

# American Recovery and Reinvestment Act

## City of Lawrence Appropriations Requests

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DAVID L. CORLISS  
CITY MANAGER

# City of Lawrence KANSAS

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CITY COMMISSION

MAYOR  
MICHAEL DEVER

COMMISSIONERS  
ROBERT CHESTNUT  
DENNIS 'BOOG' HIGHBERGER  
MIKE AMYX  
SUE HACK

February 27, 2009

The Honorable Pat Roberts  
109 Hart Senate Office Building  
Washington, D.C. 20510

Dear Senator Roberts,

Please accept the attached FY 2010 federal appropriations requests from the City of Lawrence. These requests, summarized and listed here in priority order, are important to the health, economic development and continued quality development of the Lawrence community. Douglas County has also submitted a letter of support for two of the requests, which are important to transportation and development in the county.

***Replacement of four fixed-route transit vehicles: \$1.6 million***

As of December 2008, the city's entire fixed-route fleet (12 vehicles) has fulfilled its manufacturer's and FTA useful service life requirements and is eligible for replacement. Local funding and expected American Recovery and Reinvestment Act funding will provide for the replacement of the fleet with traditional fueled vehicles. This request would provide funding for the city to incorporate alternative fueled vehicles into our fixed route fleet.

***Construction of 31st Street, Haskell Avenue to O'Connell Road: \$7.5 million***

This would enable the construction of 31<sup>st</sup> Street from Haskell Avenue to O'Connell Road. The completion of this infrastructure would provide an east-west link and help curb congestion and improve safety on 23<sup>rd</sup> Street. Truck traffic entering Lawrence from the south (US-59) and east must also use 23rd Street to get through the city. The construction of 31st Street is essential to distribute some of this traffic and allow through traffic and trucks to avoid this only access to the Kansas City area. The public would realize improved safety and efficiency of the city's transportation system.

A citizen survey identified that the east/west transportation system needs additional connectivity. 31st Street has been a vision of the community (city and county) for several years.

***5th and Maple Stormwater Pump Station: \$3.025 million***

The project would include a lift/pump station and piping to discharge stormwater from North Lawrence to the Kansas River. This project would provide benefit to over 1,500 residences in North Lawrence, including commercial and industrial based companies.



We are committed to providing excellent city services that enhance the quality of life for the Lawrence community

This project is the most critical improvement for this area of Lawrence. Flooding occurs at every level of rain event and the area cannot drain to the Kansas River unless pumped over the levee, significantly impacting transportation, property and quality of life. Proposed industrial development at the Lawrence Municipal Airport cannot proceed due to potential downstream impacts/flooding issues in North Lawrence.

***23rd & Ousdahl Stormwater Improvements: \$1.1 million***

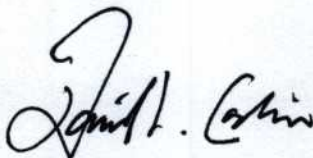
This project is the highest priority stormwater project based on the 1996 stormwater study. The area floods significantly during normal/heavy rain events, making the intersection impassable during these rain events. This intersection is on a major arterial street which impacts transportation, commerce, and emergency services.

***Kasold Drive Reconstruction, 31st St to Clinton Parkway (23rd St): \$6 million***

This is a major north/south arterial facility within the community with an average daily traffic volume of approximately 20,000 vehicles. Kasold Drive is one of two north/south arterials that lead from the south city limits to the north city limits. Kasold Drive is a major route into the city for Douglas County residents and serves as an important access to the Santa Fe Industrial Park.

Thank you for considering these requests, and thank you once again for your years of service to the State of Kansas and your constituents in Lawrence.

Sincerely,



David L. Corliss  
City Manager

C: Lawrence City Commission

**Senator Pat Roberts Fiscal Year 2010 (Non Defense) Appropriations Request Form  
Submission Deadline: March 1, 2009**

**Please Submit all Forms via Electronic Transmission to [Mike Seyfert@roberts.senate.gov](mailto:Mike_Seyfert@roberts.senate.gov)**

**Thank you for your interest in submitting an appropriations request to Senator Roberts. Please note that by submitting this request you agree that any information you include on the form could be released in a public format by Senator Roberts and/or the United States Senate Committee on Appropriations.**

**Under Senate appropriations disclosure requirements any request submitted to the Senate Appropriations Committee must be posted on Senator Roberts' website along with a justification for the project.**

**ALL questions must be answered fully for this submission to receive consideration. If you have any questions regarding the completion of this form please contact Senator Roberts' Legislative Director Mike Seyfert: Ph. 202-224-4774, [Mike Seyfert@roberts.senate.gov](mailto:Mike_Seyfert@roberts.senate.gov).**

1. Full name of the entity intended to be the recipient of funding:

**City of Lawrence, KS Transit System**

2. Exact address of intended funding recipient:

**6 E. 6<sup>th</sup> Street, Lawrence, KS 66044**

3. Point of Contact for the request (This must be a local Kansas contact):

**Casey Toomay, Interim Public Transit Administrator**

4. Phone Numbers (All are required):

**(785) 832-3409 work**

**(785) 393-9993 cell**

**(785) 838-3393 home**

5. Fax Number: **(785) 830-4834**

6. E-mail Address: **ctoomay@ci.lawrence.ks.us**

7. If multiple requests are being submitted from your organization, what is the priority ranking of this request?

**This request ranks number 1 on our priority list:**

**1. Replacement of four fixed-route transit vehicles: \$1.6 million**

**2. Construction of 31st Street, Haskell Avenue to O'Connell Road: \$7.5 million**

- 3. 5th and Maple Stormwater Pump Station: \$3.025 million
- 4. 23rd & Ousdahl Stormwater Improvements: \$1.1 million
- 5. Kasold Drive Reconstruction, 31st St to Clinton Parkway (23rd St): \$6 million

8. Exact name of the project or requested line item:

**Bus and Bus Facilities – City of Lawrence, KS.**

9. Amount Requested:

**\$1,600,000**

10. Please include supporting documentation for the estimated cost of this project, including planning, construction, and continued operation or maintenance. What is the earliest date construction can begin if funding is provided? Is sufficient local funding available to maintain this project into the future?

**Because the City would piggyback onto a contract for buses from another government agency that has gone through a competitive procurement process, it is likely these vehicles could be ordered within 90 days on notification of receipt of this earmark. In November 2008, Lawrence voters adopted two sales tax provisions to support public transit in Lawrence for the next ten years. The two sales tax provisions will generate \$35.5 million over the next ten year to support the operations of the transit system, including maintenance of the fixed route fleet.**

11. Please provide an explanation of this project and why it is a valuable use of taxpayer funds. (This information will be posted on the Senator's website for any project submitted to the Senate Appropriations Committee for consideration).

**Public Transportation is a vital service in our community. It provides people with an affordable method to travel through Lawrence to employment, education opportunities, health care facilities, and shopping. Alternative fuels such as biodiesel and compressed natural gas, are a cleaner ways to fuel the vehicles needed to provide transportation services to people in our community. These taxpayer funds would be an investment in cleaner, more environmentally friendly and sustainable public transportation.**

12. What impact do you see this project having on the national, state, regional and local economies especially in terms of short and long-term job growth and general economic prosperity?

**The public transit system supports our local economy. An on-board passenger survey of T fixed-route riders conducted in the Fall of 2007 indicated that the primary trip purpose when riding the T is for employment. In addition, 78% of the survey responders indicated they do not have a personal vehicle available. The transit system provides people with safe and reliable access to employment. In addition, the transit system provides access to local retail businesses.**

**Public transit supports the national economy as well by creating or maintaining bus manufacturing jobs.**

13. Why can this project not be completed with private or local funding?

**Public transportation is provided at low cost to users. The cost of providing the service, especially purchasing vehicles is significant. Local resources simply can not cover the cost of operations and the cost of capital without federal support.**

14. Are you aware of anything associated with this request that could cause embarrassment for Senator Roberts, the State of Kansas, your community or organization if it receives federal taxpayer funds?

