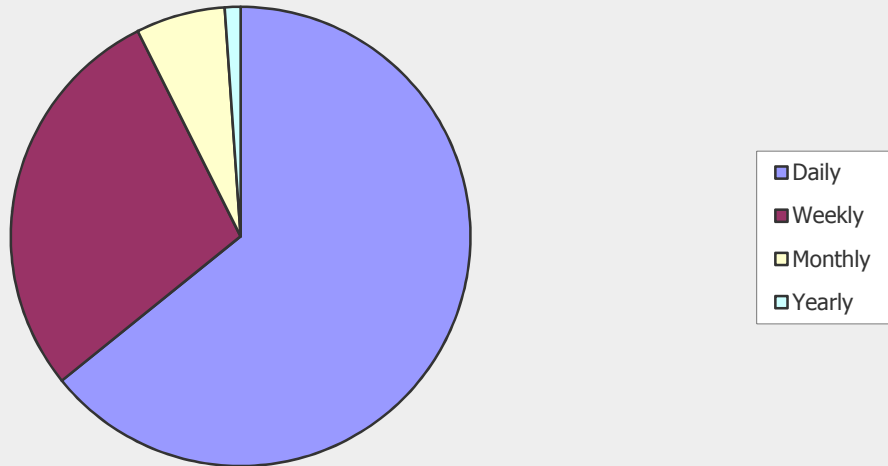


On-Line Survey 1--Interchange Use

How often do you travel through the I-435/I-35/K-10 interchange area?

Answer Options	Response Percent	Response Count
Daily	64.2%	61
Weekly	28.4%	27
Monthly	6.3%	6
Yearly	1.1%	1
<i>answered question</i>		95
<i>skipped question</i>		1

How often do you travel through the I-435/I-35/K-10 interchange area?



Weaving/Merging

1	02/26/2009 20:48:00	I have to move over multiple lanes to avoid major traffic slowdowns in the right lanes of I-435 EB&WB when passing the ramps from and to I-435 and I-35. As well I have to move past traffic when entering and exiting K-10.
4	02/26/2009 21:32:00	The biggest problem with this interchange isn't the amount of traffic, but rather the amount of time motorists have to change lanes, and on I435, the curvature of the road makes it difficult to locate and monitor other drivers.
10	02/27/2009 02:07:00	Travel from Overland Park to Lawrence daily. Biggest problem is the SB I-35 to I-435 merging on I-435 west, then immediately thereafter traffic from Lackman has to merge and if one is trying to get on K-10 west to Lawrence, they have to deal with this. It can be dangerous. It is poorly designed. Biggest issue is that we MUST have more public transportation. Can we please get regular (day and night) rail service from Topeka to Lawrence to Johnson County? If not that, at the very least frequent express bus service along the K-10 corridor. I am a young professional and I will move out of Kansas if we cannot get public transportation going around here. We're way behind other states and metro areas.
17	02/27/2009 03:19:00	SW 435 corner is a mess if you are headed east bound until you get to Quivera. Not enough lanes to accomodate entering traffic from I-35, not enough room to allow people to get over to either I35 north or south and the Lackman exit/entrance does not help with all the traffic coming in from Lawrence. I am surprised that there are not more accidents and deaths in this area.
23	02/28/2009 17:54:00	non-rush hour times it's fine, but rush hour is a mess, especially the merge of westbound K-10 & south to westbound I-435 as those coming from the west have to merge to the left before they get to I-35 and those who are coming from the north and wanting off at Lackman or I-35 have to merge to the right.
24	03/02/2009 13:54:00	(1) merging from north bound I35 to east bound I435 can be tough. Why can't the extreme right hand lane be lengthened before the merge? (2) changing onto K10 west bound from <u>west bound I435 near Lack man is even worse</u> . Traffic speed is much too great during morning rush hour.
27	03/02/2009 15:35:00	Varying speeds, short distances and last minute decisions contribute to very challenging merges almost every time thru this area.
33	03/02/2009 17:37:00	Eastbound K-10 to Southbound I-35 movement requires weaving through two-lanes, including one that "Ends 1000 ft Ahead". This transisition area is very scary to drive through, and requires a lot of concentration and looking behind-right in the driver's blind spot to weave through mixing traffic entering on the ramp.
34	03/02/2009 18:34:00	In a moror vehicle, the greatest problem is the <u>lane alignments</u> between east/west bound I-435 and K-10. <u>As a bicyclist, I cross the study area with trepidation</u> . There is not one interchange, overpass or underpass properly designed to accommodate bicyclists and pedestrians, yet both are legal users of the roadways crossing roadways. I-35, I-435 and K-10 are all dafety barriers to all but the most tenacious bicyclists and pedestrians. This needs reconsideration and a postivie solution through the study.

35	03/02/2009 19:19:00	Usually a slowdown approaching I-435 when northbound on I-35. The I-435 Eastbound exit ramp to southbound I-35 is tricky to maneuver because of all the merging at 65 mph.
40	03/02/2009 22:07:00	When traveling west bound, it is extremely difficult to get on to west bound 10 during heavily traffic times given the traffic entering from Lackman.
43	03/03/2009 02:56:00	Overall alright. There is a lot of merging problems however, and the ramps from WB 435 to SB 35, and from EB 435 to NB 35 always backup during high volume hours. I try to avoid getting on the highway at Lackman because of all the merging which always worries me.
48	03/04/2009 17:18:00	My kids know to stop talking when we get here because I have to concentrate. I find it very stressful and difficult to navigate the need to merge quickly across many lanes. This is true for whichever way I'm traveling (I-35 North to 435 West or 435 South to I35 South or K10 east to I-35 South or even I35 North to 435 East). This is especially hard where traffic is entering 435 East from Lackman but 435 traffic trying to exit to I35 is using the same lane they're using to enter the highway. Plus often it is semi trucks entering the highway here, which makes it extra difficult.
50	03/05/2009 19:57:00	This is a scary interchange - merging from I-35 to I-435 west is a nightmare as the ramp is falling apart and then you round the ramp curve and there is a wall of traffic rushing at you on 435 ... and very little merge space. Going south is not quite as big of a hassle, but still unpleasant. I live in southeast Kansas but have family in Iowa, and the merging from I-35 to I-435 and then I-435 to I-35 South on the way back is always the thing I dread about the trip.
51	03/07/2009 17:39:00	Getting off of North I 35 onto West 435 has always been very dangerous. Getting on to South I 35 from East 435 is slow and dangerous.
54	03/11/2009 00:58:00	K-10 west is always a problem merging from I-435 to the ramp heading west. I have witnessed several 'almost' accidents between people trying to bull-dog their way to that exit if they are too far right. ALSO the ramp to I-35 south from I-435 as your heading east is also very dangerous---especially with people entering on the ramp east from Lackman.
55	03/11/2009 20:05:00	Very congested where I-35 merges with eastbound I-435 in the morning. Even worse going westbound during the evening rush hour. Biggest problem is the merge lane onto I-35 South that comes to almost a stop and slows down all the other lanes. Also, ramps from all directions off of I-35 onto I-435 are ridiculous. Having the lanes onto westbound K-10 are also difficult and dangerous.
60	03/14/2009 00:40:00	slow going hard to change lanes
61	03/16/2009 18:23:00	If coming East on K-10 into it its a white knuckle affair. The sharp cloverleaf turns are a little scary at times two when trying to accelerate and merge into traffic lanes.
66	03/26/2009 05:19:00	Ok except for rush hours. Would like a lane between the N/B I-35 to W/B I-435 ramp to extend all the way east to Quivera. Too many merging and crossing maneuvers occur in that short area.
77	05/07/2009 15:52:00	AM: Very tight turn from I-35 NB onto I-435 WB - backup if I-435 WB traffic does not move left to allow merging traffic. PM: Congestion from K-10 and JCPenny while trying to move into exit lane from I-435 to I-35
84	05/12/2009 15:40:00	unpredictable. Almost always a challenge. you need to know which lane you should be in and get there as soon as possible otherwise it will be aggravating.

