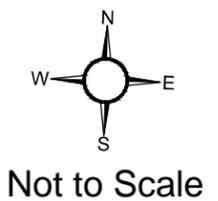
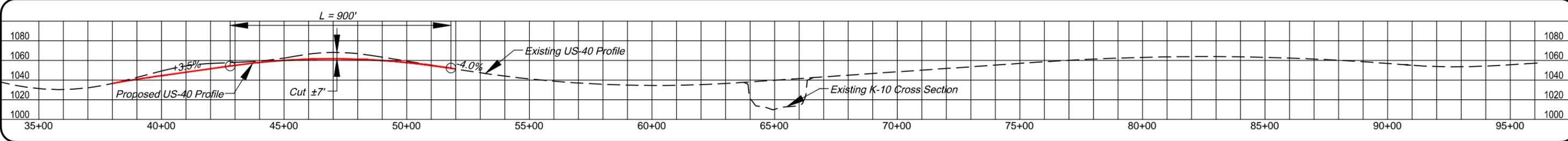
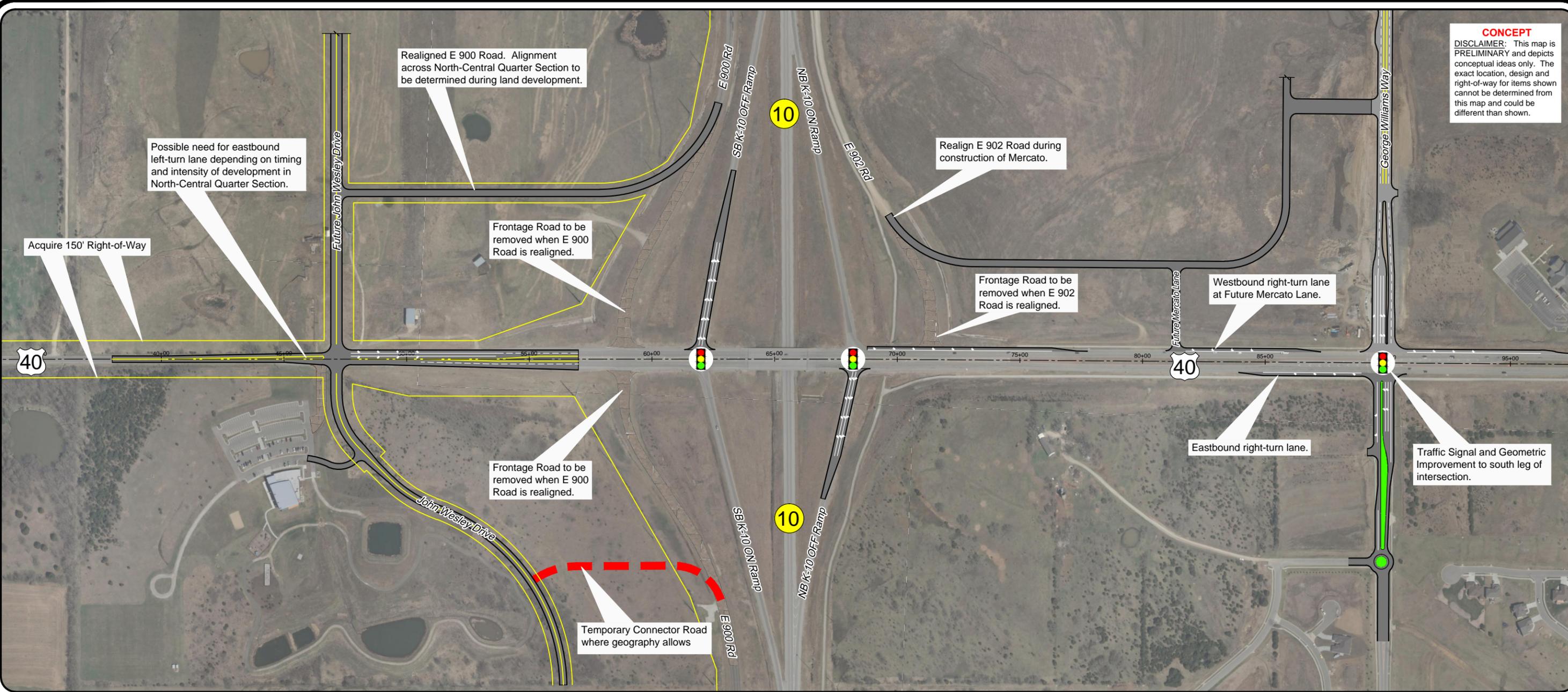


**CONCEPT**  
 DISCLAIMER: This map is PRELIMINARY and depicts conceptual ideas only. The exact location, design and right-of-way for items shown cannot be determined from this map and could be different than shown.