**No**

15. Please provide letters of state, local or community support.

**Lawrence voters showed overwhelming support for public transit by adopting two sales tax provisions in November 2008 for transit. The provisions passed in every precinct by significant margins.**

16. Is there any local opposition to this project?

**There are a minority of people in the community who oppose the City operating "big" buses.**

17. Are you willing to meet with a member of Senator Roberts' staff to discuss this project?

**Yes**

18. Applicable bill for request:

- Agriculture/Conservation/Nutrition/Rural Development
- Commerce/Justice/State
- Energy and Water
- Financial Services and General Government
- Homeland Security
- Interior/EPA
- Labor/Health and Human Services/Education
- State/Foreign Operations
- Transportation HUD

19. Please list the applicable account(s) in the bill where funding is requested:

**Federal Transit Administration Section 5309 Bus and Bus Facilities**

20. Description of the Project and supporting information. Please provide a complete description of the project along with any supporting information that you believe better explains the project. This information will be provided to the Appropriations Committee in support of requests.

**The project is for the replacement of four public transit vehicles in the fixed-route fleet that have fulfilled their useful service life requirements. The replacement cost per vehicle is \$480,000 each based on acquiring an ADA-accessible, 12 year/500,000, heavy-duty transit vehicle that operates using alternative fuel. The total project cost is \$1,920,000. The City is seeking**

**federal funding to cover 83% of the total project cost as authorized under FTA Section 5309 funding as long as vehicles are ADA-accessible.**

**The City currently has funding available to replace eight of twelve fixed-route vehicles in the fleet. The entire fleet has fulfilled its useful service life as of the end of December 2008. Based on the current level of service, fixed-route transit vehicles are operated 14 hours a day from 6:00 a.m. to 8:00p.m., Monday through Saturday. Each bus travels approximately 55,000 miles annually. To ensure that there is not a disruption in service and to not compromise public safety in the future, replacement vehicles are needed soon since the vehicles currently operated are wearing out.**

21. Bill language requested (if any):

**City of Lawrence, KS Transit System – Bus and Bus Facilities \$1,600,000**

22: Report language requested (if any):

**None**

23. Amount for this project requested, or anticipated to be requested, in the President's FY2010 Budget Request:

**None**

24. Please list any prior federal earmarks or grants this project and the requesting entity have received in the last five years:

**The City of Lawrence Transit System has previously received earmarked funds to address capital needs in the past from Federal Transit Administration Section 5309 Bus and Bus Facilities funding and Transportation, Treasury and Independent Agencies Appropriations Act - Section Designated Project 115 funds. Prior amounts received to address vehicle fleet replacement needs are:**

<b>FY03 FTA Section 5309 -</b>	<b>\$491,839</b>
<b>FY04 Section 115 -</b>	<b>\$400,000</b>
<b>FY05 FTA Section 5309 -</b>	<b>\$388,711</b>
<b>FY08 FTA Section 5309 -</b>	<b>\$147,000</b>
<b>FY08 JARC -</b>	<b>\$496,818</b>

**The funds obtained will be used in their entirety to replace a portion of the fixed-route transit fleet that has fulfilled their useful service life. The current earmark request is to obtain funding for the 4 remaining vehicles in the fixed-route fleet that are ready for replacement.**

**The City of Lawrence has previously received the following earmark funds for a transportation project: In the 2006 Appropriations Bill, the City of**



**Lawrence received \$800,000 to improve 31st Street from Haskell to McConnell, provided by Representative Dennis Moore.**

25. Please list the full amount of any state, local, or private matching funds that have been, or will be, provided in support of this project should it receive a federal earmark:

**The Mayor and Lawrence City Commission have authorized staff to submit an earmark request to your office for Fiscal Year 2010 in the amount of \$1,600,000 (83%). The City of Lawrence is prepared to provide \$320,000 (17%) local match required for transit vehicles that are ADA accessible for this project should it receive a federal earmark.**

26. Please provide any additional information that will be useful in considering this request.

**On-Board Passenger surveys of T fixed-route service conducted in the Fall of 2007 indicate that the primary trip purpose when riding the T is for employment (40%) and education (15%) as well as "other", "social", and "shopping" and "medical" rounding out other primary trip purposes. In addition, 78% of transit riders indicated not having a personal vehicle available to make the trip thus using public transportation. Also, 19% of riders indicate they would be unable to make the trip at all if bus service was not available. Regarding rider demographics, 46% or roughly half indicated having an annual household income of less than \$15,000. Another 24% of riders indicated having an annual household income of less than \$25,000. Lastly, regarding satisfaction with service, riders are highly satisfied rating it a 4.19 on a scale of 1 to 5.**

**The Federal funding received will benefit the City of Lawrence in immediately addressing its fixed-route vehicle replacement needs to ensure that it can continue to properly serve its citizens by providing safe, accessible and reliable public transportation that improves their mobility, maintains their independence, increases their quality of life, and helping to support the local economy.**

**Senator Pat Roberts Fiscal Year 2010 (Non Defense) Appropriations Request Form  
Submission Deadline: March 1, 2009**

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**Thank you for your interest in submitting an appropriations request to Senator Roberts. Please note that by submitting this request you agree that any information you include on the form could be released in a public format by Senator Roberts and/or the United States Senate Committee on Appropriations.**

**Under Senate appropriations disclosure requirements any request submitted to the Senate Appropriations Committee must be posted on Senator Roberts' website along with a justification for the project.**

**ALL questions must be answered fully for this submission to receive consideration. If you have any questions regarding the completion of this form please contact Senator Roberts' Legislative Director Mike Seyfert: Ph. 202-224-4774, [Mike Seyfert@roberts.senate.gov](mailto:Mike_Seyfert@roberts.senate.gov).**

1. Full name of the entity intended to be the recipient of funding:

**City of Lawrence**

2. Exact address of intended funding recipient:

**6 E. 6th Street, Lawrence, KS 66044**

3. Point of Contact for the request (This must be a local Kansas contact):

**Charles F. Soules, P.E., Director of Public Works**

4. Phone Numbers (All are required):

**(785) 832-3124 work**

**(785) 760-0980 cell**

**(785) 856-0227 home**

5. Fax Number: **(785) 832-3398**

6. E-mail Address: **csoules@ci.lawrence.ks.us**

7. If multiple requests are being submitted from your organization, what is the priority ranking of this request?

**This request ranks number 2 on our priority list:**

**1. Replacement of four fixed-route transit vehicles: \$1.6 million**

**2. Construction of 31st Street, Haskell Avenue to O'Connell Road: \$7.5 million**

- 3. 5th and Maple Stormwater Pump Station: \$3.025 million**
- 4. 23rd & Ousdahl Stormwater Improvements: \$1.1 million**
- 5. Kasold Drive Reconstruction, 31st St to Clinton Parkway (23rd St): \$6 million**

8. Exact name of the project or requested line item:

**Construction of 31st Street, Haskell Avenue to O'Connell Road**

9. Amount Requested:

**\$7.5 million**

10. Please include supporting documentation for the estimated cost of this project, including planning, construction, and continued operation or maintenance. What is the earliest date construction can begin if funding is provided? Is sufficient local funding available to maintain this project into the future?

**Cost estimate is preliminary based upon concept plan completed by engineering design firm. Project status: project is currently in design phase. Plans will be completed by end of 2009; construction could begin soon thereafter. City employs a street maintenance division responsible for maintenance of infrastructure. Funding is available for ongoing maintenance.**

11. Please provide an explanation of this project and why it is a valuable use of taxpayer funds. (This information will be posted on the Senator's website for any project submitted to the Senate Appropriations Committee for consideration).

