

corridor, direct access to new K-4 will need to be relocated at key locations as explained below:

- Direct access at NE 31st Street will be removed due to the intersection's proximity to the existing US-24/K-4 interchange. This also conflicts with a future ramp part of the ultimate US-24/K-4 interchange.
- Direct access at NE 35th Street will not be provided as the cost of constructing an additional interchange is not feasible at this time. There would also be impacts to adjacent properties.
- Direct access at NE 39th Street will be removed due to the existing intersection's close proximity to the proposed 46th Street interchange and Little Muddy Creek bridges and the impacts to adjacent properties.

Those living east of the proposed new K-4 will have access via NE Sherman Road/Old K-4 utilizing interchanges at US-24 and NE 46th Street. Traffic west of new K-4 will use local roads such as Kincaid, Croco, 46th Street, etc.

The proposed interim K-4 improvements will provide a significant improvement in highway user safety at a feasible construction cost. The proposed interim improvements maximize use of the existing right of way available, minimize impacts to adjacent properties, and accommodate the future plans for K-4.

Some additional right of way will be required for the proposed diamond interchange at NE 46th Street and at several locations along the project.

As an interim improvement, the existing US-24/K-4 interchange near Rees Fruit Farm will remain in service under this phase. Construction cost savings can be realized by allowing the segment of existing K-4/NE Sherman Road to be used as a frontage road. Drivers wishing to travel from Grantville on westbound US-24 to Meriden via northbound K-4 would exit at the existing US-24/K-4 interchange and travel north on old K-4/NE Sherman Road, then use the new 46th Street interchange to enter back onto northbound K-4 and continue on to Meriden. This route would be reversed for drivers traveling from Meriden to Grantville. Drivers traveling on US-24 from Topeka to Meriden would exit at the new US-24/K-4 interchange and travel north on the new

K-4 roadway to Meriden. This route would be reversed when traveling from Meriden to Topeka. Please see aerial map inside for these specific route movements.

Environmental:

An Environmental Assessment (EA) and Finding Of No Significant Impact (FONSI) was completed in 1993. In that EA/FONSI the proposed improvements were reviewed and approved. Due to the lapse in time from the completion of the environmental review process, KDOT and the Federal Highway Administration (FHWA) plan to review these documents to make sure conditions along the corridor and the environment have not changed significantly.

Funding:

This interim improvement plan is not currently funded for final design or construction. Current construction cost is approximately \$25.8 million (estimated in 2011 dollars) and does not include right of way or utility relocation costs.

What's Next:

After public input is received and reviewed, KDOT staff will measure the level of interest in moving forward with this improvement plan. The improvement plan will be included in the next round of KDOT's regional local consultation project reviews that are scheduled to take place in the Fall of 2012. If this project is selected, it will then be included as a future project in KDOT's 10-year T-WORKS transportation program.

What Do You Think?

Please provide us with your input by doing one or more of the following:

- Talk with a project member.
- Fill out a comment form here at the meeting, or take one home to complete and mail back in.
- Visit the recorder and have your comments recorded.

If you have questions or additional comments, please contact:

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 Kansas Department of Transportation
 Northeast Kansas Public Affairs Manager
 785.296.3881 / email: kqualls@ksdot.org



Interim K-4/Oakland Expressway Extension Improvement Plan

From US-24 to NE 54th Street
 KDOT Project #4-89 K-7316-03

Public Open House

Thursday, August 2, 2012 - 5:00 - 7:00 pm
 Seaman High School, Commons Area—4850 NW Rochester Road, Topeka, KS

Project History:

The K-4/Oakland Expressway was one of the System Enhancement projects selected in 1990 by the Kansas Department of Transportation (KDOT) as part of the Comprehensive Highway Program. An environmental study with multiple alternatives began in 1991 and was completed in 1993. A selected corridor alignment was identified in the study's conclusion. Portions of that selected corridor alignment to the south of US-24 were constructed and right of way was acquired on the US-24 to NE 54th Street segment. To date KDOT has only partially constructed what was proposed in the Environmental Assessment.

Funding for additional work on the corridor was halted in 2000. This portion of K-4 was an expansion and modernization project candidate in northeast Kansas in KDOT's 2010 T-WORKS program.

Project Purpose:

Existing K-4 from US-24 north has many private access points as well as multiple at-grade intersections. Major safety benefits can be realized by constructing a new two-lane roadway with access control between US-24 in Shawnee County and NE 54th Street in Jefferson County. Crash history along the existing route is approximately double that of the statewide overall crash rate for similar roadway types. By limiting access along the proposed route, it is anticipated that the crash rate would be similar to the existing K-4 roadway south of the Kansas River which has a crash rate below statewide average.

This region is experiencing a strong rate of growth with an increasing number of commuters and commercial trucks using the highway. In fact, traffic is projected to nearly double over the next 30 years (see table) which means improvements will be needed to maintain safe and efficient traffic flow.

Traffic Projection Summary

Year	With New Roadway		No Build
	Proposed K-4	Existing K-4	Existing K-4
2012			7,900
2022	8,700	2,450	9,300
2042	12,050	3,150	12,850

By improving K-4 from US-24 to NE 54th Street, traffic flow and the potential for economic development would be enhanced within the area. There are plans by Shawnee County to improve NE 46th Street by turning it into a major east-west route between US-75 and K-4. The proposed interchange at NE 46th Street and K-4 will provide a safe, effective connection for this future east-west route.

