



KANSAS

DEPARTMENT OF TRANSPORTATION
DEB MILLER, SECRETARY

KATHLEEN SEBELIUS, GOVERNOR

July 1, 2006

Dear Transportation Partner:

As we approach the start of state fiscal year 2007 and the last three years of the Comprehensive Transportation Program (CTP), I want to provide an update of the schedule and costs of the remaining three years of the program.

The recession that started in 2001 created many challenges to the completion of this program. Having successfully met those challenges and finalized the last of the program's funding in January of 2006 when legislative leadership authorized \$210 million in bond financing, we hoped there was nothing but smooth sailing ahead.

In recognition of the upward pressure on construction costs and in reaction to the sticker shock our monthly bid lettings were providing, KDOT undertook an intensive effort in January and February of 2006 to review and revise the cost estimates for all of our major projects and to determine where scheduling problems might dictate greater attention and effort on our part.

This document reflects the result of that work. It provides a listing of all major projects remaining to be let to construction, provides the current cost estimate for the projects as well as the planned fiscal year for letting. This list does not include substantial maintenance projects, which are selected on an annual basis.

As this document demonstrates, the good news is that all committed CTP projects will be under construction by the end of FY 2009 as promised.

Concerns remain about the cost of commodities, and we will continue to monitor this situation's impact on our projects. Despite this, I remain cautiously optimistic that the schedules contained in this document will be met.

KDOT will continue to work with our partners to keep these projects on schedule. We will work hard to aggressively manage our resources and we will closely monitor our costs in order to put ourselves in the best position possible to meet these challenges.

The success the CTP has achieved to date has been due to strong support from both Governors Graves and Sebelius, and from legislators from both parties and from all regions of the state.

Working together, we can complete this program and in doing so we will make good on the promises made to communities all across the state. We will have generated thousands of jobs at a time when our

state needed them, protected the past investment made in the state's infrastructure, made new investments that will serve Kansas well into the future and have made Kansas highways safer for the nearly two million Kansas drivers that use them every day.

We have important work to do over the next three years and together we can complete that work. Thank you for your support.

Sincerely,

A handwritten signature in blue ink, appearing to read "Deb Miller", with a stylized flourish at the end.

Deb Miller
Secretary of Transportation

COMPLETING THE CTP

REMAINING CTP PROJECTS

This document lists all major CTP projects remaining to be let to construction, the current cost estimate for those projects and the planned fiscal year in which those projects will go to construction. A realistic view of the remaining three years of the CTP is presented, assuming that the cost of oil, steel, cement, and asphalt stabilize to late 2005 prices and then grow only at the estimated inflation rates.

This document does not include substantial maintenance projects, which are selected on an annual basis.

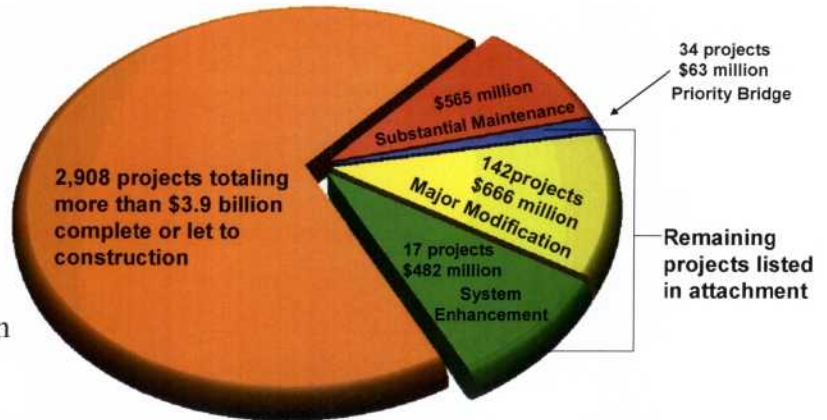


Figure 1: Remaining CTP projects

More than 180 CTP projects costing more than \$1.2 billion remain to be let to construction. In addition to those CTP projects, KDOT's commitment to maintaining the system remains strong with about \$565 million allocated for maintenance during the remainder of the CTP.

ESCALATING COSTS

KDOT continues to see project cost increases, most of which are driven by the rising cost of oil. The cost of oil has increased by about 40 percent in the past year. This increase has significant implications for other materials on which KDOT relies, including asphalt, concrete, and diesel fuel.