**Lawrence is challenged with east/west transportation corridors. Essentially there are two routes that connect the east side of Lawrence to the west side. Significant traffic volumes must use the local arterial 23rd Street (K-10) when entering the City on the east side of Lawrence. Traffic volumes on 23rd Street exceed the facility's capacity causing unsafe conditions and extreme congestion. 23rd Street is a major commercial corridor; public comments cite unsafe conditions and congestion which discourage patronizing 23rd Street establishments. Truck traffic entering Lawrence from the south (US-59) and east must also use 23rd Street to get through the City. The construction of 31st Street is essential to distribute some of this traffic and allow through traffic and trucks to avoid this only access to the Kansas City area. The public would realize improved safety and efficiency of the City's transportation system.**

**A citizen survey of City services identified that the east/west transportation system needs additional connectivity. 31st Street has been a vision of the community (city and county) for several years.**

12. What impact do you see this project having on the national, state, regional and local economies especially in terms of short and long-term job growth and general economic prosperity?

**This project will result in improved access to local businesses, an improved transportation system around/through Lawrence, increased efficiency of trucking industry and service delivery and increased safety.**

13. Why can this project not be completed with private or local funding?

**Local funding is only sufficient to maintain infrastructure. Significant increases in mill levy/property taxes would be necessary to construct a new facility.**

14. Are you aware of anything associated with this request that could cause embarrassment for Senator Roberts, the State of Kansas, your community or organization if it receives federal taxpayer funds?

**No.**

15. Please provide letters of state, local or community support.

**The City/County went through an extensive public outreach and education campaign on this project. A Steering Committee with representatives from the City, County, KDOT, realtors, industry, general public, environmental groups, and both KU and Haskell universities were represented. The public and City/County Commission have agreed to an alignment and typical section.**

16. Is there any local opposition to this project?

**The City/County has gone to great lengths to involve the public, particularly the property owners along the proposed route of this road (see answer to question number 15) and does not expect opposition.**

17. Are you willing to meet with a member of Senator Roberts' staff to discuss this project?

**Yes**

18. Applicable bill for request:

- Agriculture/Conservation/Nutrition/Rural Development
- Commerce/Justice/State
- Energy and Water
- Financial Services and General Government
- Homeland Security
- Interior/EPA
- Labor/Health and Human Services/Education
- State/Foreign Operations
- Transportation HUD

19. Please list the applicable account(s) in the bill where funding is requested:

**FHWA – Transportation, Community, and System Preservation**

20. Description of the Project and supporting information. Please provide a complete description of the project along with any supporting information that you believe better explains the project. This information will be provided to the Appropriations Committee in support of requests.

**Project History**

- 6/15/06 – City submitted a Request for Construction Project to initiate the project
- 4/24/07 – City Commission approved consultant selection process
- 8/23/07 – City Commission approves consultant selection of Wilson & Company, Inc.
- 11/1/07 – Study Session with City Commission; Wilson & Co. 8/30/07 improvements memo
- 2/12/08 – Approved Scope of Services with Wilson & Co.
- 3/24/08 – Briefing of Board of County Commission
- 4/7/08 – Formal letter from Board of County Commissioners to City Commission to expand scope of project to Route 1057
- 5/29/08 – Met with City and County staff to discuss project
- 6/13/08 – Steering Committee Meeting
- 7/11/08 – Steering Committee Meeting
- 7/25/08 – Met with O’Connell Youth Ranch Board of Representatives
- 9/29/08 – Public meeting at Fairgrounds
- 10/20/08 - Met with KDOT/FHWA regarding environmental process and project responsibilities
- 10/31/08 – Steering Committee Meeting
- 11/10/08 – City/County Commission Study Session

#### Project Status

The City received Federal Funds for the preliminary design and right-of-way acquisition for the referenced project. One of the requirements of using Federal funds is that plans need to be developed to the “field check” stage prior to acquiring right-of-way. Plans need to be sufficiently designed to know what the property needs are before acquisition begins.

The Steering Committee was comprised of representatives from the adjacent neighborhoods, wetlands, Bicycle Advisory Committee, Planning/City/County Commissions, businesses, Chamber of Commerce, and staff. The Steering Committee recommendations included:

#### Steering Committee Recommendations/Findings

- A curvilinear alignment,
- Southern alignment between Haskell/O’Connell following the topography,
- Typical sections, including medians/ditch sections (from Haskell Avenue east to the end of the industrial area a three lane curb and gutter/storm sewer section),
- Right-of-Way needed for future expansion – 150’,
- Multi-use path on north side and tying into Prairie Park,
- Design speed of 45 mph,
- Intersection at Haskell Avenue will need a signal,
- Intersection at O’Connell Road should be reviewed for a signal/roundabout.

On November 19 the Board of County Commissioners formally approved the recommended alignment and a design speed of 45 mph for the section of 31<sup>st</sup>

Street from O'Connell Road east to County Road 1057 (memo from Keith Browning).

The citizen survey included the question: What should be the posted speed limit for the proposed 31<sup>st</sup> Street between Haskell Avenue and O'Connell Road?

Proposed Speed	35 mph	40 mph	45 mph	50 mph	55 mph
	4	11	18	3	1

Design speed is the speed at which both vertical and horizontal curvature is defined. The higher the speed the flatter the curve. Site and stopping distance are also affected; the faster the speed the greater the site distance and stopping/reaction distance need to be.

Typically design speed is established as the anticipated speed at which the designer intends as a maximum posted speed. One would not post a road higher than the design speed, however a road may be posted at a lower speed limit than the design speed. It is common for a posted speed to be less than the design speed as motorists tend to travel a little faster than posted speeds. However, it is also important to note at this time that 31<sup>st</sup> Street west of Haskell Avenue to Iowa is posted at 45 mph.

This discussion is important from the perspective that it could affect alignment, cut/fill quantities, and right-of-way needs. At the recommended speed (45 mph) Wilson & Co. was able to balance the cut/fill quantities therefore not needing to purchase or dispose of additional material. At a reduced design speed additional fill would probably be necessary. The quantity is not specifically known as this would entail extensive additional effort by Wilson & Co. (specifically this would entail a new design of all vertical/horizontal curves and establishing new cross sections).

The section of 31<sup>st</sup> Street from Haskell to O'Connell will be a principal arterial road with restricted access. Motorists do tend to go faster when there is no development adjacent to the roadway. It would not be prudent to design this type of road for too low of a speed limit as this could cause an unsafe situation with vehicles exceeding the safe speed for the road conditions.

