

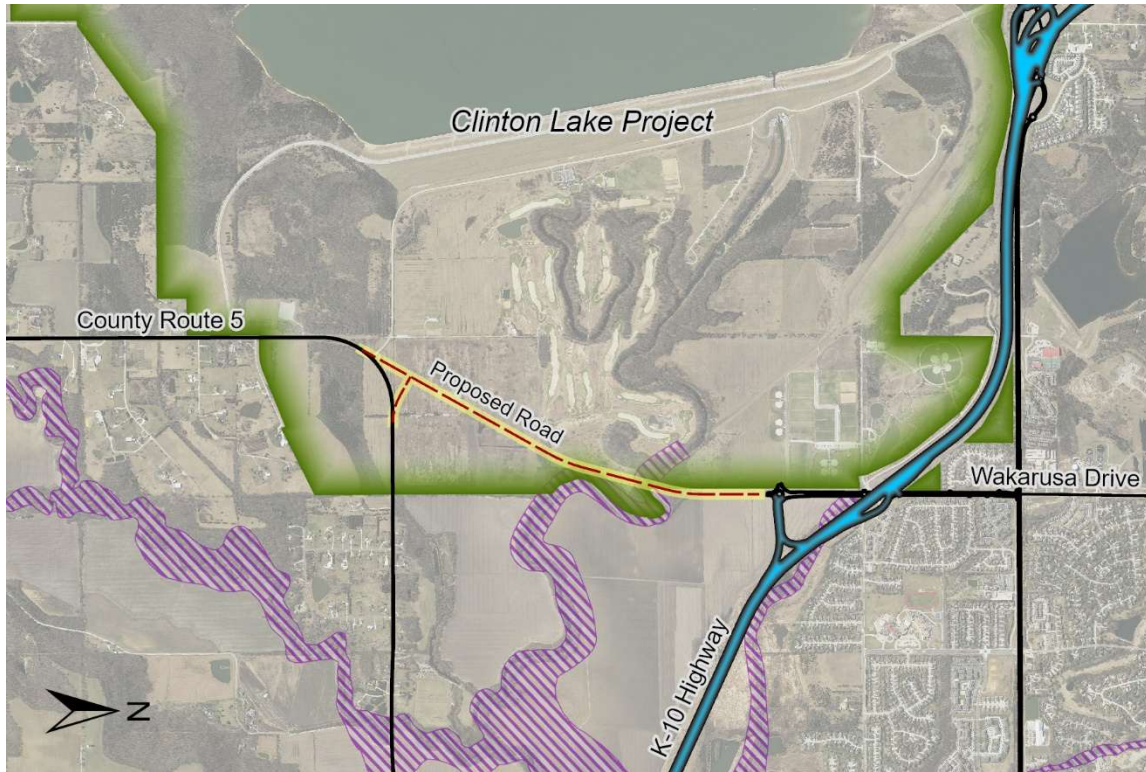
Application for Transportation Facilities on Federal Lands
Douglas County Project 2021-R1, Wakarusa Drive Extension

List of Attachments

- A Project Description
- B Project Goals
- C Justification to Cross Federal Land
- D Review of Alternate Alignments
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Attachment A Project Description

Douglas County Project 2021-R1 will extend Wakarusa Drive south across the Wakarusa River, to connect with Douglas County Route 5 (E1000 Road). The proposed road is located on Federal land within Clinton Lake Project, Master Plan Unit 11. This area is leased to the City of Lawrence.



Douglas County is coordinating this road extension project with KDOT Project 040-023 KA3634-03, Expansion of the South Lawrence Trafficway (K-10 Highway). In addition to rebuilding Wakarusa Drive within the City of Lawrence, KDOT is extending Wakarusa Drive 1,700 feet south of 27th Street to intersect with the new eastbound highway ramps. The roundabout intersection includes a west leg for city park access, and a south leg for the proposed county route. The county project will extend the road south across the Wakarusa River.



The proposed road will connect to existing County Route 5 (E1000 Road) which continues south and west around Clinton Lake. Existing N1200 Road will be relocated to create a tee intersection with the new route.



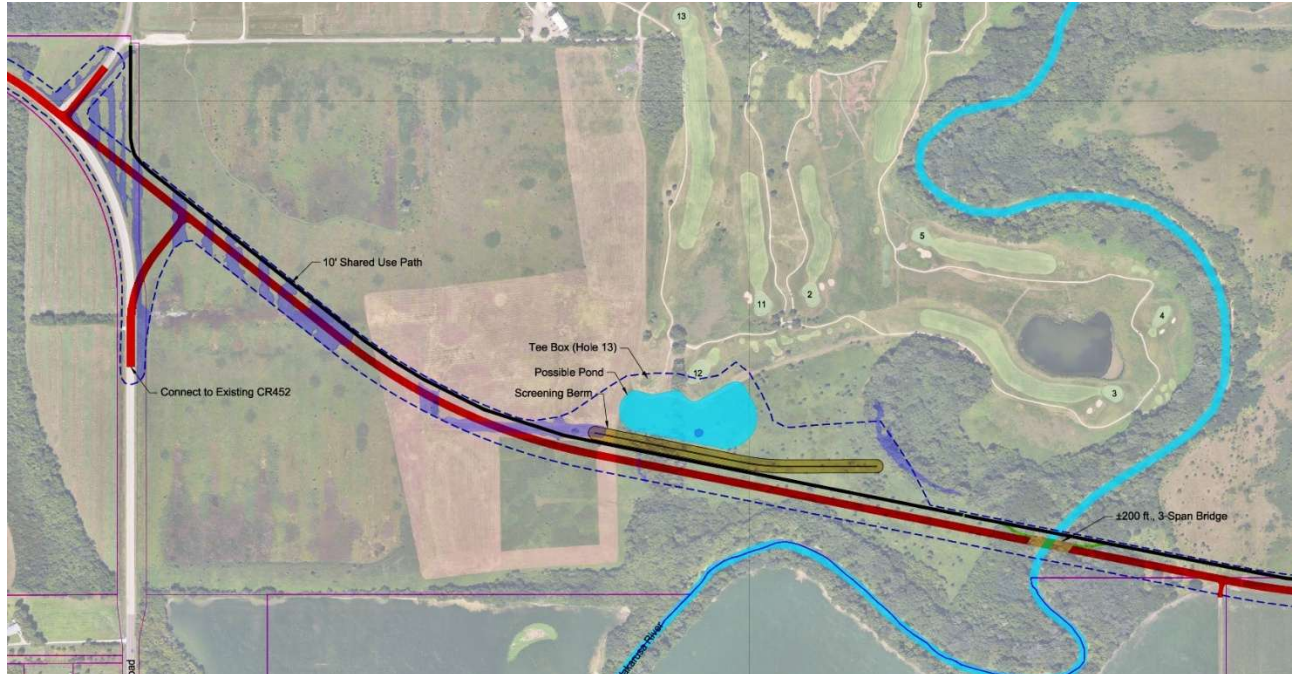
The proposed road will be a two-lane rural highway with paved shoulders, with a design speed of 45 to 55 mph. This design matches existing County Route 5 to the south. Based on current traffic patterns, the proposed road is expected to carry 3,650 vehicles per day.



Douglas County Route 5 (E1000 Road) looking south

The county will work with Lawrence Parks and Recreation to coordinate this project with existing and future park facilities. In reviewing the proposed alignment, LPRD requested the addition of a screening berm along the existing golf course.

The project will include a parallel shared-use recreation path providing new pedestrian and bicycle access to city park facilities on Corps lands. This proposed path is identified in the adopted Countywide Bike Plan. The path will be 10 feet wide concrete, similar to the path system in Lawrence. Pursuant to a Memorandum of Understanding with KDOT, the county is obligated to construct this multimodal path parallel to the proposed extension of Wakarusa Drive.



Centerline stakes have been placed at 100' intervals along the proposed road alignment. Lawrence Parks and Recreation Department staff mowed the proposed corridor to facilitate access for this request. An easement width of roughly 120' will be required with a total easement area of roughly 16.4 acres. This estimate includes space for the parallel shared-use path, which may already be authorized under the City of Lawrence lease.

The County Commission is committed to completing this road extension project as soon as possible. The project is fully funded with existing cash reserves in the county's Capital Improvement Plan. The county will follow a formal bid process to select a construction contractor for the work. Douglas County Public Works will administer and inspect the project. The county requires compliance with KDOT specifications for all road and bridge construction projects.

