

SLT

South Lawrence Trafficway

Public Officials Briefings
April 2019

PROJECT #:
10-23 KA-3634-01

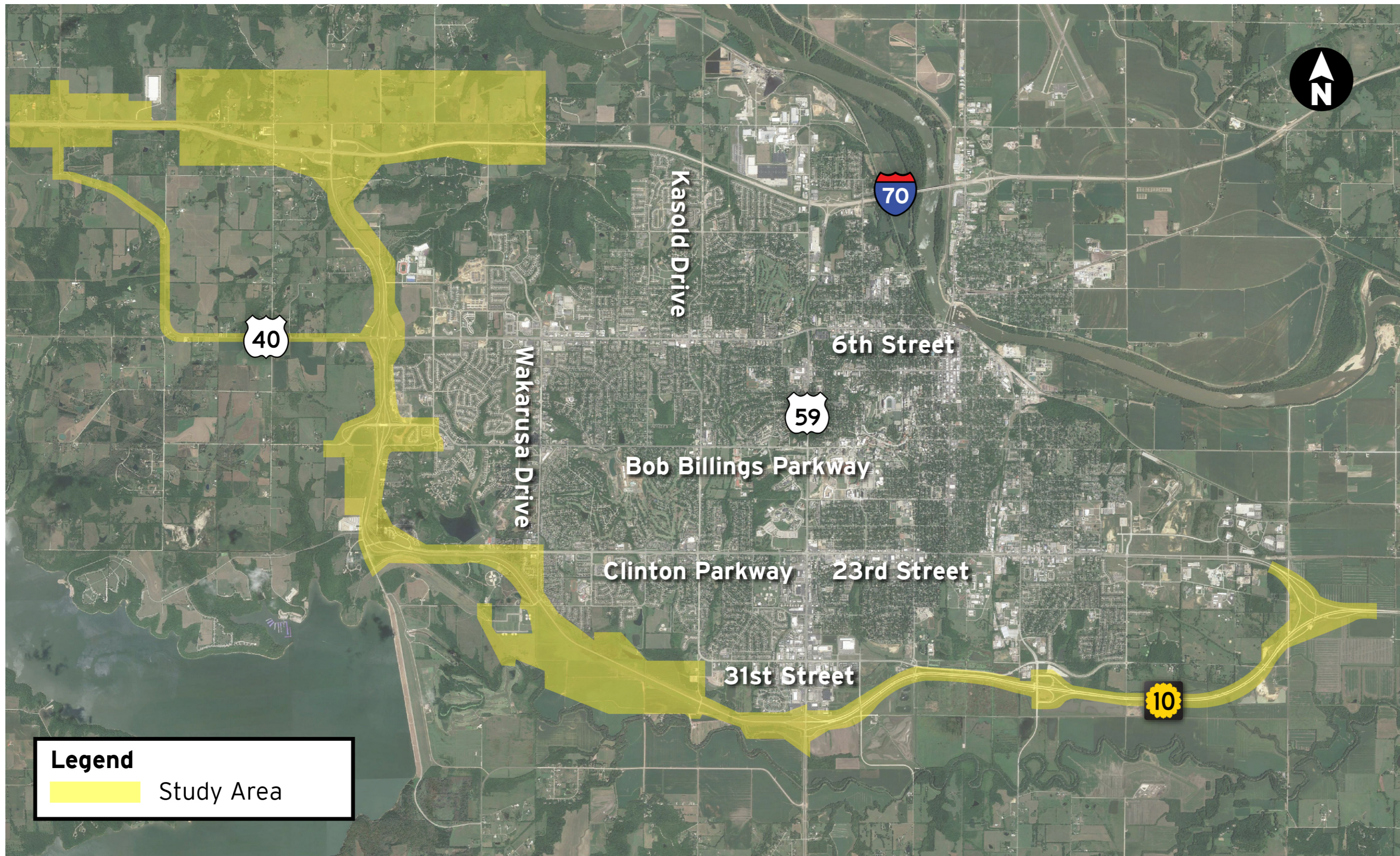
- Project Overview
- SEIS Details & Process
- Interim Projects
- Upcoming Events
- Contact Information

South Lawrence Trafficway—The SLT

- South Lawrence Trafficway is a vital corridor for the local community and commuters.
- KDOT recognizes the need to look at alternatives to enhance safety and improve capacity while minimizing impacts to the surrounding environment.