Additionally, one of the needs for this road was to provide another east/west arterial connection. If the speed and distance/alignment make this connection a less desirable route then the facility may have a diminished value. (attachments: 31<sup>st</sup> Street Alignment and Section)

21. Bill language requested (if any):

City of Lawrence, KS, Construction of 31st Street, Haskell Avenue to O'Connell Road, \$7,500,000

22: Report language requested (if any):

**None**

23. Amount for this project requested, or anticipated to be requested, in the President's FY2010 Budget Request:

**None**

24. Please list any prior federal earmarks or grants this project and the requesting entity have received in the last five years:

**The City of Lawrence has previously received the following earmark funds for this transportation project: In the 2006 Appropriations Bill, the City of Lawrence received \$800,000 to improve 31<sup>st</sup> Street from Haskell to McConnell, provided by Representative Dennis Moore. No construction funding was received.**

**The City of Lawrence receives \$1,000,000 per year in pass through funds from the Kansas Department of Transportation. These funds are used to rebuild failing/inadequate infrastructure within the City limits, to improve condition, capacity, and/or safety. These funds have recently been used to reconstruct north Kasold Drive, reconstruct O'Connell Road, make safety and capacity improvements to the intersections of 6<sup>th</sup> Street & Kasold Drive and 7<sup>th</sup> Street & Kentucky Street, add a left turn lane at 23<sup>rd</sup> and Harper, and reconstruct North Michigan Street.**

**The City of Lawrence Transit System has previously received earmarked funds to address capital needs from Federal Transit Administration Section 5309 Bus and Bus Facilities funding and Transportation, Treasury and Independent Agencies Appropriations Act - Section Designated Project 115 funds. Prior amounts received to address vehicle fleet replacement needs are:**

<b>FY03 FTA Section 5309 -</b>	<b>\$491,839</b>
<b>FY04 Section 115 -</b>	<b>\$400,000</b>
<b>FY05 FTA Section 5309 -</b>	<b>\$388,711</b>
<b>FY08 FTA Section 5309 -</b>	<b>\$147,000</b>
<b>FY08 JARC -</b>	<b>\$496,818</b>

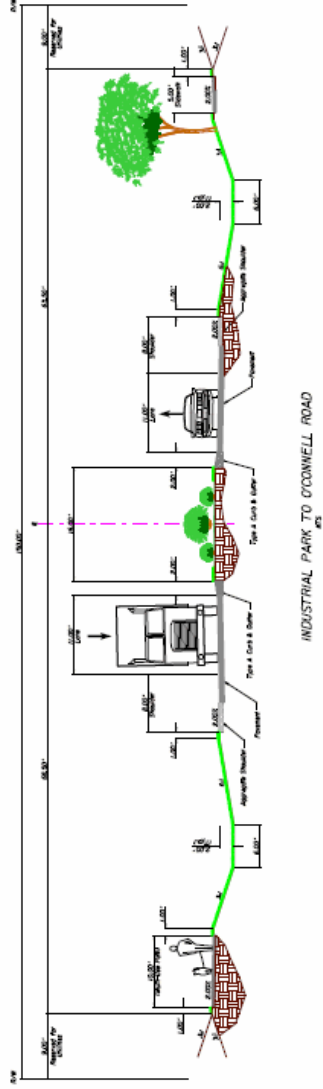
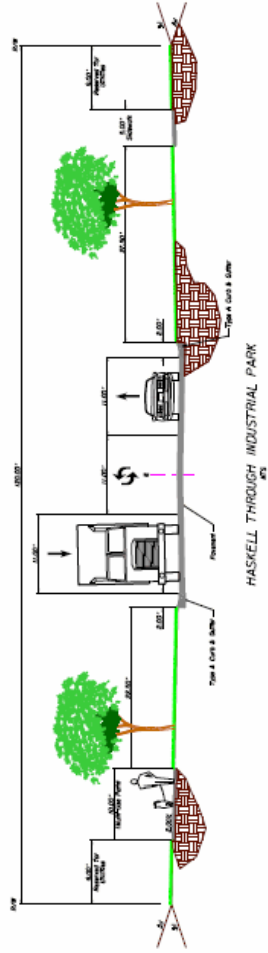
25. Please list the full amount of any state, local, or private matching funds that have been, or will be, provided in support of this project should it receive a federal earmark:

**It is anticipated that the City of Lawrence, Douglas County, and the State of Kansas will be partners on this project to provide any local matching funds required. On February 24, 2009, the Lawrence City Commission approved the submission of this request with the understanding that local funds would be required to match federal funds.**

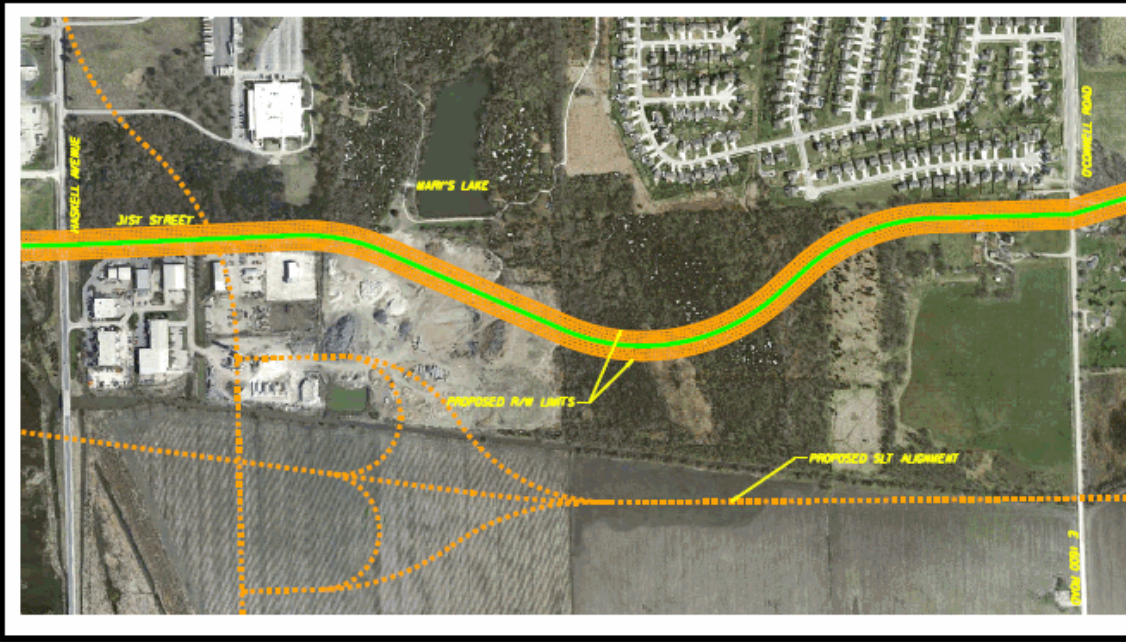


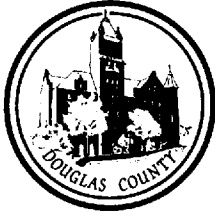
26. Please provide any additional information that will be useful in considering this request.

**Please see the typical cross section and alignment exhibits below.**



31ST STREET TYPICAL SECTIONS





**DOUGLAS COUNTY ADMINISTRATOR**

1100 Massachusetts Street  
Lawrence, KS 66044-3064  
(785) 832-5328 Fax (785) 832-5148  
cweinaug@douglas-county.com

**G. Craig Weinaug**  
County Administrator

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February 26, 2009

The Honorable Pat Roberts  
109 Hart Senate Office Building  
Washington, D.C. 20510

Re: City of Lawrence's appropriations request for extending 31<sup>st</sup> Street

Dear Senator Roberts:

I am writing to express Douglas County's support for the City of Lawrence's appropriation request for construction of 31<sup>st</sup> Street from Haskell Avenue to O'Connell Road. This project is critical for improving east-west transportation in the Lawrence vicinity.

The City of Lawrence and Douglas County have partnered on studies to determine the need, typical section, and route alignment of an extension of 31<sup>st</sup> Street from Haskell Avenue east to (eventually) Douglas County Route 1057. The studies clearly indicate the need for extending 31<sup>st</sup> Street. The Haskell Avenue to O'Connell Road segment is the first, vital link in the extension of 31<sup>st</sup> Street. The proposed 31<sup>st</sup> Street extension is consistent with planned road and highway improvements south and east of Lawrence. It is included in the long range transportation plan for Lawrence and Douglas County.

Thank you for your consideration of this worthy project.