92	06/21/2009 18:25:00	It's okay, but the people merging from 435 W to K-10 W are too many, and they drive poorly to try to make the exit.
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Congestion

2	02/26/2009 21:25:00	Often backed-up at Quivira at I-435 headed west. Traffic seems to be equally split between heading north on I-35, heading south on I-35 and continuing west on I-435.
3	02/26/2009 21:25:00	Often backed-up at Quivira at I-435 headed west. Traffic seems to be equally split between heading north on I-35, heading south on I-35 and continuing west on I-435.
7	02/26/2009 21:55:00	Not that bad unless I hit rush-hour. It can easily take 15 minutes of stop-start driving to get from K-10/I-435 to Quivira/I-435 at those times.
9	02/26/2009 22:20:00	I am usually early enough in the morning, before 7am, to miss the heavy traffic. Going home will often take longer.
12	02/27/2009 03:13:00	traveling to Downtown KC from Olathe in the morning and then back in the evening, Traffic is always at a slowdown or dead stop at the I-435 /I-35 interchanges. Its a bad area!
13	02/27/2009 03:14:00	Slow eastbound in the morning Very Slow westbound in the evening
14	02/27/2009 03:17:00	Moderate traffic levels, with the exception of rush hour traffic which can get difficult. The I-435/I-35 interchange is very difficult during peak traffic hours.
15	02/27/2009 03:17:00	Entering I-435W from I-35S is tough at times due to the slow speed I have to start from while merging with high speed traffic coming from the East.
28	03/02/2009 15:59:00	<u>Congestion, safety problems and poor pavement</u>
29	03/02/2009 16:12:00	Good except during morning and evening rush hours, any time construction is underway, when there are accidents or when the weather is bad.
30	03/02/2009 16:17:00	I travel South on I35 in the and North in the Afternoon. The morning is fairly easy because I travel between 6:00AM and 6:30 AM. In the evening it is more crowded and the main <u>choke point is I35 traffic going east.</u>
31	03/02/2009 16:17:00	Congested during peak hours.
32	03/02/2009 16:29:00	Heading South on I-35 to I-435 West to K-10 flows fairly well. The return route in the afternoons is very congested.
36	03/02/2009 19:25:00	slow to stop and go
38	03/02/2009 19:54:00	Usually good except for the sunshine slowdown in the mornings and the problems that the I-35 South bound ramp causes in the evening with backups onto westbound 435.
41	03/03/2009 00:01:00	It's bad enough that I'm considering moving. I really hate driving westbound on I-435 past the I-35 interchange. I'm heading toward K10 west, which is where I live. The <u>traffic exiting</u> to I-35 backs up I-435 for over 1 mile. It's not so bad heading east bound on I-435 in the mornings.
42	03/03/2009 00:23:00	I travel westbound on I435 every evening and get off <u>at the Lackman Road exit.</u> In the morning I take a different route, that is less congested to avoid this area.

44	03/03/2009 04:32:00	Highly congested during rush hour, especially traffic attempting to go southbound on I35 from east and west I435. Often long lines of traffic practically at a stand still. The merge onto southbound I35 with 2 lanes of traffic from east and west bound I35 is dicey at the best of times and very difficult under peak conditions.
45	03/03/2009 17:27:00	major bottleneck and very dangerous, especially in mornings when sun is directly in your eyes. Only place in my entire 60 mile round trip commute where I have to even slow down. Then it is at a crawl. You go from 65-70 mph to 15-20 mph through there. Always adds at least 5-10 mins. to my daily commute going to work. Coming home only if I-35 S is messed up. Going eastbound seems to be worst portion.
46	03/03/2009 21:19:00	slow
49	03/04/2009 20:32:00	Try to avoid it during rush hour
52	03/08/2009 22:24:00	This area has been in need of major update for the last five years. Very bad traffic flow from North bound I-35 at 119th due to traffic delay at the I-35/435 interchange in the morning. The 119th exit from south bound I-35 causes backups all the way through the 435 interchange to Quivera.
53	03/10/2009 17:47:00	Almost always slow and somewhat scary.
56	03/13/2009 12:53:00	SLOW...dangerous...chaotic
62	03/19/2009 13:11:00	Always a slowdown from 119th N to 435 E on I35 Northbound. Same from K10 to 435E there's always a slowdown from the curves to the I35 ramps.
18	02/27/2009 03:28:00	435 is generally alright, westbound exit to k-10 is always jammed and dangerous due to cars stopped on ramp for lackman road and cutting across from on-ramp. I-35 ramps always seem to be backed up and there is not enough room to merge safely.
19	02/27/2009 04:52:00	Poor. Frequent backups.
20	02/27/2009 16:42:00	I purposely avoid this interchange after the noon hour due to the impossible congestion. I can travel the backstreets and reach Olathe in less time and less stress.
64	03/24/2009 18:36:00	It probably could be worse since it is 3 major roads coming together. Certainly rush hour times cause delays in certain parts, but there are areas that just need to be improved for traffic during other times. The biggest concerns I have is W-435 from Quivira to the SB-35 ramp that backs up. I believe this is mainly caused by the merging issues on SB 35 with the WB-435 traffic and the EB-435 traffic. I think the merge for EB-435 onto SB-35 is quite dangerous with the banked roads and the inability to see the traffic coming from WB-435 until a few seconds before the merge. This is true at all times. Additionally, the NB-35 ramp onto EB-435 could use an expanded on-ramp once on 435. It would be nice if a lane was added there which became an Exit Only ramp for Quivira.
65	03/25/2009 20:18:00	Very frustrating. Lot's of delays during "rush hour" trying to exit Westbound I-435 to Southbound I-35. Similar delays trying to exit Norhtbound I-35 onto Eastbound I-435
67	03/30/2009 14:54:00	Always congested on I-435W from Quivira to I-35 interchange

70	04/23/2009 20:40:00	I've traveled through this interchange for 15 years and as development has increased to the south, the interchange level of service has suffered. Primarily EB and WB 435 traffic to SB I-35 congests thru traffic on 435 for miles at times.
71	05/01/2009 17:15:00	Usually slow and frustrating
72	05/04/2009 03:07:00	Experience bottlenecks in the traffic flows almost everyday
75	05/04/2009 18:12:00	It can be very slow during evening rush hour.
74	05/04/2009 18:10:00	If I stay on I-435, travel is relatively smooth both SB and NB, and from WB 435 to K-10. But traveling from SB/NB 435 to SB/NB I-35, or WB 435 to SB I-35 can be a nightmare.
76	05/04/2009 19:07:00	very scary at rush hour and just scary the rest of the time. Some week make several trips through the area.
78	05/07/2009 22:46:00	Slow and frustrating
80	05/08/2009 14:07:00	frustrating with congestion, multitude of accidents
82	05/08/2009 16:12:00	The lanes can become pretty conjested, especially for those trying to get onto 435 from Northbound or Southbound I35 and also conjested try to get on Southbound I35 from 435.
83	05/12/2009 15:36:00	During rush hours, it is extremely congested and can be very dangerous, especially when an accident occurs.
85	05/13/2009 13:26:00	7:00 a.m. daily westbound from 69 hwy to 9800 Renner you need to stay left and take I-435 to 95th St because the right hand exit lanes to Lackman and K-10 are so congested that it is dangerous to be there. Travel through the study area eastbound from 4:00 p.m. to 6:00p.m. is very dangerous because of traffic from K-10 that wants to move left to pass through or stay right to take I-35 must mix with SB I-435 traffic that wants off at Lackman (particularly trucks) or I-35 at the same time that traffic from Lackman onto I-435/I-35 is trying to get into the proper lanes. There are frequent accidents and severe accidents in this area.
86	05/13/2009 13:56:00	daily backups and traffic jam waves
87	05/14/2009 18:44:00	Slow at peak times; scary at I-35 Southbound to I 435 Westbound
90	05/29/2009 16:42:00	Traffic congestion is getting worse each year