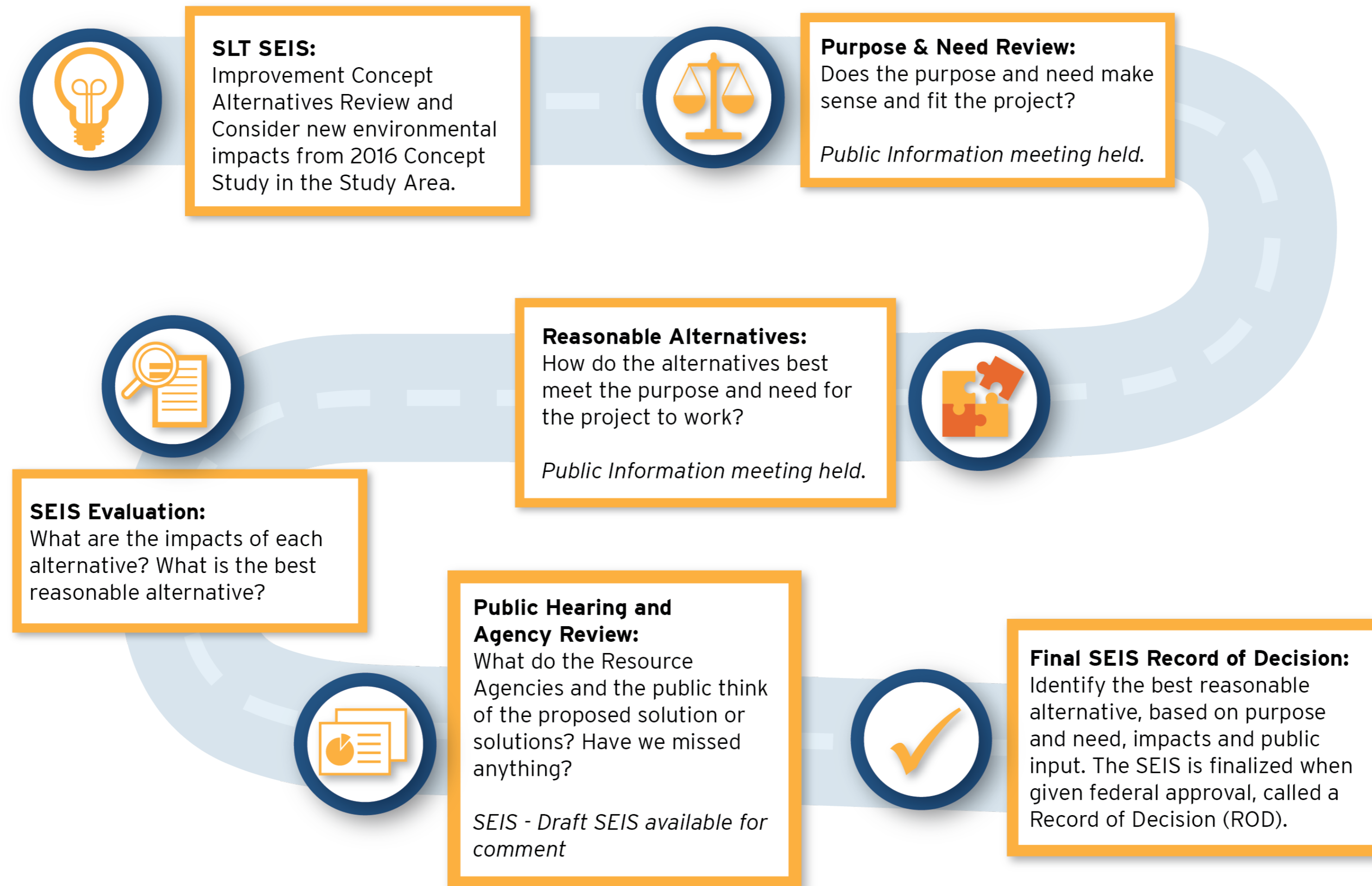


SEIS Study Area



- The West Leg: just north of I-70 at North 1800 Road (Farmer's Turnpike) to US-59/Iowa Street.
- The East Leg: begins at US-59/Iowa Street and continues to the existing K-10/23rd Street system interchange.
- The project study area also includes East 600 Road/Lecompton Road at Interstate 70 and U.S. 40 from K-10 to E 600 Road.

SEIS Process



Refined/New Purpose and Need Elements for SEIS

- **Reduce congestion** and improve the traffic capacity to meet existing and future travel demands,
- **Enhance safety** to help address high crash locations within the study area,
- **Promote a multimodal transportation system** by ensuring the project accommodates the needs of other transportation modes, and
- **Support local and regional growth** by providing and coordinating transportation connections to be consistent with planned and proposed community land use and development.

List of Alternatives

- **No Action**
- **Transportation System Management/Transportation Demand Management (TSM/TDM)**
- **Multimodal**
- **Build – Add Capacity Expressway**
- **Build – Add Capacity Freeway**
- **Build – Add Capacity Tolled Highway**

No Action

- The No Action Alternative makes no capacity improvements on the existing West Leg of the SLT beyond improvements that are directly related to ongoing rehabilitation and maintenance or are already committed or programmed.

Those projects include:

- 6th Street/K-10 Interchange
- E 1200 Road (Kasold Drive)/K-10 Intersection closure
- I-70 Acceleration/Deceleration Lane Improvements
- Interim Safety Improvements

**EXHIBIT
1**



**South Lawrence Trafficway
No Action Alternative**

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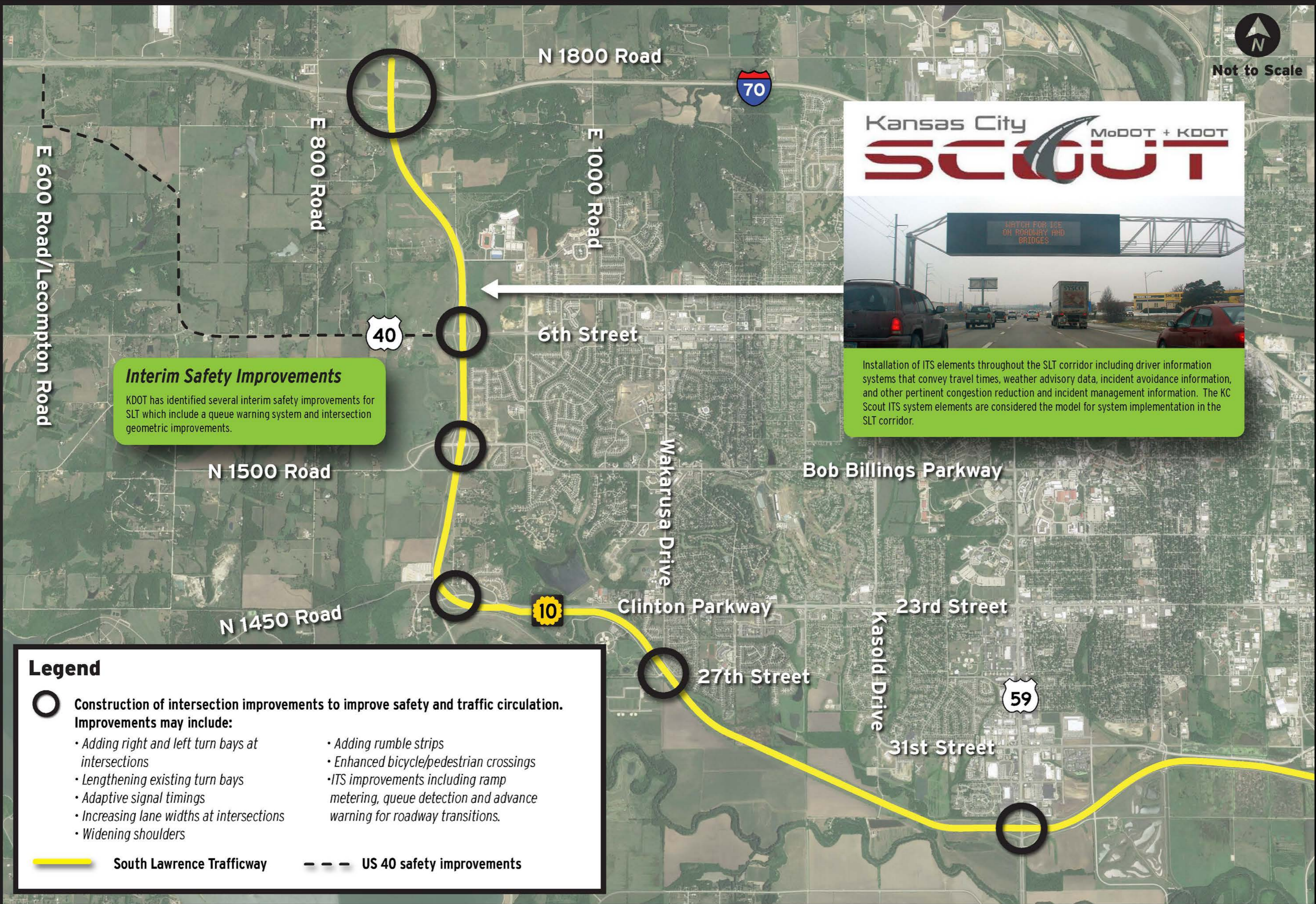
Transportation System Management/ Transportation Demand Management (TSM/TDM)