Construction is scheduled to begin in 2027:

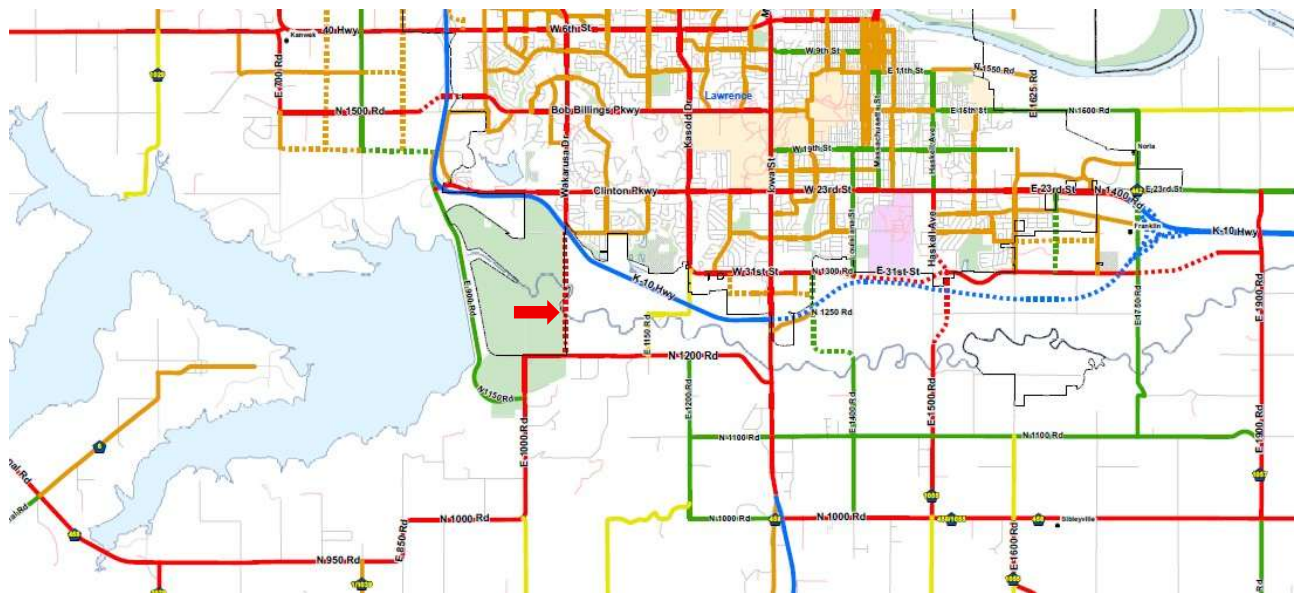
- Dec 2026 – initial Corps approval
- Feb 2026 – survey and data collection
- May 2026 – preliminary design work complete
- May 2026 – application for Section 404 individual permit
- June 2026 – application for a FEMA CLOMR
- Sept 2026 – Corps real estate agreements completed
- Oct 2026 – plans and specifications complete
- Nov 2026 – request for construction bids
- Dec 2026 – bid date and acceptance
- April 2027 – start of construction
- Nov 2027 – construction complete

Attachment B Project Goals

In 1991, the City of Lawrence and Douglas County partnered to create Horizon 2020, the first comprehensive plan for the metropolitan planning area. The city and county updated this plan with Plan 2040, adopted in 2019. The comprehensive plan provides the foundation and framework for policy decisions, land use and development, and infrastructure planning.

The extension of Wakarusa Drive across the Wakarusa River was identified as a future priority in *Horizon 2020*, and more recently in *Plan 2040*:

'this plan calls for the widening and improvement of Wakarusa Drive from Clinton Parkway south to N1200 Road. Development of this project should be coordinated with KDOT to maximize efficiency with connection to the SLT... Since Wakarusa Drive provides the only continuous north-south arterial street service west of Kasold Drive, this corridor should incorporate appropriate amenities to accommodate pedestrian, bicycle and transit trips safely.'



T2040 Major Thoroughfares Map, Douglas County, Kansas

Map Prepared by Lawrence-Douglas County Planning and Development
Services Department for the Lawrence-Douglas County MPO
March 21, 2013

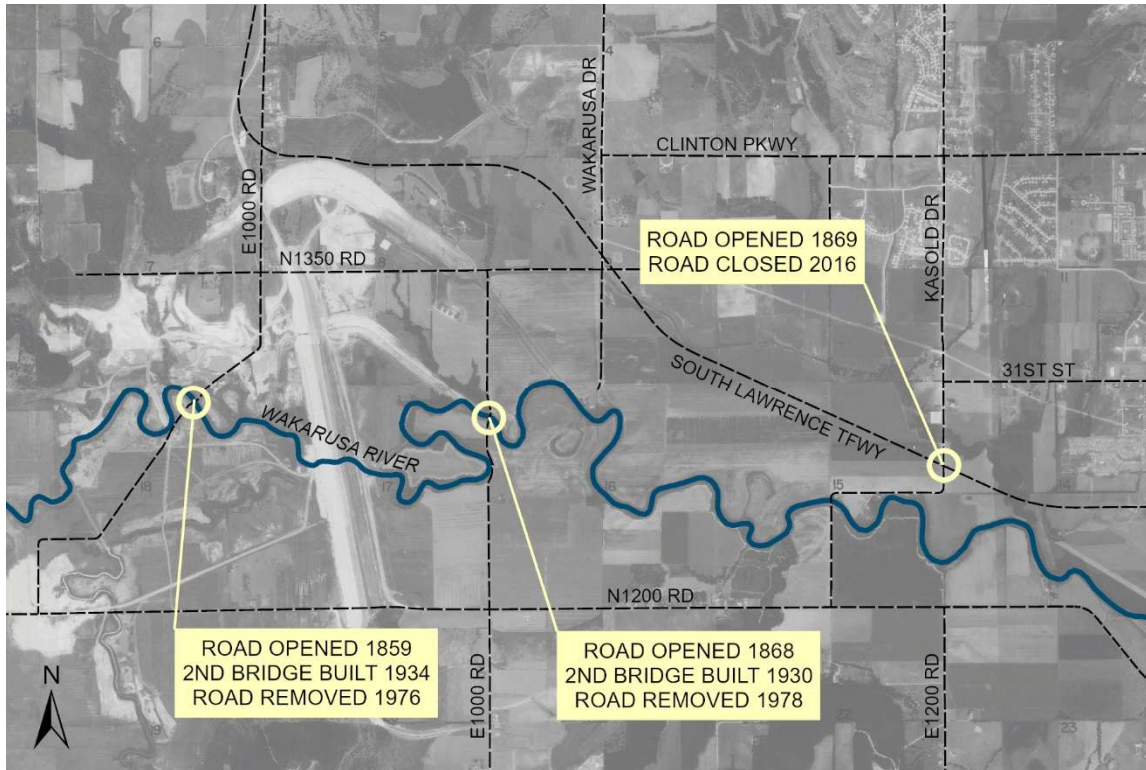
The County Commission is committed to completing this project as soon as possible. Douglas County Public Works is focusing on the following goals to guide the planning of this project:

- Goal #1 – Restore a critical connection in the county highway network
- Goal #2 – Remove regional highway traffic from Corps-maintained park roads
- Goal #3 – Improve emergency response times
- Goal #4 – Coordinate with KDOT's expansion of the South Lawrence Trafficway

These goals are discussed in detail below.

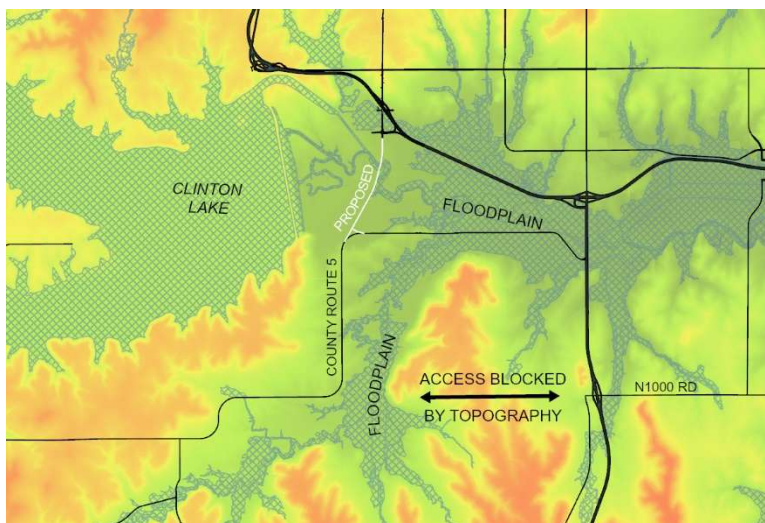
Goal #1 – Restore a critical connection in the county highway network

The proposed extension of Wakarusa Drive over the Wakarusa River will restore a critical north/south connection in Douglas County’s road network. The map below identifies previous connections that were removed for construction of Clinton Lake and Highway K-10.