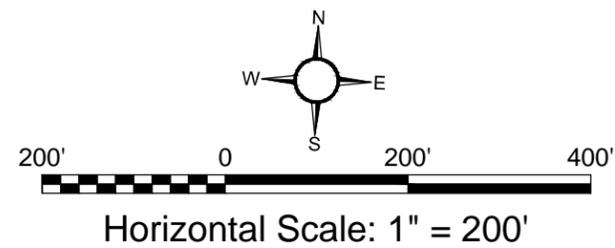
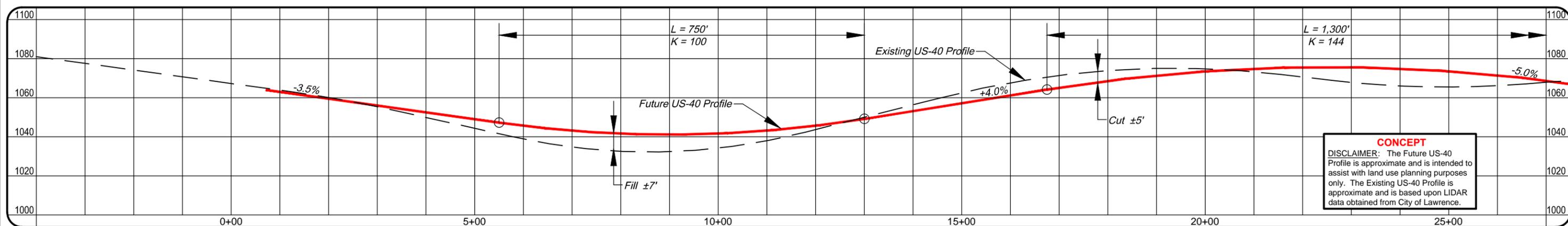
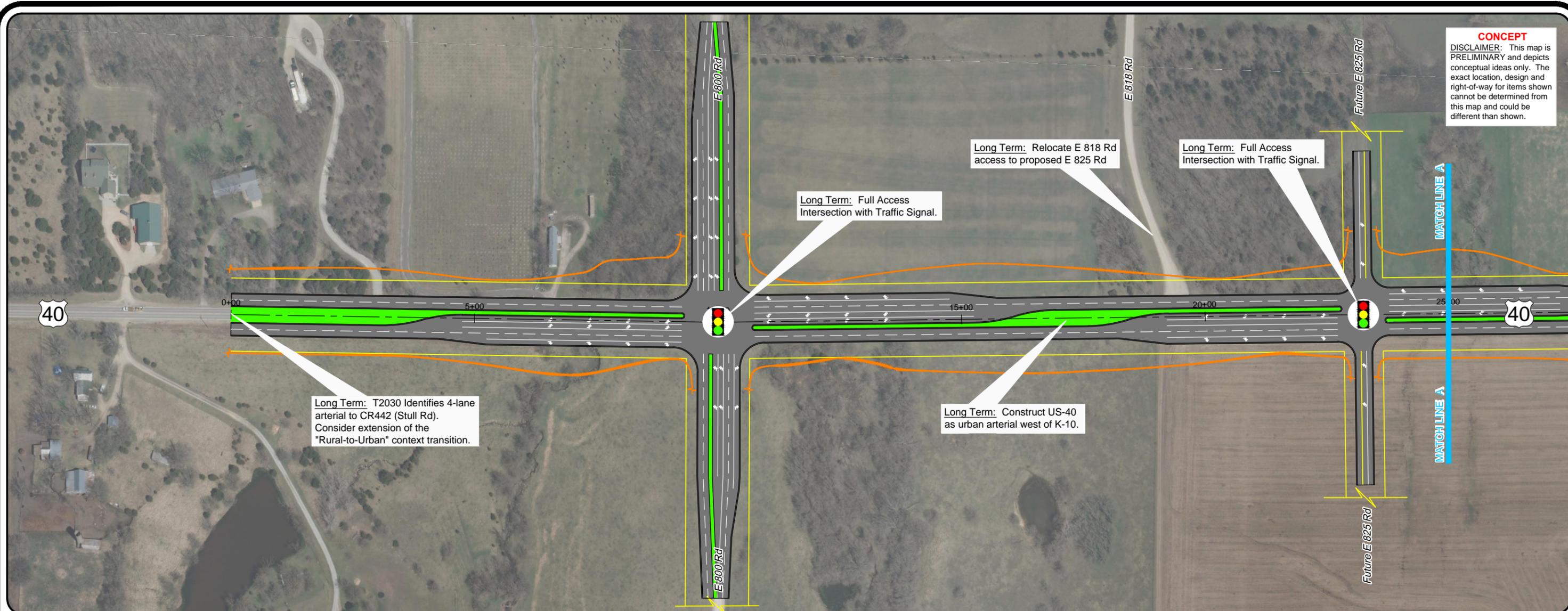


