 66044

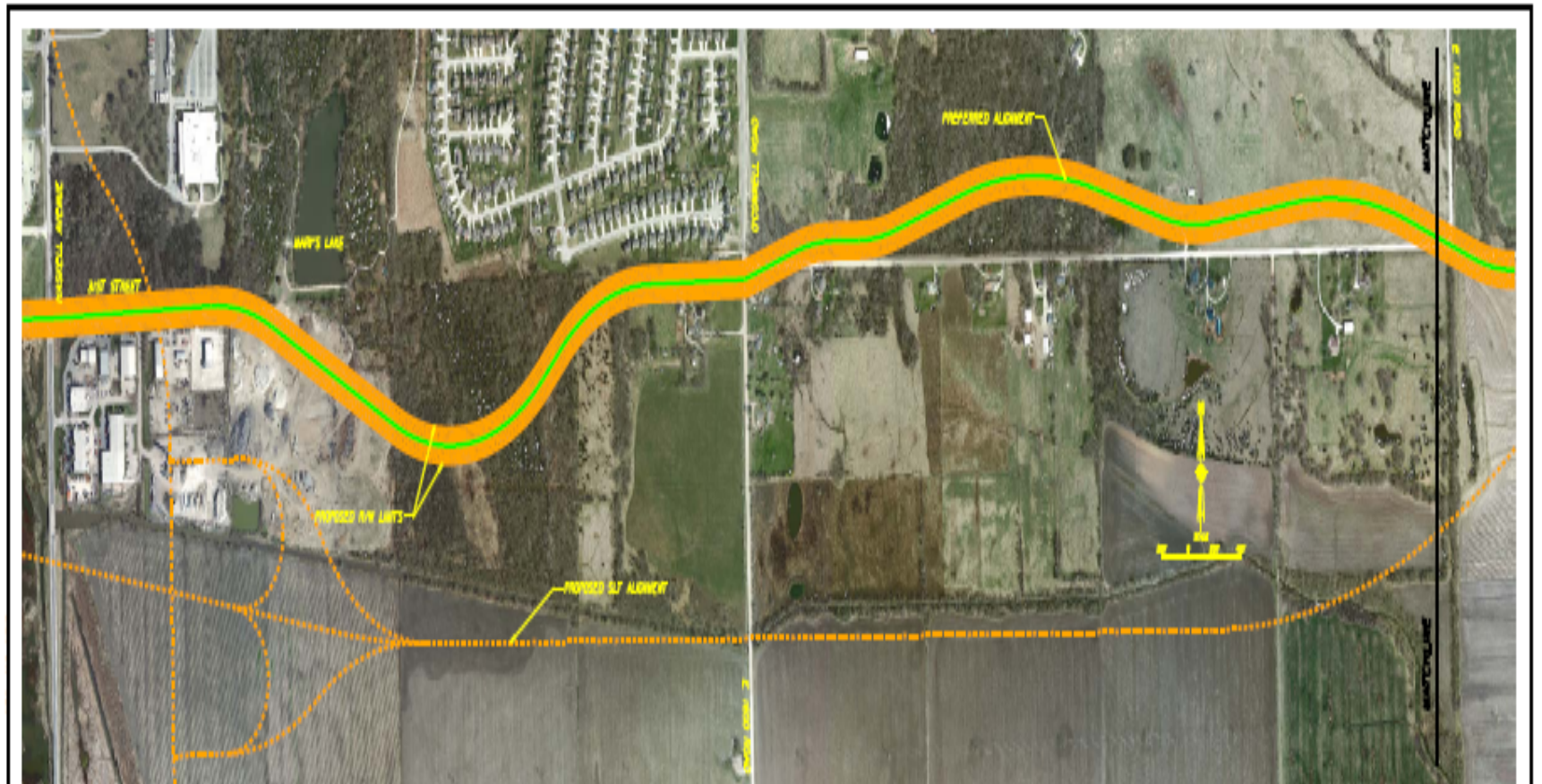
Or you can e-mail the form to:  
[csoules@ci.lawrence.ks.us](mailto:csoules@ci.lawrence.ks.us)