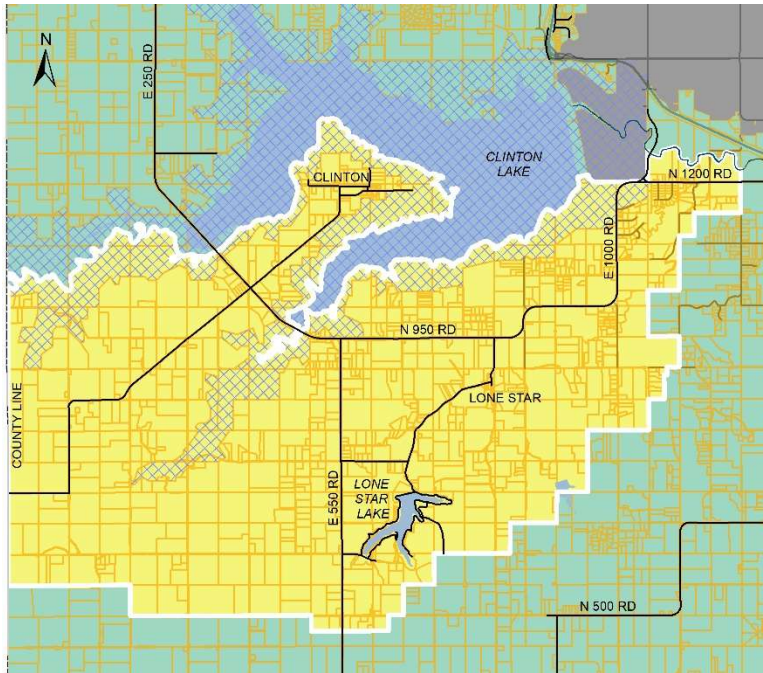


(1976 aerial photo)

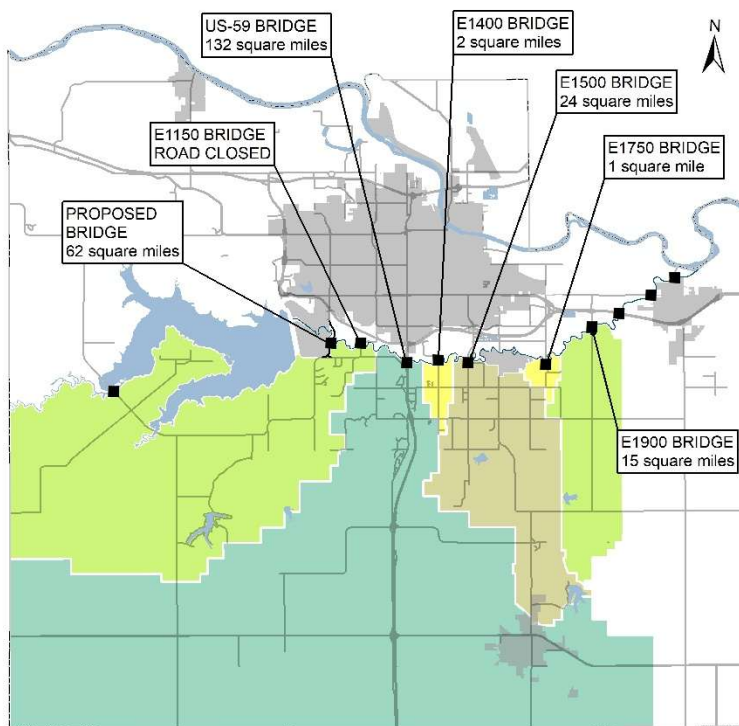
The map below shows physical limitations on travel in this area. Existing Route 5 provides a critical link in the highway system, particularly for emergency response to southwest Douglas County. Route 5 serves the town of Lone Star, Lone Star Lake, the town of Clinton, Bloomington Beach, and Clinton Lake public use areas.



The proposed road will serve 62 square miles in southwest Douglas County. The service area is determined by identifying all of the land areas for which Wakarusa Drive will be the most direct route to transportation nodes, commercial areas and public services.

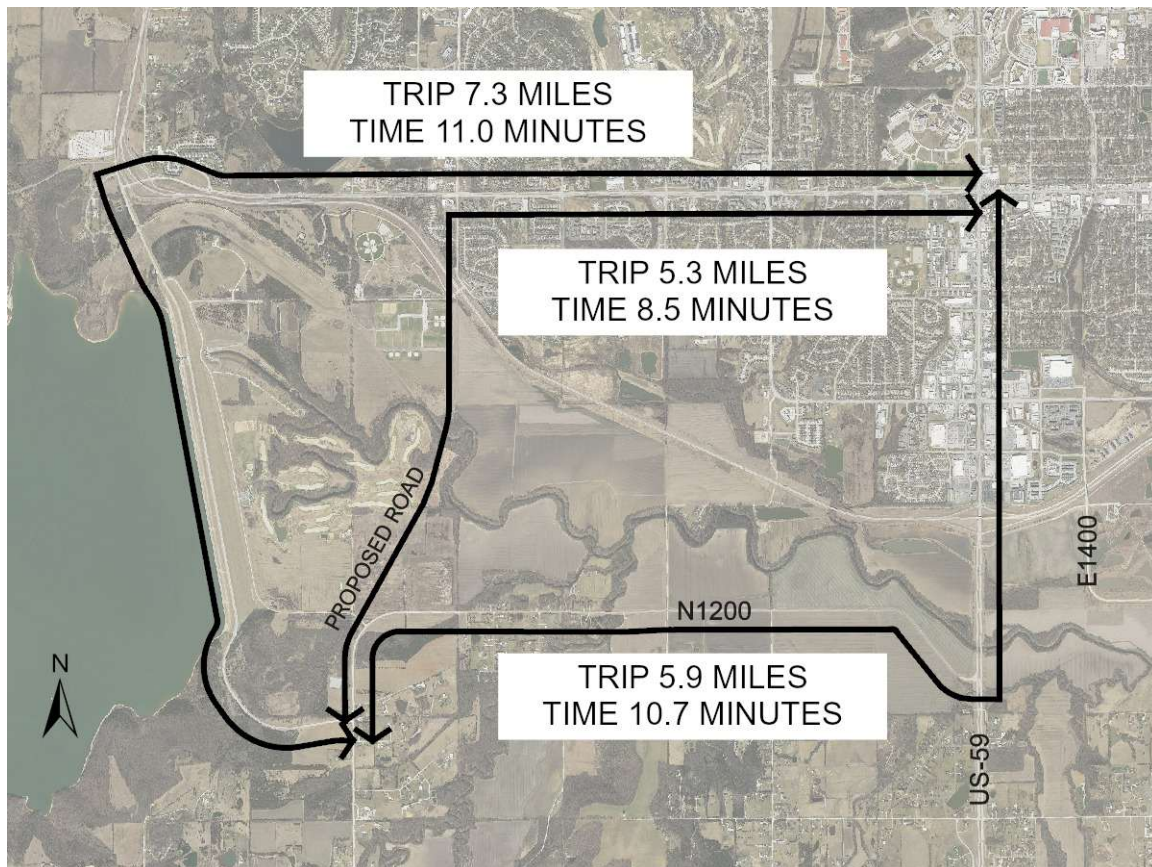


The proposed road will include a new bridge over the Wakarusa River. Based on the areas served, the proposed bridge will have a high benefit to cost ratio compared to other similar bridges. Douglas County maintains eight existing bridges over the Wakarusa River.



Once this new north/south connection is established, travel times and distances will be reduced. The average reduction will be 1.2 miles, and 2.4 minutes for all trips. Based on the estimated volume of 3,650 vehicles per day, this will eliminate 1.6 million vehicle miles driven per year. The most significant improvement will be for vehicle travel to and from K-10 Highway.

Much of the traffic entering Lawrence from the southwest will be shifted to Wakarusa Drive and Clinton Parkway, away from 31st Street and Iowa Street. The new road is expected to eliminate 850 eastbound vehicles per day on N1200 Road, reducing the frequency of stop conditions at the existing traffic light on US-59.

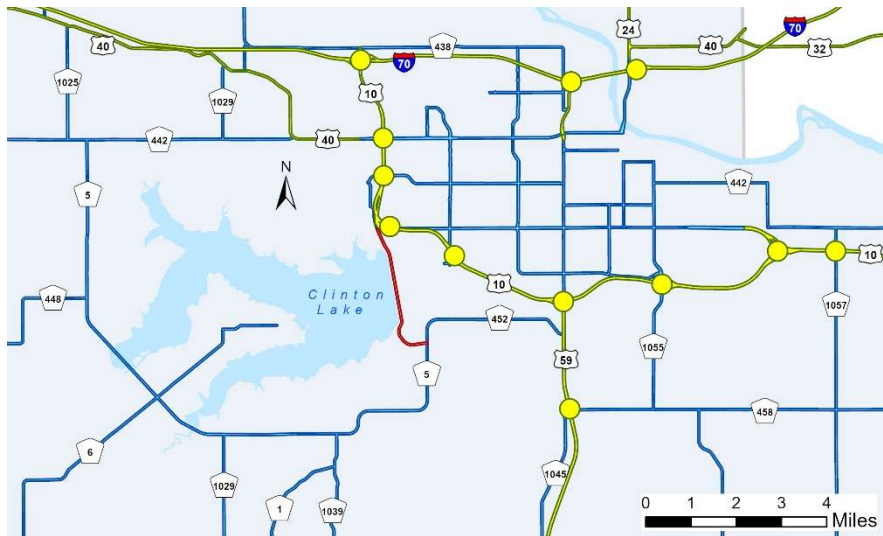


The new road will be the primary point of access for Eagle Bend Golf Course. The road will also create new points of access to other areas of the existing city park. Based on current traffic volumes, traffic from within Lawrence may be 15% of the estimated 3,650 vehicles per day on the new road.

