



DEPARTMENT OF TRANSPORTATION

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Kathleen Sebelius, Governor  
Deb Miller, Secretary

<http://www.ksdot.org>

May 16, 2008

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CITY MANAGERS OFFICE  
LAWRENCE, KS

Dear Transportation Partners:

Over the last 20 years, the Kansas Department of Transportation (KDOT) has allocated almost \$240 million in state funds for local transportation programs, such as the KLINK Resurfacing, the Geometric Improvement and the Economic Development Programs. We recognize these are important programs to communities throughout the state, with more than 400 projects having been funded since 1986 for improvements such as resurfacing, widening for additional lanes, and intersection improvements.

However, as I look forward, there are many uncertainties regarding transportation funding. The Comprehensive Transportation Program (CTP) ends in 2009 and the current federal transportation spending bill also expires in 2009. Because of funding uncertainties, KDOT is not able to responsibly fund these programs at the same level as we have in the past. Therefore, the following changes are being made to the local transportation programs:

- KDOT is accepting applications for **KLINK Resurfacing projects** for fiscal year 2011. We will continue to fund these resurfacing projects because they are important to preserving the State's existing infrastructure. As we move beyond the CTP, KDOT's focus will be on preserving the State's existing system and there will be few funds available for improving our transportation system.
- In terms of **Economic Development and Geometric Improvement Projects**, KDOT is not seeking applications for new projects at this time. Given the popularity and importance of these programs, it is likely that communities will have the opportunity to apply for these kinds of improvement projects when some future transportation funding program is approved by the legislature. I should point out, however, that based on discussions through the long range transportation planning process, it is likely that a future Economic Development program will be reconfigured to offer communities an opportunity to fund highway and other transportation improvement projects (e.g., a rail spur) and for the program to be more responsive to immediate economic development needs. I believe it is important to continue to move forward with projects that have already been approved, so funding for active projects is not currently in jeopardy – though it is important to be mindful of escalating costs.

KDOT is entering a period of transition as the CTP ends. It's important for KDOT and communities to continue to communicate as programs, funding levels and transportation issues evolve in the coming months. I encourage you to contact Melinda Desch at (785) 296-3526 in KDOT's Bureau of Program and Project Management if you have any questions regarding this letter or if you need help completing the attached application for the KLINK Resurfacing program.

Sincerely,

Deb Miller  
Secretary of Transportation

OFFICE OF THE SECRETARY OF TRANSPORTATION  
Dwight D. Eisenhower State Office Building

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May 16, 2008

**SUBJECT: CITY CONNECTING LINKS "KLINK" RESURFACING PROGRAM  
FISCAL YEAR 2011**

This letter is to announce the continuation of funding of the Kansas Department of Transportation's "KLINK" Resurfacing program for fiscal year 2011. This is a program of resurfacing type projects intended to improve roadway surfacing of City Connecting Links of the State Highway System. The program will be funded and administered as follows:

**ELIGIBILITY** - All cities with City Connecting Links of the State Highway System within their boundaries are eligible for "KLINK" resurfacing improvements. All City Connecting Links of the State Highway System are eligible except those on the Interstate System and fully controlled access sections on the Freeway System. Governmental bodies within urbanized areas (populations greater than 50,000) should also submit copies of their applications to their Metropolitan Planning Organizations (MPO's).

**PROJECT IDENTIFICATION** - City officials may present a request to the Bureau of Program and Project Management for consideration for "KLINK" resurfacing projects on City Connecting Links. Proposals must include:

**LOCATION** - The project location should be described on the application form and illustrated on an attached map.

**PROJECT COSTS** - All proposed project scopes and cost estimates must meet current state design standards for the type of improvement requested and described on the application form.

(over)

**PROJECT LIMITATIONS** - Limitations are as follows:

1. The project must be on a city connecting link, that is, a route on the State Highway System within the city limits.
2. The project will be limited to resurfacing of the roadway only. (Project scopes may vary from surface replacement to minor patching, joint repair or overlay, but does not include bridge decks or curb and gutter).
3. The maximum state participation in the cost of construction and construction engineering will be \$200,000.

The city is to prepare the plans, let the contract for bids, and supervise the construction (projects must be awarded on a competitive basis). "DO NOT PROCEED WITH PREPARATION OF PLANS AND SPECIFICATIONS UNTIL YOUR PROJECT IS APPROVED BY KDOT."

**PARTICIPATION** - KDOT will participate in the cost of construction and construction engineering at the rate of 75 percent for cities with a population of less than 10,000 or 50 percent for cities with a population of 10,000 or greater, not to exceed \$200,000 of state funds.

**PROCEDURE** - Prior to submission of applications, cities are encouraged to review the proposed projects with the KDOT District or Area Engineer. If requested funds exceed available funds, projects will be prioritized on the basis of pavement survey conditions.