Good - Avoid During Rush Hour

5	02/26/2009 21:46:00	Pretty good. I never drive through during "rush hour", so I can't speak to how pleasant the drive would be when it is in its highest travel demand.
6	02/26/2009 21:54:00	Usually it's not too bad, as I try to avoid rush hour traffic.
11	02/27/2009 03:10:00	To Lawrence for class. Traffic is usually not too heavy, but I do not travel during peak times.
58	03/13/2009 13:44:00	Excellent except for rush hour both morning and evening.
21	02/27/2009 20:04:00	Can be tricky at rush hours, otherwise it's an easy drive. The problem comes (in rush hour) from people trying to cut in to get off at Lackman, while those coming from I-35 are trying to get to K-10. Lots of lane changing and cutting off at peak times.
37	03/02/2009 19:41:00	By avoiding peak-traffic times, I have avoided all problems.
68	04/04/2009 13:15:00	It varies by the day and time. Definite chock point moving from 435 to I-35.

73	05/04/2009 13:18:00	except peak hours it flows pretty well except west I-435 to South I-35. Pinch point at Lackman rd on off both ways.
89	05/29/2009 15:30:00	Mostly okay, but poor during heavy traffic.
91	06/17/2009 14:00:00	not bad...I am through there before it starts to backup

Good/Driver Awareness

8	02/26/2009 22:00:00	Pleasant most days.
16	02/27/2009 03:18:00	Usually OK, but definitely an area where you have to be on your "A" game.
25	03/02/2009 14:09:00	Usually traveling north on Ridgeview, then east on K-10, two or three times a week. Reverse the route to return home.
26	03/02/2009 15:12:00	Have been traveling through this area for 18 years. No issues to report. Not usually driving during peak travel periods. I'm either exiting I-35 south to 435 west or 435 east to I-35 north.
47	03/04/2009 14:21:00	wonderful
59	03/13/2009 16:35:00	Usually fine - seen several accidents though
22	02/27/2009 20:43:00	Sometimes calm, sometimes hair-raising!
69	04/20/2009 18:53:00	I drive alot for my job and end up driveing I-435 all the way around KC on a regular basis. I live south of Olathe. I use the interchange at I-35/I-435 all thetime.

Other/Danger

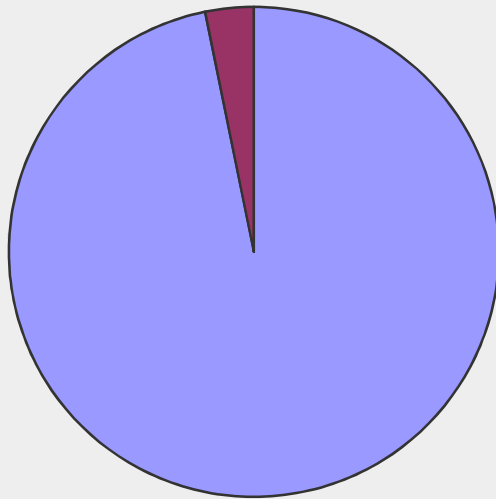
39	03/02/2009 21:41:00	Really depends on direction and time of day. Overall service level has been declining
57	03/13/2009 13:13:00	In a word - dangerous. Often high rates of speed followed by sudden near collision slowdowns. Angled lane cross overs are most likely involved
63	03/23/2009 14:46:00	Nerve racking, stressful, intense anxiety, and fear of an accident everyday.
79	05/08/2009 12:02:00	Daily commute from JOCO to Lawrence
81	05/08/2009 15:51:00	I sometimes travel south on I-35 and exit on West bound 119th St. Sometimes in the evening I go north on Lackman and take one of the 435 exits.
88	05/22/2009 18:34:00	This area is definitely the most stressful point in my daily commute.

On-Line Survey 1--Interchange Use

Do you have any issues with this interchange area?

Answer Options	Response Percent	Response Count
Yes	96.8%	91
No (if you answered no, please proceed to question 7)	3.2%	3
<i>answered question</i>		94
<i>skipped question</i>		2

Do you have any issues with this interchange area?



■ Yes

■ No (if you answered no, please proceed to question 7)

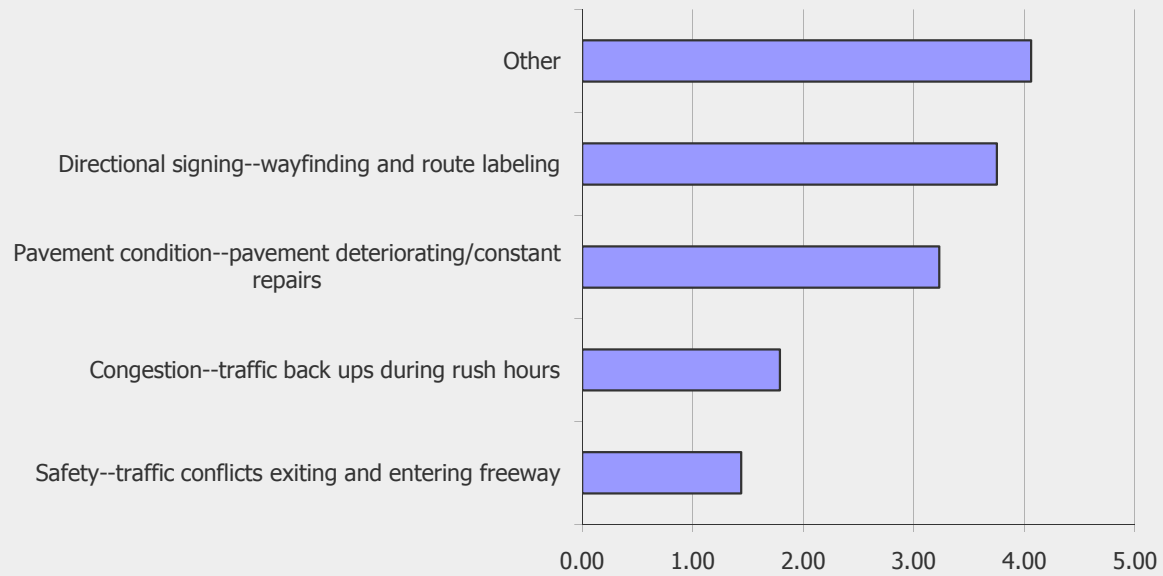
On-Line Survey 1--Interchange Use

If you answered yes to the question above, what do you see as the biggest issue with this interchange area? (Please rank in order of concern with 1 being most important and 5 being least important.)

