

Mitigation Plans for Baker Wetlands

KDOT worked with the USACoE, FHWA, Baker University, and the public to develop wetland mitigation plans for this area. The mitigation agreement includes:

- More wetlands will be created. To replace approximately 58 acres of wetlands and habitat impacted, the state will create or restore 317 acres.
- Habitat restored. 37 acres of Upland Prairie and 16 acres of Riparian Habitats will be preserved, restored or created.
- Enhanced educational facilities. A wetland education and research center will be built dedicated to studying the role of wetlands in the environment. The facility will be run by Baker University.
- Enhanced access.
- Hike and bike trails from Iowa Street to Haskell Avenue.
- Camp site for educational use and parking areas within mitigation area.
- Preservation of the Baker Wetlands for future generations. To assist Baker University in its role as steward of the wetlands, the state will provide an endowment to cover the maintenance, operations and administration of wetlands enhancements.
- Provide a single transportation corridor through a sensitive area. 31st Street will be located closer to the South Lawrence Trafficway to reduce noise and light impacts in the Haskell Wetlands.
- Reduce noise and light impacts. Haskell Avenue and Louisiana Avenue will be relocated farther from the original Baker Wetlands.
- Noise walls will be constructed through the wetlands to minimize freeway noise impacts.
- Additional measures include:
 - A narrower median (46' wide) will be used through the wetlands (vs. a typical 60' wide median).
 - Limits on highway lighting through the wetlands.
 - No disturbance of the east-west historic berm (just south of existing 31st Street).
 - No grubbing in the wetlands.
 - Special construction procedures to minimize disturbance of existing soils in the wetlands.
 - All highway runoff will be diverted away from the wetlands.

Economic Benefits

This six-mile, four-lane freeway is projected to have a regional economic benefit of \$3.7 billion, the greatest of any project under the T-WORKS program. KDOT determines economic benefit through use of a computer-modeling tool called TREDIS, which analyzes transportation benefits, including:

- Congestion relief
- Travel time savings
- Market access expansion
- Safety impacts
- Contingent development
- New population markets

The completion of the South Lawrence Trafficway represents the “final piece” in an otherwise efficient transportation system serving Douglas, Johnson and Shawnee counties, and an important step toward improving safety, reducing congestion, and supporting regional industry.

CONTACT INFORMATION

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For additional information on the SLT visit www.ksdot.org/TWORKS



South Lawrence Trafficway

moving forward

Fall 2012



BY THE NUMBERS

• Location – Complete K-10 from South Junction of US 59/K-10 to East K-10

• Cost – \$150 Million Construction Cost Length – 6 Miles

• Economic Impact – \$3.7 Billion Benefit to the Kansas Economy

• Fall 2013 Begin Construction
 • Fall 2016 Open to Traffic

As part of the 2010 T-WORKS transportation program, the South Lawrence Trafficway (SLT) was identified as the number one priority for the state of Kansas and has the highest economic benefit of all the projects in the T-WORKS program. After years of study, the SLT is moving forward.

K-10 and I-70 are vital links for the state - connecting Manhattan, Topeka, Lawrence and Johnson County. These corridors are paramount in supporting commerce, education and culture.



Study Goals

During the years of study, Kansas Department of Transportation (KDOT) examined in detail, twelve different alignment options including the option of doing nothing (“no build”). The detailed reviews evaluated each of the alternatives based on:

- Safety — projected crash rates
- Efficiency — congestion relief, volume of traffic diverted from city streets, length of alignment
- Environmental impacts — farmland impacts, visual and noise impacts, wetland impacts, cultural and historic

