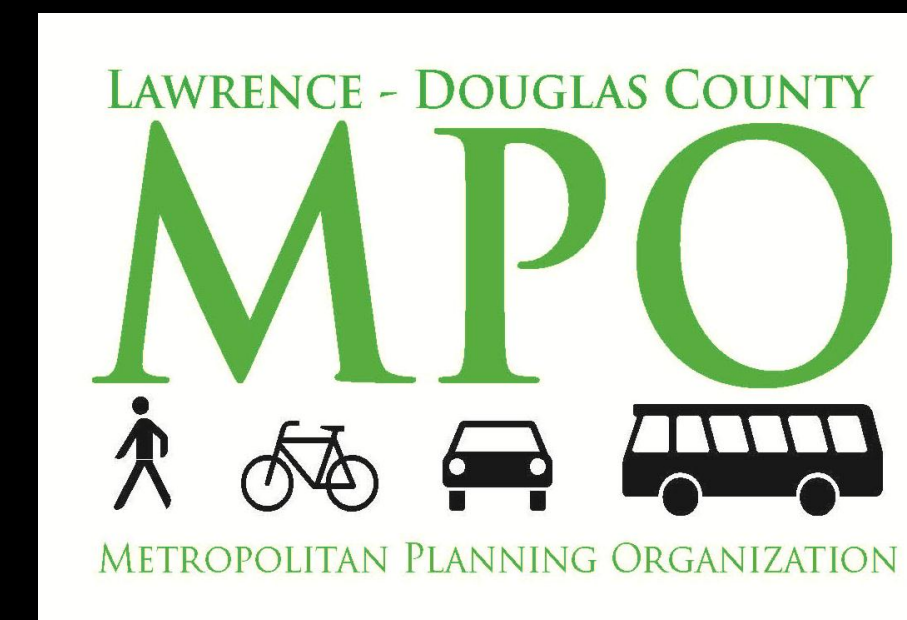


AREA TRANSPORTATION PLAN

US-40 | West 6th Street and K-10 Interchange



December 2011

Prepared by BG Consultants, Inc. and Wilbur Smith Associates



Lawrence Before 1940
 Area: 2,610.576 acres (4.08 sq. miles)
 1940 Census Population: 14,390
 Population Density: 3,527 persons/sq. mile



Lawrence Before 1950
 Area: 3,025.398 acres (4.73 sq. miles)
 1950 Census Population: 23,351
 Population Density: 4,937 persons/sq. mile



Lawrence Before 1960
 Area: 5,156.96 acres (8.06 sq. miles)
 1960 Census Population: 32,858
 Population Density: 4,077 persons/sq. mile



Lawrence Before 1970
 Area: 10,837.305 acres (16.93 sq. miles)
 1970 Census Population: 45,698
 Population Density: 2,699 persons/sq. mile



Lawrence Before 1980
 Area: 12,484.872 acres (19.51 sq. miles)
 1980 Census Population: 52,738
 Population Density: 2,703 persons/sq. mile