When original cost estimates for CTP projects were developed, the cost of a barrel of oil was about \$25, and for much of the CTP oil prices have been fairly stable. After Hurricane Katrina, the price of oil spiked to over \$60 and then came back down—and now oil is trading at about \$70 per barrel.

Driven by oil prices and economic conditions, commodity prices have been on a roller coaster for more than six months, but many experts anticipate supplies (and therefore prices) will stabilize in the short term. Using this as the working assumption, KDOT has revised estimates based on the cost of oil, steel, cement, and asphalt stabilizing to late 2005 prices and then grow only at the estimated inflation rates.



In 1999, Governor Graves, legislators and Garden City residents celebrate the signing of the CTP.

ESCALATING COSTS (Cont.)

The following figures indicate the upward trend since 2000 on the major materials that impact the cost of construction. While oil is not directly purchased for highway construction, it affects many of the components of highway construction, particularly asphalt, which is oil based. To date, oil has increased about 180 percent since the CTP began in 2000 and asphalt has increased approximately 80 percent. (See Figures 2 and 3)

And as all drivers know, the rising cost of oil is affecting the cost of gasoline and diesel, too. When the CTP began in 1999, KDOT paid about 67 cents per gallon for diesel or bio-diesel, and in 2006 the price increased to about \$2.39 per gallon. For an agency that uses approximately 1 million gallons of gasoline and 2.8 million gallons of diesel annually, that's significant. (See Figure 4)

And since the mining of aggregate and manufacturing of cement used to make concrete are both fuel-consuming processes, rising oil prices also impact concrete costs. In addition, high fuel prices drive up the production and delivery costs of concrete. These increases combined with higher demand, particularly from China, have contributed to the cost of concrete increasing about 65 percent since 2004. (See Figure 5)