- Future Right-of-Way west of K-10 (approx.)
- Future US-40 Profile
- Traffic Signal Controlled Intersection

## Exhibit 6.1: Short Term Needs

### AREA TRANSPORTATION PLAN

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



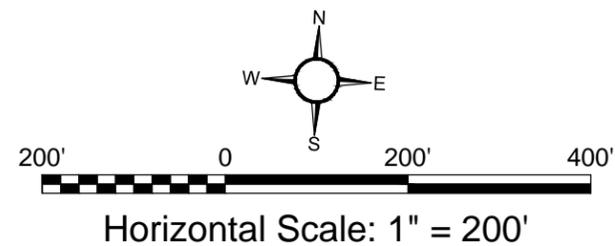
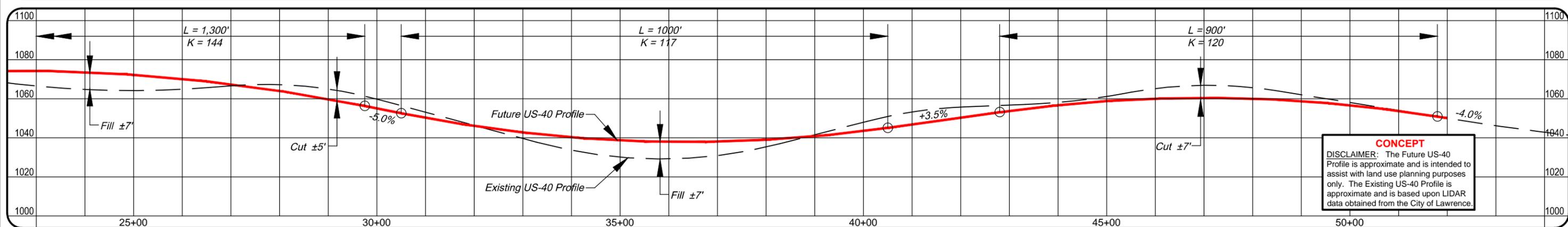
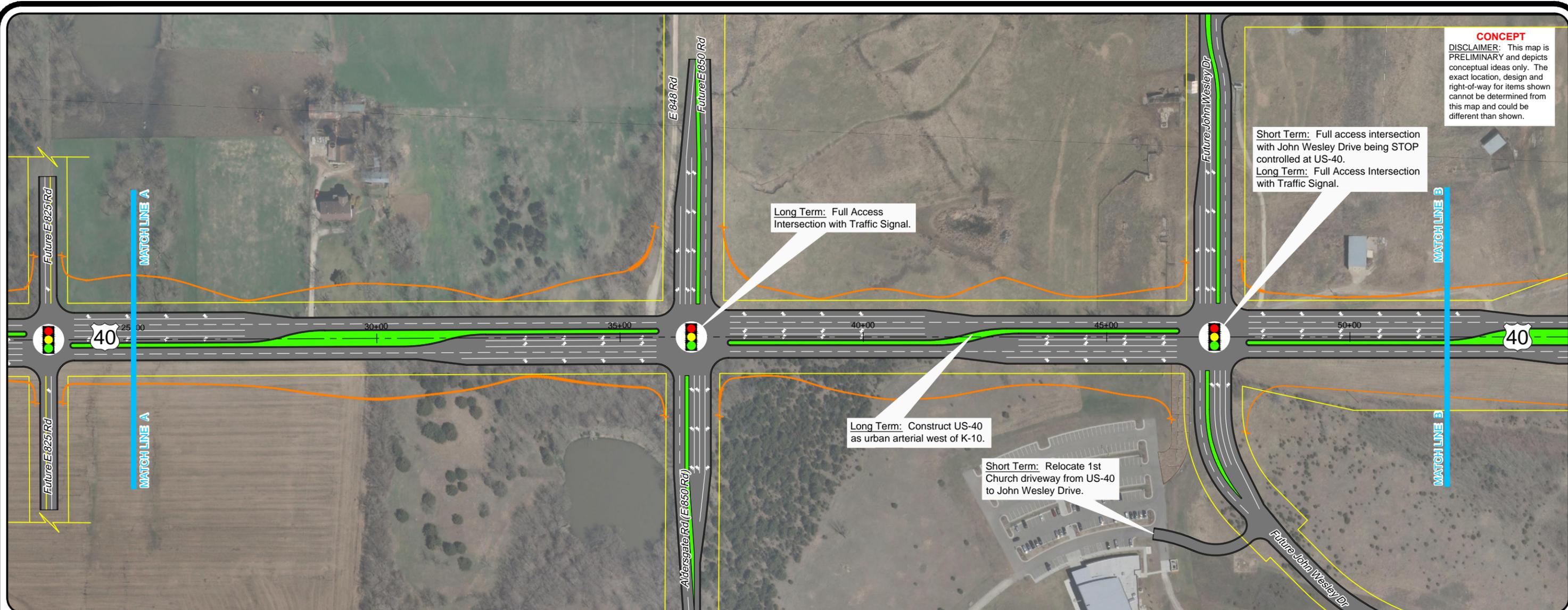
- Future Right-of-Way west of K-10 (approx.)
- Approximate Construction Limits for US-40
- Future US-40 Profile
- Traffic Signal Controlled Intersection