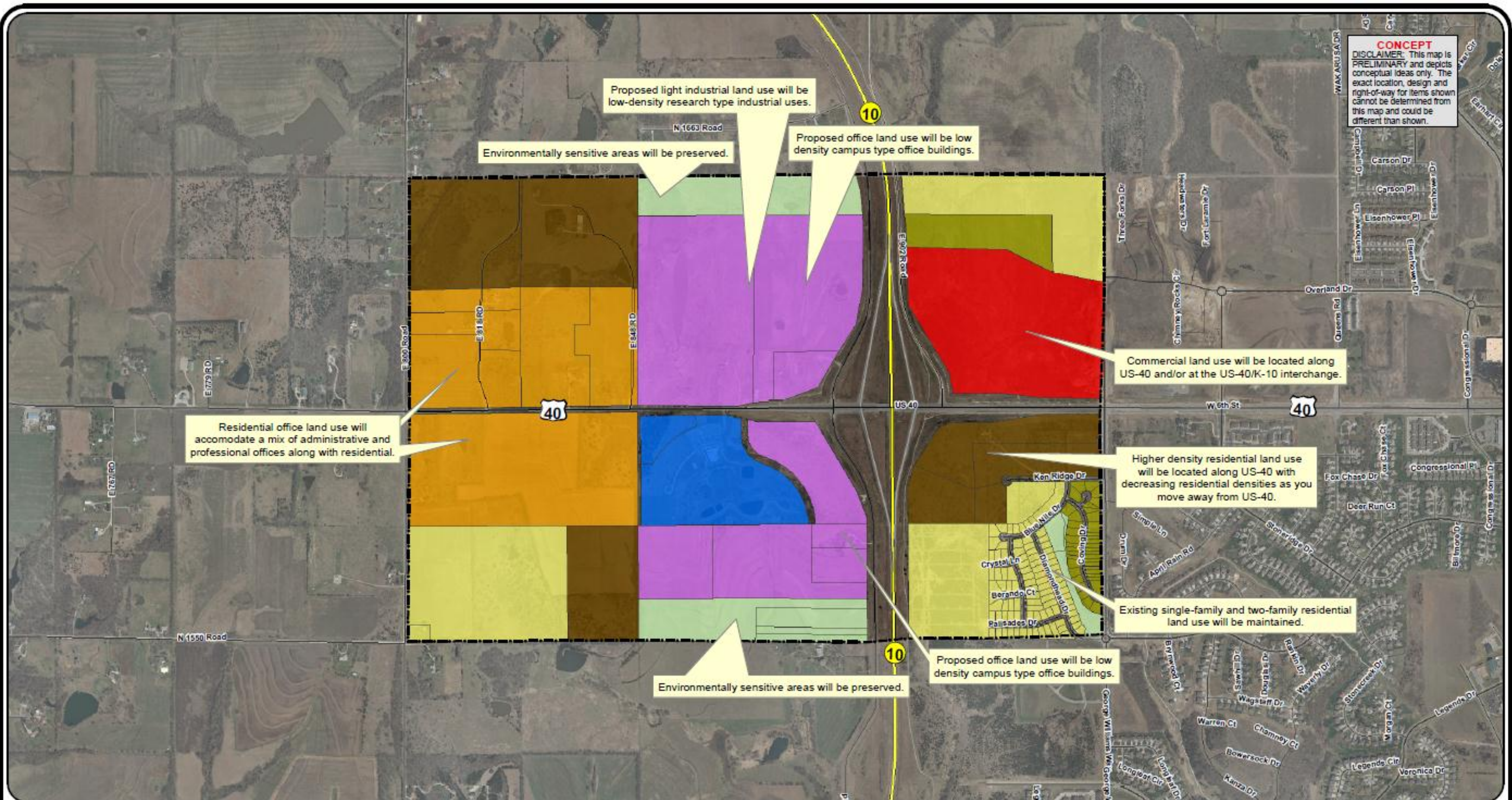
Lawrence Before 1990
 Area: 14,641.61 acres (22.88 sq. miles)
 1990 Census Population: 65,608
 Population Density: 2,867 persons/sq. mile



Lawrence Before 2000
 Area: 17,932.595 acres (28.02 sq. miles)
 2000 Census Population: 80,098
 Population Density: 2,859 persons/sq. mile



Lawrence Today
 Area: 20,882.98 acres (32.63 sq. miles)
 Planning and Development Services Department
 December 28, 2007



CONCEPT DISCLAIMER: This map is PRELIMINARY and depicts conceptual ideas only. The exact location, design and right-of-way for items shown cannot be determined from this map and could be different than shown.

Proposed light industrial land use will be low-density research type industrial uses.

Environmentally sensitive areas will be preserved.

Proposed office land use will be low density campus type office buildings.

Commercial land use will be located along US-40 and/or at the US-40/K-10 interchange.

Residential office land use will accommodate a mix of administrative and professional offices along with residential.

Higher density residential land use will be located along US-40 with decreasing residential densities as you move away from US-40.