Answer Options	Most Important--1	More important--2	Neutral importance--	Less important--4	Least important--5	Rating Average	Response Count	
Safety--traffic conflicts exiting and entering freeway	50	33	2	0	0	1.44	85	
Congestion--traffic back ups during rush hours	35	36	7	1	3	1.79	82	
Pavement condition--pavement deteriorating/constant	1	7	47	21	3	3.23	79	
Directional signing--wayfinding and route labeling	0	6	20	48	11	3.75	85	
Other	5	2	3	1	24	4.06	35	
Other (please specify and identify relative importance)								12
							answered question	91
							skipped question	5

Number	Response Date	Other (please specify and identify relative importance)
1	Feb 27, 2009 2:07 AM	Dont add lanes. Just make the lanes and merging more logical and safe. Add public transportation!
2	Mar 2, 2009 6:34 PM	Bicycle and pedestrian safe crossing of all interchanges, overpass and underpass.
3	Mar 2, 2009 10:07 PM	Sharp cloverleaf going north on 35 to west on 435.
4	Mar 3, 2009 12:01 AM	It just seems like it is poorly designed in general. The sharp ramp from I-35 North to I-435 West is bad. The single ramp is too narrow.
5	Mar 3, 2009 5:27 PM	Too little time to merge safely.
6	Mar 10, 2009 5:47 PM	noise in this area-
7	Mar 13, 2009 1:13 PM	Day break sunshine - but you can't change that!
8	Mar 23, 2009 2:46 PM	Road rage from Nerve racking, stressful, intense anxiety, and fear of an accident everyday.
9	Mar 30, 2009 2:54 PM	No noise barriers
10	May 1, 2009 5:15 PM	Sound impact on residential areas
11	May 4, 2009 3:07 AM	Both east and west bound I-435 from US69 to Quivira Rd seem to be major bottleneck now than JOCOGateway
12	May 4, 2009 1:18 PM	Lackman Rd exits/entrances are now outdated in need of immediate improvement

If you answered yes to the question above, what do you see as the biggest issue with this interchange area? (Please rank in order of concern with 1 being most important and 5 being least important.)



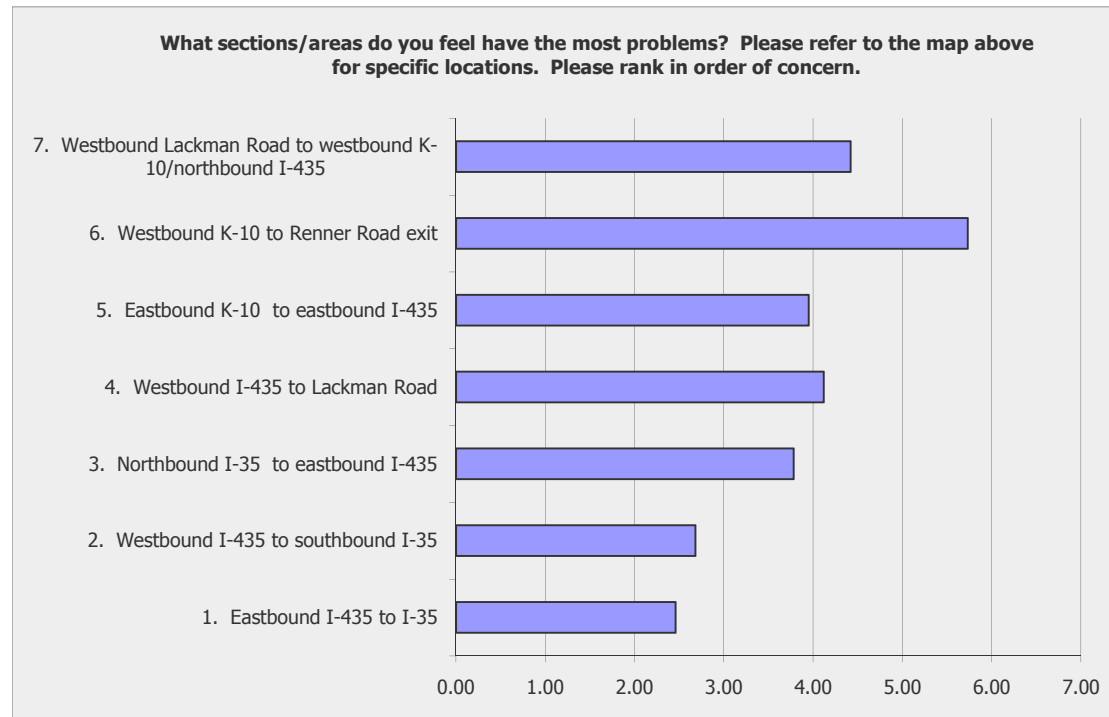
On-Line Survey 1--Interchange Use

What sections/areas do you feel have the most problems? Please refer to the map above for specific locations. Please rank in order of concern.

Answer Options	Top Concern	2nd Concern	3rd Concern	4th Concern	5th Concern	6th Concern	7th Concern	Rating Average	Response Count
1. Eastbound I-435 to I-35	27	27	12	10	4	3	2	2.46	85
2. Westbound I-435 to southbound I-35	37	9	10	13	7	7	2	2.68	85
3. Northbound I-35 to eastbound I-435	8	18	18	7	15	6	11	3.78	83
4. Westbound I-435 to Lackman Road	7	8	13	16	14	15	5	4.12	78
5. Eastbound K-10 to eastbound I-435	6	13	11	17	17	11	4	3.95	79
6. Westbound K-10 to Renner Road exit	0	2	7	7	9	18	32	5.73	75
7. Westbound Lackman Road to westbound K-	6	11	13	7	9	14	16	4.42	76
Is there an area of concern not identified, and if so, what level of concern would you give it?									37
								answered question	93
								skipped question	3

Number	Response Date	Is there an area of concern not identified, and if so, what level of concern would you give it?
1	Feb 26, 2009 8:48 PM	Quivira Rd. to Westbound I-435, in-between 4th and 5th concern. The traffic from Quivira Rd. often enters the highway at 40mph slowing the entire h
2	Feb 26, 2009 9:32 PM	NA
3	Feb 27, 2009 2:07 AM	Again, more public transportation. Please. I realize that is more than just this project, but please make it a consideration in this project.
4	Feb 27, 2009 3:17 AM	Exits from Westbound K10 at Ridgeview and Woodland Roads become backed up during evening rush hours. I would rate #4.
5	Feb 27, 2009 8:04 PM	No, they're all identified.
6	Mar 2, 2009 2:09 PM	Lackman entrance ramp onto eastbound route. Drivers entering from Lackman are usually wanting to go eastbound on I-435. Drivers already on K-10,
7	Mar 2, 2009 6:34 PM	Not as a motorist. My ranking of concern for bicycle/pedestrian crossing safety is 1.) 95th Street, 2.)Quivira, 3.) 119th Street, 4.) Santa Fe Trail Drive
8	Mar 2, 2009 7:19 PM	General congestion on I-35 northbound, approaching I-435. Traffic almost comes to a halt. Also - not related to this intersection, but related to Qu
9	Mar 2, 2009 7:54 PM	Yes, the weave from the Renner Road on-ramp to K10 eastbound/I435 northbound; K10 westbound ramp at Ridgeview where cues have been backing
10	Mar 2, 2009 10:07 PM	sharp cloverleaf from 35 north to west bound 435.
11	Mar 3, 2009 12:23 AM	I 35 southbouth to east bound I435. Needs additional time to merge in.
12	Mar 3, 2009 9:19 PM	southbound I-35 to Eastbound I-435
13	Mar 4, 2009 5:18 PM	#2 - Northbound I-35 to Westbound 435. A lot of merging is going on with cars trying to exit at Lackman. If you can't get over quick enough you hav
14	Mar 4, 2009 8:32 PM	Inadequate merge length from Renner to WB K-10 considering the grade on the entrance ramp. Close calls almost every day during PM peak when ve
15	Mar 5, 2009 7:57 PM	Top concern: Northbound I-35 to Westbound I-435
16	Mar 7, 2009 5:39 PM	Northbound I 35 to Westbound I 435 is Top Concern. Why isn't this listed as a major problem?
17	Mar 8, 2009 10:24 PM	The poor traffic flow movement, large volume of cars exiting (with no real alternatives) & lack of enough lanes at 119th - South Bound I-35, causes m
18	Mar 11, 2009 12:58 AM	In addition to the challenges outlined herein, backup on westbound off ramps at Woodland, Ridgeview are beginning to be a problem at night. There r
19	Mar 13, 2009 4:35 PM	E-435 K-10 EXIT TO LAWRENCE
20	Mar 16, 2009 6:23 PM	Short-radius "cloverleaves" with short acceleration ramps (i.e. 35N to 435W)
21	Mar 23, 2009 2:46 PM	The whole situation surrounding #4 is the major area. You have 35, 435, and lackman coming and going in less than 2K feet.

