

## **AGENDA: TSC 8/6/12**

ITEM NO. 3: Consider request to construct a ROUNDABOUT or TRAFFIC SIGNAL at the intersection of 27<sup>th</sup> Street & Haskell Avenue.

### **Facts:**

1. Haskell Avenue is classified as an "arterial" street; 27<sup>th</sup> Street is classified as a "collector" street.
2. Haskell Avenue will have a connection to the South Lawrence Trafficway when it is completed in 2015.
3. Traffic data obtained in May, 2012 show that three traffic signal warrants are currently met; Warrant 1b, Eight-Hour Vehicular Volume, Interruption of Continuous Traffic; Warrant 2, Four-Hour Vehicular Volume; and Warrant 3, Peak-Hour.
4. Traffic data also is within the range of accommodation by a single-lane roundabout; in addition, due to the off-set in 27<sup>th</sup> Street, a roundabout may be easier to build and operate.

## **MINUTES: TSC 8/6/12**

### **ITEM NO. 3:**

**Consider request to construct a ROUNDABOUT or TRAFFIC SIGNAL at the intersection of 27<sup>th</sup> Street & Haskell Avenue.**

Woosley reviewed the information provided in the staff report and noted that e-mail correspondence (attached) had been received and forwarded to each commissioner.

### **Public Comment:**

Chad Luce, Westar Energy, 746 E. 27<sup>th</sup> Street (handout attached): I don't have anything personal against roundabouts, they just don't mix well with our line-trucks; our service center is on 27<sup>th</sup> Street and we have 50 ft. wheelbase trucks and digger-derrick trucks that are 67 ft. plus the utility pole and we just don't think a roundabout could be built big enough to accommodate us; we estimate 40 of our large trucks per day from our facility use that intersection; we certainly support signalization there.

**MOTION BY COMMISSIONER RUSSELL, SECOND BY COMMISSIONER BOLEY, TO RECOMMEND CONSTRUCTION OF TRAFFIC SIGNAL AT THE INTERSECTION OF 27<sup>TH</sup> STREET & HASKELL AVENUE; THE MOTION CARRIED, 7-0.**

From: Limones, Deborah M [mailto:[dlimones@ku.edu](mailto:dlimones@ku.edu)]  
Sent: Friday, April 27, 2012 8:34 AM  
To: David Woosley  
Subject: need traffic management

Hi,

I'm writing to ask if NOT busy intersections such as Illinois and 17th can have a roundabout put in, why hasn't anything been done for 27th and Haskell? I'm not so sure a roundabout would be enough. I think it needs a traffic light. It's always busy, definitely as busy as 23rd and Barker, and at peak traffic periods it's dangerous, especially trying to make a left turn off of 27th onto Haskell while there is also traffic across the street trying to make their left turn and the traffic running north and south on Haskell is thick. I asked about this intersection at least 5 years ago and was told by the city that it was on the list of intersections to attend to. That was 5 years ago. I believe this intersection should have been/be a priority, when comparing traffic flow to other intersections that have received traffic management improving.

Thanks,

Debbie Limones, Accountant  
University of Kansas  
Schiefelbusch Institute for Life Span Studies  
Dole Human Development Center Room 1052  
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**David Woosley**

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**From:** John Rathbun [jrathbun@cutlerrepaving.com]  
**Sent:** Friday, July 27, 2012 2:28 PM  
**To:** David Woosley  
**Subject:** 27th & Haskell Signalization

Dear Mr. Woosley:

It has come to our attention that agenda item No. 3 on the upcoming Traffic Safety Commission Meeting to be held August 6 will consider a request to construct a Roundabout or Traffic Signal at the intersection of 27<sup>th</sup> St & Haskell Avenue. As you may know Cutler Repaving, Inc. has had its corporate headquarters and manufacturing facility on the southwest corner of this intersection since 1968. In addition to our manufacturing operation we operate 10 contract Repaving spreads in 7 states.

In the course of a year much of our equipment comes through our facility for maintenance. In addition we receive supplies on a daily basis that are needed to manufacture and sell our equipment internationally as well as maintain the current construction fleet. Needless to say a good deal of our truck traffic that traverses the 27<sup>th</sup> and Haskell intersection are over width permit loads that are 76 feet in length and 12 feet wide. These loads travel on tri axle float trailers attached to a conventional tractor.

While recognizing the need to make the intersection as safe as possible we think several points need to be considered.

First, regarding the construction of a roundabout. Unless sufficient right of way can be acquired to construct the size roundabout currently in use on the Kansas Turnpike, we think a roundabout would not be the most efficient way to manage traffic in this intersection. Keep in mind that Cutler's long loads are not the only loads traveling in this intersection. There are many businesses west of Haskell in the industrial park that carry these type loads, including West Star Energy, Chaney Plumbing, and Midwest Roofing. We do not presume to speak for these businesses and have encouraged them to voice any concerns regarding the proposal directly to the Commission.

Any roundabout contemplated smaller than the those currently utilized on the turnpike could result in serious safety issues for these longer industrial loads. These issues include breakage of the curb areas in the roundabout to potential load shifts that could cause delays or blockages within the roundabout.