## Exhibit 6.2: Long Term (2040) Plan & Profile 1 of 4

### AREA TRANSPORTATION PLAN US-40/West 6th Street and K-10 Interchange



KDOT Project: 40-23 KA-1869-01  
 Date Prepared: March 2012



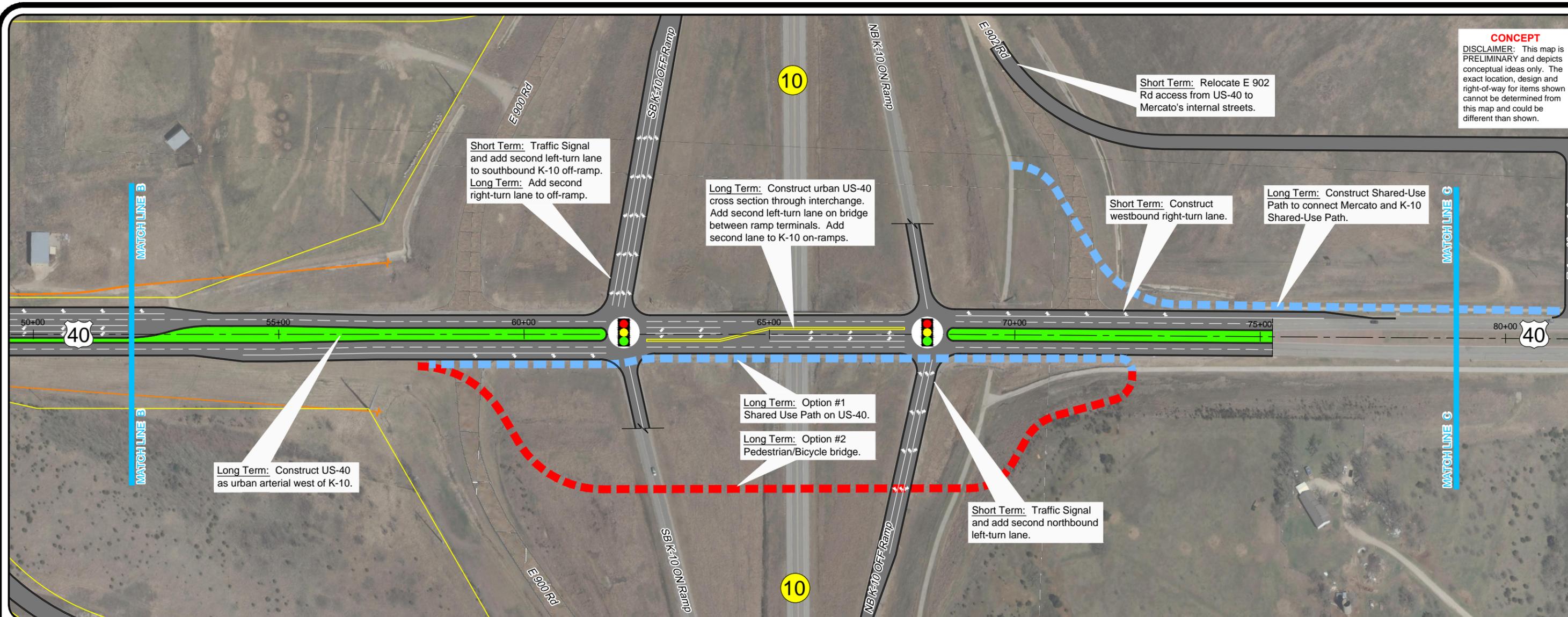
- Future Right-of-Way west of K-10 (approx.)
- Approximate Construction Limits for US-40
- Future US-40 Profile
- Traffic Signal Controlled Intersection