22	Mar 25, 2009 8:18 PM	The Northbound I-35 exit ramp to I-435 Eastbound does not provide enough merge space and nno warning signs that merge lane is ending.
23	Mar 26, 2009 5:19 AM	East of area 3, from N/B I-35 to W/B I-435 ramp all the way east to Quivira. Merging area.
24	Apr 20, 2009 6:53 PM	The cloverleaf from Northbound I-35 to Westbound I-435 is rough and the merge at the top of the cloverleaf is difficult because of people trying to exit
25	May 4, 2009 3:07 AM	Westbound 435 from US69 to Quivira Rd seem to be major bottlenect now Eastbound 435 from Quivira Rd to US69 seem to be major bottlenect now
26	May 4, 2009 1:18 PM	2nd concern - East Lackman to East 435 & n/s I-35
27	May 4, 2009 6:12 PM	Back up on I-435 westbound (east of area 2 on your map)
28	May 7, 2009 3:52 PM	I-35 NB exit to I-435 WB - very tight turn causes trucks to slow dramatically and slows merging onto I-435 WB especially in AM
29	May 7, 2009 10:46 PM	Westbound 435 from 69 to 35 - This area is heavily congested as drivers merge from 69 ramps to 35 to avoid Quivira, then exit at 35.
30	May 8, 2009 2:07 PM	Very HIGH concern: 119th St exit from I-35 southbound. Currently, there are 3 lanes at the intersection. Two are marked left turn and only one
31	May 8, 2009 3:51 PM	I-35 south to east or westbound 119th St - a 3 concern. Always backup up in the morning - lots of accidents.
32	May 8, 2009 4:12 PM	Southbound I-35 to 119th St Exit. So MUCH traffic, not enough lanes or space to cover. No matter how you try to prepare in this morning you just ne
33	May 13, 2009 1:26 PM	Southbound I-435 to westbound K-10 Level 8 Lackman to eastbound I-435 Level 4 Deathtrap Southbound I-35 to Eastbound I-435 Level 9
34	May 13, 2009 1:56 PM	Northbound I-35 through 435 interchange.
35	May 22, 2009 6:34 PM	I drive East in the a.m. and West in the p.m. If I drove the opposite directions, my priority of concerns could change.
36	May 29, 2009 4:42 PM	Way too many UPS trucks lined up on exit in am rush hour in area 1 they are hard to see around since they are all lined up trying to get on I-435 EB fr
37	Jun 15, 2009 2:50 PM	As a resident of Overland Park and this neighborhood for 24 years I feel that it is absolutely essentisal that sound barriers be constructed between 435



More Lanes or Lane Length

1	02/26/2009 20:48:00	Immediately add a fourth lane both directions to I-435 from I-35 to Quivira Rd. exit. Sign the rightmost lane on I-435 SB as Exit Only for Lackman/I-35 so that continuing traffic will move left to make room for K-10 traffic. Build a Parallel lane from the fly-over ramps to I-35 so that drivers have time to actually see each other before they have to merge together. Build a fourth lane or make the rightmost lane exit only on I-35 both directions from I-435 to 119th street so that the slow drivers (who like drive in the right lane exclusively) separate from the 119th street traffic (SB) and from the I-435 eastbound traffic (NB). Right now the right lane will fill completely up when there is room in the other two lanes.
2	02/26/2009 21:25:00	More lanes for each direction
3	02/26/2009 21:25:00	More lanes for each direction
4	02/26/2009 21:32:00	We need a fourth lane from 435 EB to 35SB all the way south to 119th Street, and maybe devise some way to straighten out 435
5	02/26/2009 21:46:00	Providing more length of road at interchanges where traffic enters and exits simultaneously, and at interchanges where the oncoming traffic lane is quickly turns into and "Exit Only" lane. Also, please improve the visibility of the lane markings - they are very hard to see when the road is wet.
6	02/26/2009 21:55:00	More lanes and earlier exits with more separation between drivers going to different destinations (i.e. WB I-435 to NB & SB I-35...the exit is the same for both...this is a problem)
7	02/26/2009 22:20:00	Double up the exit lane from westbound 435 to 35. When this backs up the effects are felt all the way back to 69 Hwy.
9	02/27/2009 03:14:00	increase storage on exit ramp from wb 435 to sb35
10	02/27/2009 03:17:00	More lanes / better flow
12	02/27/2009 03:19:00	Where 1 and 2 merge on the ramp to I35 south make that two lanes onto I35 instead of just one lane and add another lane to accomodate merging traffic5 upto 119th; 3 needs another lane to accomodate and another lane added on 435 upto the new 69 interchanges. East bound 435 needs a better way to exit onto Lackman that does not mean crossing over 2 to 3 lanes of traffic trying to get onto 435 from 10
14	02/27/2009 04:52:00	Eliminate crossover lanes at junction of three eastbound; <u>double the width of the flyover from 435 wb to 35 sb.</u>
15	02/27/2009 16:42:00	Additional Lanes seperating I-35 Westbound to I-435 Southbound and Northbound traffic. Same with I-35 Eastbound to I-435 seperating Southbound and Northbound traffic
18	03/02/2009 14:09:00	The short distance from the Lackman entrance ramp and the turn ramps which lead to I-35 is the problem.
23	03/02/2009 19:54:00	Overall eliminate conflict points; dual ramps for I435W to I-35S, I435E to I-35S, I435E to I-35N; extend accleration lanes on I-35S, I435E at merge w/ I-35N; eliminate conflict points at I-35S to I435W/Lackman merge and K-10E/I435E/Lackman merge, PM merge from Quivira to I35S/I435W; dual lane exit/onramp for K10W/Ridgeview with signal at top of ramp; reconfigure Lackman access at I435
24	03/02/2009 21:41:00	More lanes, more flyovers, remove clover leafs
25	03/03/2009 00:01:00	Separate the I-35 North/South ramps on I-435 west. Make I-435 five lanes wide, with a concrete wall separating out the southbound and northbound I-35 ramps from I-435. Add a 3rd lane to K-10 up to Woodlawn. Improve the ramps from I-35 to I-435 to bring cars up to highway speeds and keep I-435 four lanes to Quivera. Consider closing the Lackman ramps and routing that traffic through another exchange in a different location.