Average Cost of a Barrel of Oil

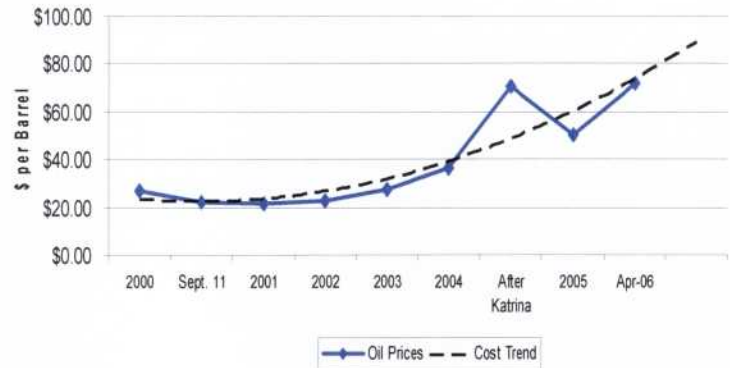


Figure 2: Oil Prices 2000-2006

Average Cost of a Ton of Asphalt

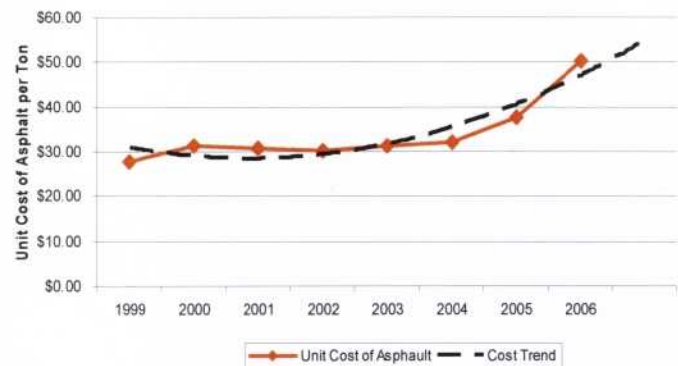


Figure 3: Asphalt Prices 1999-2006

Average Cost of a Gallon of Diesel/Bio-Diesel Fuel

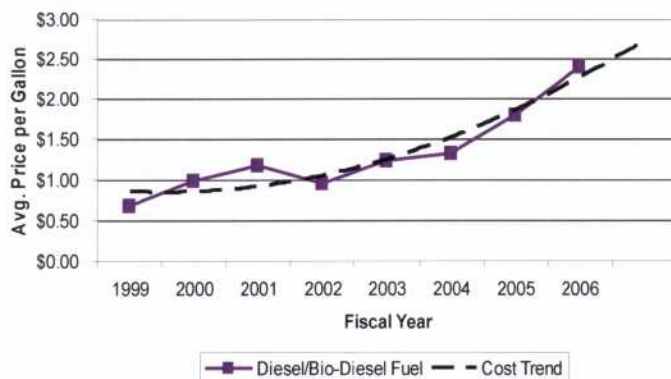


Figure 4: Diesel Fuel Prices 1999-2006

Average Cost of a Yard of Concrete

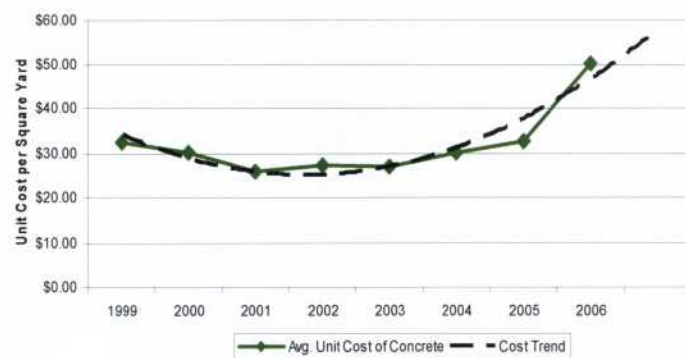


Figure 5: Concrete Prices 1999-2006

MANAGING COST INCREASES

KDOT clearly can't control cost increases for construction materials. Prices are being driven in response to global forces (e.g., increasing demand from China and decreasing or unstable supplies from other nations) and to domestic conditions (e.g., damage to refining capabilities and rebuilding efforts from last year's hurricanes).

However, despite uncontrollable cost challenges, KDOT can aggressively manage project schedules and pay close attention to detail. KDOT can also scrutinize the design approach and materials being used in the projects. And if there is an approach to deliver the basic project scope at a lower overall cost, that approach will be pursued. Finally, recognizing communities' budgets are stretched tight just as KDOT's budget is, KDOT will stay in close contact with local partners to better manage projects and problems.



REMAINING CTP PROJECT LISTING

Cost Estimates

In late 2005 and early 2006, KDOT undertook an intensive effort to review and revise cost estimates on all of our remaining *major* projects. These new estimates are based on bid prices received on similar projects in late 2005 and the best quantities available at the current stage of project development. **It's important to note that these cost estimates rely on the assumption that the cost of oil, steel, cement and asphalt will stabilize to late 2005 prices and then grow at only the estimated inflation rates.**

Remaining CTP Construction Estimate: \$ 1.7 Billion

The remaining construction estimates for CTP projects (not including substantial maintenance) is \$1.7 billion. The funding for these projects is made up of state, federal and local governmental funds.

Project List

The following projects are listed by the fiscal year they will be let and in alphabetical order by county. If no route number is listed, then that work is not being done on the state highway system.

It should be noted that some of the larger remaining CTP projects will be completed in segments, and some of that work will be phased with the grading and surfacing work to be separated into two lettings. Those projects are listed by the fiscal year in which the first phase is let, with subsequent phases and fiscal years listed.

This list is the planned letting schedule as of July 1, 2006. The schedule is subject to change should delays be encountered in the securing of right-of-way, relocating utilities, and in obtaining environmental clearances.

FISCAL YEAR 2007

Major Modification:

**These projects occur on Interstate and Non-Interstate routes, and are designed to improve the service, comfort, capacity, condition, economy, or safety of an existing highway system. Interstate projects consist of resurfacing, restoring, rehabilitating and reconstructing pavement. Non-Interstate projects consist of widening lanes, adding shoulders, improving alignment or reconstructing pavement. All Major Modification projects are selected by the Priority Formula, which ranks roadway sections and bridges for improvement based on the seriousness of their deficiencies.*