**APPLICATION REQUIREMENTS** - The application package should all be on 8 ½ X 11 paper. Please submit the original plus one copy.

**TIME AND CYCLE** - Applications for the fiscal year 2011 program must be submitted to the Kansas Department of Transportation and postmarked by August 1, 2008. Electronic submissions will not be accepted at this time. We anticipate the announcement of approved KLINK projects will be made before the end of the calendar year.

**CONTACT PERSON** - If further information is needed to complete the application, please contact Melinda Desch, Program Management Engineer at (785) 296-3526, FAX (785) 368-6664, e-mail: [melinda@ksdot.org](mailto:melinda@ksdot.org). This program information is also available on KDOT's web site at [www.ksdot.org](http://www.ksdot.org).

**BUREAU OF PROGRAM AND PROJECT MANAGEMENT**

Rosemary M. Ingram, Chief

Dwight D. Eisenhower State Office Building

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**KLINK RESURFACING PROJECT OF STATE HIGHWAY  
CITY CONNECTING LINKS \*  
APPLICATION FORM      FISCAL YEAR 2011**

**NOTICE :**  
APPLICATIONS DUE  
August 1, 2008

DATE: \_\_\_\_\_

CITY: \_\_\_\_\_ COUNTY: \_\_\_\_\_ POPULATION: \_\_\_\_\_

HIGHWAY ROUTE: \_\_\_\_\_ LENGTH: \_\_\_\_\_

PROJECT LOCATION: \_\_\_\_\_

TYPE OF WORK (Milling, Overlay, etc.): \_\_\_\_\_

| COST ESTIMATE:              | Current<br>2008 Cost |                              |
|-----------------------------|----------------------|------------------------------|
| Construction Cost:          | \$ _____             | (Applicant's Contact Person) |
| Constr. Engineering (15%):  | \$ _____             | (Title)                      |
| 2008 TOTAL PROJECT COST:    | \$ _____             |                              |
| Inflation Factor            | X 1.164              | (Mailing Address)            |
| 2011 TOTAL PROJECT COST:    | \$ _____             | (E-Mail Address)             |
| TOTAL REQUESTED FROM STATE: | \$ _____             | (Phone Number)               |
| BALANCE (CITY'S SHARE):     | \$ _____             | (Applicant's Signature)      |

\* A City Connecting Link is that part of the State Highway System that is within the city limits. It is not a local roadway that intersects with or leads to the state highway.

Has this project been reviewed by the KDOT District or Area Engineer ? ( ) yes ( ) no

We understand that if the project is approved, the Kansas Department of Transportation will participate in the cost of construction and construction engineering at the rate of 75 percent for cities with a population less than 10,000 or 50 percent for cities with a population of 10,000 or greater, not to exceed \$200,000 of state funds. The City will be responsible for letting the contract for bids and supervising construction.

Send Request to: Melinda Desch, P.E.  
KDOT - Bureau of Program & Project Management  
Eisenhower State Office Building  
700 SW Harrison - 2nd Floor Tower  
Topeka, Kansas 66603-3754

# Estimate

Project Location \_\_\_\_\_

Roadway Width \_\_\_\_\_

Surfacing Type & Thickness \_\_\_\_\_

Estimate By \_\_\_\_\_

Date \_\_\_\_\_

| ITEM                               | QUANTITY | UNIT | UNIT PRICE | AMOUNT |
|------------------------------------|----------|------|------------|--------|
| Clearing and Grubbing              |          |      |            |        |
| Common Excavation                  |          |      |            |        |
| Common Exc. (Contractor Furnished) |          |      |            |        |
| Rock Excavation                    |          |      |            |        |
| Compaction of Earthwork            |          |      |            |        |
| Entrance Pipe                      |          |      |            |        |
| Crossroad Pipe                     |          |      |            |        |
| End Sections                       |          |      |            |        |
| Storm Sewer                        |          |      |            |        |
| Inlets                             |          |      |            |        |
| Slope Drains                       |          |      |            |        |
| Steel Plate Guard Fence            |          |      |            |        |
| Field Office & Lab                 |          |      |            |        |
| Mobilization (10%)                 |          |      |            |        |
| Contractor Staking (2%)            |          |      |            |        |
| Seeding & Erosion Control          |          |      |            |        |
| Pavement Marking                   |          |      |            |        |
| Curb & Gutter                      |          |      |            |        |
| Concrete Pavement                  |          |      |            |        |
| Portland Cement Treated Base       |          |      |            |        |
| Lime Treated Subgrade              |          |      |            |        |
| Milling                            |          |      |            |        |
| Patching                           |          |      |            |        |
| Bituminous Surfacing               |          |      |            |        |
| RCB Extensions                     |          |      |            |        |
| Traffic Control (4%)               |          |      |            |        |
| Other                              |          |      |            |        |
|                                    |          |      |            |        |
|                                    |          |      |            |        |
|                                    |          |      |            |        |
|                                    |          |      |            |        |
|                                    |          |      |            |        |
| Subtotal                           |          |      |            |        |
| Plus 10% Contingencies             |          |      |            |        |
| Total                              |          |      |            |        |