26	03/03/2009 00:23:00	Two ramp lanes from I 435 West bound to south bound I35. Then an additional lane on southbound I35 to 119th st. Additional lane east bound 435 where Lackman entrance is and I 35 exits...very congested and dangerous with cars going 70 mph trying to exit where cars are entering at 40 mph. An additional lane on 435 west bound from Quivira to I435/I35 exit that is exit only lane. Also an additional lane from I35 n loop to I435 W and then lackman exit. A full lane there would allow more time for cars to merge.
27	03/03/2009 02:56:00	Auxiliary lanes for EB I-435 to Lackman and to K-10 (and from Lackman onto either K-10 or NB I-435. Auxiliary lanes on K-10 to Lackman, and from Lackman to either I-35, or on to EB I-435 to keep the merging less at this interchange. More lanes for ramps from WB I-435 to SB I-35, and from EB I-435 to NB I-35. Eliminate the cloverleaves at this interchange.
28	03/03/2009 04:32:00	Additional lanes from I435 to southbound I35 and an additional lane on I 35 from I435 to 119th like 75th/Alt 69 on southbound I35
30	03/04/2009 14:21:00	Construct auxiliary lanes on I-35 from I-435 to 119th street.
33	03/05/2009 19:57:00	Reconstruct and widen
37	03/13/2009 12:53:00	Lanes added to these routes...new flyover ramp on section 2 with additional merge lanes onto SB35...eliminate/change the location of Lackman exit and onramps.
38	03/13/2009 13:44:00	2 lane fly over from westbound I435 to southbound I35
40	03/14/2009 00:40:00	a dedicated exit lane for nb 35 to eb 435 and dual flyover lanes with additional merging lanes for wb 435 to sb35 also the curved ramps for sb 35 to eb 435 and nb 35 to wb 435 are too tight w very little room to merge
42	03/19/2009 13:11:00	Extra lane of traffic on I35 from 119th to 435E that is an exit only lane starting half way between 119th and 435. People constantly try to cut in, slowing traffic down. Add a lane from the I35 to 435 E ramp all the way to Quivira.
22	03/02/2009 19:19:00	More lanes on northbound I-35
45	03/25/2009 20:18:00	Expand (or replace) Westbound I-435 to Southbound I-35 flyover with a 2-lane exit flyover. Expand Northbound I-35 to I-435 exit ramp to 2 lanes.
47	03/30/2009 14:54:00	Widen I-435 from Quivira to I-35 Interchange. Make two lanes for southbound I-35 as well as northbound I-35
51	05/04/2009 03:07:00	Improve both east and west bound I-435 from US69 to Quivira Rd, since it is major bottleneck right now. Please include in the JOCO Gateway study and address it more immediately
53	05/04/2009 18:10:00	Adding lane capacity, separating merging lanes from through traffic, implementing incident management systems
61	05/29/2009 15:30:00	Try to separate the cars going from I-435 (eastbound and westbound) onto I-35 Southbound to get them off of 435. That line of cars in the PM rush hour clogs the entire 435 corridor back to Metcalf or Nall. Alternatively, create a double-lane flyover ramp from 435 westbound to 35 southbound to allow more volume (similar to the flyover from 35 southbound to 69 southbound). The 435-to-35 interchange is the #1 problem in this area...fix that and you will fix 90% of the problem. Also, you should reconfigure or remove the Lackman exit...it is too close to the I-35 to I-435 onramp to the east and the I-435 to K-10 offramp to the west...it creates too many swerving vehicles and is a real safety issue.
62	05/29/2009 16:42:00	Repair pavement and add more lanes to area 1 EB and WB
63	06/17/2009 14:00:00	Add a lane to I-35 south that extends from the 435 interchange and ends at 119th (or farther...this would be the best option). The merge here seems to be the biggest hassle. Add to that...people have no idea how to merge. <input type="checkbox"/> <input type="checkbox"/> I would additionally eliminate...or restructure the lackman entrance. Cars (and very large trucks) enter here and try to cross numerous lanes of traffic to get on 435 East. It's a ridiculous hazard.
64	06/21/2009 18:25:00	It wasn't great design to make all of the exit/entrance ramps at the same place, esp number 7. Maybe an elevated, non-exiting lane for straight through traffic east to west could be added so we don't have to wait on all the people merging and exiting.

Merging/Weaving

13	02/27/2009 03:28:00	seperated merge areas and more lanes like the new antioch/ 435 intersection.
14	02/27/2009 04:52:00	Eliminate crossover lanes at junction of three eastbound; <u>double the width of the flyover from 435 wb to 35 sb.</u>
16	02/27/2009 20:04:00	Different ramp system for 435/I35. Right now the ramp is so long from I-35 S to 435 W that people are immediatly trying to merge and get in front of you (so they can exit on Lackman) there is no time or way for you to merge.
20	03/02/2009 16:17:00	Add CD roads like at 435/69.
29	03/03/2009 17:27:00	Make right hand lane from the K-10 Westbound exit in the I-435 Southbound lanes a solid white line area (no passing to left 2 lanes). Dedicate this lane for only on coming traffic or those exiting to I-35 Southbound. Make it this way until almost to Quivera exit. Would allow people in middle and left lanes to not have to stop on the interstate so people coming on could get in. Any one wanting to go to I-35 would have to be in right hand lane from K-10 exit on to do so. This has worked for the Grandview triangle area, so could work here. Would make it safer to get onto and off the highway, since only oncoming and exiting cars would be using it. It is a short distance to stay in a dedicated lane. Would reduce possibility of being side swiped by impatient oncoming drivers and would help reduce rear end collisions caused by others stopping to let some rude driver in. also would help on days when sun is in your eyes and you have problems seeing those wanting in and stopped in traffic.
32	03/04/2009 20:32:00	The shared EB/WB 435 to SB 35 configuration is not adequate for either peak hour. Neither of the K-10 EB lanes continue through on EB 435 without at least one merge. Awkward and counterintuitive manuver to get from EB K-10 right lane to I-35 exit.
34	03/08/2009 22:24:00	Similar to modification completed on "Grandview triangle", eliminate the "pinch point" of merging Westbound I-435 to southbound I-35 at almost the exact time and space as Eastbound I-435 to I-35. Honestly, with lots of wasted time every day to consider better options, finding alternatives for increased traffic exiting off I-35 would speed the whole interchange. Why were no exits at 127th or College Blvd overpasses planned for?
32	03/04/2009 20:32:00	The shared EB/WB 435 to SB 35 configuration is not adequate for either peak hour. Neither of the K-10 EB lanes continue through on EB 435 without at least one merge. Awkward and counterintuitive manuver to get from EB K-10 right lane to I-35 exit.
34	03/08/2009 22:24:00	Similar to modification completed on "Grandview triangle", eliminate the "pinch point" of merging Westbound I-435 to southbound I-35 at almost the exact time and space as Eastbound I-435 to I-35. Honestly, with lots of wasted time every day to consider better options, finding alternatives for increased traffic exiting off I-35 would speed the whole interchange. <u>Why were no exits at 127th or College Blvd overpasses planned for?</u>
44	03/24/2009 18:36:00	Area 1 or 2: I think the merge for EB-435 onto SB-35 is quite dangerous with the banked roads and the inability to see the traffic coming from WB-435 until a few seconds before the merge. This is true at all times.
48	04/20/2009 18:53:00	Area 3: Additionally, the NB-35 ramp Fix the Ramp from eastbound I-435 to I-35 first. I am to the point where I avoid this ramp and take US-69 south to 199th street and over to Spring Hill. It is farther to travel but a lot less stressful.
54	05/07/2009 22:46:00	Reduce the merge together on Westbound 435 at K-10/Lackman/35 - too many people merging both directions creates a hazard.
55	05/08/2009 15:51:00	1. Entering I-435 eastbound is very difficult off of K.C. Rd. Traffic is merging right for I-35 and you must cross over 2 lanes to stay on I-435. 7. Hard to merge - many cars merging right to I-435 N.
56	05/08/2009 16:12:00	I believe the far right lanes should be only for those getting onto the highway or getting off at the next exit. I know that 35 South is congested in the evening rush hour and it's primarily because drivers will not get over and let the drivers coming from 435 get on. Maybe put up a sign that says change lanes if you are not getting off at the next exit.