Existing single-family and two-family residential land use will be maintained.

Environmentally sensitive areas will be preserved.

Proposed office land use will be low density campus type office buildings.

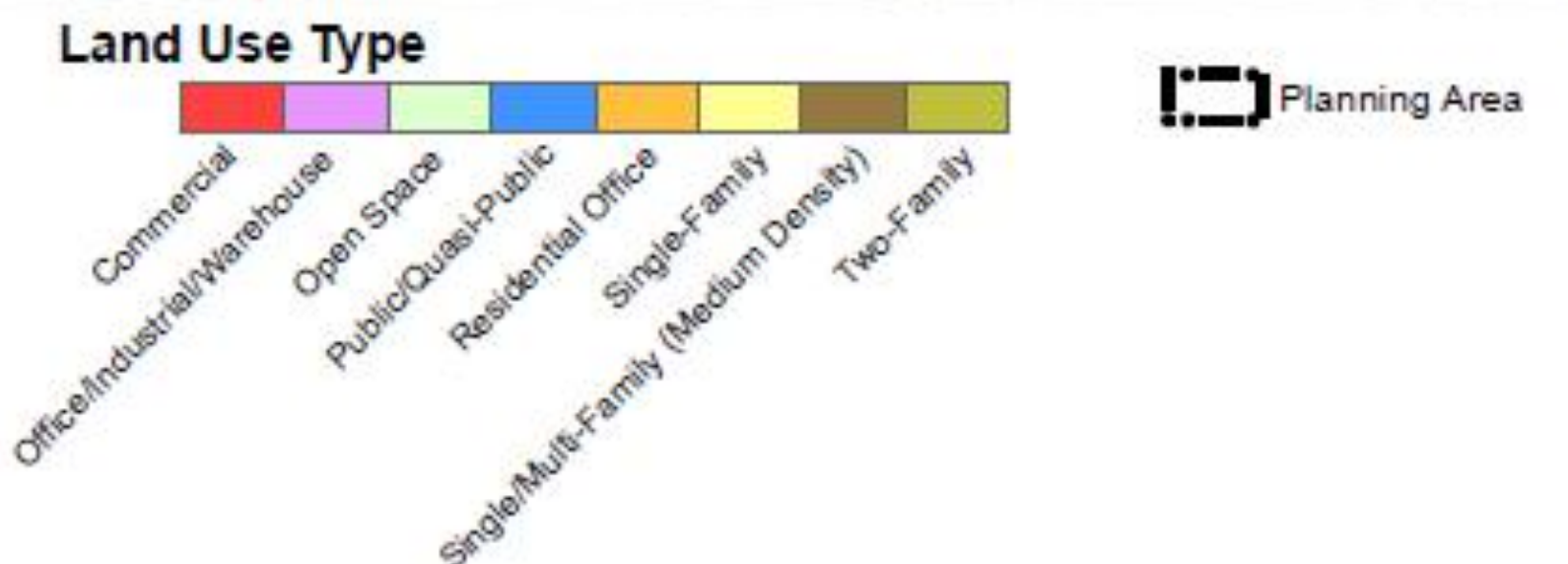
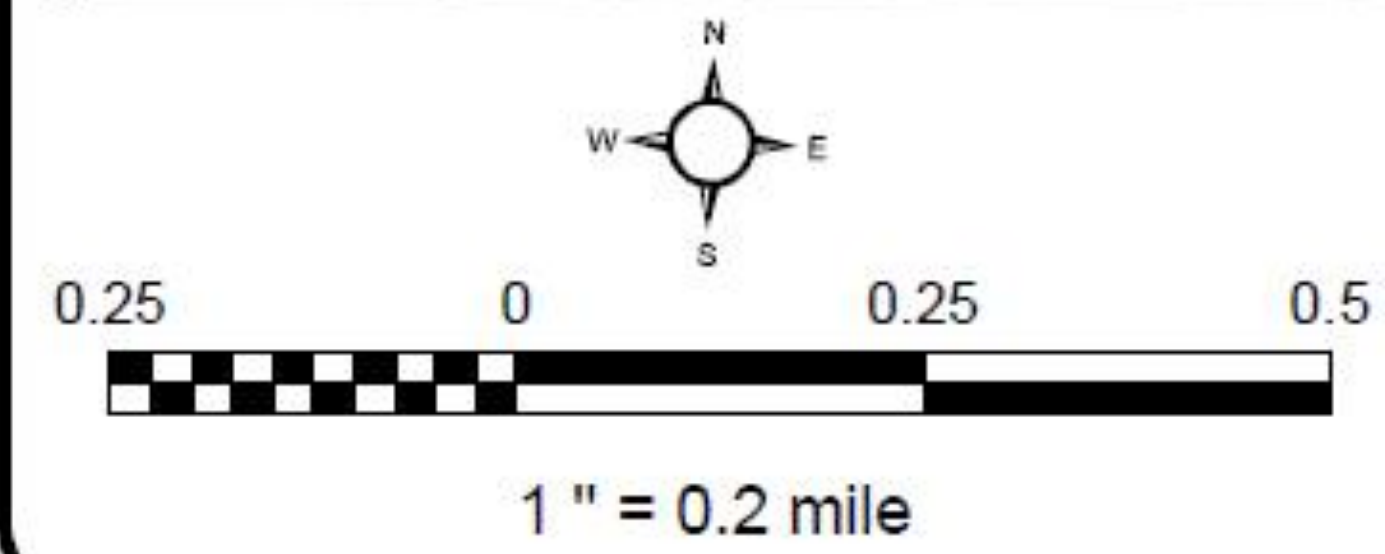