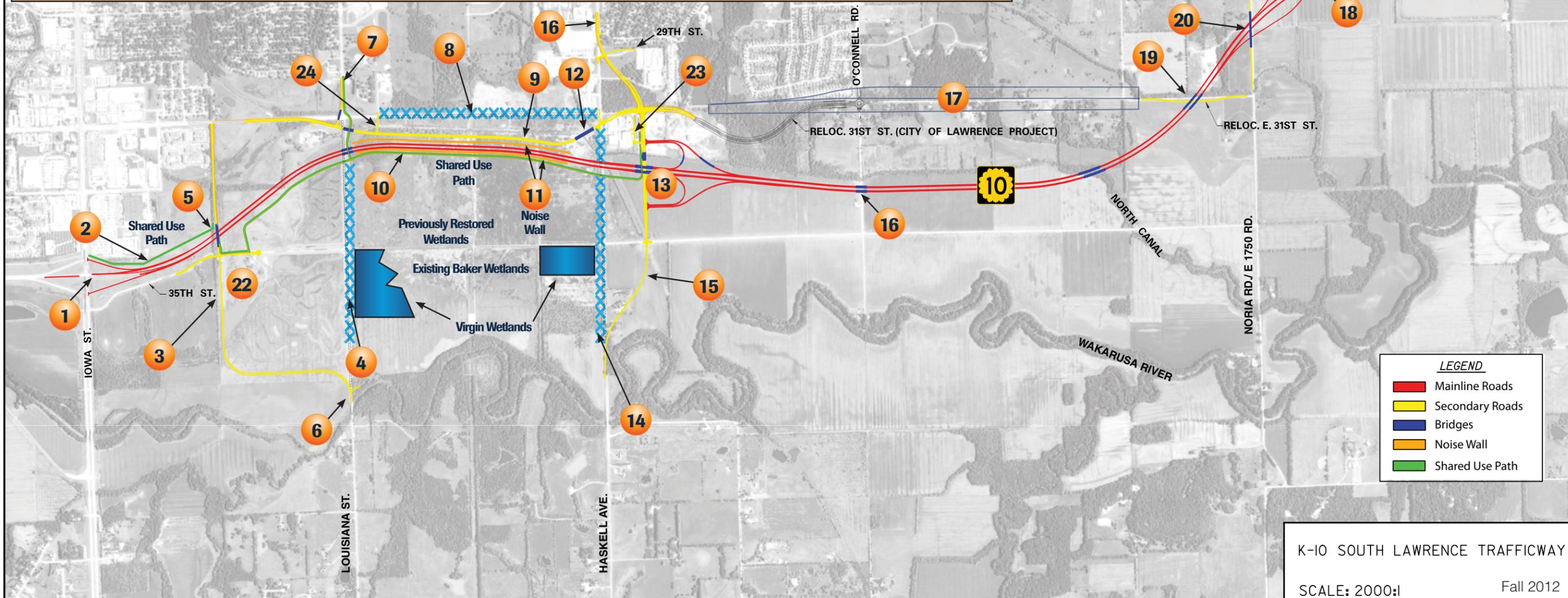
resource impacts (avoidance, minimization, and mitigation for impacts taken into account)

- Cost — construction, operation, and maintenance costs (“reasonable expenditure of public funds”)

Based on these criteria, two federal agencies, the Federal Highway Administration (FHWA) and the U.S. Army Corps of Engineers (USACoE) approved the preferred “32nd Street” alignment, which is shown above and in greater detail inside this brochure.

South Lawrence Trafficway Map

1. Complete diamond interchange at Iowa Street
2. Shared use path along north side of K-10
3. Relocate Louisiana Street south of 31st Street
4. Remove existing Louisiana Street
5. Relocated Louisiana Street goes over K-10
6. Relocated New Louisiana Street ties into existing Louisiana Street
7. Relocate Louisiana Street north of 31st Street, connects eastern sidewalk into new shared use path (under 31st Street and under K-10)
8. Remove existing 31st Street
9. Relocate 31st Street
10. Shared use path
11. Noise Walls (S. side of SLT and between SLT and relocated 31st Street)
12. Bridge over historic berm
13. Folded diamond interchange at Haskell Avenue
14. Eradicate existing Haskell Avenue
15. Relocate Haskell Avenue
16. K-10 over O'Connell Road
17. City 31st Street construction project/potential county 31st Street project
18. Fully directional interchange
19. K-10 over relocated E. 31st Street
20. Noria Road/E. 1750 Road over K-10
21. Noria Road/E. 1750 Road over 23rd Street
22. Wetlands education and research facility
23. Horizon Frontage Road
24. Firehouse entrance



K-10 SOUTH LAWRENCE TRAFFICWAY
 SCALE: 2000:1
 Fall 2012

LEGEND	
—	Mainline Roads
—	Secondary Roads
—	Bridges
—	Noise Wall
—	Shared Use Path