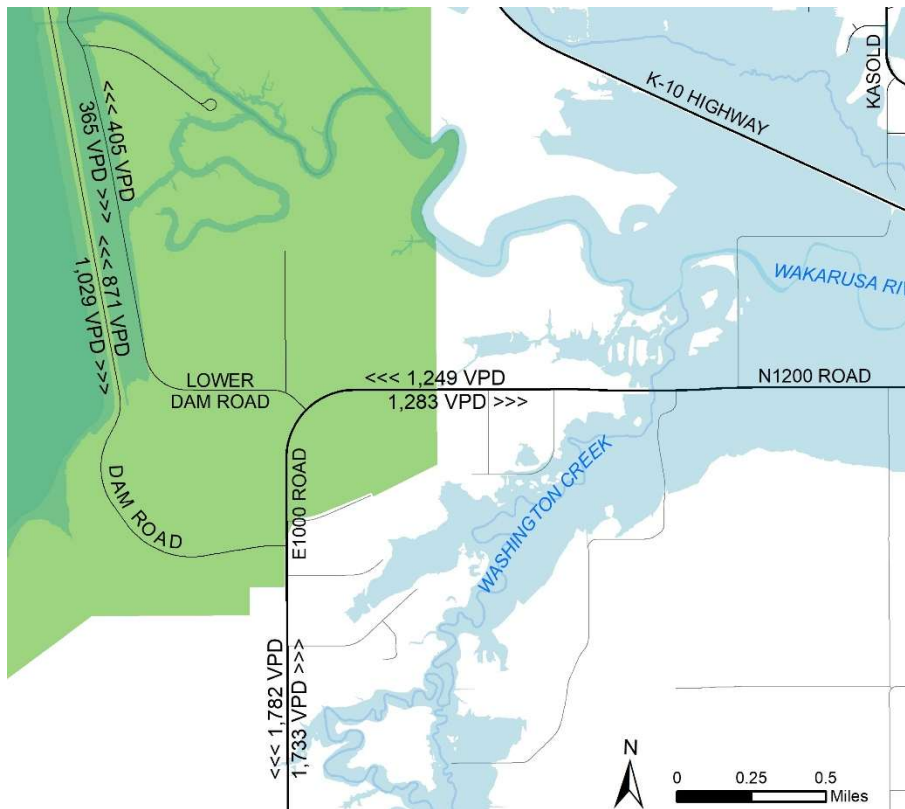
The project will create new bicycle access across the river, both on the road and on the shared-use path. Existing US-59 does not provide bicycle access. Existing bicycle routes are limited to the toe road at Clinton Dam, or five miles east on E1400 Road. The proposed road will restore a critical north/south connection for all modes of travel.

Goal #2 – Remove regional highway traffic from Corps-maintained park roads

The map below shows existing regional highways surrounding Lawrence and Clinton Lake. Major city and county routes are shown in blue. State highways are shown in yellow.



The Corps-maintained crest road on Clinton Dam is shown in red. Rural residents in southwest Douglas County continue to use the crest road as the most direct access to K-10, west Lawrence, and Interstate 70. In July 2022, Public Works counted 1,900 VPD on the crest road, and 770 VPD on the toe road. For reference, traffic on paved county highways generally ranges from 1,000 to 4,000 VPD. AASHTO low volume road standards apply to roads with daily traffic below 2,000 VPD.



2022 traffic counts



E1000 Road northbound traffic diverting over Clinton Dam



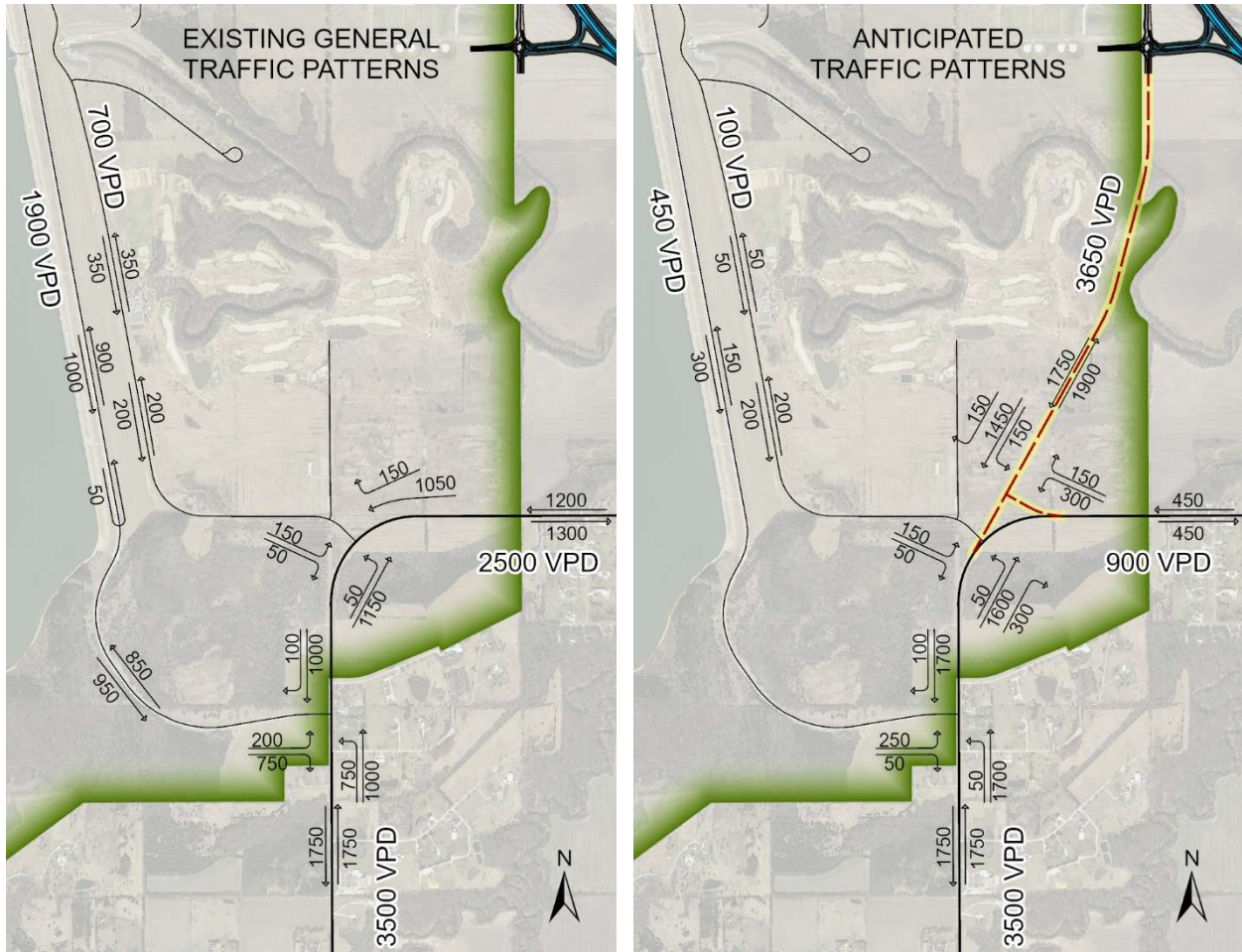
South end of the crest road looking south

Current traffic volume on the crest road raises several concerns:

- Traffic levels on the road are not compatible with recreational uses. Recreational traffic, parked vehicles and pedestrians are often present within the roadside clear zones at both ends of the dam. With a posted speed of 50 mph, and 1,900 vehicles per day, the recommended clear zone is 20 to 26 feet from the edge of the travel lane.
- The crest road is bordered on both sides by guardrail for a length of 1.6 miles. This design forces pedestrians and bicyclists to travel within the vehicle lanes in the no-passing zone.
- Most of the existing guardrail is offset two feet from the edge of the travel lane. AASHTO standards suggest an offset of 6.5 feet for 50 mph highways.
- The crest road has a posted weight limit of 20 tons. Heavier vehicles are required to detour ten miles to avoid the road.
- The Corps uses gates at each end of the road to control access to the dam. The gates have been closed for spillway tower maintenance and road maintenance work. During those closures, traffic is forced to detour on the lower dam road, or four miles east to US-59.