Exhibit 3.2: Anticipated Land Use Scenario
AREA TRANSPORTATION PLAN
 US-40/West 6th Street and K-10 Interchange

Average Daily Traffic (west of K-10)

2010: 6,200 veh./day
2040: 29,000 veh./day (estimated)

Average Daily Traffic (east of K-10)

2010: 10,650 veh./day
2040: 33,000 veh./day (estimated)

← to Topeka

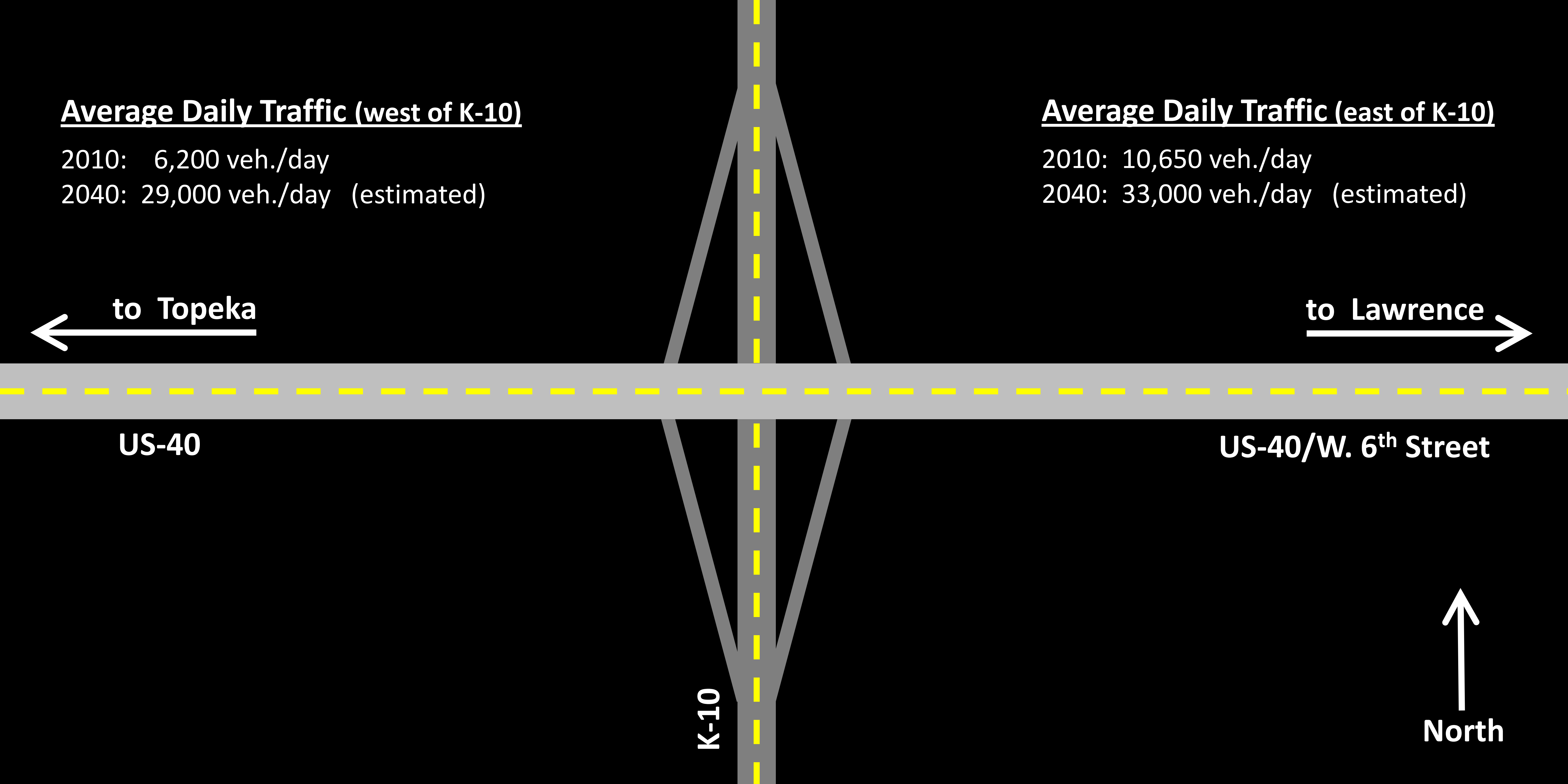
to Lawrence →

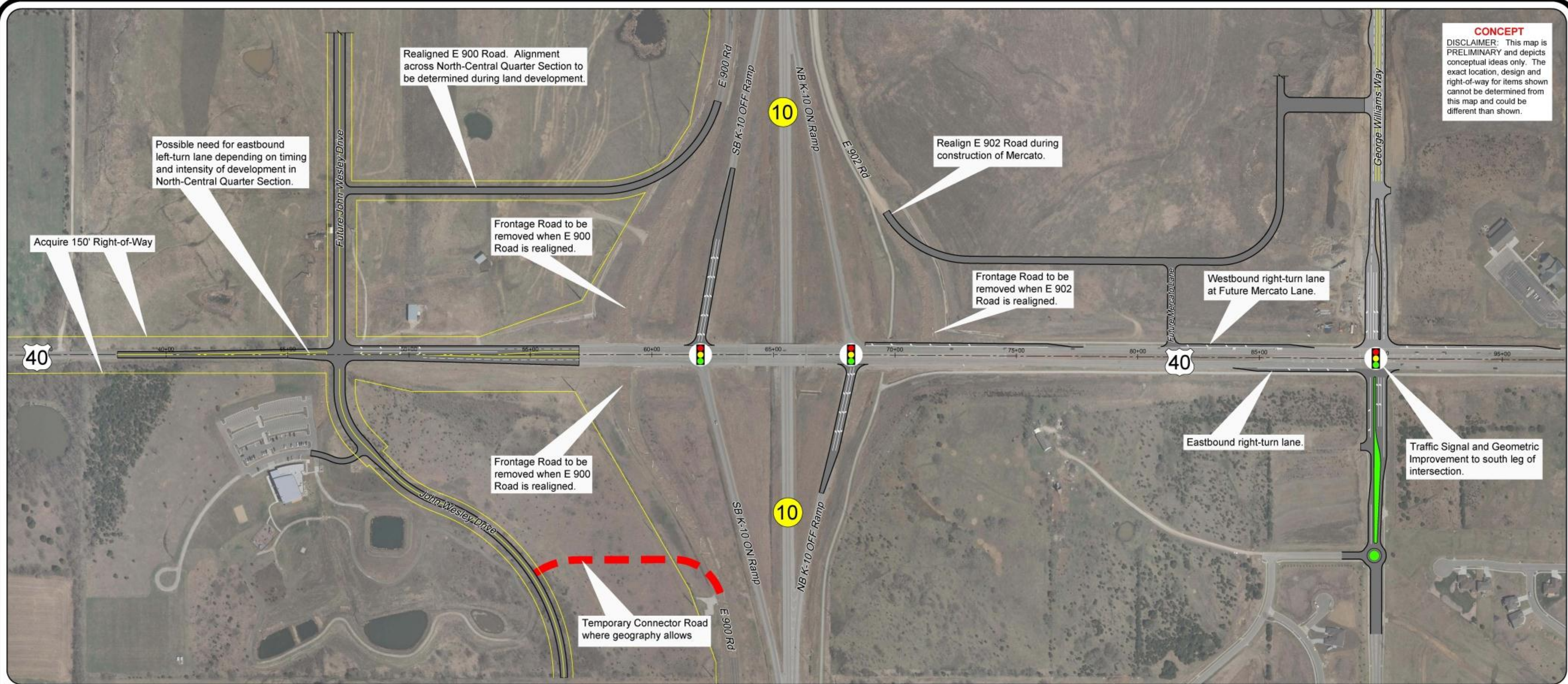
US-40

US-40/W. 6th Street

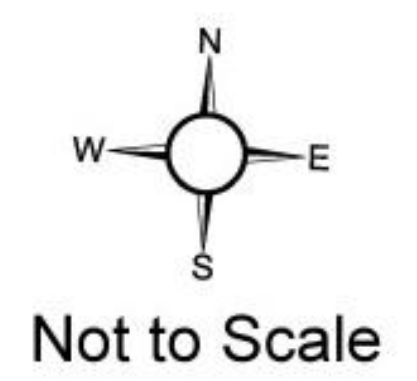
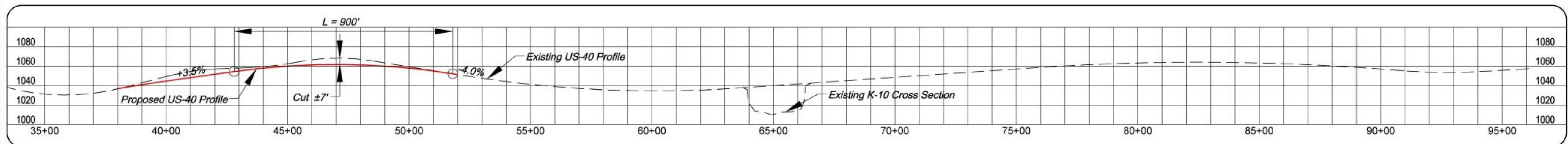
K-10

↑
North





CONCEPT
 DISCLAIMER: This map is PRELIMINARY and depicts conceptual ideas only. The exact location, design and right-of-way for items shown cannot be determined from this map and could be different than shown.



- Future Right-of-Way west of K-10 (approx.)
- Future US-40 Profile
- Traffic Signal Controlled Intersection