Sincerely,

G. Craig Weinaug

**Senator Pat Roberts Fiscal Year 2010 (Non Defense) Appropriations Request Form  
Submission Deadline: March 1, 2009**

**Please Submit all Forms via Electronic Transmission to [Mike Seyfert@roberts.senate.gov](mailto:Mike_Seyfert@roberts.senate.gov)**

**Thank you for your interest in submitting an appropriations request to Senator Roberts. Please note that by submitting this request you agree that any information you include on the form could be released in a public format by Senator Roberts and/or the United States Senate Committee on Appropriations.**

**Under Senate appropriations disclosure requirements any request submitted to the Senate Appropriations Committee must be posted on Senator Roberts' website along with a justification for the project.**

**ALL questions must be answered fully for this submission to receive consideration. If you have any questions regarding the completion of this form please contact Senator Roberts' Legislative Director Mike Seyfert: Ph. 202-224-4774, [Mike Seyfert@roberts.senate.gov](mailto:Mike_Seyfert@roberts.senate.gov).**

1. Full name of the entity intended to be the recipient of funding:

**City of Lawrence**

2. Exact address of intended funding recipient:

**6 E. 6th Street, Lawrence, Kansas 66044**

3. Point of Contact for the request (This must be a local Kansas contact):

**Matt Bond, Stormwater Engineer**

4. Phone Numbers (All are required):

**(785) 832-3142 work**

**(785) 760-2245 cell**

**(785) 841-3367 home**

5. Fax Number: **(785) 832-3398**

6. E-mail Address: **mbond@ci.lawrence.ks.us**

7. If multiple requests are being submitted from your organization, what is the priority ranking of this request?

**This request ranks number 3 on our priority list:**

**1. Replacement of four fixed-route transit vehicles: \$1.6 million**

**2. Construction of 31st Street, Haskell Avenue to O'Connell Road: \$7.5 million**

- 3. **5th and Maple Stormwater Pump Station: \$3.025 million**
- 4. **23rd & Ousdahl Stormwater Improvements: \$1.1 million**
- 5. **Kasold Drive Reconstruction, 31st St to Clinton Parkway (23rd St): \$6 million**

8. Exact name of the project or requested line item:

**5th & Maple Stormwater Pump Station**

9. Amount Requested:

**\$3,025,000 (55% of total project cost of \$5,500,000)**

10. Please include supporting documentation for the estimated cost of this project, including planning, construction, and continued operation or maintenance. What is the earliest date construction can begin if funding is provided? Is sufficient local funding available to maintain this project into the future?

**In 2005 the City completed a comprehensive North Lawrence Drainage Study. The study evaluated the existing storm sewer system and identified improvements needed to the system. The study also included detailed construction cost estimates. The 2005 estimated cost of the project was \$4.375 million; the 2009 estimate has been inflation adjusted to \$5.5 million. The project could be designed and construction begun within 9 to 12 months. The project includes a main discharge line to the Kansas River which would include a permit with the Union Pacific Railroad, Kansas Division of Water Resources, and the Corp of Engineering. The city has a stormwater maintenance crew and a utility fee which would support ongoing and future maintenance.**

11. Please provide an explanation of this project and why it is a valuable use of taxpayer funds. (This information will be posted on the Senator's website for any project submitted to the Senate Appropriations Committee for consideration).

**The project would include a lift/pump station and piping to discharge stormwater from North Lawrence to the Kansas River. This project would provide benefit to over 1,500 residents of North Lawrence, including commercial and industrial based companies of North Lawrence. This project is the most critical improvement for this area of Lawrence. Flooding occurs at every level of rain event and the area cannot drain to the Kansas River unless pumped over the levee. There are significant impacts to transportation, property and quality of life. Proposed industrial development at the Lawrence Municipal Airport cannot proceed due to potential downstream impacts/flooding issues in North Lawrence.**

12. What impact do you see this project having on the national, state, regional and local economies especially in terms of short and long-term job growth and general economic prosperity?

**This project would provide benefit to over 1,500 residents of North Lawrence, including commercial and industrial based companies of North Lawrence. There are significant impacts to transportation, property and quality of life. Proposed industrial development at the Lawrence Municipal Airport cannot proceed due to potential downstream impacts/flooding issues in North Lawrence.**

13. Why can this project not be completed with private or local funding?

**The stormwater utility completed several significant projects in the late 1990's /early 2000's. Significant debt payments continue through 2017. The stormwater utility can support this debt and maintenance but cannot fund major capital projects. In today's economy stormwater utility rate increases would cause undue hardship on Lawrence citizens.**

14. Are you aware of anything associated with this request that could cause embarrassment for Senator Roberts, the State of Kansas, your community or organization if it receives federal taxpayer funds?

**No**

15. Please provide letters of state, local or community support.

**Please see attached letter of support from Douglas County.**

16. Is there any local opposition to this project?

**No. There is strong community support by local residents, and both the City and County Commissions.**

17. Are you willing to meet with a member of Senator Roberts' staff to discuss this project?

**Yes**

18. Applicable bill for request:

- Agriculture/Conservation/Nutrition/Rural Development
- Commerce/Justice/State
- Energy and Water
- Financial Services and General Government
- Homeland Security
- Interior/EPA
- Labor/Health and Human Services/Education
- State/Foreign Operations
- Transportation HUD

19. Please list the applicable account(s) in the bill where funding is requested:

**Interior and Environment – State and Tribal Assistance Grant (STAG)**

20. Description of the Project and supporting information. Please provide a complete description of the project along with any supporting information that you believe better explains the project. This information will be provided to the Appropriations Committee in support of requests.

**The project would include a lift/pump station and piping to discharge stormwater from North Lawrence to the Kansas River. This project would provide benefit to over 1,500 residences in North Lawrence, including commercial and industrial based companies. This project is the most critical improvement for this area of Lawrence. Flooding occurs at every level of rain event and the area cannot drain to the Kansas River unless pumped over the levee, significantly impacting transportation, property and quality of life.**



**Proposed industrial development at the Lawrence Municipal Airport cannot proceed due to potential downstream impacts/flooding issues in North Lawrence.**

21. Bill language requested (if any):

**City of Lawrence, KS, 5<sup>th</sup> and Maple Stormwater Pump Station, \$3,025,000.**

22: Report language requested (if any):

**None**

23. Amount for this project requested, or anticipated to be requested, in the President's FY2010 Budget Request:

**None**

24. Please list any prior federal earmarks or grants this project and the requesting entity have received in the last five years:

**The City of Lawrence has not received earmark funds for this or any other stormwater project.**

**The City of Lawrence receives \$1,000,000 per year in pass through funds from the Kansas Department of Transportation. These funds are used to rebuild failing/inadequate infrastructure within the City limits, to improve condition, capacity, and/or safety. These funds have recently been used to reconstruct north Kasold Drive, reconstruct O'Connell Road, make safety and capacity improvements to the intersections of 6<sup>th</sup> Street & Kasold Drive and 7<sup>th</sup> Street & Kentucky Street, add a left turn lane at 23<sup>rd</sup> and Harper, and reconstruct North Michigan Street.**

**The City of Lawrence has previously received the following earmark funds for a transportation project: In the 2006 Appropriations Bill, the City of Lawrence received \$800,000 to improve 31<sup>st</sup> Street from Haskell to McConnell, provided by Representative Dennis Moore.**

**The City of Lawrence Transit System has previously received earmarked funds to address capital needs from Federal Transit Administration Section 5309 Bus and Bus Facilities funding and Transportation, Treasury and Independent Agencies Appropriations Act - Section Designated Project 115 funds. Prior amounts received to address vehicle fleet replacement needs are:**

<b>FY03 FTA Section 5309 -</b>	<b>\$491,839</b>
<b>FY04 Section 115 -</b>	<b>\$400,000</b>
<b>FY05 FTA Section 5309 -</b>	<b>\$388,711</b>
<b>FY08 FTA Section 5309 -</b>	<b>\$147,000</b>
<b>FY08 JARC -</b>	<b>\$496,818</b>