- Traffic volumes on the crest road are expected to increase with completion of the K-10 Highway expansion project and future city growth.

The extension of Wakarusa Drive will address these concerns by shifting arterial traffic from Corps-maintained roads to the new route. The maps below show an estimate of general traffic patterns before and after the project.



With the new road in place, traffic volumes are anticipated to be 450 VPD on the crest road, 100 VPD on the toe road near the spillway, and 400 VPD on the toe road south of the golf course.

Lower traffic volumes will alleviate highway safety concerns on Corps-maintained roads and may reduce the need for future road safety improvements. Under current traffic conditions, AASHTO and FHWA highway standards may need to be considered. Under lower traffic volume, less restrictive recreational road standards may be more appropriate. This may be consistent with the original design intent for the road.

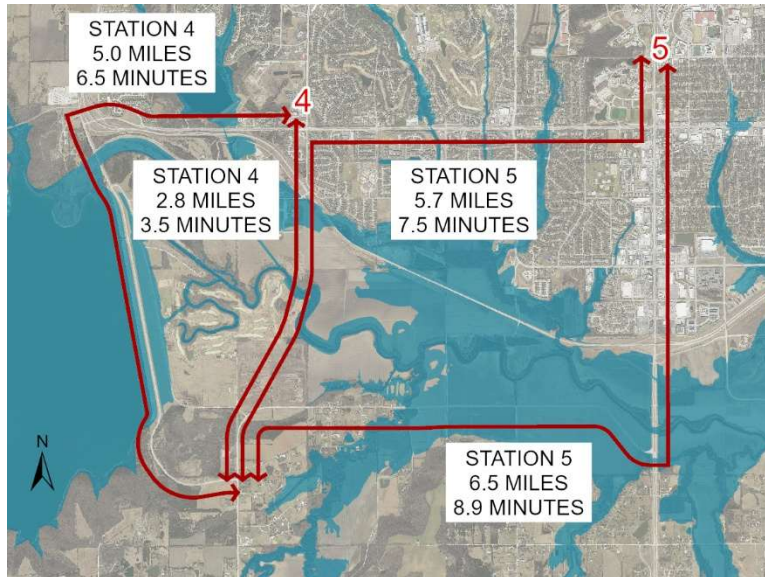
Reduced traffic will also provide a financial benefit to the Corps. Lower traffic will lead to longer pavement life and reduced road maintenance costs. The following estimate shows the Corps could save roughly \$177,000 over ten years.

Crest Road Maintenance Estimates			
Maintenance cost	\$ / mile (2025)	Length (mi)	cost \$ (2025)
Mill and overlay project	\$274,000	2.7	\$739,800
Chip and seal project	\$41,000	2.7	\$110,700
Total cost of one maintenance cycle			\$850,500
Maintenance life	1,900 VPD	450 VPD	
Mill and overlay service life (yrs)	7	9	
Chip and seal service life (yrs)	5	7	
Total years for one maintenance cycle	12	16	
Cost of one maintenance cycle	\$850,500	\$850,500	10-yr savings
Cost over 10 years	\$709,000	\$532,000	\$177,000

This estimate is based on the county's pavement management plan using chip/seal projects to extend the time between mill and overlay projects. Assuming Corps roads require similar maintenance, the reduction in traffic is assumed to increase the total maintenance cycle from 12 years to 16 years. Dollar amounts are based on 2025 budget figures.

Goal #3 – Improve emergency response times

The extension of Wakarusa Drive will greatly improve emergency response times and provide a much more reliable route for emergency services and disaster response. The map below compares response routes from LDCFM Station #4 and Station #5 to County Route 5.



The new road will reduce LDCFM Station #4 medical response times by three minutes for the 62 square-mile service area in southwest Douglas County.

LDCFM completed a *Station Optimization Study* in 2020, based on a 4-minute response goal within city limits, and a 10-minute response goal in rural areas. The new road will add 14 square miles to the rural area meeting the 10-minute goal.

The new road also addresses concerns with potential road closures. N1200 Road was closed due to flooding in 2017, and again in 2019. The crest road on Clinton Dam has been closed periodically for Corps operations. In the event that both roads are closed, medical response times to the southwest increase by 20 to 30 minutes.

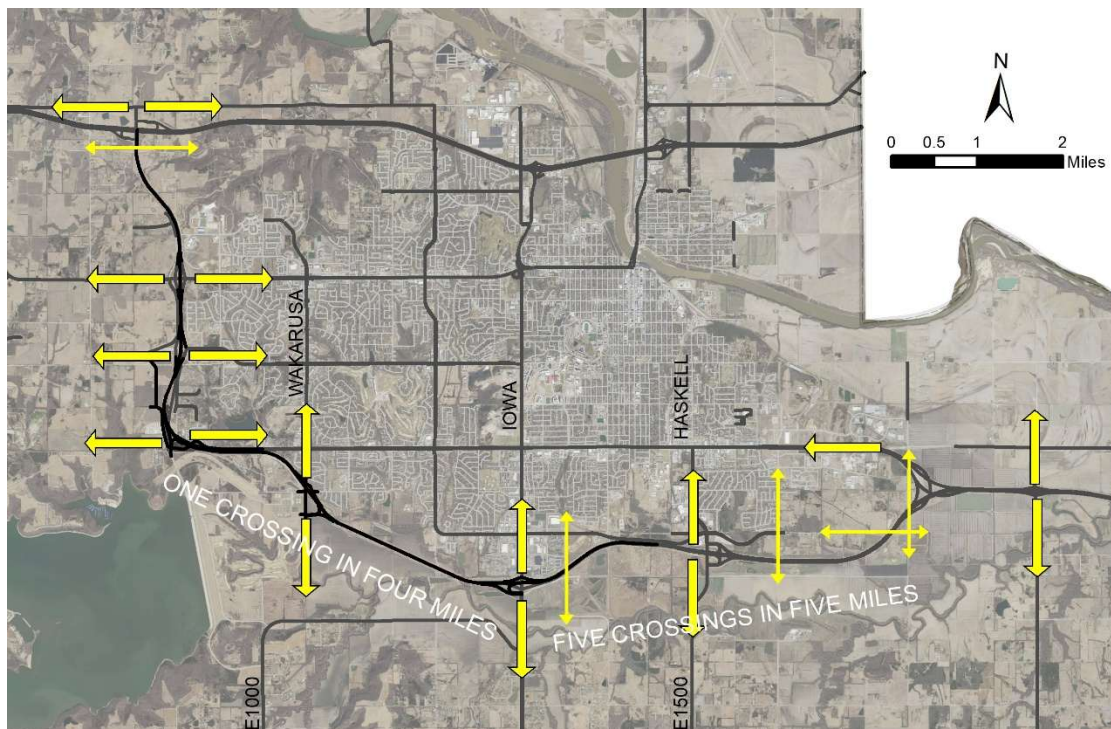
Goal #4 – Coordinate with KDOT’s expansion of the South Lawrence Trafficway

While the extension of Wakarusa Drive has been planned for several decades, construction of the project has been dependent on improvements to K-10 Highway. KDOT is currently constructing a grade separated interchange where K-10 meets 27th Street and Wakarusa Drive. The east bound highway ramps will intersect Wakarusa Drive 1,700 feet south of 27th Street.



The city and county have been working with KDOT to coordinate designs for the K-10 project and local street improvements. Wakarusa Drive will be expanded to four lanes from Clinton Parkway south to the interchange. The proposed two-lane county route will connect to the south leg of this intersection.

KDOT’s new interchange and the extended county route will establish a critical connection point in the highway system. The map below shows all K-10 interchanges surrounding Lawrence.