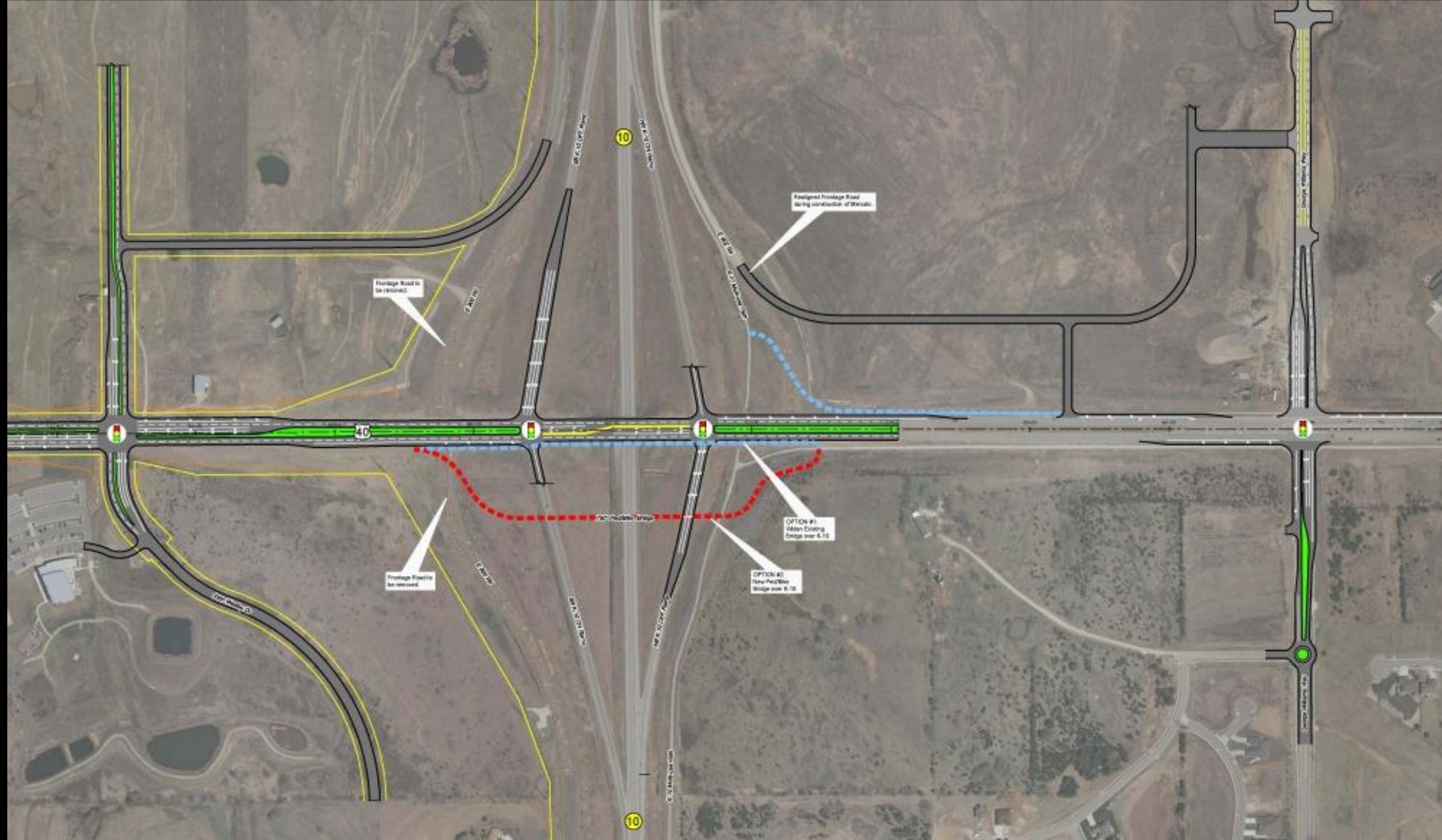
Exhibit 6.1: Short Term Needs

AREA TRANSPORTATION PLAN

US-40/West 6th Street and K-10 Interchange



KDOT Project: 40-23 KA-1869-01
 Date Prepared: December 2011



Frontage Road to be removed

Realigned Frontage Road, being construction of Maricopa

Frontage Road to be removed

OPTION #1: Maintain Existing Bridge over R-15