<u>Route</u>	<u>County</u>	<u>Location</u>	<u>Miles</u>	<u>Construction Estimate \$ Millions</u>
US-69	Cherokee	From Oklahoma-Kansas state line, north to Columbus	9.1	17.8
K-7	Crawford	From Junction K-126 north 6 miles to the south side of the Girard city limits	6.0	10.7
US-59	Douglas/Franklin	From Ottawa north about 19 miles		
		• Phase 1: Grading and bridge work from I-35 northeast of Ottawa, north to the Franklin-Douglas county line	11.1	68.8
	Franklin	• Phase 2: Surfacing work to be let in FY 2008 (same location as Phase 1)	-	40.9
	Douglas	• Phase 3: Grading and bridge work from Franklin-Douglas county line north 11 miles to be let in FY 2009	7.6	47.3
	Douglas	• Phase 4: Surfacing work to be let in FY 2010 (same location as Phase 3)	-	31.0
US-36	Jewell	From the Junction K-128 east to Mankato	6.4	5.1
US-69	Linn	From the K-239 interchange to 3 miles north of Trading Post (the following segments will be let in different months of FY 2007)		
		• From the K-239 interchange north to 1 mile south of K-52 interchange	3.2	22.2
		• From 1 mile south of K-52 interchange to 2 ½ miles north of Pleasanton	6.0	49.1
		• From 2 ½ miles north of Pleasanton to 3 miles north of Trading Post	6.4	55.1
		• Safety Rest Area: near junction K-52	-	2.8
I-35	Lyon	The Interchange at I-35/KTA/US-50		11.4*
US-50	Reno	From the Junction K-96 east 2 miles (just west of K-61)	2.4	24.1
I-70	Saline	From 6 miles west of Solomon, east to Saline-Dickinson county line	6.5	32.2
K-4	Saline	From Dry Creek Bridge, east of north junction I-135	0.5	1.2
I-135	Sedgwick	The Interchange at I-135 & US-54 (lighting work only)	-	0.2
I-435	Wyandotte	The Interchange at I-435 & Donahoo Road		13.2
TOTAL				\$ 433.1

System Enhancement

** These projects are designed to relieve congestion, improve access, enhance economic development, or improve safety on major segments of the state highway system. Cities and Counties submitted their project applications in three basic categories: corridor improvements, bypass construction, and interchange improvements. Projects are selected based on engineering and safety factors. A project's local funding match, potential to remove lane-miles from the state highway system, and stage of development (it could have been partially complete) were also considered in the selection process.*

<u>Route</u>	<u>County</u>	<u>Location</u>	<u>Miles</u>	<u>Construction Estimate \$ Millions</u>
I-70	Geary	Junction City: The Interchange at exit 298 and E Street	0.0	0.6
US-50	Reno	South Hutch: The Interchange at Junction K-96/US-50	0.3	7.9
US-54	Sedgwick	East Wichita: The Interchange at Mission Road to Heather Street	0.8	28.0
US-24	Wyandotte	Corridor: (State Ave)-142 nd Street east to 118th Street, with K-7 Interchange	3.3	42.6
TOTAL				\$ 79.1

* This is a joint project between KDOT and KTA that is being let by the KTA. The State Construction Funding is \$11.4 million and the Total Construction Cost is \$30.8 million.

Priority Bridge

* These projects replace or rehabilitate bridges to address deficiencies in terms of load carrying capacity or width. Bridges that are deemed to be of the highest relative need through the Bridge Priority Formula are programmed first within available funding and based on scheduling considerations. Special consideration is given to replacing one-lane bridges, restricted vertical clearance bridges, and cribbed bridges (bridges with temporary structural supports to keep them in use).

<u>Route</u>	<u>County</u>	<u>Location</u>	<u>Construction Estimate</u> <u>\$ Millions</u>
US-160	Barber	At Comanche & Barber county line & west of east junction US-281	2.7
I-70	Dickinson	Over Local Road east of K-43	1.0
US-56	Johnson	At Martin Creek, about 2 miles east of the Douglas-Johnson county line	0.8
K-130	Lyon	At Neosho River, about 8 miles south of I-35	4.9
K-99	Lyon	At Elm Creek, 4 miles north of US-56	1.9
K-39	Neosho	Over South Kansas & Oklahoma Railroad in Chanute	4.6
K-156	Pawnee	At Sawmill Creek, 7 miles east of Pawnee-Hodgeman county line	2.3
US-77	Riley	At Fancy Creek, north of K-16	7.4
US-81	Sedgwick	At Cowskin Creek, 3 miles north of the Sumner-Sedgwick county line	1.3
US-169	Wyandotte	Over Union Pacific Railroad north of K-132	18.2
TOTAL			\$ 45.5

Geometric Improvement

* These projects are on city connecting links (city streets that connect two portions of rural state highway) that widen lanes, improve or build curb and gutter sections and/or improve roadway alignments. The minimum local match ranges from 0 to 25 percent, and the maximum state share ranges from \$700,000 to \$950,000. Cities annually submit requests for projects, which are presented to the Highway Advisory Commission. The Commission then recommends a set of projects to the Secretary of Transportation, who makes the final decision.