## Exhibit 6.3: Long Term (2040) Plan & Profile 2 of 4

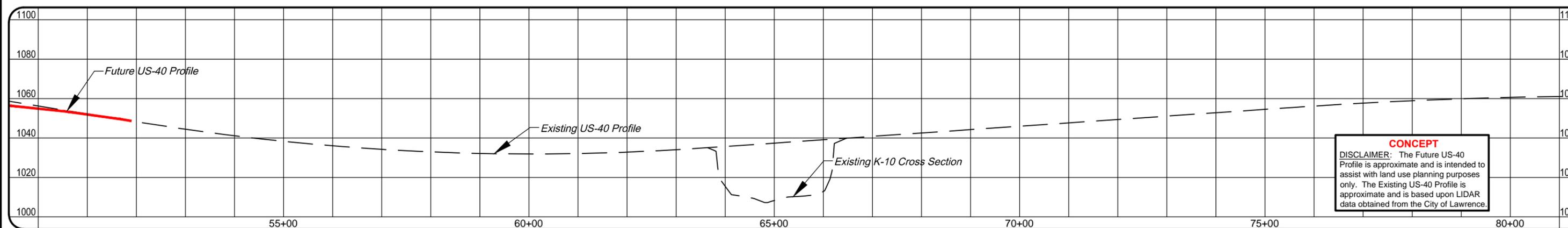
### AREA TRANSPORTATION PLAN US-40/West 6th Street and K-10 Interchange



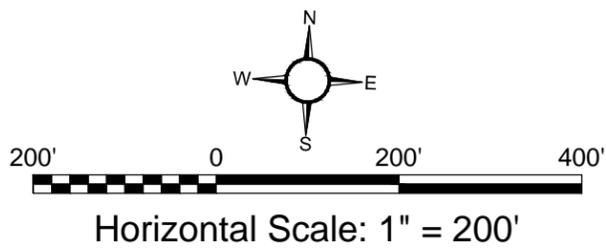
KDOT Project: 40-23 KA-1869-01  
 Date Prepared: March 2012



**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.



**CONCEPT**  
 DISCLAIMER: The Future US-40 Profile is approximate and is intended to assist with land use planning purposes only. The Existing US-40 Profile is approximate and is based upon LIDAR data obtained from the City of Lawrence.