Project Overview:

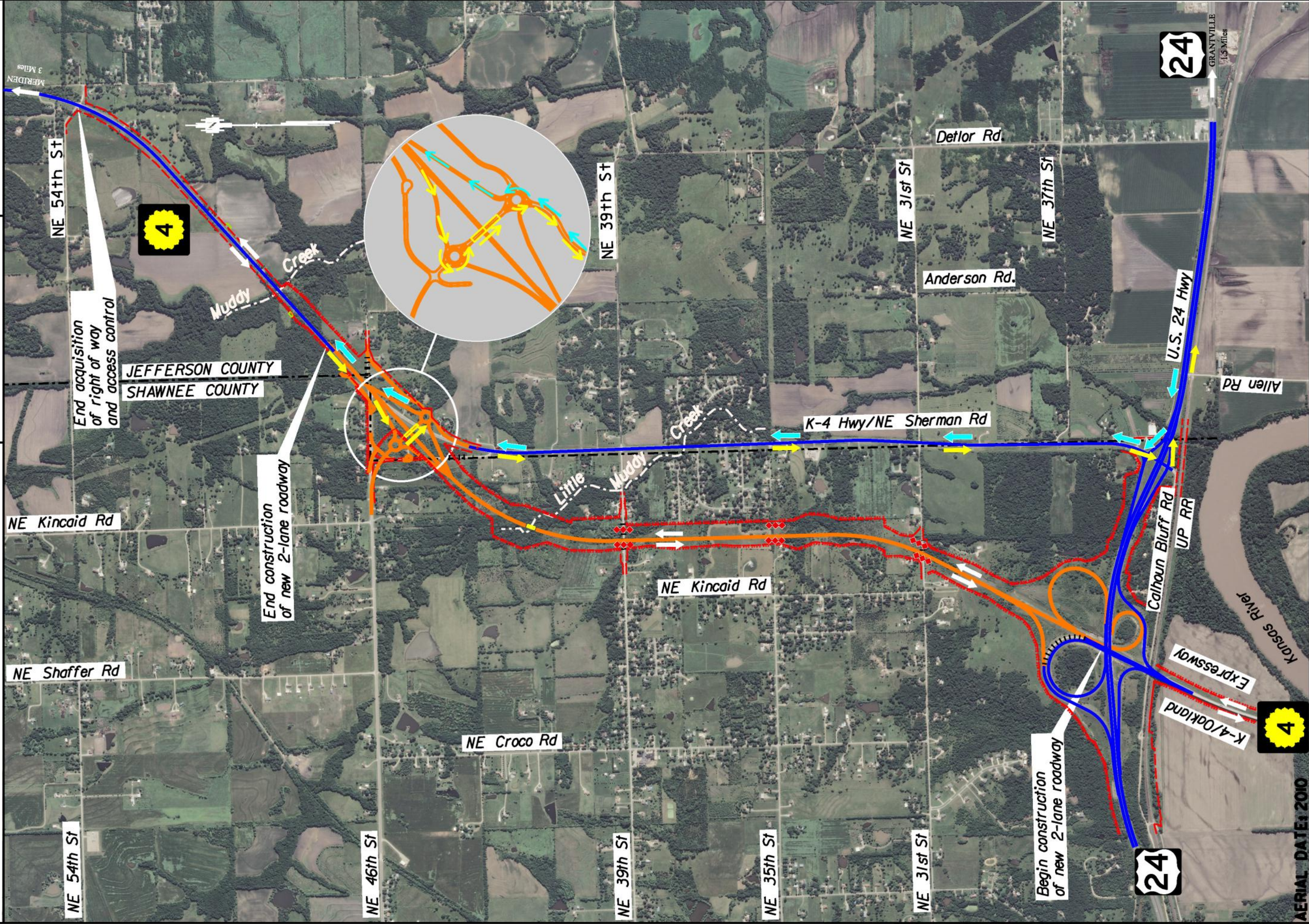
This extension plan provides interim improvements to K-4. The ultimate build out of K-4 would include a four-lane roadway and completion of the interchange. This current phase of the project would be upgradable and provide improved traffic flow. Proposed improvements include the addition of a two-lane roadway from US-24 to NE 46th Street and a new diamond interchange at NE 46th Street to better handle existing and projected traffic volumes. The west pair of lanes for the future four-lane roadway would be built to match the existing two lanes south of US-24.

Access to new K-4 will be provided by the new interchanges at US-24 and NE 46th Street. By removing at-grade intersections along K-4, a corridor of free flowing traffic will be provided between I-70 and NE 54th Street. In order to provide this safe and efficient

4-89 K-7316-03

INTERIM K-4/OAKLAND EXPRESSWAY IMPROVEMENTS WITH INTERCHANGE AT NE 46TH ST.

BARTLETT & WEST
SERVICE, THE BARTLETT & WEST WAY.



End acquisition of right of way and access control

End construction of new 2-lane roadway

Begin construction of new 2-lane roadway

LEGEND

	Existing Roadways		SB K-4 to EB US-24
	Proposed Roadway		WB US-24 to NB K-4
	To Be Removed		New Bridges
	Existing Right-of-Way		County Line
			No direct access to K-4
			No thru Traffic

THIS ILLUSTRATION SHOULD NOT BE USED TO DETERMINE THE EXACT FINAL LOCATION, DESIGN, AND RIGHT OF WAY NEEDS. THIS ILLUSTRATION IS CURRENT AS OF AUGUST 2, 2012

AERIAL DATE: 2010