<u>Route</u>	<u>County</u>	<u>Location</u>	<u>Miles</u>	<u>Construction Estimate</u> <u>\$ Millions</u>
US-69	Cherokee	Columbus: north side of railroad crossing to Maple Street.	0.5	1.6
US-75	Coffey	New Strawn: US-75 from Neosho Street north to Arrowhead Drive	0.3	0.2
K-126	Crawford	Pittsburg: Intersection of K-126 & Rouse Avenue	0.1	1.0
US-36	Decatur	Oberlin: US-36/83 Junction east to Pennsylvania Avenue	0.3	1.1
US-83 B	Finney	Garden City: Arkansas River Bridge to near Carter Drive	0.2	0.4
K-68	Franklin	Pomona: B Street to D Street	0.3	0.7
K-44	Harper	Anthony: 2 Intersections, K-2 to Lawrence & Pennsylvania to Kansas	0.1	0.5
US-50	Harvey	Newton: Junction US-50 & Anderson	0.8	0.4
US-36	Jewell	Mankato: Lincoln Street to Lebow Street	0.4	0.4
K-96	Lane	Dighton: Seventh Street to First Street	0.4	1.0
US-73	Leavenworth	Leavenworth: Intersection of US-73/K-7 & 10 th Street	0.1	0.3
US-50	Lyon	Emporia: Intersection of US-50 & Graphic Arts Road	0.1	1.7
US-36	Rawlins	Atwood: US-36/K-25 Intersection east to 7 th Street	0.4	1.4
US-56	Rice	Lyons: US-56 & K-14/96 Junction	0.1	0.6
US-24	Riley	Manhattan: 2 Intersections, K-113/Southwind and K-113/Amherst Road	0.1	2.0
US-54	Seward	Liberal: Northeast of US-54/US-83/2nd Street/Bluebell Junction	0.2	0.4
US-81	Sumner	Caldwell: Avenue A south to 1 st Avenue	0.1	0.6
US-24	Thomas	Colby: School Avenue west to Franklin Avenue	0.2	0.7
TOTAL				\$ 14.9

Economic Development

** These highway and bridge construction projects will enhance the surrounding area's economy. Cities and Counties, which are responsible for 25 percent of the project's funding, submit applications annually to KDOT. Eligible projects include those that have the potential to significantly enhance the income, employment, sales receipts, and land values in the surrounding area. The Highway Advisory Commission, with help from KDOT staff and the Kansas Department of Commerce, recommends a set of projects to the Secretary of Transportation, who makes the final decision.*

<u>Route</u>	<u>County</u>	<u>Location</u>	<u>Miles</u>	<u>Construction Estimate \$ Millions</u>
K-20	Brown	From Intersection K-20 & Falcon Road, east 3 miles to US-75/ K-20 Junction	0.2	1.0
K-10	Douglas	Lawrence: access point consolidation between US-59 (Iowa Street) east to Louisiana Street	--	0.6
K-156	Finney	Garden City: K-156/Campus Drive north to US-50/83/400 ramp	0.8	2.3
K-156	Hodgeman	From the intersection about 8 miles west of Jetmore (includes intersection realignment and improvement)	1.1	0.6
K-16	Jackson	Improvements to the approach of N Road at the intersection with K-16	0.2	0.3
	Lyon	Emporia: Logan Avenue from US-99/K-57 to Exchange Street	0.3	0.5
	Montgomery	Coffeyville: Cline Road between US-166 & 8 th	0.2	1.0
US-166	Montgomery	Coffeyville: Sycamore Creek Bridge		3.9
	Osborne	Downs: from US-24, south and east to 3rd Street & Commercial Street	1.5	1.9
	Pratt	Pratt: 30 th Street from US-281 east to K-61	2.5	1.9
	Riley	Wildcat Creek Road, from Eureka Drive south about ½ mile	0.5	1.0
K-18	Riley	Junction of K-18 & Wildcat Creek Road	0.3	0.5
	Shawnee	Topeka: MacVicar Avenue, I-70 eastbound exit to Outer Circle D	0.8	3.9
	Shawnee	Topeka: Kansas Avenue Extension from 37 th Street to Topeka Boulevard	0.5	2.7
I-435	Wyandotte	The south-bound ramp from Wooden Avenue to the north-bound ramp at Edwardsville	0.1	1.6
TOTAL				\$ 20.9

Local Railroad Grade Separation

These projects improve highway/railroad crossings on and off the state highway system. Cities and Counties are responsible for 10 to 20 percent of the project funds depending on the area's population. KDOT's priority formula hazard index, which is based on railroad and highway operational characteristics, was used to select projects. Special consideration was given to projects that provide higher rates of local match in order to leverage state dollars. In addition, consideration was given to the positive effects on communities the projects are expected to have.