25. Please list the full amount of any state, local, or private matching funds that have been, or will be, provided in support of this project should it receive a federal earmark:

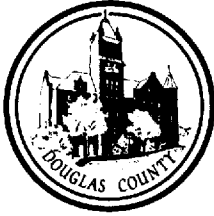
**City of Lawrence infrastructure sales tax funds will provide the balance of the funds needed for this project (45% local match).**

26. Please provide any additional information that will be useful in considering this request.

**Please see the attached analysis of smaller improvements needed to accompany the actual pump station.**

**The photo below is of North Lawrence flooding that would be alleviated by the 5<sup>th</sup> and Maple stormwater pump station.**





**DOUGLAS COUNTY ADMINISTRATOR**

1100 Massachusetts Street  
Lawrence, KS 66044-3064  
(785) 832-5328 Fax (785) 832-5148  
cweinaug@douglas-county.com

**G. Craig Weinaug**  
County Administrator

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February 26, 2009

The Honorable Pat Roberts  
109 Hart Senate Office Building  
Washington, D.C. 20510

Re: City of Lawrence's 5<sup>th</sup> & Maple Pump Station appropriations request

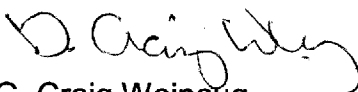
Dear Senator Roberts:

I am writing to express Douglas County's support for the City of Lawrence's appropriation request for the 5<sup>th</sup> & Maple Pump Station. In 2005, the City completed a comprehensive North Lawrence Drainage Study. The study identified the 5<sup>th</sup> & Maple Pump Station as being critical for stormwater drainage in North Lawrence and Grant Township.

The project would include a lift/pump station and piping to discharge stormwater from North Lawrence to the Kansas River. This project would provide benefit to over 1,500 residents of North Lawrence and Grant Township, including commercial and industrial based companies of North Lawrence. This project is the most critical improvement for this area of Lawrence. Flooding occurs at every level of rain event and the area cannot drain to the Kansas River unless pumped over the levee. The project would have significant benefits to transportation, property and quality of life in North Lawrence and Grant Township.

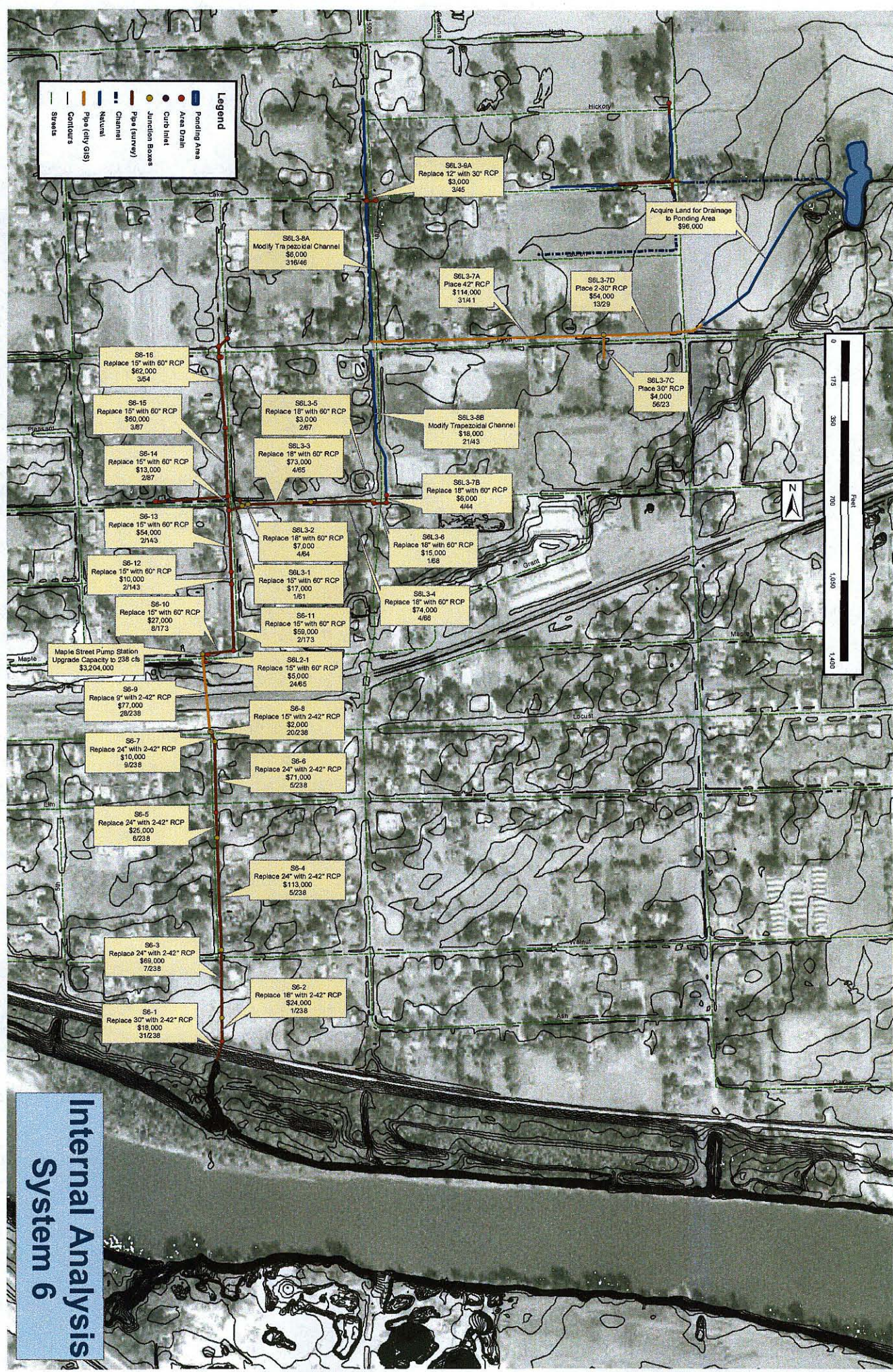
Thank you for your consideration of this worthy project.

Sincerely,

  
G. Craig Weinaug

**Legend**

- Pending Area
- Area Drain
- Curb Inlet
- Junction Boxes
- Pipe (city 615)
- Channel
- Natural
- Contours
- Streets



**Internal Analysis System 6**

## 6. System 6

This system contains the Maple Street pump station, which discharges stormwater to the south side of the railroad tracks running south of Maple Street. It then flows by gravity down 6<sup>th</sup> Street through the levee to the Kansas River. Each conduit and channel, as well as the pump plant, was analyzed with regard to capacity during a 10-year flow event. It was quickly recognized that the existing pump station force main is extremely inadequate. The station was converted from a sanitary lift station and the discharge is only a 9" conduit. In order to pump significant stormwater flows, the velocity through the outlet pipe would be very high. A consistent approach of increasing pipe sizes and changing grades from downstream to upstream was utilized to eliminate all pipes in the system that were over capacity. It was found that 21 out of 33 pipes are over capacity within the system, along with the one natural channel. Following upgrades to the piping system, the Maple Street pump station would need to pump a peak of 302 cfs from its wet well.

Based upon a specific standing water concern in the block between 7<sup>th</sup>, 8<sup>th</sup>, Lincoln, and Lyon Streets, an alternative for Section 6 looked at re-routing some discharge to System 10. It turned out that diversion of a portion of flow to System 10 provided an overall cost savings. While there was additional cost for placing a new pipe along Lyon Street from 7<sup>th</sup> to 8<sup>th</sup> Streets and land acquisition cost to provide a drainage path to the System 10 ponding area, there was a significant reduction in the cost of upgrading the Maple Street pump station. Following upgrades to the piping system, the Maple Street pump station would need to pump a peak of 238 cfs from its wet well. It was assumed that the new diversion pipe would be placed within City right-of-way so that no additional land acquisition would be necessary. Also, a cost for purchasing land at the ponding area is included in System 10 already. The contribution from System 6 does not change the number of parcels slated for acquisition. The recommendation for System 6, therefore, is to implement the flow diversion alternative.