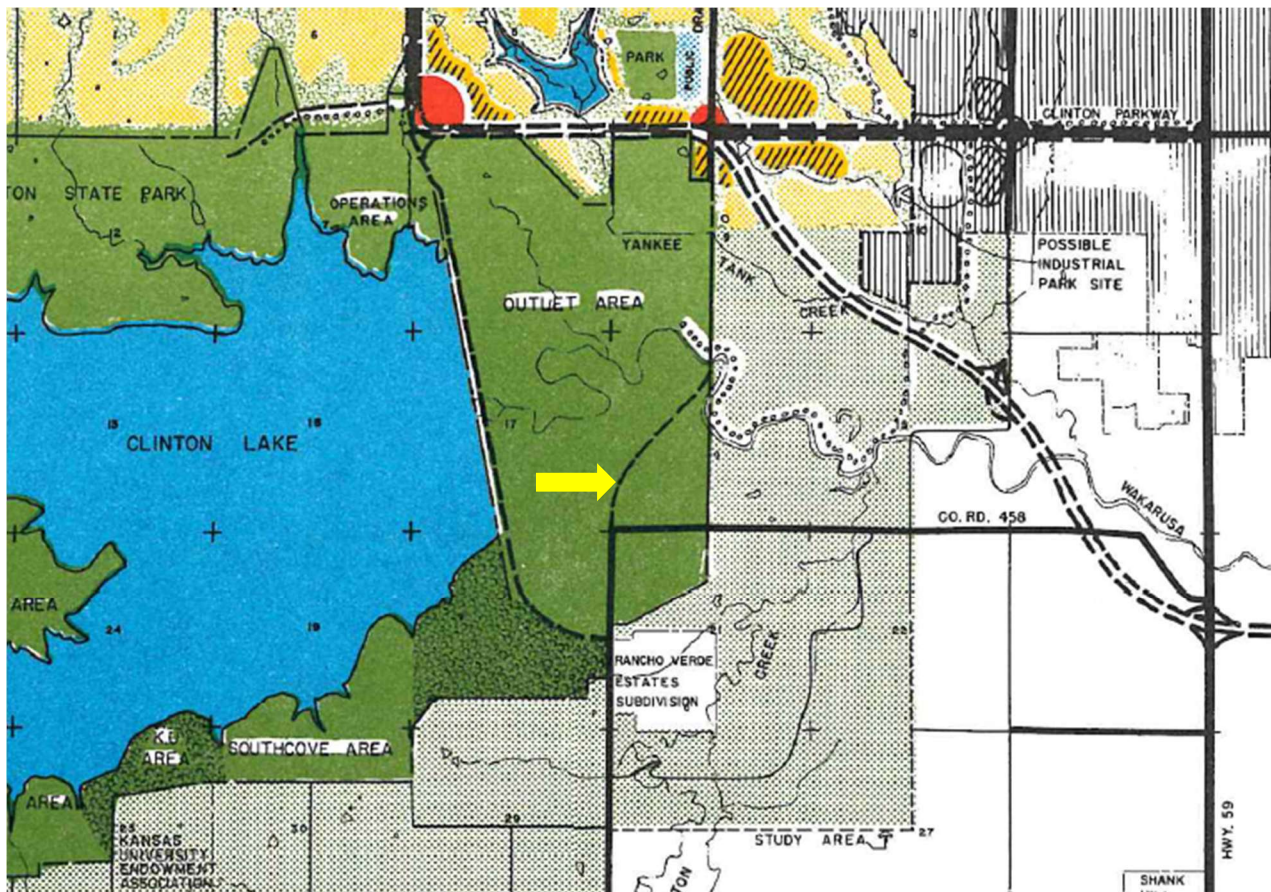
Attachment C
Justification to Cross Federal Land

Justification #1: The proposed road is consistent with long-range plans for the Clinton Lake Project

The new county route will address concerns with traffic on Clinton Dam and the lack of north/south highway connections. Options for the proposed road are limited by the location of existing roads, areas of steep topography, and viable locations to cross the river.

Many of these concerns may have been anticipated during the planning of the Clinton Lake Project. The map below shows a future city/county road crossing Federal property to connect to what is now Wakarusa Drive. This map was included in the 1974 *Clinton Reservoir Area Mini-Comprehensive Plan* prepared for the Lawrence / Douglas County Planning Commission.

This future road may have also been shown in the original *Clinton Dam and Reservoir Master Plan* prepared for the Corps of Engineers by the same planning consultant in 1973.

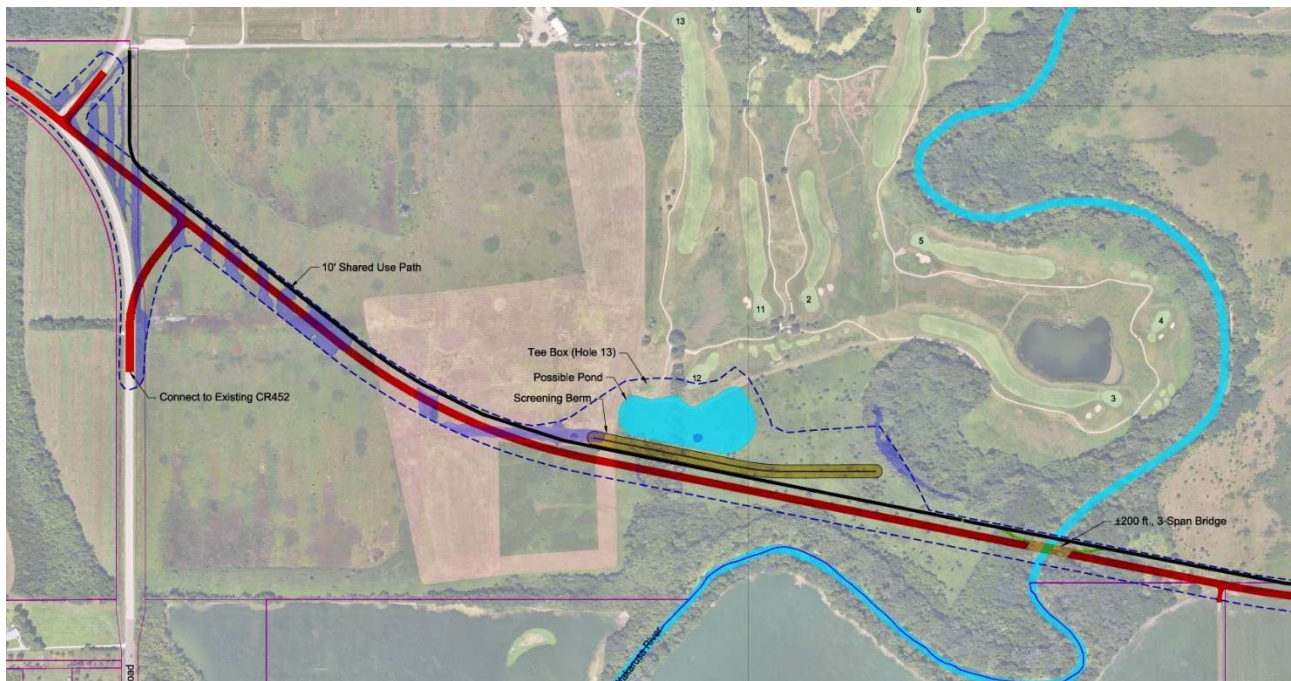
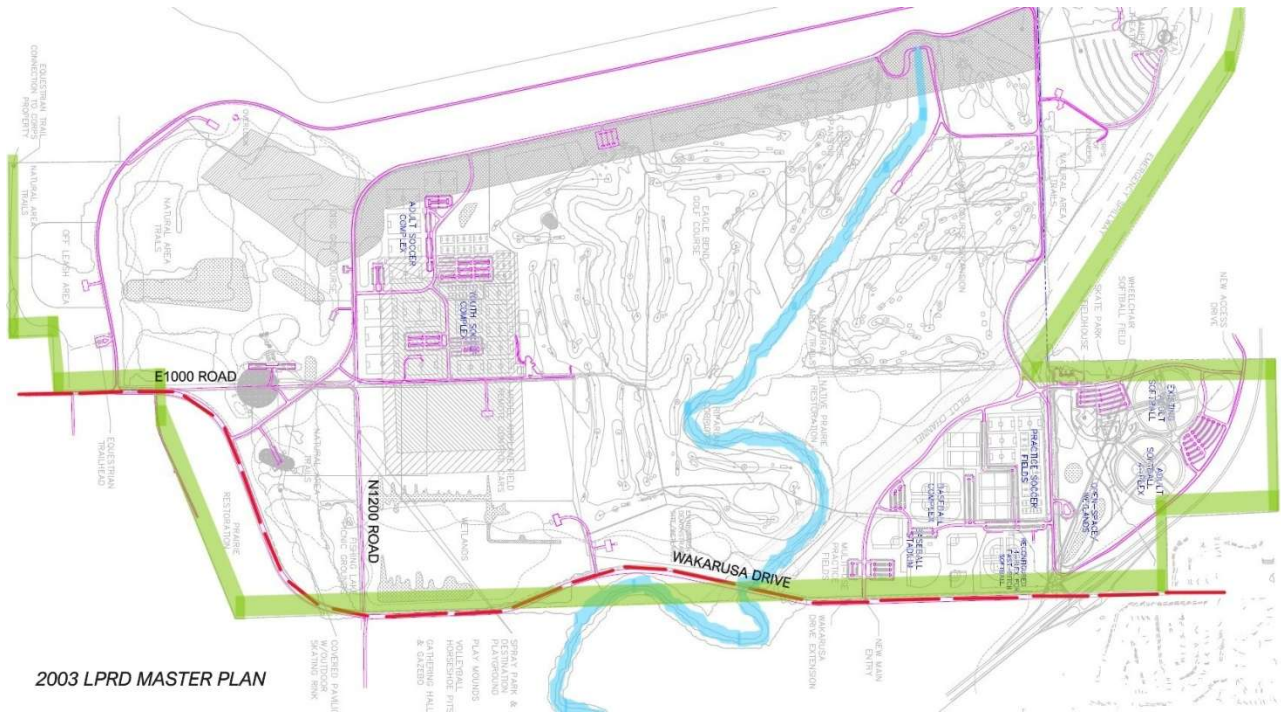


Excerpted from the 1974 Comprehensive Plan

The proposed road is located within Clinton Lake Project, Master Plan Unit 11, classified for high-density recreation. This area is leased to the City of Lawrence. The resource plan for Unit 11 incorporates city goals, including expansion of Eagle Bend Golf Course and improvement of roads.