<u>Route</u>	<u>County</u>	<u>Location</u>	<u>Construction Estimate \$ Millions</u>
	Cowley	Arkansas City: BNSF railroad crossing at Kansas Avenue	5.0
	Dickinson	Herington: West of 7 th Street, over Union Pacific railroad to 3 rd Street	3.6
	Miami	Miami County: BNSF railroad crossing at 223 rd Street in Miami County	3.9
	Shawnee	Union Pacific railroad at NW Lower Silver Lake Road(NW 17 th Street)	3.9
TOTAL			\$ 16.4

FISCAL YEAR 2008

Major Modification:

**These projects occur on Interstate and Non-Interstate routes, and are designed to improve the service, comfort, capacity, condition, economy, or safety of an existing highway system. Interstate projects consist of resurfacing, restoring, rehabilitating and reconstructing pavement. Non-Interstate projects consist of widening lanes, adding shoulders, improving alignment or reconstructing pavement. All Major Modification projects are selected by the Priority Formula, which ranks roadway sections and bridges for improvement based on the seriousness of their deficiencies.*

<u>Route</u>	<u>County</u>	<u>Location</u>	<u>Miles</u>	Construction Estimate <u>\$ Millions</u>
US-56	Barton	Great Bend: McKinley Street east to Washington Street	1.0	3.3
US-75	Coffey	From approximately 4 miles south of Beto Junction, south 1.1 mile	1.1	2.5
US-183	Ellis	From the Junction 55th Street north to Ellis-Rooks county line	15.3	13.3
I-35	Johnson	Olathe: The interchange of I-35 & 159th Street & Lone Elm Rd		40.9
US-160	Meade	From Seward-Meade county line, east to west junction US-54	3.8	4.0
US-160	Seward	From the south junction US-83, east to Seward-Meade county line	12.9	<u>13.1</u>
TOTAL				\$ 77.1

System Enhancement

** These projects are designed to relieve congestion, improve access, enhance economic development, or improve safety on major segments of the state highway system. Cities and Counties submitted their project applications in three basic categories: corridor improvements, bypass construction, and interchange improvements. Projects are selected based on engineering and safety factors. A project's local funding match, potential to remove lane-miles from the state highway system, and stage of development (it could have been partially complete) were also considered in the selection process.*

<u>Route</u>	<u>County</u>	<u>Location</u>	<u>Miles</u>	Construction Estimate <u>\$ Millions</u>
US-400	Ford	Bypass: From US-50/50B, southeast to Junction US-56/283 -west of Dodge City	2.5	26.9
US-169	Montgomery	Corridor: From the junction US-166 north 5 miles	5.5	<u>35.9</u>
TOTAL				\$ 62.8

Priority Bridge

** These projects replace or rehabilitate bridges to address deficiencies in terms of load carrying capacity or width. Bridges that are deemed to be of the highest relative need through the Bridge Priority Formula are programmed first within available funding and based on scheduling considerations. Special consideration is given to replacing one-lane bridges, restricted vertical clearance bridges, and cribbed bridges (bridges with temporary structural supports to keep them in use).*

<u>Route</u>	<u>County</u>	<u>Location</u>	Construction Estimate <u>\$ Millions</u>
US-166	Cherokee	At Spring River Drainage, 5 miles east of Junction US-69	0.6
US-59	Douglas	At Wakarusa River Drainage, 6 miles north of Junction US-56	0.9
US-24	Graham	At South Fork Solomon River Drainage, ¼ mile east of K-18	0.4
K-68	Miami	At South Wea Creek, about ½ mile west of US-69	0.4
K-139	Republic	At South Fork Mill Creek, about ½ mile south of US-36	<u>0.7</u>
TOTAL			\$ 3.2

Geometric Improvement

** These projects are on city connecting links (city streets that connect two portions of rural state highway) that widen lanes, improve or build curb and gutter sections and/or improve roadway alignments. The minimum local match ranges from 0 to 25 percent, and the maximum state share ranges from \$700,000 to \$950,000. Cities annually submit requests for projects, which are presented to the Highway Advisory Commission. The Commission then recommends a set of projects to the Secretary of Transportation, who makes the final decision.*

