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Sam Brownback, Governor

June 20, 2013

Mr. David Corliss, City Manager
City of Lawrence
6 East 6th Street
PO Box 708
Lawrence, KS 66044

Mr. Corliss:

In recent months, representatives from the Kansas Department of Transportation (KDOT) and City of Lawrence (City) have discussed the possibility of removing the US-40 highway designation from West 6th Street, and North 2nd and 3rd Streets, with particular interest in the section of US-40 (West 6th Street) between the K-10 interchange and US-59 (Iowa Street). These conversations have been driven by mutual recognition that US-40 (West 6th Street) functions primarily as a city street within the City Limits and KDOT's long-term strategic goal to efficiently manage the State Highway System.

The proposed "turn back" would remove the US-40 designation from West 6th Street, and North 2nd and 3rd Streets. The US-59 designation, however, would remain as it currently exists on Iowa Street, West 6th Street, and North 2nd and 3rd Streets. Once the US-40 designation is removed, the City would assume all financial and operational responsibility for the section of West 6th Street between the K-10 interchange and US-59 (Iowa Street).

City staff has identified a package of City improvement projects for KDOT's participation, which will serve to mitigate additional local responsibilities prompted by the turn back.

- Improvements at US-40 (West 6th Street) and US-59 (Iowa Street) – estimated cost: \$1.5M
- Traffic signal at US-40 (West 6th Street) and George Williams Way – estimated cost: \$250K
- Traffic signal at US-40 (West 6th Street) and Champion Lane – estimated cost: \$250K

City staff has also identified opportunities for KDOT to increase State participation on currently scheduled improvement projects.

- Reducing local participation on the K-10 and Bob Billings Parkway interchange from \$2,000,000 to \$1,528,000 (City = \$1.0M, County = \$528K).
- Increasing KDOT's share on the K-10 (23rd Street) and US-59 (Iowa Street) improvement project from \$700K to \$1.75M and decreasing the City's share from \$1.5M to \$450K, saving the City \$1,050,000.

In total, the requested items represent \$3,522,000 of additional KDOT investment within Lawrence.

David Corliss, City Manager

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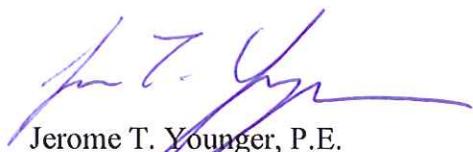
KDOT is agreeable to the City's request and would ask you to consider this letter documentation of KDOT's agreement in principle to turn back US-40 to the City of Lawrence, within the aforementioned limits, in exchange for KDOT cost reimbursement for the above-referenced City improvement projects and the increased State participation on currently scheduled projects. Please note the turn back would not take effect until the improvement projects were complete. Assuming the City is in agreement with this proposal, KDOT staff will work with the City to set forth the terms and conditions in an agreement. I look forward to the City's response.

It bears mention that turning back this section of US-40 creates a gap in the State Highway System and KDOT is currently evaluating options for re-routing US-40 to maintain connectivity. One possible alternative under review is routing US-40 along K-10 to US-59 (Iowa Street) in south Lawrence. US-40 would then be carried along US-59 (Iowa Street, West 6th Street, North 2nd & 3rd Streets) and connect with existing US-24/40. KDOT will continue to evaluate all potential options in cooperation with the City and other affected agencies.

Related to this discussion are improvements under consideration at the K-10 and US-40 (West 6th Street) interchange. Currently, KDOT is finalizing plans to install traffic signals at this junction to promote efficient traffic flow as development occurs. This project is scheduled for letting in fall of 2013 with an estimated cost of \$180K, without local participation. We anticipate traffic will increase over time and additional capacity may eventually be needed at this location; therefore, the signals are considered a temporary improvement and have been designed accordingly. To address future capacity needs, KDOT is designing an improvement project to convert the existing diamond interchange to a higher capacity Diverging Diamond Interchange (DDI). The DDI currently has an estimated cost of \$6M and construction funding has not been identified.

On a final note, the City recently submitted an application to KDOT for City Connecting Link Resurfacing Program (KLINK) funds. The amount requested is \$200K and these monies would be applied towards a City pavement resurfacing project between the K-10 interchange and Wakarusa Drive. Should the City's KLINK application be approved, this resurfacing project would be added to the aforementioned package of City improvement projects associated with the proposed US-40 turn back.

Sincerely,



Jerome T. Younger, P.E.
Deputy Secretary and
State Transportation Engineer

David Corliss, City Manager

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