**TOTAL SURVEYED = 39**

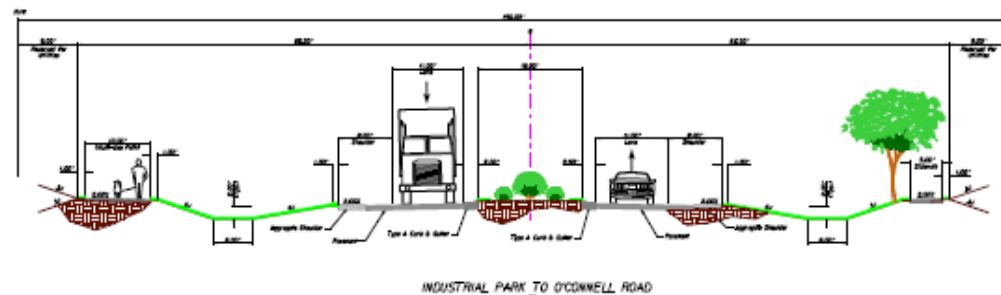
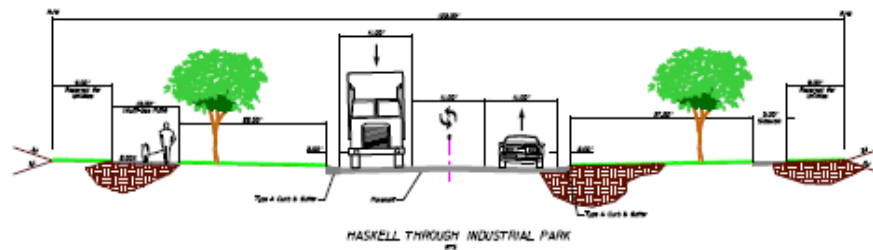
Statement	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
<b>Traffic Considerations</b>					
The 31st Street corridor is a vital link in the future roadway system for the community.	20	11	2	3	
Limiting the amount of access points (i.e. intersections, driveway connections) is important to the safety of the corridor.	18	17	2	1	
The main function of the future 31st.. Street corridor is to provide an east-west access route for traffic.	15	14	4	2	
The use of roundabouts at major intersections is a preferred alternative over stop signs or traffic signals.	10	11	6	7	3
The City's Transportation 2030 Plan recommends that the posted speed for a 4-lane arterial roadway be set between 35 mph and 45 mph. The County's design standards for principal arterial roadways is 50 mph.	35 mph	40 mph	45 mph	50 mph	55 mph
What should be the posted speed limit for the proposed 31st Street between Haskell Avenue and O'Connell Road?	4	11	18	3	1
What should be the posted speed limit for the proposed 31st Street between O'Connell Road and County.. Road 1057?	1	3	20	13	3



# Recommended Alignment



# Recommended Typical Sections



31ST STREET TYPICAL SECTIONS

# Steering Committee Recommendations

- A curvilinear alignment was preferred versus a straight through street to help control speed,
- Haskell to O'Connell section should bend south following contour of landscape,
- East of O'Connell the new alignment should be north of existing 31st Street to E 1700 Road. The existing 31st Street (N 1300 Rd.) would remain as a frontage road for the adjacent residents,
- Design speed of 45 mph (typical sections attached),
- From Haskell Avenue east to the end of the existing commercial/industrial area 3-4 lanes with curb and gutter, storm sewer, and sidewalks on both sides,
- Continuing east initially two 11' lanes with shoulder and median, multi-use path on north side ties into Prairie Park, open ditches/bio-swales for natural drainage, expandable to four lanes, right-of-way of 150' necessary,
- From 1700 Road (O'Connell) to Noria Road similar section with 12' lanes, right-of-way of 150' necessary,
- Noria Road to 1057 – undivided two lane facility. Right-of-way of 120' necessary.

## Other Considerations:

- Connectivity to Prairie Park/Mary's Lake and Prairie Park neighborhood,
- Intersection at Haskell Avenue – a signal will be necessary,
- Intersection at O'Connell – a signal/roundabout should be reviewed,
- Excess land south of Mary's Lake – additional State/Federal funding should be explored for acquisition of park land.

# Design Speed Considerations

- Speed is one of the factors considered by motorists in selecting transportation routes
- Motorists assess the value of a transportation facility by its convenience and economy
- The objective in design of an engineered facility used by the public is to satisfy the public's demand for service in a safe and economical manner
- Design speed is a selected speed used to determine the various geometric features of a roadway (site distance, horizontal/ vertical curves)
- Design speed should be logical with respect to topography, anticipated operating speed, driver expectation, adjacent land use, functional classification, economics, environmental quality, aesthetics and social or political impacts.
- Posted speeds can be (and quite often are) lower than design speed providing an additional safety factor

# ARTERIAL STREETS POSTED SPEED LIMITS

North 2 <sup>nd</sup> Street	40 mph - across bridge
	45 mph - Lincoln Street to 24 Highway
6 <sup>th</sup> Street	35 mph - Massachusetts Street to Lawrence Avenue
	40 mph - Lawrence Avenue to Monterey Way
	45 mph - Monterey Way to K-10
Iowa	35 mph - 6 <sup>th</sup> Street to Terrace Drive
	40 mph - Terrace Drive to 27 <sup>th</sup> Street
	45 mph - 27 <sup>th</sup> Street to City Limit
31 <sup>st</sup> Street	45 mph - Iowa to Haskell Avenue
Kasold Drive	40 mph - 31 <sup>st</sup> Street to Bob Billings Parkway
	30 mph - Bob Billings Parkway to Riverview Road
	40 mph - Riverview Road to Peterson Road
	35 mph - Peterson Road to Grand Vista Drive
	40 mph - Grand Vista Drive to KTA overpass
15 <sup>th</sup> Street/Bob Billings Parkway	40 mph - Iowa to George Williams Way
23 <sup>rd</sup> Street	45 mph - East City Limit to Haskell Bridge
	35 mph - Haskell Bridge to Iowa
	45 mph - Iowa to K-10
Peterson Road	40 mph - N. Iowa to Kasold Drive
	35 mph - Kasold to City Limit

# 31<sup>st</sup> Street Attributes

- The recommended alignment includes vertical and horizontal curvature
- Access is planned to be restricted
- Needed east /west arterial connection
- One of the goals for this project is to establish the anticipated R/W needed

# Commission Considerations

- **Consider alignment** - pending discussion  
approve Steering Committee  
Recommended Alignment
- **Consider design speed** - pending  
discussion approve Steering Committee  
recommendation of 45mph if appropriate