

# PUBLIC OPEN HOUSE



## U.S. 73 (K-7) & Parallel Parkway in Wyandotte County

*This is an open house meeting with no formal presentation scheduled.*



For more information, please visit:  
[ksdotike.org](https://ksdotike.org)

# PROJECT BACKGROUND



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The *K-7 Corridor Management Plan* was completed in 2007 and identified strategies to handle projected traffic demands and development. The long-term vision for the K-7 corridor is a four-lane divided highway with interchanges and full access control. However, funding to implement the long-term vision is not available in the foreseeable future.

Therefore, the *K-7 Corridor Management Plan* identified interim strategies to minimize travel delay along the highway and reduce the number of crashes at intersections. Interim strategies are intended to have a construction cost and schedule that would allow implementation within the next five to ten years.






Existing Intersection  
Looking South on U.S. 73 (K-7)



Existing Intersection  
Looking East on Parallel Parkway

## PROJECT GOALS

Based on a data-driven analysis and previous public input, three primary goals were identified for improvements at the U.S. 73 (K-7) and Parallel Parkway intersection.

	EXISTING CONCERN	PROJECT GOAL
 <p><b>SAFETY</b></p>	<p>The number and severity of crashes at the intersection is increasing</p> <p>The U.S. 73 (K-7) and Parallel Parkway intersection has a <b>crash rate two times higher</b> than a typical intersection.</p>	<p><b>Reduce crashes</b> at the intersection, particularly severe crash types with high injury rates</p>
 <p><b>TRAFFIC FLOW</b></p>	<p>Travel time along the U.S. 73 (K-7) corridor is increasing</p> <p>Turning volumes are exceeding the capacity of the current intersection design and operations will continue to degrade.</p>	<p><b>Minimize travel time</b> along the highway and minimize delay at the intersection</p>
 <p><b>COST</b></p>	<p>Limited funding is available and there is a need for a near-term solution to reduce injuries and fatalities</p>	<p>Offers a <b>lower cost</b>, but impactful improvement that can be implemented quickly</p>



# PROJECT BENEFITS



## PROJECT DESCRIPTION

To meet the project goals, a Restricted Crossing U-Turn (RCUT) intersection was identified as the recommended improvement for the U.S. 73 (K-7) and Parallel Parkway intersection.

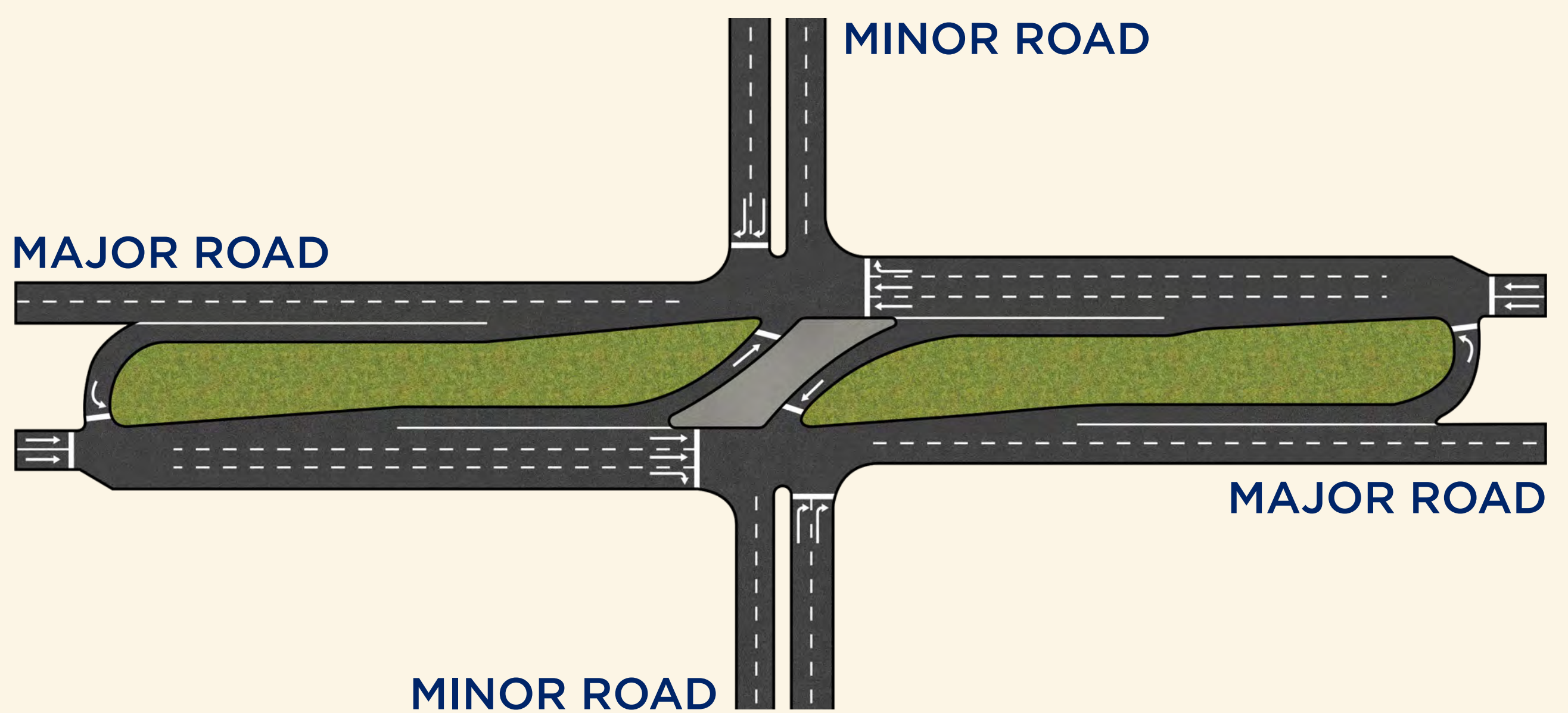
*Fun Fact: The RCUT intersection is also called a J-turn.*