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

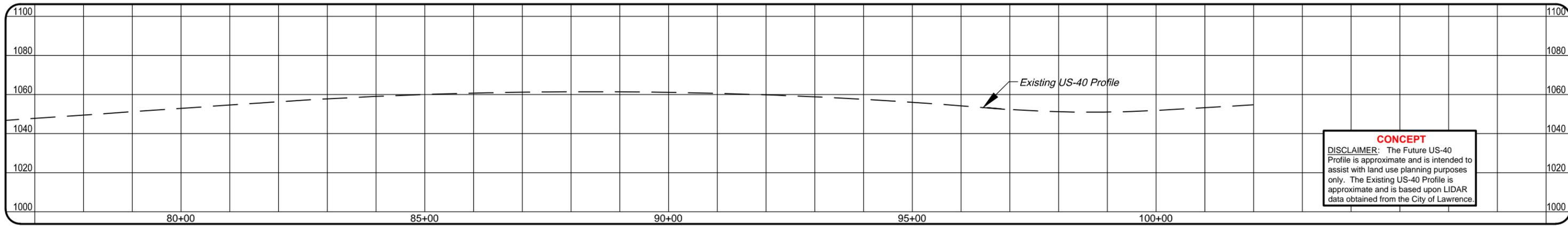
## Exhibit 6.4: Long Term (2040) Plan & Profile 3 of 4

### AREA TRANSPORTATION PLAN US-40/West 6th Street and K-10 Interchange

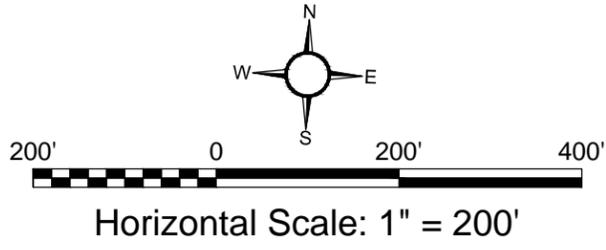


KDOT Project: 40-23 KA-1869-01  
 Date Prepared: March 2012

**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.