The resource plan notes that roads may need to be reconfigured in response to K-10 highway improvements, and potential construction of the proposed county route. Placement of the county route on Federal Land appears to be consistent with the land use classification and resource objectives identified in the Clinton Lake Project Master Plan.

In 2003, Lawrence Parks and Recreation developed a conceptual master plan for the city park / leased area. The plan included a conceptual layout for Wakarusa Drive sweeping south of N1200 Road. The current road design intent is to avoid the Federal property located south of N1200 Road.



2025 proposed alignment

Justification #2: The project provides a financial benefit to the Corps.

The new county route will shift arterial traffic away from Corps-maintained roads. Traffic on the crest road will reduce from 1,900 VPD to an estimated 450 VPD. Lower traffic volume will lead to longer pavement life and reduced road maintenance costs for the Corps. Public Works estimates the Corps could save \$177,000 over ten years. See Attachment B for details on this estimate.

Lower traffic volumes will alleviate highway safety concerns and may reduce the need for future road safety improvements on the crest road. Under current traffic conditions, AASHTO and FHWA highway standards may need to be considered. Under lower traffic volume, less restrictive recreational road standards may be more appropriate.

Justification #3: The project will improve safety in existing recreational areas.

Current traffic volume on the crest road is not compatible with adjacent recreational uses. The project will reduce traffic and improve recreational safety in those areas.

The new county route will also reduce emergency response times to the southern half of Clinton Lake, including Bloomington Beach and other Clinton Lake public use areas.

Justification #4: There are no viable alternatives.

When the Clinton Lake Project was designed, the Corps decided to retain the county routes intersecting at N1200 Road and E1000 Road on federal property. Relocation options were already limited by steep topography, existing residential development, and the floodplain of Washington Creek. Fifty years later, those factors continue to limit road alignment options.

Attachment B lists the project goals for the extension of Wakarusa Drive. Those goals will only be achieved with a direct connection to E1000 Road near N1200 Road, well within the federal property boundary.

Attachment D provides a detailed review of alternate routes for this project. There are no viable alternatives to crossing Federal Land. The proposed route has been chosen to minimize anticipated impacts, which are listed in Attachment E.

Attachment D
Review of Alternate Alignments

Potential alignments for the proposed road are limited by several factors:

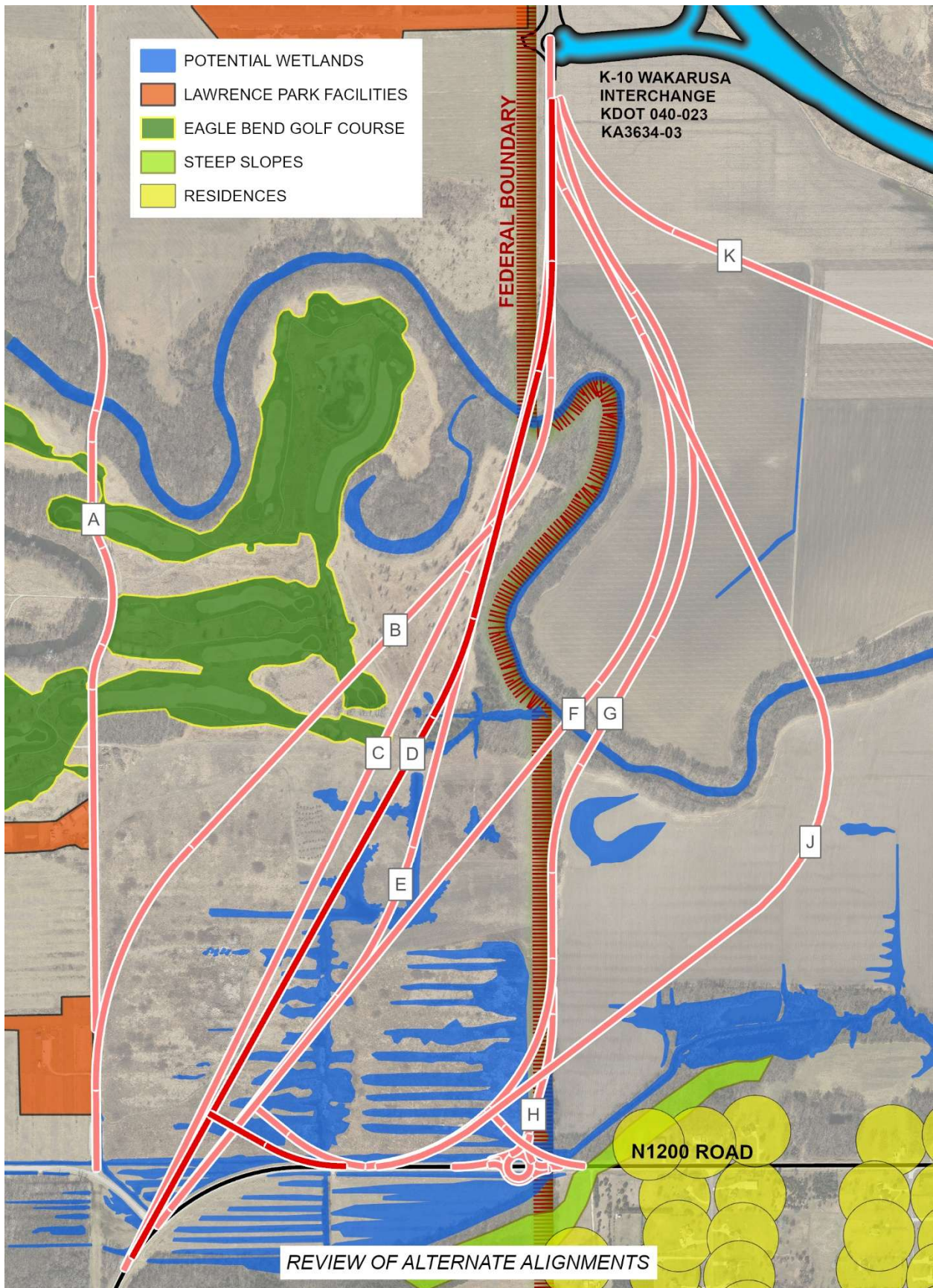
- The northern point of connection for this project will be the K-10 / Wakarusa interchange, located on the east boundary of the Corps property 1,700 feet south of 27th Street.
- The southern point of connection is on Corps land within an easement previously issued to Douglas County (DACW41-2-07-0190). Based on travel demand, the intent is to create a direct north/south connection to E1000 Road (Route 5).
- Road alignment options are limited by the proposed crossing of the Wakarusa River. Possible crossing locations have been considered based on channel meander, scour potential, and length of disturbance within the river corridor.
- Potential connections to N1200 road east of Corps land are blocked by existing residential properties, abrupt topography and wide floodplains.
- The proposed route must be located west of the floodplain of Washington Creek to reduce risk and provide uninterrupted emergency service during flood events.
- A more direct route is preferred to reduce vehicle use, to reduce road miles maintained, and to minimize emergency response times.
- Alignments southeast of the existing road (N1200 / E1000) were not considered. The county has been advised to avoid that area due to potential archeological findings.

Public Works reviewed seven potential alignments for the proposed road. These are mapped on the following page and discussed below. The following table summarizes key factors:

Alignment	C	D	E	F	G	H	J
Area on Federal property (ac)	16.9	16.4	16.1	10.7	9.0	8.0	4.9
Potential wetland impacts (ac)	1.8	2.3	4.2	3.9	3.7	3.0	2.9
Length of floodway crossing (ft)	393	393	395	437	466	466	463
Length of new road (miles)	1.37	1.38	1.39	1.51	1.64	1.71	1.79

Wetland impacts are a primary factor in reviewing road alignment options. Public Works completed a desktop review of likely wetlands using LiDAR topography, focusing on low lying, poorly drained areas, with or without wetland vegetation. These are identified on the map as ‘potential wetlands.’ This is intended for alternatives analysis only. The county obtained a detailed wetland delineation report for the proposed alignment.