60	05/22/2009 18:34:00	<p>There a too many roads entering/exiting in too short a period of time. Also, there are too many lane changes required.□</p> <p>One change that has helped some was the lengthening of the I-435 east and west bound entering I-35 south bound. But I do not understand why the lane was not lengthen more, the first exit on I-35 south is 119th st. There is no reason the entrance to I-35 south could not extend all the way to the 119th exit.□</p> <p>The Lackman Entrance/Exit in all directions should be eliminated or moved. The merging lane from I-35 North to I-435 East must be lengthened. The merging between I-435 East and West prior to merging on I-35 south must be lengthened. There should be an option for traffic coming from K-10 eastbound to flyover I-435 and merge from the north side of the road to avoid criss-crossing I-435 traffic trying to exit at Lackman or I-35 south.</p>
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Other

8	02/27/2009 02:07:00	Working with adjacent cities to encourage mixed land use that are public transit-supportive. Mixed land uses will help to spread the traffic out throughout a 24 hour period and reduce the "peak" hour traffic. A lot of the land uses in this corridor are heavily-oriented toward office/warehouse uses which are employment intensive, and therefore increase the peak hour traffic. At non-peak hours, this corridor performs well. Mix primary land uses (residential with office and other commercial) and add public transit.
17	03/02/2009 13:54:00	warning signs
19	03/02/2009 16:12:00	Needs to be redesigned - and reconstructed
21	03/02/2009 18:34:00	Ultimate provision of sidewalks on BOTH sides and bike lanes on BOTH sides on all interchanges, overpass and underpasses. Note: #10 & #11 are answered as a bicyclists. As a motorists I would answer #10 Excellent and #10 Good (more speed enforcement needed to Strongly Agree)
31	03/04/2009 17:18:00	Thank you.
35	03/09/2009 20:08:00	HOV lanes would reduce congestion at peak times, reduce the need for more costly lane expansions, and provide incentive for public transportation.
36	03/10/2009 17:47:00	Be sure to include sound walls for residents living in the area.
39	03/13/2009 16:35:00	SAFTEY
11	02/27/2009 03:18:00	We NEED to Jersey barriers on I435 from I35 to Lackman and cross over wire barriers from Lackman west. The cross wire barriers need to extend both north on I435 and west on K-10
57	05/12/2009 15:36:00	not quite sure...
50	05/01/2009 17:15:00	Double Lane fly over for Westbound I-435 to Southbound I-35. Sound walls along I-435 and I-35 where they run next to residential areas.
52	05/04/2009 13:18:00	I'm no traffic engineer but I could figure it out given about three hours.
59	05/13/2009 13:56:00	Complete restructuring will be necessary. something akin to the grandview triangle rebuild.

Access/Eliminate Lackman

41	03/16/2009 18:23:00	Eliminate Lackman Interchange Flyover for 35N to 435W needed Flyover NOT needed for 35S to 435E due to US 69 improvements
43	03/23/2009 14:46:00	Re route lackman traffic would make a huge difference to traffic flow. Two lanes WB 435 to SB 35.
46	03/26/2009 05:19:00	Increase distance between or combine I-35 and Lackman exits on 435. Fewer intersections would be better in that area.

49	04/23/2009 20:40:00	Increase capacity on SB I-35 to accept traffic from WB and EB 435. Widen WB 435 at Quivira to double lane flyover to SB 435. Force Lackman traffic on to 435 back to Renner and close Lackman ramps.
58	05/13/2009 13:26:00	Lackman access on Eastbound I-435 is a major problem. It creates a very dangerous situation. That access needs to be addressed from much further away with a frontage road accessed from K-10 and Southbound I-435. The entire interchange with Lackman is bad, but I can see the need for truck access

On-Line Survey 1--Interchange Use	
What is the ZIP code for your home address?	
Answer Options	Response Count
	95
<i>answered question</i>	95
<i>skipped question</i>	1

Number	Response Date	Response Text
1	Feb 26, 2009 8:48 PM	66061
2	Feb 26, 2009 9:25 PM	66215
3	Feb 26, 2009 9:25 PM	66215
4	Feb 26, 2009 9:32 PM	66213
5	Feb 26, 2009 9:46 PM	64093
6	Feb 26, 2009 9:54 PM	66049
7	Feb 26, 2009 9:55 PM	66044
8	Feb 26, 2009 10:00 PM	66216
9	Feb 26, 2009 10:20 PM	66025
10	Feb 27, 2009 2:07 AM	66213
11	Feb 27, 2009 3:10 AM	66204
12	Feb 27, 2009 3:13 AM	66062
13	Feb 27, 2009 3:14 AM	66219
14	Feb 27, 2009 3:17 AM	66210
15	Feb 27, 2009 3:17 AM	66061
16	Feb 27, 2009 3:18 AM	66216
17	Feb 27, 2009 3:28 AM	66207
18	Feb 27, 2009 4:52 AM	66049
19	Feb 27, 2009 4:42 PM	66062
20	Feb 27, 2009 8:04 PM	66061
21	Feb 27, 2009 8:43 PM	66061
22	Feb 28, 2009 5:54 PM	66061
23	Mar 2, 2009 1:54 PM	66213
24	Mar 2, 2009 2:09 PM	66061
25	Mar 2, 2009 3:12 PM	64112
26	Mar 2, 2009 3:35 PM	66061
27	Mar 2, 2009 3:59 PM	66209
28	Mar 2, 2009 4:12 PM	66213
29	Mar 2, 2009 4:17 PM	66216
30	Mar 2, 2009 4:17 PM	64105
31	Mar 2, 2009 4:29 PM	66204
32	Mar 2, 2009 5:37 PM	66064
33	Mar 2, 2009 6:34 PM	66061
34	Mar 2, 2009 7:19 PM	66062
35	Mar 2, 2009 7:25 PM	66210
36	Mar 2, 2009 7:41 PM	66061
37	Mar 2, 2009 7:54 PM	66061
38	Mar 2, 2009 9:41 PM	66215
39	Mar 2, 2009 10:07 PM	66220
40	Mar 3, 2009 12:01 AM	66220
41	Mar 3, 2009 12:23 AM	66215

42	Mar 3, 2009 2:56 AM	66208
43	Mar 3, 2009 4:32 AM	66061
44	Mar 3, 2009 5:27 PM	64152
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46	Mar 4, 2009 2:21 PM	66205
47	Mar 4, 2009 5:18 PM	66227
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50	Mar 6, 2009 8:59 PM	66083
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55	Mar 11, 2009 12:58 AM	66220
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57	Mar 13, 2009 12:53 PM	66061
58	Mar 13, 2009 1:13 PM	66220
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63	Mar 19, 2009 1:11 PM	66061
64	Mar 23, 2009 2:46 PM	66083
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66	Mar 25, 2009 8:18 PM	66061
67	Mar 26, 2009 5:19 AM	66213
68	Mar 30, 2009 2:54 PM	66215
69	Apr 4, 2009 1:15 PM	66212
70	Apr 20, 2009 6:53 PM	66083
71	Apr 23, 2009 8:40 PM	66219
72	May 1, 2009 5:15 PM	66215
73	May 4, 2009 3:07 AM	66218
74	May 4, 2009 1:18 PM	66215
75	May 4, 2009 6:10 PM	66217
76	May 4, 2009 6:12 PM	66209
77	May 4, 2009 7:07 PM	66047
78	May 7, 2009 3:52 PM	66083
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80	May 8, 2009 12:02 PM	66224
81	May 8, 2009 2:07 PM	66206
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83	May 8, 2009 4:12 PM	66204
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85	May 12, 2009 3:40 PM	66208
86	May 13, 2009 1:26 PM	66085
87	May 13, 2009 1:56 PM	66030
88	May 14, 2009 6:44 PM	66062
89	May 22, 2009 6:34 PM	66061
90	May 29, 2009 3:30 PM	66220
91	May 29, 2009 4:42 PM	66061
92	Jun 15, 2009 2:50 PM	66215
93	Jun 17, 2009 2:00 PM	66061
94	Jun 18, 2009 12:13 AM	66227
95	Jun 21, 2009 6:25 PM	66227

On-Line Survey 1--Interchange Use

What is the ZIP code for your work address?