**CONCEPT**  
 DISCLAIMER: The Future US-40 Profile is approximate and is intended to assist with land use planning purposes only. The Existing US-40 Profile is approximate and is based upon LIDAR data obtained from the City of Lawrence.



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

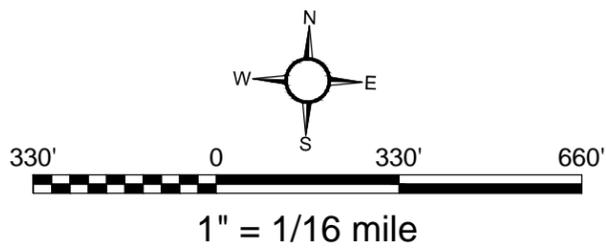
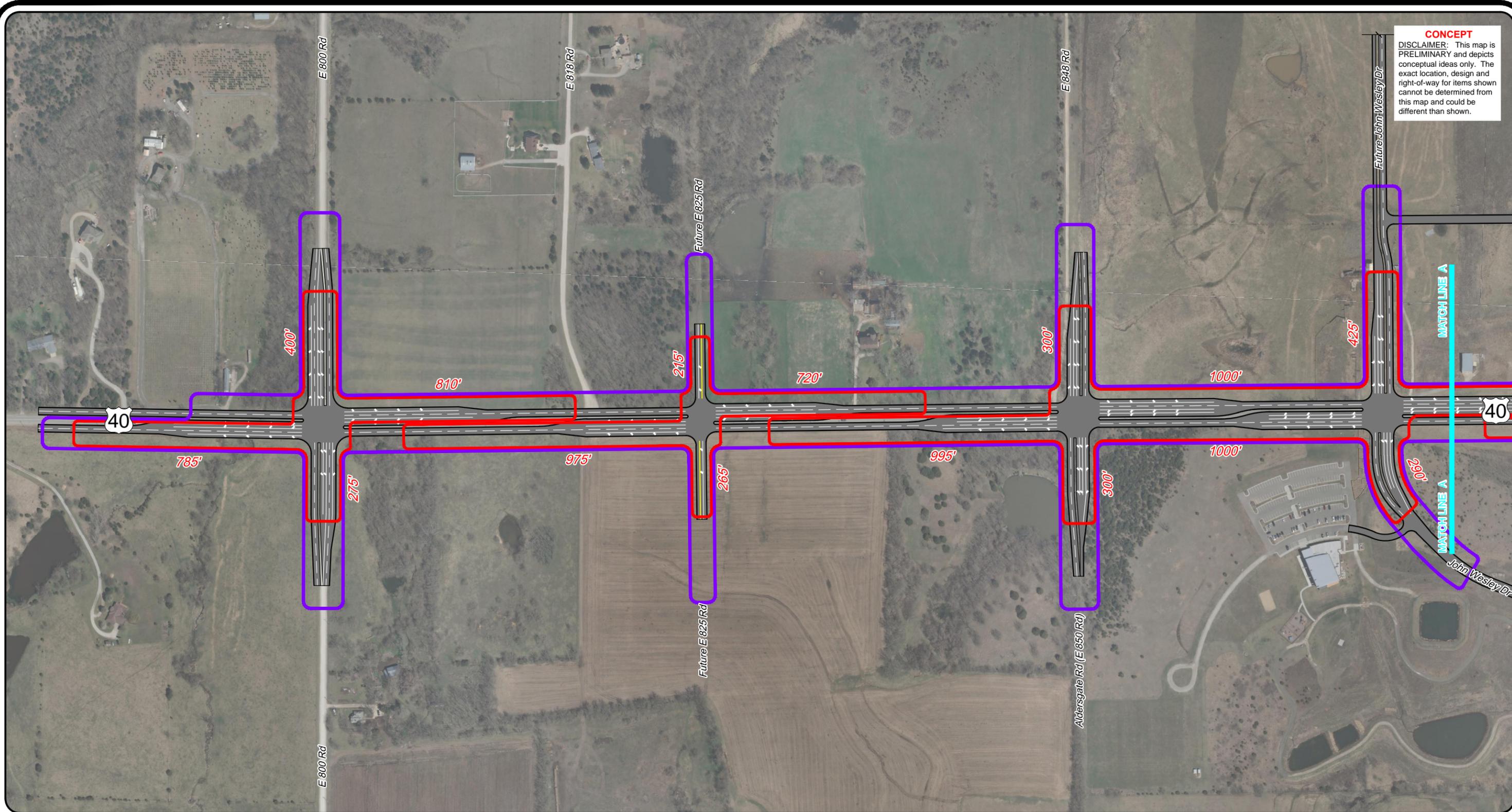
## Exhibit 6.5: Long Term (2040) Plan & Profile 4 of 4