Alignment D (proposed alignment) – Lawrence Parks and Recreation requested a screening berm to buffer noise and visual impacts on the golf course. Alignment D provides enough space for the berm and fits within a narrow corridor of high ground near the river. In terms of the LPRD park plan, this alignment would be a dividing line between more intense park uses to the west, and wetland compatible uses to the east. The proposed shared-use path would be located on the west side of the road, providing multiple connection options within the city park. Potential wetland impacts for this alignment are estimated to be 2.3 acres, lower than the other viable alternates. This alignment requires roughly 16.4 acres on Federal property. Alignment D is proposed because it minimizes wetland impacts, meets all of the project goals, and functions well with existing and future park facilities.



Alignment A – This alignment is provided for reference and is not a viable alternate. This shows the original road removed by the Corps around 1978. This route would destroy parts of the existing golf course and require an additional bridge over the spillway pilot channel.

Alignment B – This alignment is provided for reference and is not a viable alternate. This shows the road as proposed in the 1970's, during the planning of the Clinton Lake Project. This alignment would destroy areas of the existing golf course.

Alignment C – This is similar to Alignment D but does not provide enough space to screen the road along the golf course. Based on LPRD concerns, this is not considered a viable alternate. Potential wetland impacts for this alignment are estimated to be 1.8 acres.

Alignment E – This is a variation of Alignment D attempting to compare wetland impacts. Potential wetland impacts for this alignment are estimated to be 4.2 acres.

Alignment F – This alignment moves the river crossing east, reducing the project area on Federal property to roughly 10.7 acres. The road north of the river would be located on private property identified as prime farm ground. Potential wetland impacts for this alignment are estimated to be 3.9 acres.

Alignment G – This alignment reduces the area on Federal property to roughly 9 acres. The profile design for N1200 Road would require wide fill in a concentrated area of wetlands. Potential wetland impacts for this alignment are estimated to be 3.7 acres.

Alignment H – This is a variation of Alignment G attempting to reduce wetland impacts. The county reviewed a possible roundabout intersection and determined this is not a suitable option. Sight distance approaching from the east would be a safety concern or would require a wide area of fill in wetlands. Roundabout design standards would also require eight to ten streetlights illuminating the intersection, creating negative impacts to wetland wildlife. Potential wetland impacts for this alignment are estimated to be 3.0 acres.

Alignment J – This alignment shows the minimum possible project area (4.9 acres) on Federal property. The road cannot shift further southeast due to N1200 intersection geometry, existing residences and the mapped floodplain. Farming impacts are similar to Alignment F. Potential wetland impacts for this alignment are estimated to be 2.9 acres. This alignment adds 0.4 miles to travel, increasing trip distances and emergency response times. The longer route would likely encourage certain traffic to continue using the crest road to access K-10 and I-70.

Alignment K – This alignment would use the existing river crossing location at E1150 Road. The existing bridge is not wide enough and would have to be replaced. This alignment would be located almost entirely in the mapped floodplain and would not meet the goal of reliable uninterrupted service. This alignment would not reduce traffic on Corps-maintained roads. The county worked with KDOT on travel demand models for the Wakarusa interchange and found that a connection at E1150 Road would have very little use. Drivers would continue to use the dam road to access K-10, west Lawrence and I-70. This alignment is not considered a viable alternate.

Attachment E
Anticipated Impacts

Douglas County completed preliminary engineering reviews and limited data collection for the proposed road alignment. The proposed centerline has been staked in the field for reference. The city and county presume that a temporary real estate instrument is not required for these limited activities in areas already leased to the city. The county will request specific authorization prior to conducting surveys or ground disturbance.

Wetlands – Norman Ecological Services prepared the attached wetland delineation report for the proposed road. Following the preferred alignment and assuming a disturbed width of 150', the report identifies 5.86 acres WOTUS within the study area. Note that the study area is much larger than the likely final project limits. The shared-use path could also be shifted if it would reduce wetland impacts. Final wetland impacts may be two to three acres.

Section 404 Permit – the county anticipates that this project will not qualify for coverage under a nationwide permit. An individual permit will likely be required due to the acreage of disturbed wetlands. The county anticipates a mitigation bank payment will be required to offset these impacts.

Critical habitat – KDWP has designated this segment of the Wakarusa River as critical habitat for *Actinonaias ligamentini* (Mucket Mussel). A KDWP Action Permit will likely be required for construction of the proposed bridge. A span beam bridge may be the selected structural option to reduce construction work within the stream banks. Mandatory construction protocols will be followed to protect the identified habitat. Douglas County has completed many similar bridge projects in recent years.

Cultural and Archeological impacts – the county initiated a proposal with Kansas Geological Survey staff to complete a magnetic imaging survey of cultural resources within the proposed corridor. The Corps denied authorization for this activity and directed the county to defer to USACE archeology staff. The county anticipates that a survey will be required during the Corps review of this request. Preliminary discussions with state and local officials indicate that cultural resources are not present in the project corridor.

Floodway regulations – the proposed bridge will cross a mapped Zone AE Floodway on the Wakarusa River. Bridge length will be determined to avoid hydraulic impacts to the floodplain. The approach embankments and abutments will require fill within this floodway. The county will obtain a FEMA CLOMR for the proposed fill.

Floodplain permits – Kansas Department of Agriculture, DWR permits will be required for work in the floodplain. A duplicate permit will also be required from Douglas County Zoning and Codes. The county anticipates no concern with meeting these requirements.

NEPA – Federal funding will not be used for the proposed road project. Noting the regulatory requirements listed above, the county understands that the Corps will determine whether additional environmental assessment items will be required for this outgrant request.

Non-statutory mitigation – the county understands that the Corps may require additional steps to mitigate general impacts to the Clinton Lake Project. An example may be the planting of high-quality trees to offset the loss of existing forest. These steps could be coordinated with the city's long-range plan for the development of adjacent park areas.

Revegetation – native prairie grasses have been planted on previous county projects. Nearby roadside examples are located at N1000/E1000, N1000/E850, and N950/E850. The county will

work with LPRD to determine appropriate locations for native vegetation versus managed vegetation along the proposed corridor.

Recreational safety – the proposed project will improve safety for existing recreational uses. The dam road (E 900) is frequently occupied by pedestrians, bicycles, and roadside parking. The extension of Wakarusa Drive will reduce traffic on the dam road from 1,900 VPD to 450 VPD estimated volume. Traffic on the lower dam road in the Outlet Park will be reduced from 700 VPD to 100 VPD estimated volume.

Recreational access – the preferred road alignment is located in areas currently inaccessible to the public. The new road will create additional access points and facilitate the city's long-range plan for park facilities. The proposed bridge will include a 10' wide shared-use path creating a connection for city park facilities north and south of the river.

Corps-maintained roads – the proposed road will greatly reduce traffic on Corps maintained roads, reducing the need for maintenance and improvements. Current safety concerns on the dam road include narrow clear zones and lack of pedestrian safety. The proposed county route will also encourage compliance with the current 20-ton weight limit on the dam road.

City concurrence – the proposed road will be located completely within Unit 11 already leased to the City of Lawrence. The city included the extension of Wakarusa Drive in their 2003 LPRD Master Plan for the park, noting increased access to future park facilities. LPRD is in support of the current proposed alignment. The proposed road is identified in the Lawrence / Douglas County Comprehensive Plan and Long-Range Transportation Plan. In March 2024, the city and county executed a Memorandum of Understanding for funding and construction of the proposed project.

Attachment F
Technical and Financial Qualifications

Douglas County has the technical and financial qualifications to successfully build and maintain the proposed project. E1000 road south of N1200 Road is an example of a project recently designed, constructed and maintained by the county. Public Works maintains 220 miles of rural highways and 161 bridges, including eight bridges over the Wakarusa River, and two bridges over the Kansas River. The county maintains four bridges within the boundaries of the Clinton Lake Project.

The Wakarusa Drive extension has been listed in the county's Capital Improvement Plan since 2016. Public Works hosted a public meeting in 2022 to present conceptual layouts and project goals. The estimated total project cost is \$10.3 million. This estimate includes design, easement acquisition, wetland mitigation, utility relocation, and construction. As of 2025, funds are allocated to cover the entire cost of the project. The county operates a cash balance Capital Improvement Fund, with annual allocations to support planned work.

Preliminary design will begin as soon as the Corps indicates approval of the proposed route. The county will work with LPRD to coordinate the design with adjacent park areas. The county will seek additional public comment on the preliminary layout prior to finalizing plans for the project. Once designs, plans and permits have been completed, the county will solicit bids for construction of the bridge and road.

The county requires contractors and subcontractors to be certified by KDOT for this type of work. County inspectors will verify compliance with KDOT construction specifications and the approved plans. The completed bridge will be added to the National Bridge Inventory and the county's bridge inspection program.

The project is located within Lawrence city limits, however the county will own and maintain the new road and bridge. Maintenance responsibilities could be transferred to the city in the future if areas to the south are annexed for city growth.