<u>Route</u>	<u>County</u>	<u>Location</u>	<u>Miles</u>	Construction
				Estimate
				\$ Millions
US-281	Barton	From 3rd Street to 6th Street	0.2	1.0
K-254	Butler	From School Road to Haverhill Road	0.0	0.9
US-56 B	Dickinson	At Lime Creek Bridge east to Broadway on US-56B (Trapp St)	0.2	0.4
K-10	Douglas	The Intersection of K-10(23rd) & Harper Street	0.1	0.2
US-50	Gray	From just east of 7th Street to about ¼ mile east of Cimarron	0.2	0.8
K-27	Greeley	From Newton Street to Harper Street	0.2	0.6
US-73	Leavenworth	Leavenworth: The Intersection of US-73/K-7 & 18th Street	0.7	5.4
US-56	McPherson	From Ash Street to ½ block west of Cherry Street	0.2	1.6
US-81 B	McPherson	From K-4 to Swenson Street	0.7	0.6
US-24	Pottawatomie	The Intersection of US-24 & entrance to Manhattan Town Center	0.1	0.1
K-14	Rice	The Intersection of K-14/96 & American Road	0.0	0.1
US-24	Shawnee	Rossville: Pearl Street east to Orange Street	0.2	0.7
K-23	Sheridan	From Utah Avenue north to Queen Avenue	0.3	0.7
US-24 B	Sherman	The Intersection of US-24B & Cherry Street	0.2	0.3
			TOTAL	\$ 13.5

Economic Development

** These highway and bridge construction projects will enhance the surrounding area's economy. Cities and Counties, which are responsible for 25 percent of the project's funding, submit applications annually to KDOT. Eligible projects include those that have the potential to significantly enhance the income, employment, sales receipts, and land values in the surrounding area. The Highway Advisory Commission, with help from KDOT staff and the Kansas Department of Commerce, recommends a set of projects to the Secretary of Transportation, who makes the final decision.*

<u>Route</u>	<u>County</u>	<u>Location</u>	<u>Miles</u>	Construction
				Estimate
				\$ Millions
	Ellis	From 41 st Street, west of Indian Trail east to Canterbury Drive	0.7	1.9
	Johnson	On Moonlight Road from Madison Street north to Prairie Village Drive	0.7	2.0
	Lyon	Emporia: Logan Avenue from US-99/K-57 to Exchange Street	0.3	0.7
	Miami	Paola: Industrial Park Drive from Hospital Drive east about ¼ of a mile	0.3	0.9
	Reno	Halstead Street from 4th Avenue to 11th Avenue	0.4	1.8
	Sedgwick	The Junction of Maize Road & 53rd Street North	0.5	1.0
			TOTAL	\$ 8.4

FISCAL YEAR 2009

Major Modification:

These projects occur on Interstate and Non-Interstate routes, and are designed to improve the service, comfort, capacity, condition, economy, or safety of an existing highway system. Interstate projects consist of resurfacing, restoring, rehabilitating and reconstructing pavement. Non-Interstate projects consist of widening lanes, adding shoulders, improving alignment or reconstructing pavement. All Major Modification projects are selected by the Priority Formula, which ranks roadway sections and bridges for improvement based on the seriousness of their deficiencies.

<u>Route</u>	<u>County</u>	<u>Location</u>	<u>Construction Estimate \$ Millions</u>
K-18	Riley	Manhattan: Geary-Riley county line northeast to 17 th Street in Manhattan (Includes interchange at 12 th Street)	32.5
I-135	Sedgwick	Wichita: From Pawnee Street north to the beginning of the viaduct in Wichita	19.9
TOTAL			\$ 52.4

System Enhancement

* These projects are designed to relieve congestion, improve access, enhance economic development, or improve safety on major segments of the state highway system. Cities and Counties submitted their project applications in three basic categories: corridor improvements, bypass construction, and interchange improvements. Projects are selected based on engineering and safety factors. A project's local funding match, potential to remove lane-miles from the state highway system, and stage of development (it could have been partially complete) were also considered in the selection process.