### AREA TRANSPORTATION PLAN US-40/West 6th Street and K-10 Interchange



KDOT Project: 40-23 KA-1869-01  
 Date Prepared: March 2012

**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.



- Intersection Functional Area
- Storage and Deceleration Area
- 1000' Estimated Storage and Deceleration Length

The Upstream Intersection Functional Area for all highways and streets includes the Estimated Queue Storage + Deceleration + Perception/Reaction

The Upstream Storage and Deceleration Length includes:

- US-40: Estimated Queue Storage plus 340' Deceleration
- K-10 Off-ramps: Estimated Queue Storage plus 700' Deceleration
- City Side Streets: Estimated Queue Storage

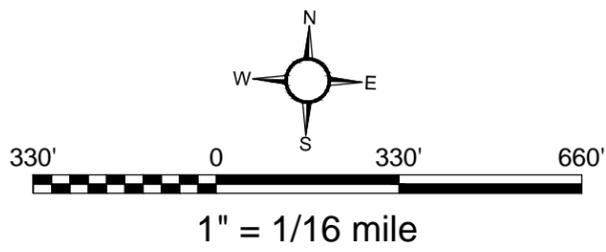
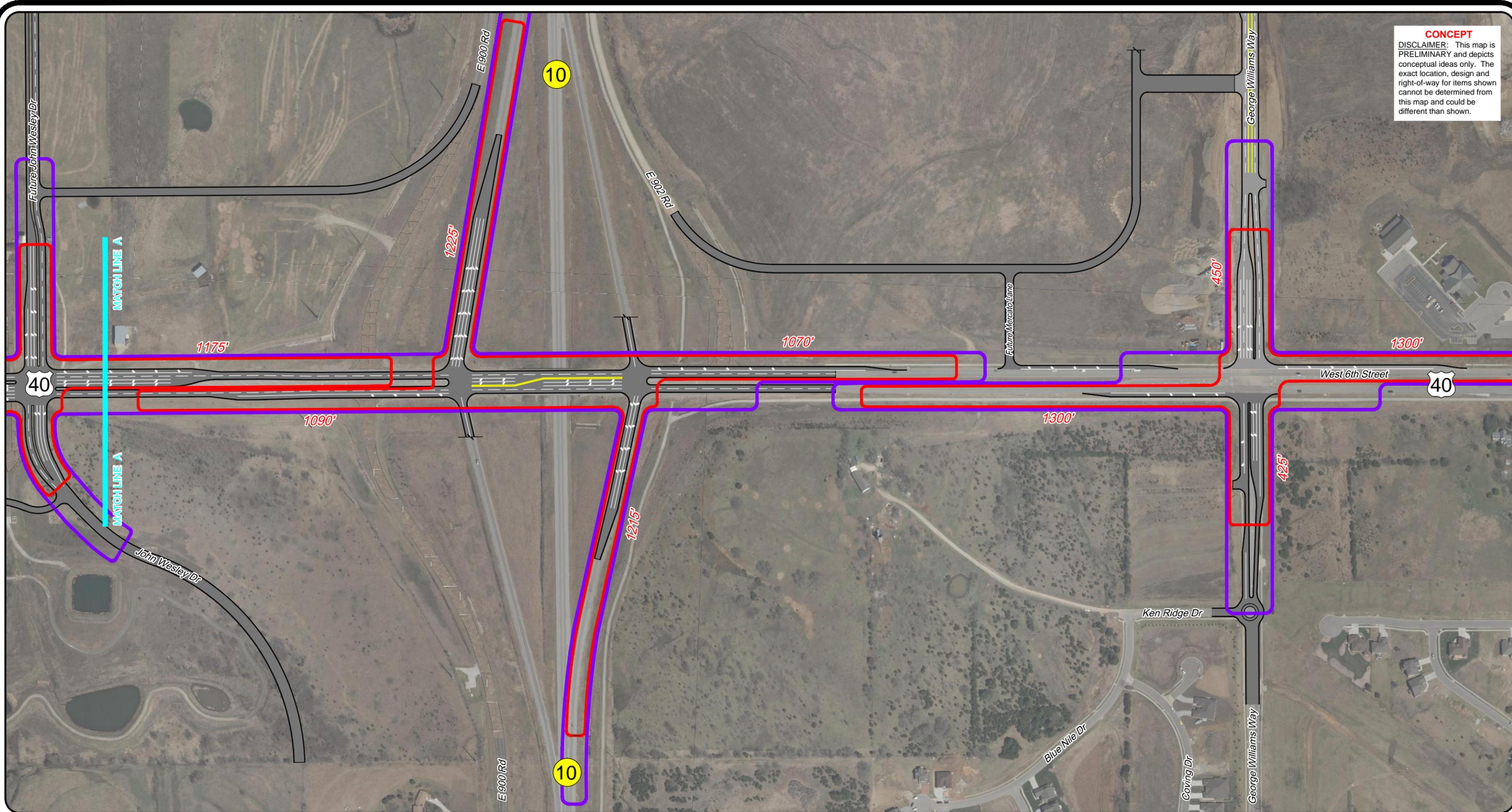
The Functional Area information shown on this Exhibit requires the intersections to be interconnected to operate as a coordinated system.

## Exhibit 6.6: Functional Area Map 1 of 2

### AREA TRANSPORTATION PLAN US-40/West 6th Street and K-10 Interchange

KDOT Project: 40-23 KA-1869-01  
 Date Prepared: March 2012

**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.



- Intersection Functional Area
- Storage and Deceleration Area
- 1000' Estimated Storage and Deceleration Length

The Upstream Intersection Functional Area for all highways and streets includes the Estimated Queue Storage + Deceleration + Perception/Reaction

The Upstream Storage and Deceleration Length includes:

- US-40: Estimated Queue Storage plus 340' Deceleration
- K-10 Off-ramps: Estimated Queue Storage plus 700' Deceleration
- City Side Streets: Estimated Queue Storage

The Functional Area information shown on this Exhibit requires the intersections to be interconnected to operate as a coordinated system.

## Exhibit 6.7: Functional Area Map 2 of 2

### AREA TRANSPORTATION PLAN US-40/West 6th Street and K-10 Interchange



KDOT Project: 40-23 KA-1869-01  
 Date Prepared: March 2012