- The TSM/TDM alternative is designed to maximize the efficiency of the existing transportation system by improving capacity and reducing the effects of bottlenecks and chokepoints.
- These strategies are relatively low-cost, low-impact strategies geared toward enhancing mobility on the SLT.
- TSM improvements may include a wide range of strategies, including: coordinated signal timings, intelligent transportation systems (ITS), ramp metering, queue warning systems or minor intersection improvements.
- TDM strategies typically attempt to modify travel behaviors to benefit capacity, such as carpooling, staggered work shifts, telecommuting, and promoting transit use.



Kansas City MoDOT + KDOT
SCOUT

Installation of ITS elements throughout the SLT corridor including driver information systems that convey travel times, weather advisory data, incident avoidance information, and other pertinent congestion reduction and incident management information. The KC Scout ITS system elements are considered the model for system implementation in the SLT corridor.



Interim Safety Improvements
KDOT has identified several interim safety improvements for SLT which include a queue warning system and intersection geometric improvements.

Legend

- Construction of intersection improvements to improve safety and traffic circulation. Improvements may include:
 - Adding right and left turn bays at intersections
 - Lengthening existing turn bays
 - Adaptive signal timings
 - Increasing lane widths at intersections
 - Widening shoulders
- Adding rumble strips
- Enhanced bicycle/pedestrian crossings
- ITS improvements including ramp metering, queue detection and advance warning for roadway transitions.

— South Lawrence Trafficway - - - US 40 safety improvements

**South Lawrence Trafficway
TSM / TDM Alternative**

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Multimodal

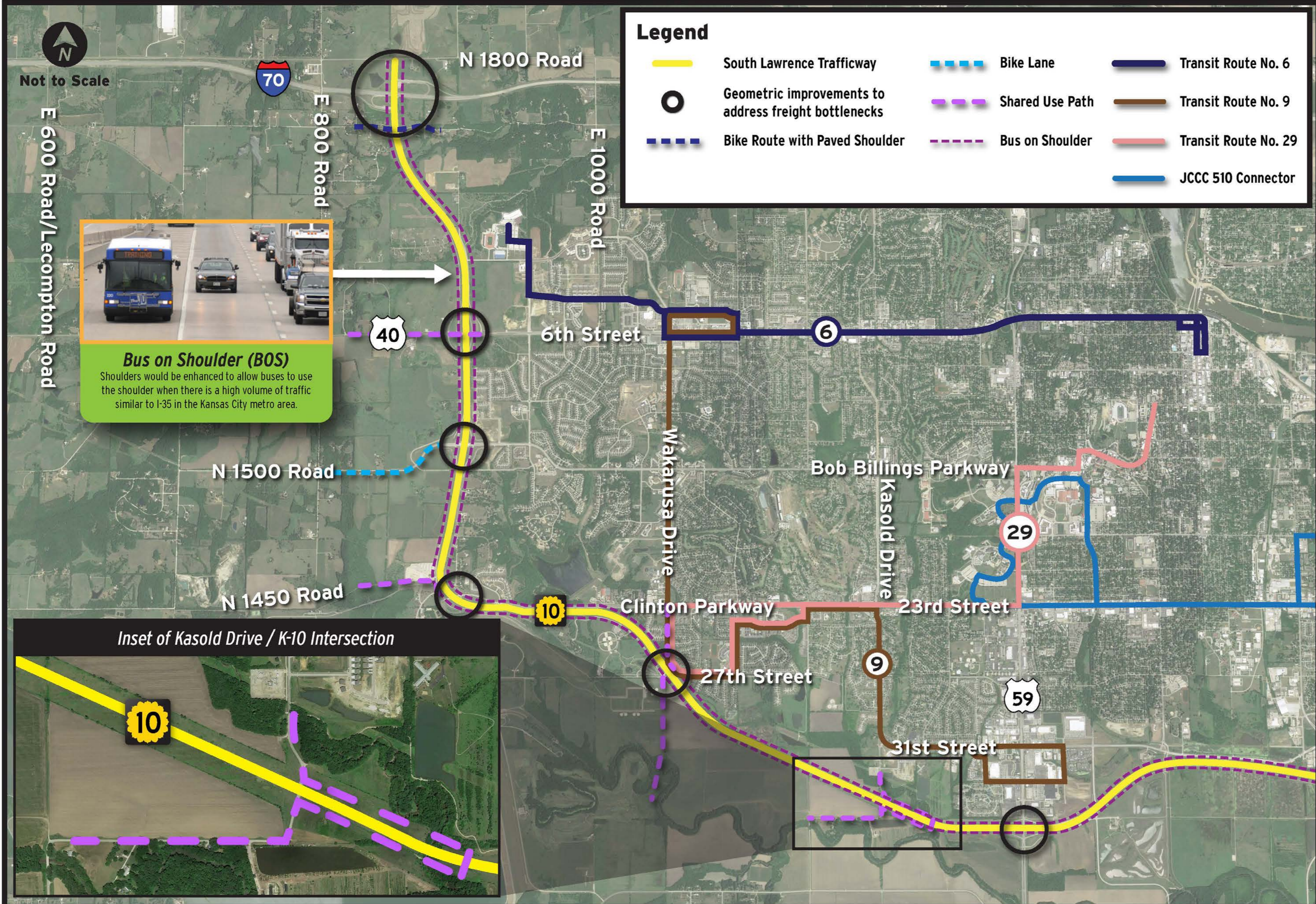
- The Multimodal Alternative includes reasonable measures to enhance crossing of the corridor for non-motorized travel and increases the effectiveness for freight and transit options in the corridor.
- Elements of this alternative allows for the existing transit agencies in the Lawrence region to increase transit routes or enhance transit service by providing roadway improvements that allow for more efficient local and regional transit connections.
- Transit elements such as Bus-on-Shoulder (BOS) that enhance the reliability and reduce congestion of the corridor are also included in this alternative.
- BOS improvements may include hardening and minor widening of existing shoulders on the east leg of the SLT, while also constructing shoulders on the west leg that accommodate bus-on-shoulder operations.