*Fun Fact: Missouri has over 40 RCUT intersections on high-speed, divided highways similar to U.S. 73 (K-7).*

*Fun Fact: RCUTs in Missouri can be found on U.S. 50 near Lee's Summit, MO-13 near Clinton, and U.S. 63 near Columbia.*

## What is a Restricted Crossing U-Turn (RCUT)?

At a RCUT intersection, minor road through and left turn movements are not allowed at the intersection and are redirected to u-turns on the major road.



## BENEFITS OF RCUT INTERSECTION

A Restricted Crossing U-Turn (RCUT) intersection provides the greatest benefits compared to the existing intersection design.



### SAFETY

- Reduces the number of conflict points by 56%
  - Provides the greatest reduction in total crashes
  - Provides the greatest reduction injury and fatal crashes
- Right-angle collisions, which are often the most severe, are significantly reduced at RCUTs.*



### TRAFFIC FLOW

- Provides the lowest travel times on U.S. 73 (K-7)
  - Provides the lowest average intersection delay for vehicles
  - Offers a more equitable split of traffic signal "green time" for vehicles
- The shorter overall cycle length provides more efficient movements for traffic.*



### COST

- Provides the greatest benefits and return on investment for the cost
  - Limits the main intersection footprint and limits right-of-way acquisition
- At least 10 states have installed RCUTs since the 1980s.*



# NAVIGATE THE INTERSECTION



## EXISTING CONDITIONS

The existing U.S. 73 (K-7) and Parallel Parkway intersection is a high-volume, high-speed intersection controlled by a traffic signal. There are significant concerns regarding safety and traffic flow, which will continue to worsen as traffic and development increases.



## RCUT INTERSECTION

The RCUT design will restrict left turns and through movements at the minor road, Parallel Parkway. The redesigned intersection will direct traffic from Parallel Parkway to turn right onto U.S. 73 (K-7) and then make a u-turn at a designated median opening.



**How do you travel straight on U.S. 73?** There will be no change. Vehicles traveling on U.S. 73 (K-7) continue to travel straight through the signalized intersection.



**How do you turn left from U.S. 73 to Parallel Parkway?** There will be no change. Vehicles traveling on U.S. 73 continue to make left turns at the main signalized intersection.



# NAVIGATE THE INTERSECTION



## EXISTING CONDITIONS

The existing U.S. 73 (K-7) and Parallel Parkway intersection is a high-volume, high-speed intersection controlled by a traffic signal. There are significant concerns regarding safety and traffic flow, which will continue to worsen as traffic and development increases.

**How do you travel straight on Parallel Parkway?** Vehicles traveling on Parallel Parkway will not be able to directly travel straight through the main intersection. Rather, vehicles will turn right on U.S. 73, make a u-turn at a designated median opening approximately 800 feet away, and then make a right turn onto Parallel Parkway.



## RCUT INTERSECTION

The RCUT design will restrict left turns and through movements at the minor road, Parallel Parkway. The redesigned intersection will direct traffic from Parallel Parkway to turn right onto U.S. 73 (K-7) and then make a u-turn at a designated median opening.



**How do you turn left from Parallel Parkway to U.S. 73?** Vehicles traveling on Parallel Parkway will not be able to directly turn left at the main intersection. Rather, vehicles will turn right on U.S. 73, make a u-turn at a designated median opening approximately 800 feet away, and then continue straight on U.S. 73.



*Members of the project team are available to discuss how to navigate a RCUT intersection.*

