K-177 Modernization Project
Open House | October 2, 2012

WELCOME!

K-177 was selected for improvement as a part of the T-Works program. The corridor was selected because of strong local support, a need to improve safety, its importance to the local economy, its potential for a practical improvement approach, and it’s role in promoting tourism in the Flint Hills. This modernization project on K-177 begins five miles north of the K-177/US-56 intersection in Council Grove and continues northward to the K-177/I-70 interchange. The purpose of tonight’s meeting is to introduce the recommended alternative to area residents; share information the study team has gathered to date; and obtain comments from you on issues that our project team needs to be aware of.

Focus Area Map: Splitting the Corridor into Segments for Analysis

- The highway was split into segments of uniform character for analysis.
- Focus areas were developed to represent areas of higher priority.

Next Steps: Design & Construct

September 2012: Design Survey Begins
2013: Detailed Design Begins
2014 - 2015: Right of Way Negotiations & Acquisition
2017 - 2018: Construction

QUESTIONS?

For more information about the K-177 Design Study, please contact the following representatives or email us at #K177@ksdot.org.

Stephanie Rittershaus
Alfred Benesch & Company
402.479.2200

David Greiser
Kansas Department of Transportation
785.823.3754

K-177 Open House

Detour and traffic through construction considerations:

1. Use of Detours will allow over $6 million worth of permanent improvements to be made that wouldn’t be made if traffic is carried through construction.
2. Only PORTIONS of K-177 will be closed at a given time. Most of the highway can remain open during construction.

- Message boards, informing the traveling public about a detour.
- Access will be maintained to property adjacent to the corridor.
- Detours allow expedited construction.
- Detours allow more dollars spent improving the corridor, instead of spending on traffic control through construction.
- Detours allows greater worker safety.
- Traffic through construction may involve following a pilot car. A driver might expect a delay of 15 minutes for the pilot car and flagger operations.
- Construction coordinated with school districts.
- Construction coordinated with major events.
- Work potentially scheduled for two construction seasons.

Schedule

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How Do I Participate?

- Sign in with complete contact information so we can keep you informed.
- Complete a comment form or speak with the certified shorthand reporter.
- Talk one-on-one to project representatives about the project.

Visit the website/Facebook page for updates and ongoing information at http://bit.ly/GAHsfC

This information can be made available in alternative accessible formats upon request. For information about obtaining an alternative format, contact the Bureau of Transportation Information, 700 SW Harrison, 2nd Floor West, Topeka, KS 66603-3754, or phone 785-296-3585 (Voice)/Hearing Impaired - 711
Safety Analysis

Safety Analysis (2005-2009)
- Over the last five years K-177 had lower crash rates than similar types of highways state-wide.
- Over the last 15 years K-177 had a higher fatality crash rate than similar types of highways state-wide.

Operational Analysis - Driving K-177
- Average speed is 58 mph
- Passing Lanes are not warranted
- Half of the corridor has passing zones – some are short
- K-177 is currently at a grade B for time spent following other vehicles
- K-177 predicted to maintain a B in the future
(Level of Service B is characterized by noticeable time spent following other vehicles, but (overall) reductions in speed are minor.)

Recommended Alternative

- Improve shoulders/roadsides throughout
  - Best benefit for dollar spent
- Rebuild segment 6 straight
  - Segment improvement most needed according to public, geometric and safety analyses
- Provide additional widening on curves in segment 8
  - Adds benefit for minimal cost
- Rebuild isolated sections in segment 2
  - Improves intersection and passing sight distances

Constructing the Corridor

- Detours allow $6.8 million more dollars to be put into permanent improvements
- Only portions of K-177 will need to be closed at one time
- Much of the work can be accomplished under traffic
  (Green Segments)
- The above graphic shows locations of roadway segments impacted by short term closures

Overturning crashes may be associated with steep slopes. Extending culverts, removing trees and other fixed objects can improve roadside conditions.

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