Even with the flow diversion, though, local drainage would continue to cause some standing water due to the fill currently being placed on the east side of the lot. The City was unable to determine the ultimate location and elevation of fill at the time of this report, but a natural drainage path to the northeast is already being cut off. Therefore, part of the recommendation for System 6 is to grade the local area of concern to drain to a new 30" RCP lateral which would be connected to the new pipe along Lyon Street.

On the main stem of System 6, 7 out of 16 pipes are recommended for a change in slope, while all are recommended for an upgrade in size. A breakdown of each lateral coming into the main system is given below. A map of this system identifies all recommended improvements along with an estimated total cost. Additional detail for improvements is shown on the System 6 spreadsheet.

- S6L2 – The excess peak flow in S6L2-1, the pipe discharging to the main stem of System 6, is 37 cfs. This is the only pipe meeting study criteria for hydrologic analysis on that branch of the system. In order to provide an adequate conveyance system, the pipe is recommended for a size increase and a grade change.
- S6L3 – The excess peak flow in S6L3-1, the pipe discharging to the main stem of System 6, is 56 cfs. All of the points along the lateral were shown to be surcharging. Minimal cover and slope issues forced the entire lateral to be redesigned. A more consistent grade was set and sizes were changed on a segment-by-segment basis in order to eliminate surcharge points. The process continued until each component of the lateral could handle the flow without surcharge. All 10 pipes/channels have recommendations for size and grade changes.

## SYSTEM 6

### Conduits and Channels

ID	Existing			Recommendation			Total Cost
	Size	Grade (%)	Q <sub>cap</sub> (cfs)	Size	Grade (%)	Q <sub>10yr</sub> (cfs)	
S6-1	30"	1.96	31	2-42"	1.96	238	\$18,000
S6-2	18"	0.01	1	2-42"	0.01	238	\$24,000
S6-3	24"	0.34	7	2-42"	0.34	238	\$69,000
S6-4	24"	0.16	5	2-42"	0.16	238	\$113,000
S6-5	24"	0.23	6	2-42"	0.23	238	\$25,000
S6-6	24"	0.17	5	2-42"	0.17	238	\$71,000
S6-7	24"	0.58	9	2-42"	0.58	238	\$10,000
S6-8	24"	2.66	20	2-42"	2.66	238	\$2,000
S6-9	9"	-5.08	28	2-42"	-5.08	238	\$77,000
S6-10	15"	5.33	8	60"	0.50	173	\$27,000
S6-11	15"	0.21	2	60"	0.50	173	\$59,000
S6-12	15"	0.43	2	60"	0.49	143	\$10,000
S6-13	15"	0.34	2	60"	0.50	143	\$54,000
S6-14	15"	0.48	2	60"	0.50	87	\$13,000
S6-15	15"	0.72	3	60"	0.50	87	\$60,000
S6-16	15"	0.64	3	60"	0.50	54	\$62,000
S6-17	15"	0.42	2	15"	---	---	---
S6-18	15"	0.67	3	15"	---	---	---
<b>Subtotal Cost =</b>							<b>\$694,000</b>
S6L1-1	15"	27.69	18	15"	---	---	\$0
<b>Subtotal Cost =</b>							<b>\$0</b>
S6L2-1	15"	46.16	24	60"	0.98	65	\$5,000
<b>Subtotal Cost =</b>							<b>\$5,000</b>
S6L3-1	15"	0.05	1	60"	0.30	61	\$17,000
S6L3-2	18"	0.55	4	60"	0.27	64	\$7,000
S6L3-3	18"	0.44	4	60"	0.30	65	\$73,000
S6L3-4	18"	0.42	4	60"	0.30	66	\$74,000
S6L3-5	18"	0.91	2	60"	0.25	67	\$3,000
S6L3-6	18"	0.16	1	60"	0.29	68	\$15,000
S6L3-7B	18"	0.57	4	60"	0.28	44	\$6,000
S6L3-8B	4' flat bottom	0.31	21	4' flat bottom	---	---	---
S6L3-10	12"	0.35	1	12"	---	---	---
S6L3T1-1	15"	8.47	10	15"	---	---	---
<b>Subtotal Cost =</b>							<b>\$195,000</b>
S6L3-7A	---	---	---	42"	0.10	41	\$114,000
S6L3-7C	---	---	---	30"	2.18	23	\$4,000
S6L3-7D	---	---	---	2-30"	0.10	29	\$54,000
S6L3-8A	4' flat bottom	0.31	316	6' flat bottom	0.42	46	\$6,000
S6L3-9A	12"	1.43	2	30"	0.02	40	\$3,000
<b>Subtotal Cost =</b>							<b>\$181,000</b>
S6L4-1	15"	0.59	3	15"	---	---	---
S6L4-2	15"	0.80	3	15"	---	---	---
<b>Subtotal Cost =</b>							<b>\$0</b>
S6L5-1	8"	3.24	3	8"	---	---	---
<b>Subtotal Cost =</b>							<b>\$0</b>

## SYSTEM 6

<b>Pump Stations</b>					
ID	Existing		Recommendation		Total Cost
	Wet-well (ft <sup>3</sup> )	Pump (gpm)	Wet-well (ft <sup>3</sup> )	Pump (gpm)	
<b>Maple Street</b>	Not Available	Not Available	14,280	106,814	\$3,204,000
<b>Subtotal Cost =</b>					<b>\$3,204,000</b>
<b>Land Acquisitions</b>					
Plate #	Appraised			Total Cost	
	Land	Improvements			
N07659A	\$36,680	\$56,820		\$94,000	
N07660A	\$1,900	\$0		\$2,000	
<b>Subtotal Cost =</b>				<b>\$96,000</b>	

**Notes:**

1. Dashed entries refer to pieces of the system that are included in GIS mapping, but did not meet the study criteria for having individual analysis in the hydrologic model. Therefore, no recommendation could be given.

2. All proposed pump station wet-wells are 20-ft deep

3. All pump station costs are highly variable and depend on the level of redundancy desired with regard to backup pumps, pump supplies, outlet works, etc.

4. Assume total cost of pump station to be \$30/gpm

<b>Total Cost of System =</b>	<b>\$4,375,000</b>
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**Senator Pat Roberts Fiscal Year 2010 (Non Defense) Appropriations Request Form  
Submission Deadline: March 1, 2009**

**Please Submit all Forms via Electronic Transmission to [Mike Seyfert@roberts.senate.gov](mailto:Mike_Seyfert@roberts.senate.gov)**

**Thank you for your interest in submitting an appropriations request to Senator Roberts. Please note that by submitting this request you agree that any information you include on the form could be released in a public format by Senator Roberts and/or the United States Senate Committee on Appropriations.**

**Under Senate appropriations disclosure requirements any request submitted to the Senate Appropriations Committee must be posted on Senator Roberts' website along with a justification for the project.**

**ALL questions must be answered fully for this submission to receive consideration. If you have any questions regarding the completion of this form please contact Senator Roberts' Legislative Director Mike Seyfert: Ph. 202-224-4774, [Mike Seyfert@roberts.senate.gov](mailto:Mike_Seyfert@roberts.senate.gov).**