We think a more suitable solution would be traffic signalization that would efficiently control traffic in this intersection. With the use of current technology that

allows the use of cameras to control signalization and therefore traffic flow this intersection would ultimately be safer for all the businesses in the industrial park as well as the residents east of Haskell.

We will be unable to attend the Aug 6 meeting but wanted our perspective known to the Committee before any decisions are made on exactly what to do with this unique intersection.

If you need more information or input, please let me know. We look forward to talking with you in the future and hope a suitable solution can be found for all the parties involved.

Kind Regards,

John R. Rathbun  
Vice President/Sales  
Cutler Repaving, Inc.  
921 E. 27th St.  
Lawrence, KS 66046  
785-843-1524 Off  
785-843-3942 Fax  
785-766-8363 Cell

# City of Lawrence Traffic Safety Commission Meeting

## August 6, 2012, 7:00 PM

The City of Lawrence is considering a request to construct a ROUNDABOUT or TRAFFIC SIGNAL at the intersection of 27<sup>th</sup> Street & Haskell Avenue.

Westar Energy supports the signalization and possible re-alignment of the intersection but does not support the roundabout proposal.

Advantages of a signalized intersection:

1. Eliminate intersection conflicts.
2. Improve traffic flow.
3. Improve safety.

Disadvantages of a roundabout:

1. Our long wheel-based trucks and equipment will have difficulty navigating through a compact single lane roundabout even with a truck apron design.
  - a. Material delivery truck wheelbase lengths are greater 50 ft.
  - b. Westar Energy digger derrick trucks with a fully extended pole trailer attached measure 67 ft. (Front truck axle to trailer axle). *Note: This does not include the additional length of a loaded pole.*

FAQ from the Kansas Department of Transportation web page:

### ***What determines the size of a roundabout?***

*The size of a roundabout is determined by factors including current and predicted traffic volumes ("capacity"), the size of the largest vehicles, and the need to achieve appropriate speeds through the roundabout. To handle typical trucks with overall wheelbases of 50 ft. or more, a single-lane roundabout needs to be at least 100 ft. in diameter and is typically 120 to 140 ft. in diameter.*

Conclusion:

A signalized intersection would resolve a long overdue traffic issue at this location. It would safely promote the orderly movement of vehicular traffic in the area.

A roundabout at this location would restrict our access to and from our facility. This could adversely affect our day to day operation.

Other adjacent businesses, who also utilize large vehicles, share our concerns with a potential roundabout.



City of Lawrence, Kansas  
Traffic Engineering Division  
Traffic Signal Warrant Worksheet



Location: 27th St & Haskell Ave

Date: May 2012

Time Period	Haskell Ave											27th St										Grand Total	Warrant Met	
	NBLT	NBL	NBL	NBL	NBL	NBL	NBL	NBL	NBL	NBL	NBL	EBLT	EBL	EBL	EBL	EB	WBLT	WBL	WBL	WBL	WBL		#1a	#1b
12-01	0			29		9			30		68				0					5		73		
01-02	0			18		3			25		46				0					4		50		
02-03	0			15		4			16		35				0					5		40		
03-04	0			14		3			20		37				1					10		48		
04-05	0			44		2			35		81				0					20		101		
05-06	3			167		5			74		249				1					37		287		
06-07	14			414		25			282		735				5					130		870		
07-08	11			486		47			375		919				16					158		1093	1	1
08-09	3			368		30			348		749				48					99		896		1
09-10	3			360		27			334		724				27					109		860		
10-11	5			388		53			359		805				26					82		913		1
11-12	5			480		56			424		965				27					106		1098		1
12-01	10			439		50			479		978				31					111		1120		1
01-02	11			448		66			390		915				15					103		1033		1
02-03	8			421		64			406		899				31					108		1038		1
03-04	7			498		90			527		1122				15					111		1248		1
04-05	4			589		124			619		1336				24					133		1493		1
05-06	2			514		107			496		1119				17					152		1288	1	1
06-07	3			375		60			318		756				11					109		876		1
07-08	1			294		52			250		597				2					84		683		
08-09	1			220		59			195		475				2					60		537		
09-10	0			171		51			162		384				2					46		432		
10-11	0			81		31			70		182				3					21		206		
11-12	0			45		18			37		100				1					21		122		
Totals	91	0	0	6878	0	1036	0	0	6271	0	14276	0	0	0	305	0	0	0	0	1824	0	16405	2	11

The Manual on Uniform Traffic Control Devices Minimum Volume Requirements for 8 hours:

Warrant #1a: Main Street -- 500 Minor Street -- 150

Warrant #1b: Main Street -- 750 Minor Street -- 75

Speed Limit on Haskell = 35 mph

**no** Warrant #7, Crash Experience, met

**yes** Warrant #2, Four Hour Volume, met

**yes** Warrant #3, Peak Hour Volume, met





Haskell Ave

Ryan Ct

Allison Dr

E 26th St

E 26th St

Natalie Dr

E 27th St

E 27th St

Trail Dust Ct

Chaparral Park

Ponderosa Dr

Oregon St

E 28th St

Maverick Ln

E 28th Ter