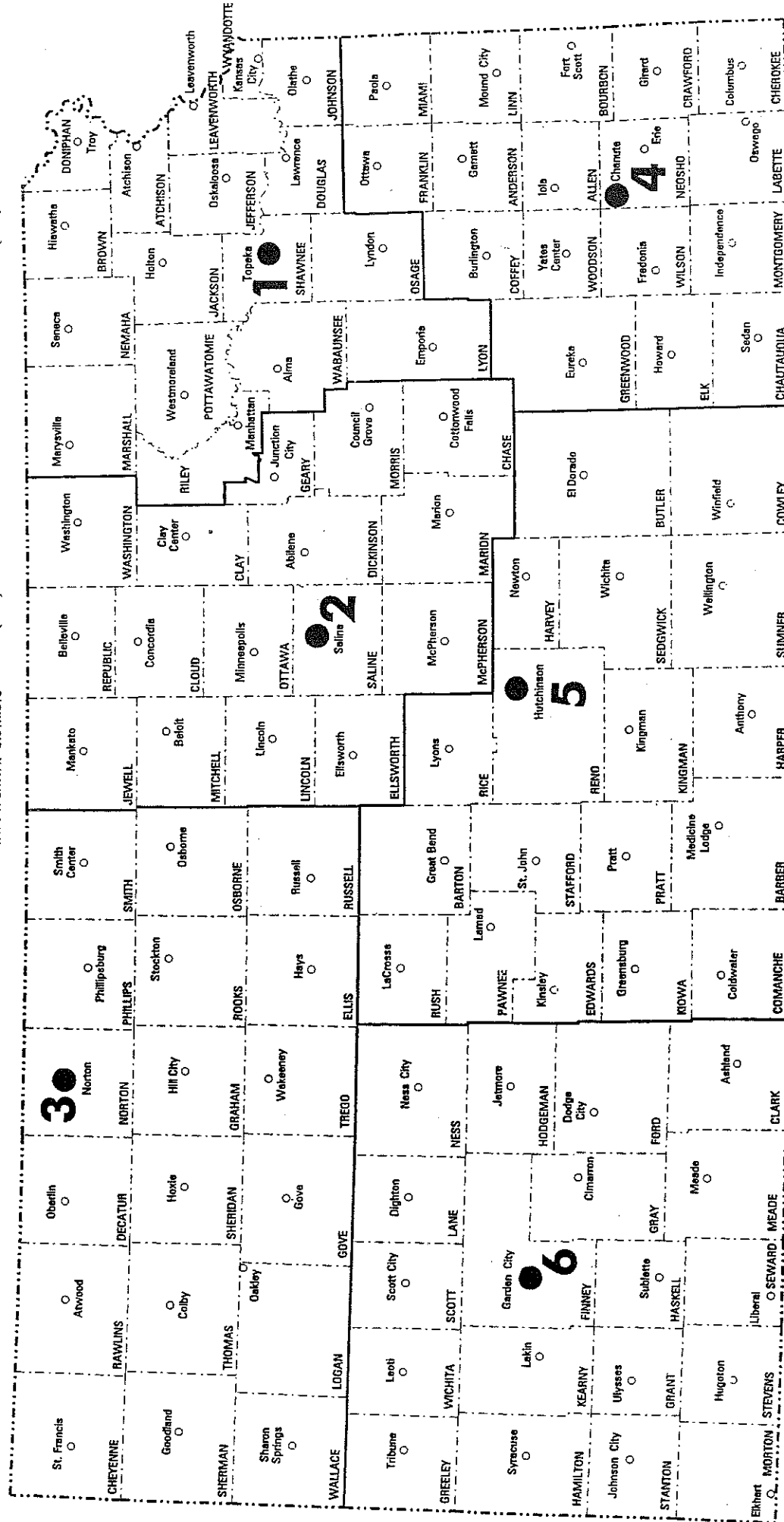
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Clay Adams, District One Engineer  
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# KANSAS

SHOWING COUNTY SEATS  
AND STATE HIGHWAY DISTRICTS



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Phone (620)276-3241  
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KANSAS DEPARTMENT OF TRANSPORTATION  
BUREAU OF TRANSPORTATION PLANNING  
U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION