

This amendment is to change the TIP # from 100 to 106. The amendment does not make any changes to the scope or funding of the project. A note will be added to the TIP # 106 project page and online map that says 'alignment not finalized'.

TIP #106 (Wakarusa Drive Extension) project to extend Wakarusa Drive from a planned K-10 interchange to Route 458 and includes a bridge over the Wakarusa River. However, project design (including alignment) has not been finalized. The project design, alignment and budget of the project will be determined by Douglas County and Lawrence in coordination with the interchange location decisions made by KDOT. The MPO does not determine project design or budget for capital improvements.

The MPO's role in programming projects includes:

- 1) Ensuring fiscal constraint by making sure there is enough anticipated funding to cover estimated expenditures
- 2) Scheduling projects and funding based on local governments and KDOT fiscal constraint
- 3) Ensuring federally funded projects and projects that are deemed regionally significant are included in the TIP

Your concerns regarding project design and budget will be forwarded to Douglas County and Lawrence Public Works staff for consideration when determining the project design.

Proposed enhancements to the new Wakarusa Drive and K-10 interchange

This proposed alignment helps plan the future growth of Lawrence while relieving traffic from an already overburdened Iowa street/59 Hwy from County Route 458 North. Advantages of this configuration include having K-10 traffic being able to travel North to Clinton Parkway and points North without traveling through the 31st and Iowa intersection. Kasold is a principle arterial that intersects 31st St., Clinton Parkway, Bob Billings Parkway, 6th St (US 40), Peterson Rd, and the N 1800 Rd (Farmer's Turnpike). No other North / South street intersects more principle arterial streets. With the current KDOT west leg proposal, even K-10 won't intersect N 1800 Rd (Farmers Turnpike).

The Crossgate Drive connection will allow traffic to access the Alvamar development without adding traffic to Iowa street or Clinton Parkway.

Another added benefit of this proposal is access to Southwestern Douglas County, relieving traffic from the Clinton Lake Corps road while using the existing bridge over the Wakarusa River at E 1150 Rd. The Corps Dam road is a minor arterial which connects a principle arterial (County Route 458) with a freeway (K-10). The Corps road was never designed for this amount of traffic, has a 50mph speed limit, has weight limit restrictions, and is over a mile of double yellow line. The proposed enhancement option could even go in advance of the proposed Wakarusa Drive extended bridge over the Wakarusa River, with its \$8 million price tag. Doing this will relieve pressure from the future traffic signal at County Route 458 and US 59 Highway. KDOT engineers have made it clear, signalization on a US Highway outside of the City limits is generally not recommended, and increases accidents by inattentive drivers. In this case it is the lesser of two evils. The proposed alignment will lower the incidents of this intersection being used especially if the signal is "on demand". Thus reducing accidents. It is a matter of safety.

Both the Lawrence Fire department, Wakarusa Fire department and the Douglas County Sheriff's department believe that North-South access is vital for Public safety. In fact that is the reason there are flexible dividers at the Kasold K-10 intersection so emergency vehicles can still have access.

In summary, the proposed alignment,

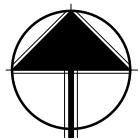
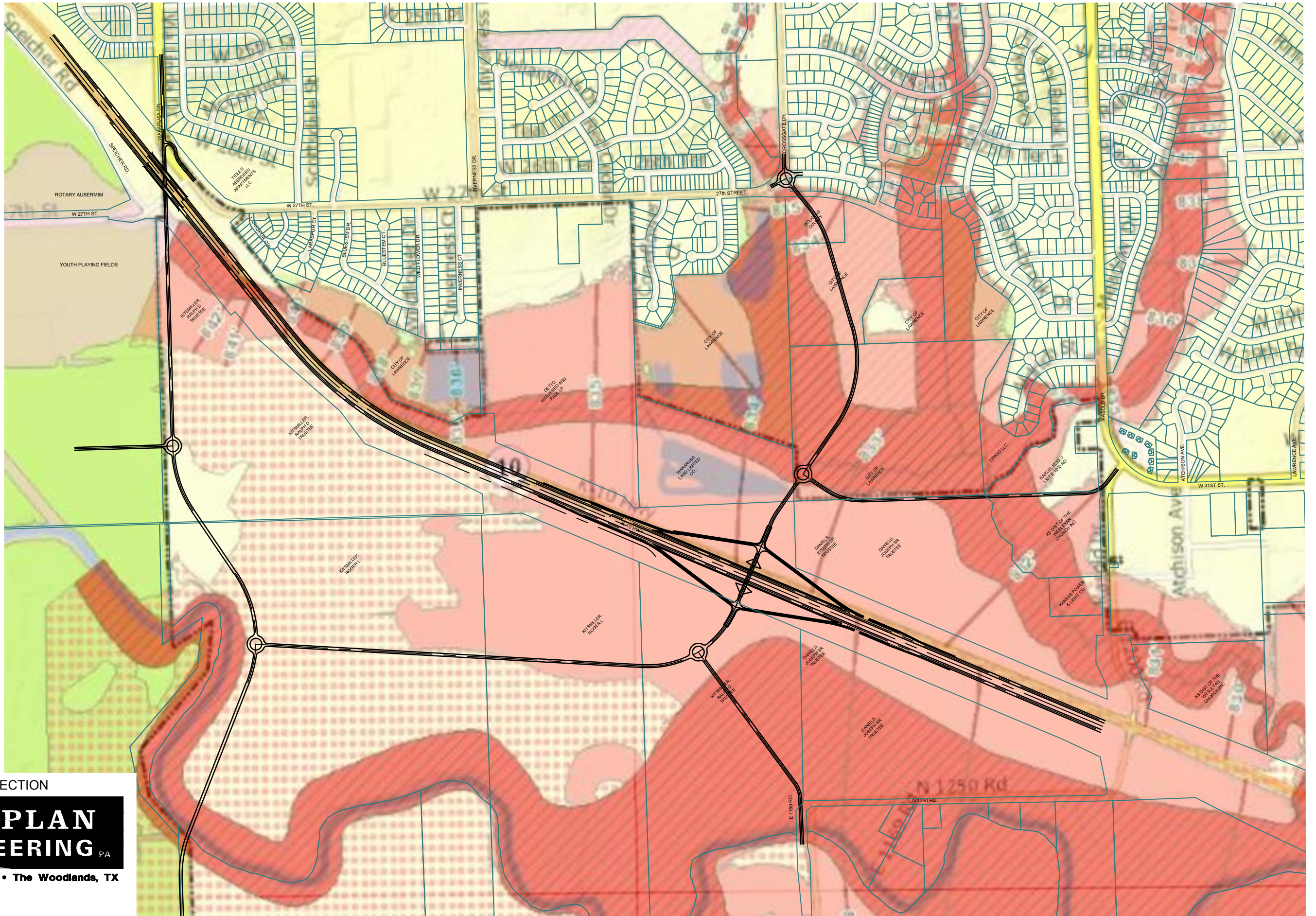
- Increases safety at County route 458 and US 59 Highway intersection.
- Relieves traffic on Iowa Street.
- Relieves traffic on 31st Street and Clinton Parkway.
- Allows easy access to the only street that connects the N 1800 Rd (Farmer's Turnpike) and 31st Street.
- Allows easy access to Alvamar Developments.
- Relieves pressure from the Clinton Lake Dam Corps. Road.
- Maintains access to Wakarusa Drive extended, YSI fields, and the Softball complex
- Enhances the 1st responders time to Southwest Douglas County.
- Fully utilizes the infrastructure of a freeway exit.
- Increases safety for school busses and school children.

Respectfully submitted by

Frank Male

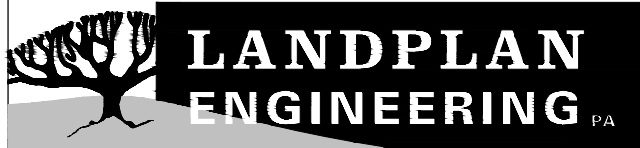
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NORTH
SCALE: 1" = 800'

CROSSGATE / SLT CONNECTION



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