OPTION #2: New Ped/Bike Bridge over R-15

10

10

40

W. C. Smith Ave

W. C. Smith Ave

C. J. Smith Ave

C. J. Smith Ave

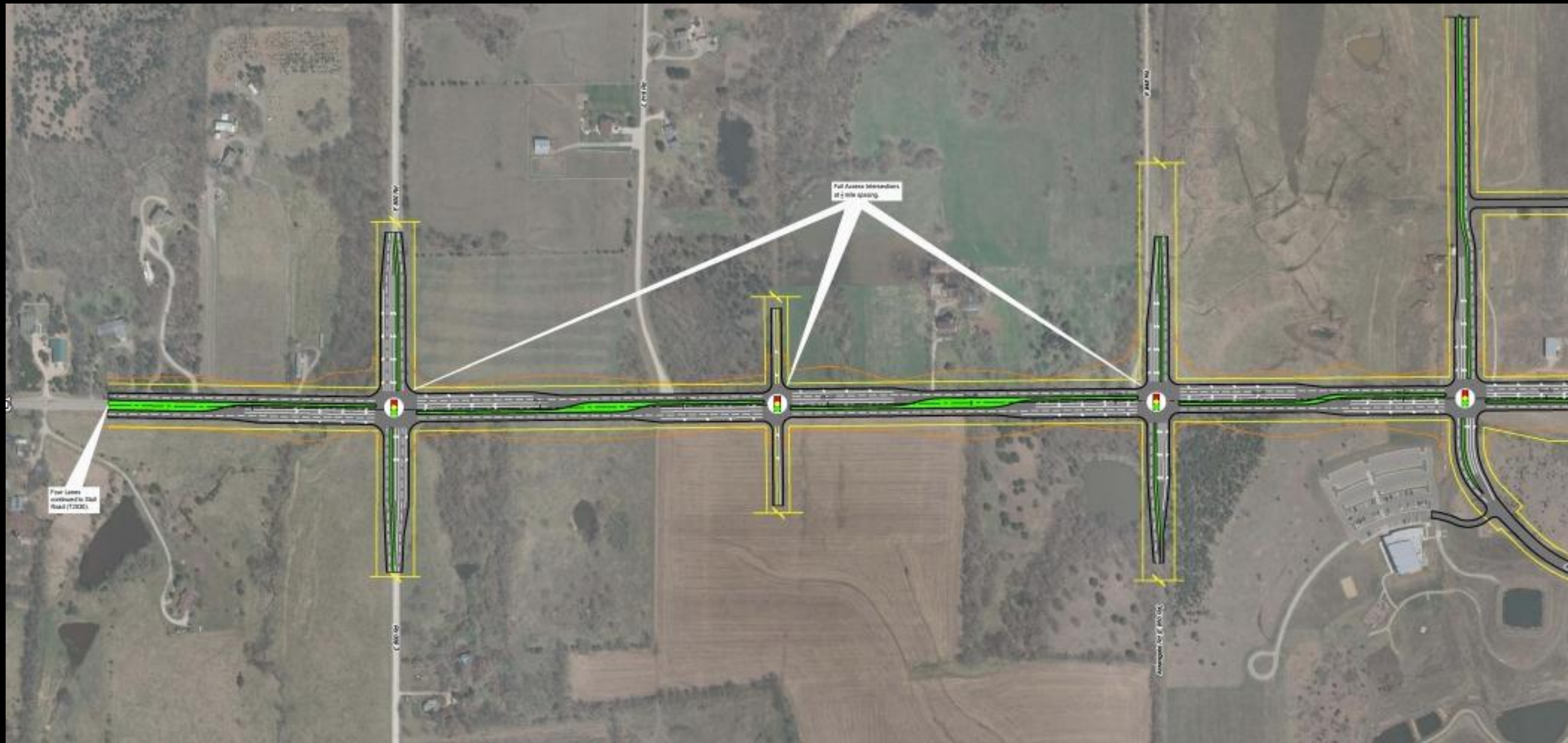
W. C. Smith Ave

W. C. Smith Ave

C. J. Smith Ave

George Williams Hwy

George Williams Hwy



Four Lanes continued to State Road 172300

Full Access Interchanges at 2 mile spacing