EXHIBIT 3

South Lawrence Trafficway Multimodal Alternative

Legend

	South Lawrence Trafficway		Bike Lane		Transit Route No. 6
	Geometric improvements to address freight bottlenecks		Shared Use Path		Transit Route No. 9
	Bike Route with Paved Shoulder		Bus on Shoulder		Transit Route No. 29
					JCCC 510 Connector

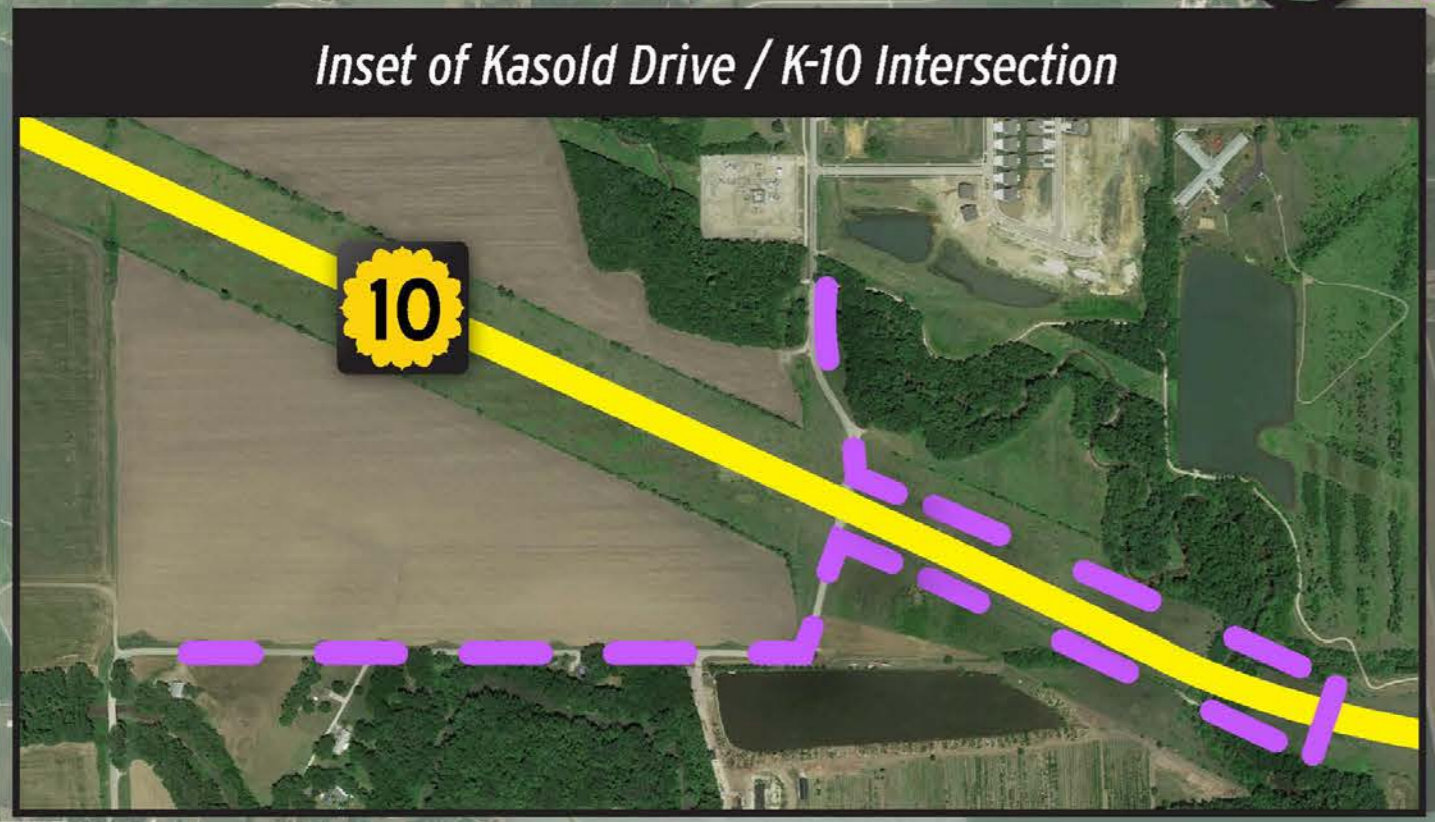


Not to Scale

E 600 Road/Lecompton Road



Bus on Shoulder (BOS)
Shoulders would be enhanced to allow buses to use the shoulder when there is a high volume of traffic similar to I-35 in the Kansas City metro area.



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Build—Add Capacity Expressway

- This alternative will upgrade the existing two-lane undivided West Section of the SLT to a median divided expressway facility. It will also include the reconstruction of the existing two lanes.
- Existing interchanges at West 6th Street/U.S. 40, Bob Billings Parkway, Clinton Parkway, and U.S. 59/Iowa Street will remain interchanges with ramp modifications to accommodate additional expressway travel lanes.
- The at-grade intersection at West 27th Street/Wakarusa Drive will remain at grade, however various intersection improvements to enhance safety and mobility may be considered at this location.
- The I-70 interchange ramp terminals would remain in-place, but would have various intersection improvements to enhance safety and mobility.
- In a separate project, E 1050 Road (Wakarusa Drive) will be extended to provide connection between N 1200 Road (County Road 458) and the future SLT improvements.






EXHIBIT 4

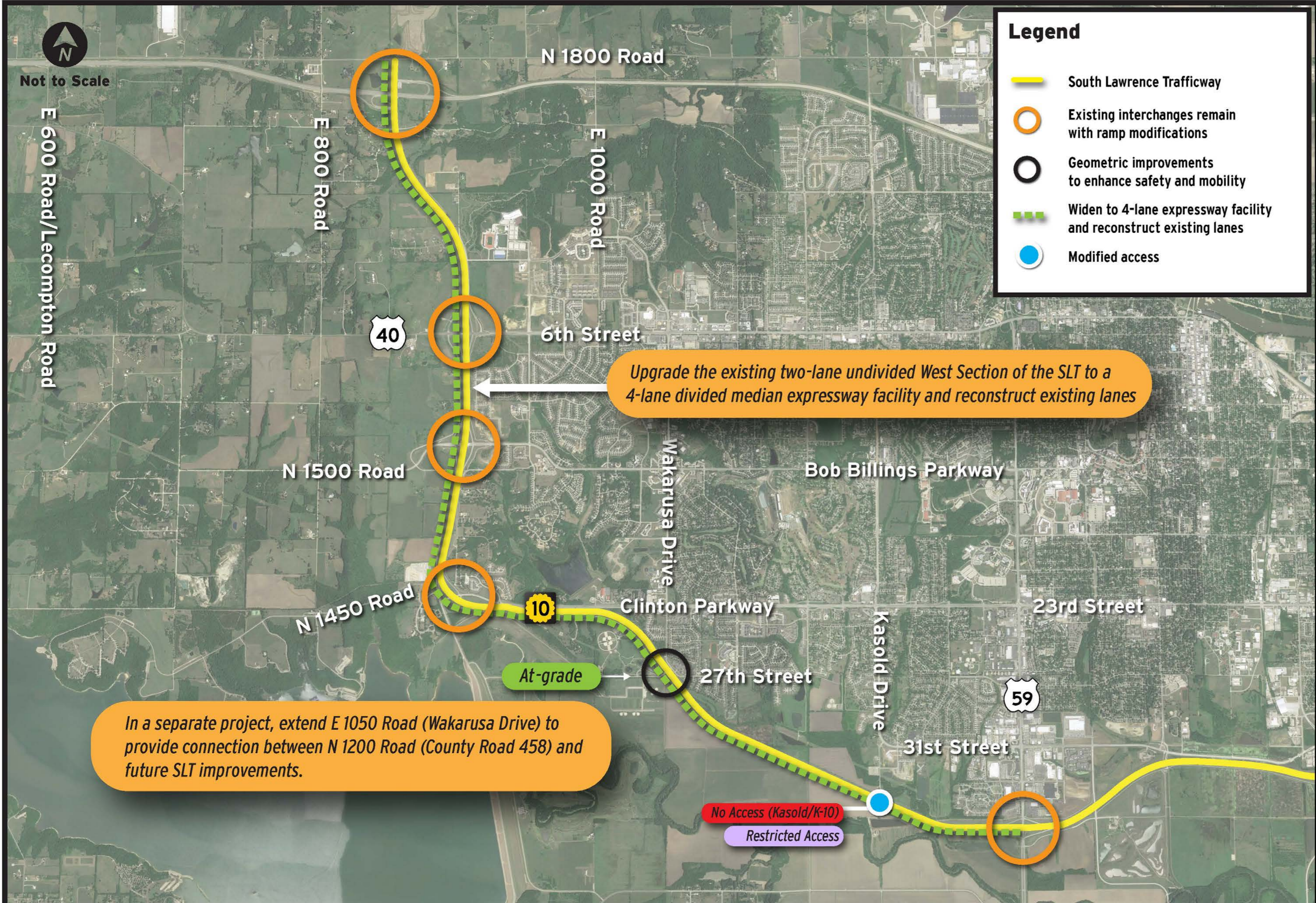
South Lawrence Trafficway Add Capacity Expressway Alternative

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Legend

-  South Lawrence Trafficway
-  Existing interchanges remain with ramp modifications
-  Geometric improvements to enhance safety and mobility
-  Widen to 4-lane expressway facility and reconstruct existing lanes
-  Modified access



Not to Scale

E 600 Road/Lecompton Road

E 800 Road

E 1000 Road

N 1800 Road

N 1500 Road

N 1450 Road

Wakarusa Drive

Clinton Parkway

Bob Billings Parkway

27th Street

Kasold Drive

31st Street

23rd Street



6th Street



At-grade

No Access (Kasold/K-10)

Restricted Access

Upgrade the existing two-lane undivided West Section of the SLT to a 4-lane divided median expressway facility and reconstruct existing lanes

In a separate project, extend E 1050 Road (Wakarusa Drive) to provide connection between N 1200 Road (County Road 458) and future SLT improvements.