Answer Options	Response Count
	87
<i>answered question</i>	87
<i>skipped question</i>	9

Number	Response Date	Response Text
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3	Feb 26, 2009 9:25 PM	66103
4	Feb 26, 2009 9:32 PM	66112
5	Feb 26, 2009 9:46 PM	64093
6	Feb 26, 2009 9:55 PM	66214
7	Feb 26, 2009 10:00 PM	64137
8	Feb 26, 2009 10:20 PM	66209
9	Feb 27, 2009 2:07 AM	66044
10	Feb 27, 2009 3:10 AM	66223
11	Feb 27, 2009 3:13 AM	64105
12	Feb 27, 2009 3:14 AM	64131
13	Feb 27, 2009 3:17 AM	66061
14	Feb 27, 2009 3:17 AM	64141
15	Feb 27, 2009 3:18 AM	66215
16	Feb 27, 2009 3:28 AM	66203
17	Feb 27, 2009 4:52 AM	66206
18	Feb 27, 2009 4:42 PM	64131
19	Feb 27, 2009 8:04 PM	64111
20	Feb 28, 2009 5:54 PM	66601 & 66224
21	Mar 2, 2009 1:54 PM	66210
22	Mar 2, 2009 3:12 PM	64105
23	Mar 2, 2009 3:35 PM	66251
24	Mar 2, 2009 3:59 PM	66205
25	Mar 2, 2009 4:12 PM	66212
26	Mar 2, 2009 4:17 PM	66030
27	Mar 2, 2009 4:17 PM	64105
28	Mar 2, 2009 4:29 PM	66219
29	Mar 2, 2009 5:37 PM	66071
30	Mar 2, 2009 6:34 PM	66061
31	Mar 2, 2009 7:19 PM	66062
32	Mar 2, 2009 7:25 PM	66215
33	Mar 2, 2009 7:41 PM	66061
34	Mar 2, 2009 7:54 PM	66210
35	Mar 2, 2009 9:41 PM	66215
36	Mar 2, 2009 10:07 PM	66215
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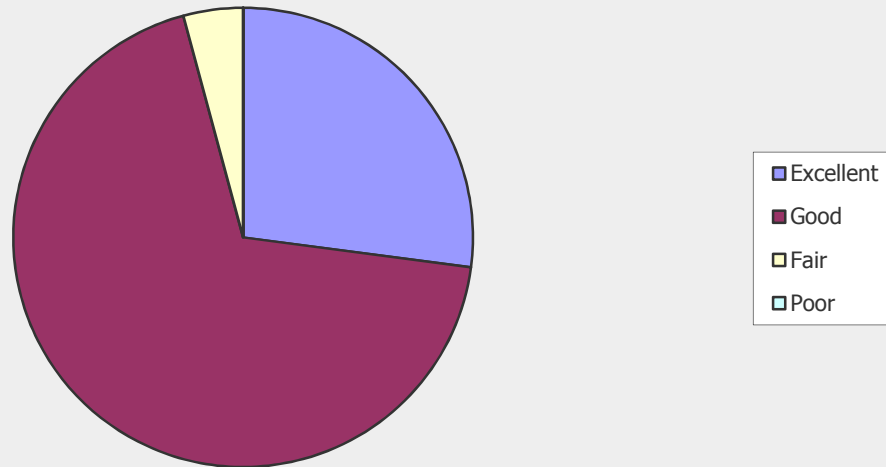
38	Mar 3, 2009 12:23 AM	66211
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71	May 7, 2009 10:46 PM	64114
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73	May 8, 2009 2:07 PM	66061
74	May 8, 2009 3:51 PM	66061
75	May 8, 2009 4:12 PM	66061
76	May 12, 2009 3:36 PM	66205
77	May 12, 2009 3:40 PM	66219
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79	May 13, 2009 1:56 PM	66251
80	May 14, 2009 6:44 PM	66211
81	May 22, 2009 6:34 PM	66211
82	May 29, 2009 3:30 PM	66251
83	May 29, 2009 4:42 PM	66202
84	Jun 15, 2009 2:50 PM	66215
85	Jun 17, 2009 2:00 PM	66203
86	Jun 18, 2009 12:13 AM	66211
87	Jun 21, 2009 6:25 PM	66211

On-Line Survey 1--Interchange Use

Overall, how do you rate the condition of the interstates, U.S. and state highways in Kansas?

Answer Options	Response Percent	Response Count
Excellent	27.1%	26
Good	68.8%	66
Fair	4.2%	4
Poor	0.0%	0
<i>answered question</i>		96
<i>skipped question</i>		0

Overall, how do you rate the condition of the interstates, U.S. and state highways in Kansas?

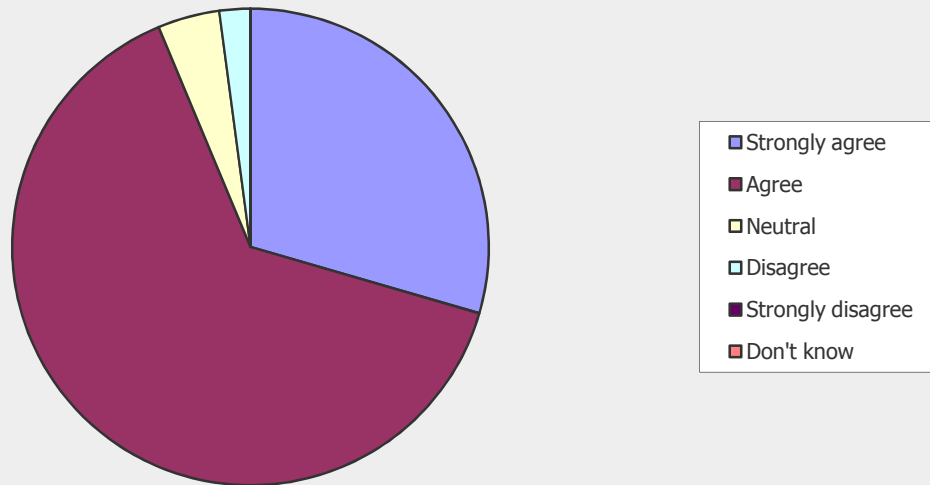


On-Line Survey 1--Interchange Use

Overall, I feel safe traveling on highways in Kansas.

Answer Options	Response Percent	Response Count
Strongly agree	29.5%	28
Agree	64.2%	61
Neutral	4.2%	4
Disagree	2.1%	2
Strongly disagree	0.0%	0
Don't know	0.0%	0
<i>answered question</i>		95
<i>skipped question</i>		1

Overall, I feel safe traveling on highways in Kansas.



On-Line Survey 1--Interchange Use

I feel safe when driving through work zones on Kansas highways.

Answer Options	Response Percent	Response Count
Strongly agree	7.4%	7
Agree	67.4%	64
Neutral	16.8%	16
Disagree	6.3%	6
Strongly disagree	2.1%	2
Don't know	0.0%	0
answered question		95
skipped question		1

I feel safe when driving through work zones on Kansas highways.

