

Memorandum

City of Lawrence

Public Works

TO: David L. Corliss, City Manager

FROM: David P. Cronin, P.E., City Engineer

CC: Charles Soules, P.E., Director of Public Works
Mark Thiel, Assistant Director of Public Works

Date: October 2, 2013

RE: **Project PW1208 - 23rd & Iowa Reconstruction & Geometric Improvements Project Update**

Please include the following item on the City Commission Agenda for consideration at the October 8, 2013 meeting.

Project Description

Proposed geometric improvements include dual left turn lanes for all approaches and reconfiguration of the free flow right turn lanes for west, south and north bound. In addition to reducing the queue lengths of the left turning traffic, the proposed dual left turn lanes will also improve through and right turning movements, especially during the morning and afternoon peak hours. The reconfiguration of the right turn lane would reduce the number of accidents involving merging and weaving movements. The reconfiguration plan will also improve pedestrian safety at this location.

This project will involve complete reconstruction of the intersection pavements and approaches with concrete. The remainder of the area within the project limit will be milled and overlaid with asphalt surfacing. The project will include removal and replacement of existing drainage structures, replacement of the traffic signal system, sidewalks, utility adjustments and aesthetic improvements including landscaping. Other improvements include access modifications to the property on the northeast corner and modifications to the retaining wall/sidewalk on the southwest corner to bring the shared-use path behind the wall.

The project has been designed to carry traffic through the intersection during construction and access to businesses will be maintained. The construction phasing will be divided into 8 Sequences:

- Sequence #1: Medians/islands will be removed and Temporary signals and pavement will be installed.
 - Traffic will be restricted on each approach to one thru-lane and one left-turn lane.
- Sequences #2 – #5: The west portions of the intersection pavement will be reconstructed.
 - North/south Iowa Street traffic will be shifted to the east side of the intersection.
 - East/west 23rd Street traffic will be shifted periodically to facilitate construction.
- Sequences #6 – #8: The east portions of the intersection pavement will be reconstructed.
 - North/south Iowa Street traffic will be shifted to the west side of the intersection.
 - East/west 23rd Street traffic will be shifted periodically to facilitate construction.

Project History / Status

- In 2011 KDOT selected 23rd & Iowa for \$500,000 in geometric improvement funding.
- In February 2012, the project received \$200,000 in federal highway safety funds.
- In March 2012, city staff received Statement of Qualifications from consulting engineering firms to provide Engineering Design Services for this project.
- On April 24, 2012 the City Commission authorized staff to negotiate an agreement for engineering services with BG Consultants.
- In 2013 City Staff and KDOT negotiated turnback agreement for 6th Street/Highway 40 to include \$1,000,000 in additional funding for project
- Summer 2013 City Staff and BG Consultants met with adjacent property owners
- August/September 2013 appraisals and offers for easements
- October 3, 2013 public meeting held at Firestation #5

Project Cost and Funding

Engineering Design Services: \$181,836

Construction Cost: \$2,766,764

Temporary and Permanent Construction Easements: \$100,000

Total Cost: \$3,048,600

Project funding \$3,050,000 will consist of:

- \$500,000 in KDOT Geometric Improvement funding
- \$200,000 in federal highway safety improvement program funds
- \$1,000,000 in KDOT funds negotiated through the 6th St/US 40 turnback agreement
- \$50,000 in KDOT 23rd Street Access Management funds

- \$500,000 in general obligation bonds (Resolution 6966 approved \$1.5 million, but the City Commission re-allocated \$1.0 million of this to other projects after additional funding was received through the KDOT turnback agreement)
- \$800,000 in infrastructure sales tax funds

Project Schedule

Engineering Design and Construction Final Plans: November 2013

KDOT Bid Letting: February 19, 2014

Construction: Spring to Fall 2014

Attachment: Project Map