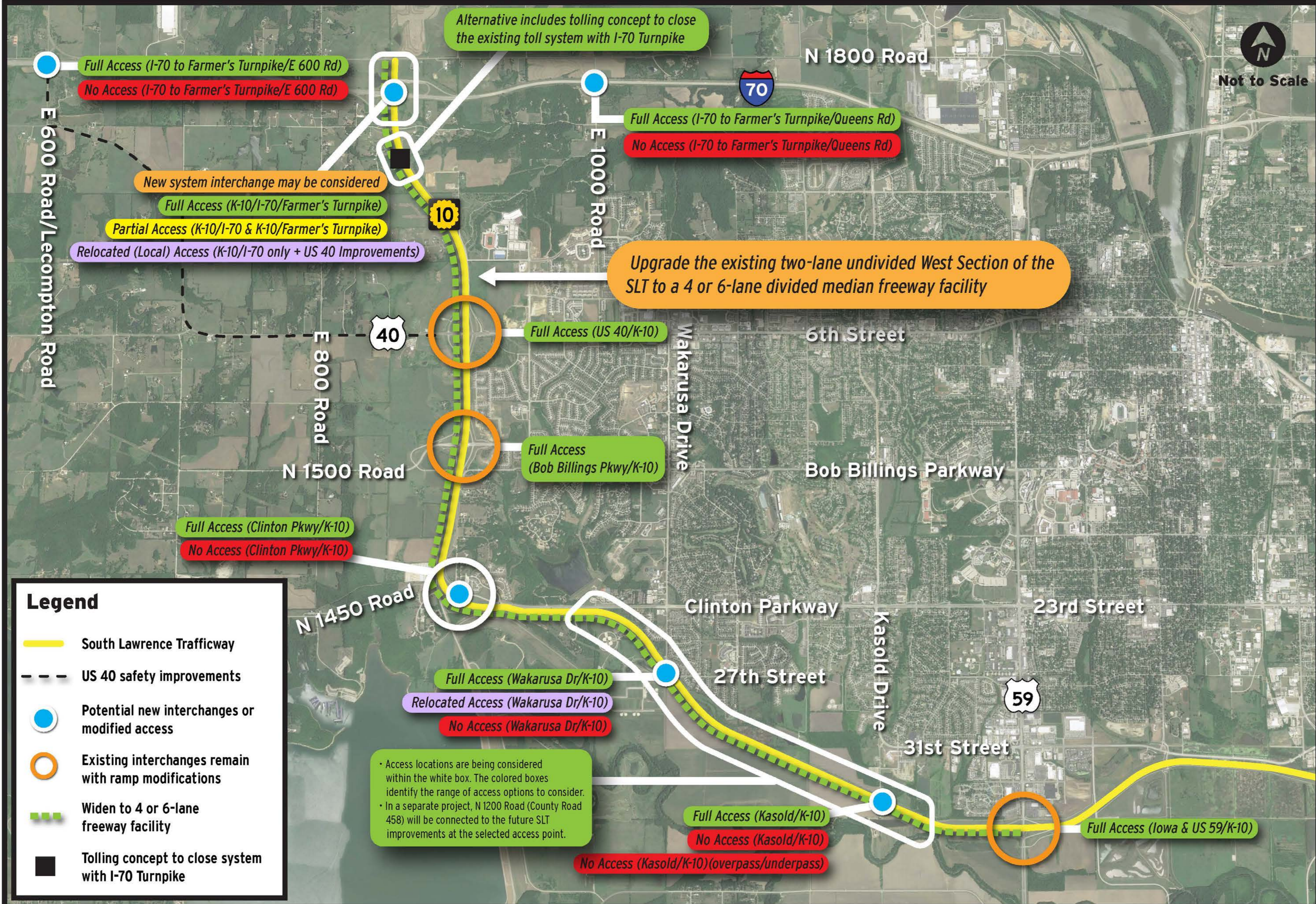
Build– Add Capacity Freeway

- This alternative will upgrade the existing two-lane undivided West Section of the SLT to a median divided fully access-controlled freeway facility with either four or six lanes, as predicated on future need.
- Existing interchanges at West 6th Street/U.S. 40, Bob Billings Parkway, Clinton Parkway, and U.S. 59/Iowa Street will remain interchanges with ramp modifications to accommodate additional freeway travel lanes.
- The at-grade intersection at West 27th Street/Wakarusa Drive will be converted to a grade separated interchange, with its future location on the SLT corridor to be evaluated.
- A system interchange with I-70 will be considered, however new service interchanges at I-70/East 600 Road/Lecompton Road and K-10/I-70/North 1800 Road will also be considered to provide local access.
- In a separate project, N 1200 Road (County Road 458) will be connected to the future SLT improvements at the selected access point.