<u>Route</u>	<u>County</u>	<u>Location</u>	<u>Miles</u>	<u>Construction Estimate \$ Millions</u>
US-59	Atchison	Corridor: Amelia Earhart Bridge over Missouri River and the approach	3.7	32.5*
US-50	Finney	Corridor: from Kearney-Finney county line, east to north junction US-83	12.0	66.9
US-54	Kingman/Pratt	From 1 mile east of Cairo to 6 miles east of the Kingman-Pratt county line. As part of an extensive public involvement process, communities requested that the environmental clearance and design work be completed and right-of-way be purchased for the corridor. The remaining project funds are being applied to construction as follows:		
	Kingman	• Corridor: Grading and bridge work from the Kingman-Pratt county line east 5.8 miles to be let in FY 2009	5.8	18.8
	Kingman	• Surfacing work to be let in FY 2010 (same location as above)	--	24.0
	Pratt	• Corridor: Grading and surfacing work from 1 mile east of Cairo, east to the Pratt-Kingman county line to be let in FY 2009	4.0	29.6
K-61	McPherson/Reno	From 17 th Street in Hutchinson to McPherson. The following segments will be let in FY 2009 but in different months.		
	McPherson	• Corridor: From the McPherson-Reno county line northeast to Chisholm Road	7.4	46.2
	McPherson	• Corridor: From Chisholm Road north to McPherson	7.1	49.1
	Reno	• Corridor: From 17 th Street in Hutchinson, north to the McPherson-Reno county line	8.6	61.7
TOTAL				\$ 328.8

* This is a joint project between KDOT and MoDOT that is being let by KDOT. The State Construction Funding is \$32.5 million and the Total Construction cost is \$65 million.

Geometric Improvement

** These projects are on city connecting links (city streets that connect two portions of rural state highway) that widen lanes, improve or build curb and gutter sections and/or improve roadway alignments. The minimum local match ranges from 0 to 25 percent, and the maximum state share ranges from \$700,000 to \$950,000. Cities annually submit requests for projects, which are presented to the Highway Advisory Commission. The Commission then recommends a set of projects to the Secretary of Transportation, who makes the final decision.*

<u>Route</u>	<u>County</u>	<u>Location</u>	<u>Miles</u>	Construction Estimate <u>\$ Millions</u>
US-81	Cloud	Concordia: The Junction of US-81 and College Drive	0.1	0.4
US-77	Cowley	Winfield: From 14th Avenue north to 12th Avenue	0.2	0.5
US-54	Greenwood	Eureka: US-54 & Jefferson Street (culvert work)	-	0.1
K-7	Johnson	Olathe: From Old 56 Highway to Dennis Avenue	0.1	0.2
US-24	Osborne	Downs: From 2nd Street east to Clark Street	0.2	0.5
K-113	Riley	Manhattan: The Intersection of US-24 and Marlatt Avenue	0.1	2.0
US-24	Shawnee	Rossville: From Cross Creek bridge to Navarre	0.1	0.3
US-283	Trego	Wakeeny: From 1 st Street east to 5 th Street	0.3	0.5
US-36	Washington	Washington: From west of D Street east to junction US-36 & K15	0.2	0.8
K-96	Wichita	Leoti: From Indian Street to Waters Street	0.9	0.4
TOTAL				\$ 5.5

Economic Development

** These highway and bridge construction projects will enhance the surrounding area's economy. Cities and Counties, which are responsible for 25 percent of the project's funding, submit applications annually to KDOT. Eligible projects include those that have the potential to significantly enhance the income, employment, sales receipts, and land values in the surrounding area. The Highway Advisory Commission, with help from KDOT staff and the Kansas Department of Commerce, recommends a set of projects to the Secretary of Transportation, who makes the final decision.*

<u>Route</u>	<u>County</u>	<u>Location</u>	<u>Miles</u>	Construction Estimate <u>\$ Millions</u>
US-50	Barber	From US-160 north 5.25 miles to Sun City	5.2	2.7
	Bourbon	Fort Scott: National Street from 18 th Street to US-69/K-7	0.3	0.9
	Grant	Road K from US-160 north 3 miles and west 1 mile to K-25	4.0	2.4
	Lyon	Junction US-50 & Road F	0.6	1.0
	Sedgwick	Wichita: Colwich & Crocker Street east of 1 st	0.4	0.7
	Sedgwick	Derby: Madison Avenue from Water Street east to Buckner Street	0.1	0.7
	Sherman	North of I-70 exit 12 north to Sherman County Road	1.0	1.9
	Wabaunsee	About 10 miles east of Alta Vista on K-4 east about 2.5 miles	2.5	0.3
TOTAL				\$ 10.6