EXHIBIT 5

South Lawrence Trafficway Add Capacity Freeway Alternative

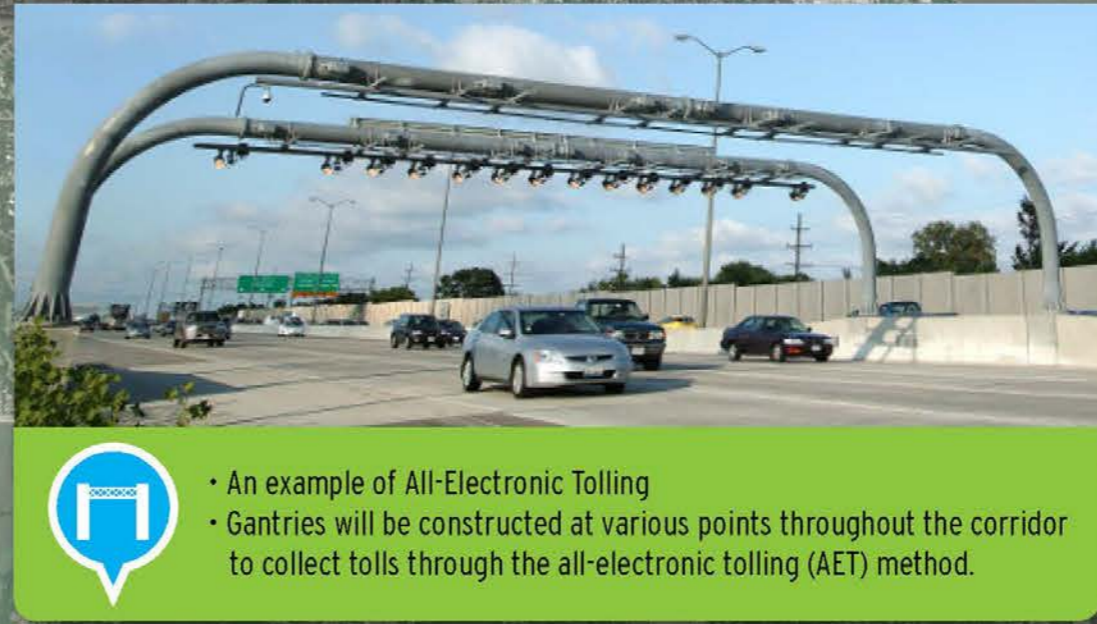
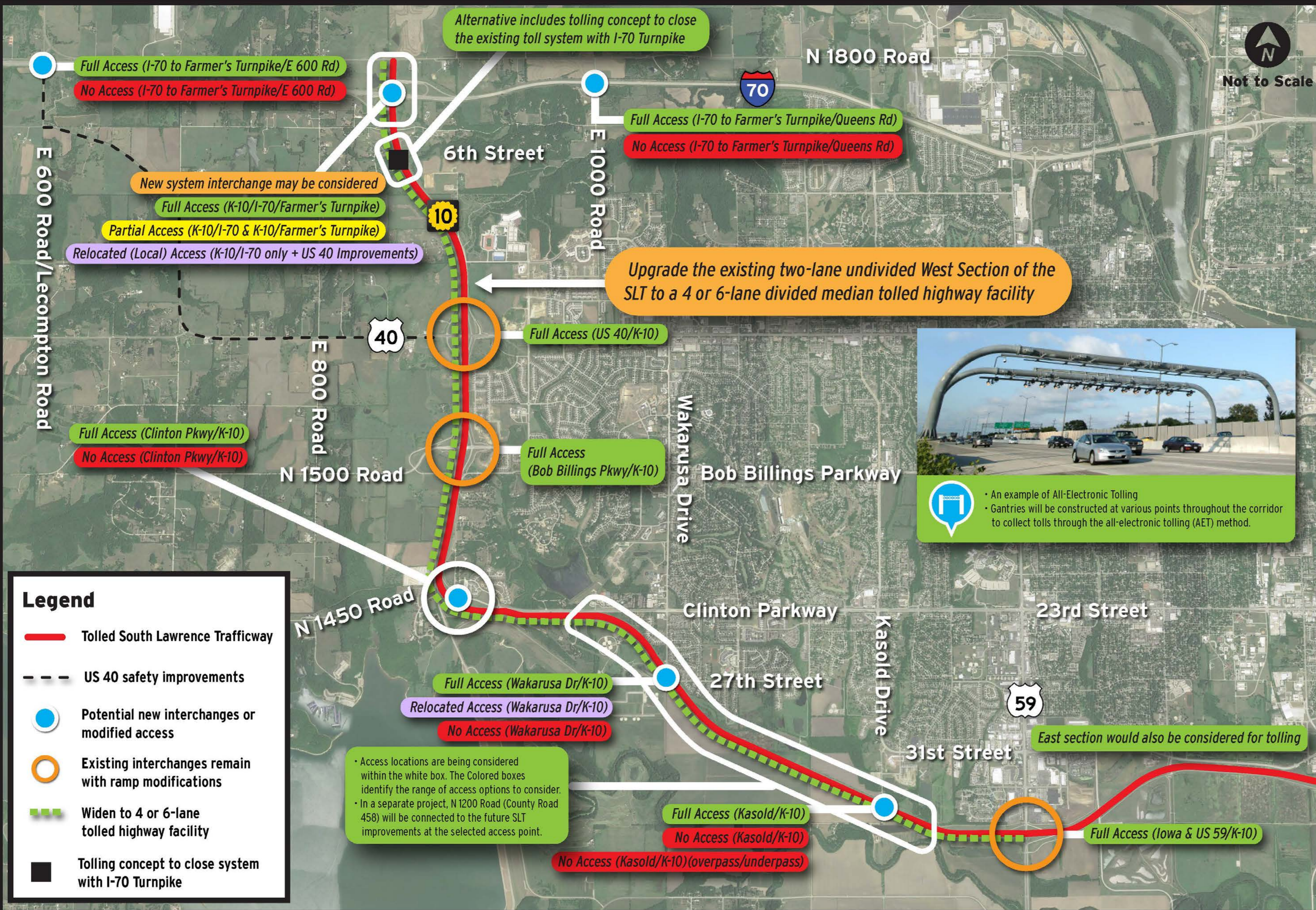
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Build– Add Capacity Tolled Highway

- This alternative is similar to the previous ‘add capacity’ build alternative, however it includes the ability to collect tolls to fund the construction of the facility. The alternative will upgrade the existing two-lane undivided West Leg of the SLT to a divided four or six lane fully access-controlled freeway facility.
- Existing interchanges at West 6th Street/U.S. 40, Bob Billings Parkway, Clinton Parkway, and U.S. 59/Iowa Street will remain interchanges with ramp modifications to accommodate median divided freeway.
- Under a tolled highway concept, existing at-grade intersections located along the SLT West Section, such as the West 27th Street/Wakarusa Drive signalized intersection, will no longer remain in-place. These at-grade intersections will be improved to modified, or new grade-separated access, to enhance safety and mobility along and across the SLT corridor, consistent with a fully access-controlled highway section.
- In a separate project, N 1200 Road (County Road 458) will be connected to the future SLT improvements at the selected access point.
- A system interchange with I-70 will be considered; however, new interchanges at I-70/East 600 Road/Lecompton Road and K-10/I-70/North 1800 Road will also be considered to provide local access. Gantries will be constructed at various points throughout the corridor to collect tolls through the all-electronic tolling (AET) method. Toll booths will not be constructed, so stopping or slowing vehicles to pay tolls will not be required.

**EXHIBIT
6**



**South Lawrence Trafficway
Add Capacity & Tolled Highway Alternative**

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Interim safety improvements

- North Junction (K-10/I-70)
 - Light Pole for K-10/Farmer's Turnpike
 - Pavement Markings and Rumble Strips
- K-10/27th Street/Wakarusa
 - Queue Backup Warning System
 - Advanced Signal Warning System
 - Interim Intersection Improvements Study
- SLT Corridor (I-70 to East 23rd Street Interchange)
 - Three (3) Dynamic Message Signs

Public Officials Briefings

- Lecompton City Council: Monday, April 15
- Lawrence City Commission: Tuesday, April 16
- Douglas County Commission: Wednesday, April 17

Briefings will occur as part of regularly scheduled meeting agenda for each council/commission.

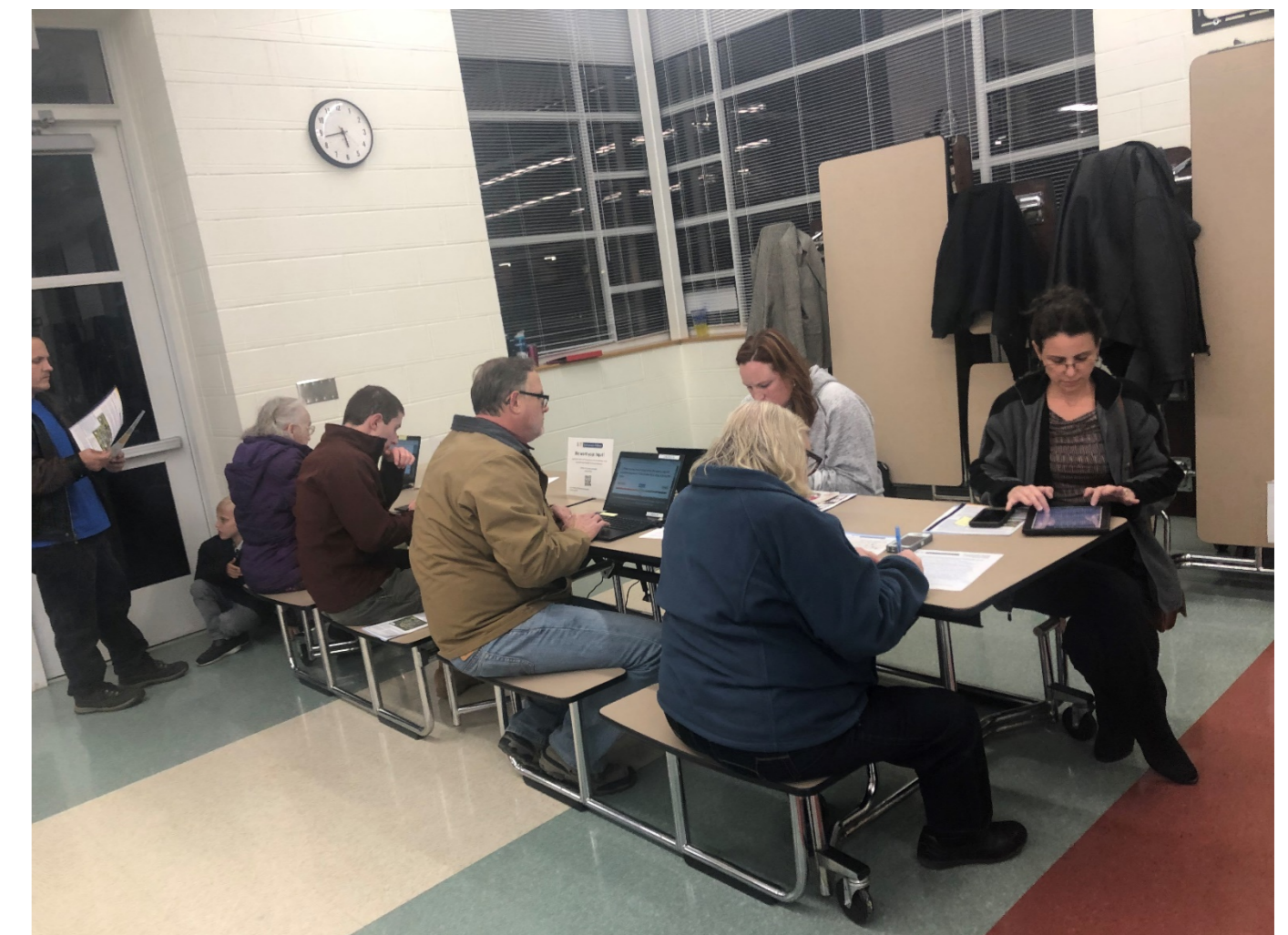
Public Information Open House #2

**Wednesday, May 1
5 - 7 pm
Southwest Middle School
2511 Inverness Drive
Lawrence, KS**



Other ways to stay engaged

- Project website: www.SLT-KS.org
- For comments and questions or to request a community presentation: info@SLT-KS.org



Project Contacts

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