1. Full name of the entity intended to be the recipient of funding:

**City of Lawrence**

2. Exact address of intended funding recipient:

**6 E. 6th Street, Lawrence, Kansas 66044**

3. Point of Contact for the request (This must be a local Kansas contact):

**Matt Bond, Stormwater Engineer**

4. Phone Numbers (All are required):

**(785) 832-3142 work**

**(785) 760-2245 cell**

**(785) 841-3367 home**

5. Fax Number: **(785) 832-3398**

6. E-mail Address: **mbond@ci.lawrence.ks.us**

7. If multiple requests are being submitted from your organization, what is the priority ranking of this request?

**This request ranks number 4 on our priority list:**

**1. Replacement of four fixed-route transit vehicles: \$1.6 million**

**2. Construction of 31st Street, Haskell Avenue to O'Connell Road: \$7.5 million**



- 3. 5th and Maple Stormwater Pump Station: \$3.025 million
- 4. 23rd & Ousdahl Stormwater Improvements: \$1.1 million
- 5. Kasold Drive Reconstruction, 31st St to Clinton Parkway (23rd St): \$6 million

8. Exact name of the project or requested line item:

**23rd & Ousdahl Stormwater Improvements**

9. Amount Requested:

**\$1,100,000 (55% of \$2,000,000 total project cost)**

10. Please include supporting documentation for the estimated cost of this project, including planning, construction, and continued operation or maintenance. What is the earliest date construction can begin if funding is provided? Is sufficient local funding available to maintain this project into the future?

**The cost estimate is based on the city's 1996 stormwater study, adjusted for inflation. Once funding is obtained, this project could be completed in one construction season. The city has a stormwater maintenance crew and a utility fee which would support ongoing and future maintenance.**

11. Please provide an explanation of this project and why it is a valuable use of taxpayer funds. (This information will be posted on the Senator's website for any project submitted to the Senate Appropriations Committee for consideration).

**The City of Lawrence is requesting \$1,100,000 for stormwater improvements at the intersection of 23<sup>rd</sup> Street and Ousdahl Road. This area is a major stormwater challenge during large rain events; seriously impeding traffic on one of the busiest east-west arterials in Lawrence. The ability for emergency vehicles to travel and access this area is also impaired. Once funding is obtained, this project could be completed in one construction season.**

**This intersection suffers from serious flooding problems during nearly any significant rain event. Police and Public Works crews have "standing orders," so to speak, to dispatch to this intersection, place barricades, and redirect traffic every time there is a heavy storm. 23<sup>rd</sup> Street is one of the most heavily traveled east-west arterials in Lawrence, as well as a major commercial corridor. The entire intersection can be rendered impassable due to flooding, producing major disruptions to travel and commerce.**

12. What impact do you see this project having on the national, state, regional and local economies especially in terms of short and long-term job growth and general economic prosperity?

**23<sup>rd</sup> Street is one of the most heavily traveled east-west arterials in Lawrence, as well as a major commercial corridor. The entire intersection can be rendered impassable due to flooding, producing major disruptions to travel and commerce.**

13. Why can this project not be completed with private or local funding?

**The stormwater utility completed several significant projects in the late 1990's /early 2000's. Significant debt payments continue through 2017. Stormwater utility can support this debt and maintenance but cannot fund major capital projects. In today's economy stormwater utility rate increases would cause undue hardship on citizens.**

14. Are you aware of anything associated with this request that could cause embarrassment for Senator Roberts, the State of Kansas, your community or organization if it receives federal taxpayer funds?

**No**

15. Please provide letters of state, local or community support.

16. Is there any local opposition to this project?

**No.**

17. Are you willing to meet with a member of Senator Roberts' staff to discuss this project?

**Yes**

18. Applicable bill for request:

- Agriculture/Conservation/Nutrition/Rural Development
- Commerce/Justice/State
- Energy and Water
- Financial Services and General Government
- Homeland Security
- Interior/EPA
- Labor/Health and Human Services/Education
- State/Foreign Operations
- Transportation HUD

19. Please list the applicable account(s) in the bill where funding is requested:

**Interior and Environment – State and Tribal Assistance Grant (STAG)**

20. Description of the Project and supporting information. Please provide a complete description of the project along with any supporting information that you believe better explains the project. This information will be provided to the Appropriations Committee in support of requests.

**This project is the highest priority stormwater project based on the 1996 stormwater study. The area floods significantly during normal/heavy rain events, making the intersection impassable during these rain events. This intersection is on a major arterial street which impacts transportation, commerce, and emergency services. This intersection suffers from serious flooding problems during nearly any significant rain event. Police and Public Works crews have "standing orders," so to speak, to dispatch to this intersection, place barricades, and redirect traffic every time there is a heavy storm. 23<sup>rd</sup> Street is one of the most heavily traveled east-west arterials in Lawrence, as well as a major commercial corridor. The entire intersection can**

be rendered impassable due to flooding, producing major disruptions to travel and commerce.

21. Bill language requested (if any):

**City of Lawrence, KS, Stormwater improvements at 23rd Street and Ousdahl Road, \$1,100,000.**

22: Report language requested (if any):

**None**

23. Amount for this project requested, or anticipated to be requested, in the President's FY2010 Budget Request:

**None**

24. Please list any prior federal earmarks or grants this project and the requesting entity have received in the last five years:

**The City of Lawrence has not received earmark funds for this or any other stormwater project.**

**The City of Lawrence receives \$1,000,000 per year in pass through funds from the Kansas Department of Transportation. These funds are used to rebuild failing/inadequate infrastructure within the City limits, to improve condition, capacity, and/or safety. These funds have recently been used to reconstruct north Kasold Drive, reconstruct O'Connell Road, make safety and capacity improvements to the intersections of 6<sup>th</sup> Street & Kasold Drive and 7<sup>th</sup> Street & Kentucky Street, add a left turn lane at 23<sup>rd</sup> and Harper, and reconstruct North Michigan Street.**

**The City of Lawrence has previously received the following earmark funds for a transportation project: In the 2006 Appropriations Bill, the City of Lawrence received \$800,000 to improve 31<sup>st</sup> Street from Haskell to McConnell, provided by Representative Dennis Moore.**

**The City of Lawrence Transit System has previously received earmarked funds to address capital needs from Federal Transit Administration Section 5309 Bus and Bus Facilities funding and Transportation, Treasury and Independent Agencies Appropriations Act - Section Designated Project 115 funds. Prior amounts received to address vehicle fleet replacement needs are:**

<b>FY03 FTA Section 5309 -</b>	<b>\$491,839</b>
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<b>FY08 FTA Section 5309 -</b>	<b>\$147,000</b>
<b>FY08 JARC -</b>	<b>\$496,818</b>

25. Please list the full amount of any state, local, or private matching funds that have been, or will be, provided in support of this project should it receive a federal earmark:

**City of Lawrence stormwater utility funds will provide the balance of the funds needed for this project (45% local match). These funds have not yet been budgeted but the City Commission approved the submission of this request with the understanding that local funds would be required to match any federal funds.**

26. Please provide any additional information that will be useful in considering this request.

**Please see the photos below of some of the stormwater problems which would be alleviated by the 23<sup>rd</sup> and Ousdahl stormwater improvements.**





**Senator Pat Roberts Fiscal Year 2010 (Non Defense) Appropriations Request Form  
Submission Deadline: March 1, 2009**

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1. Full name of the entity intended to be the recipient of funding:

**City of Lawrence**

2. Exact address of intended funding recipient:

**6 E. 6th Street, Lawrence, KS 66044**

3. Point of Contact for the request (This must be a local Kansas contact):

**Charles F. Soules, P.E., Director of Public Works**

4. Phone Numbers (All are required):

**(785) 832-3124 work**

**(785) 760-0980 cell**

**(785) 856-0227 home**

5. Fax Number: **(785) 832-3398**

6. E-mail Address: **csoules@ci.lawrence.ks.us**

7. If multiple requests are being submitted from your organization, what is the priority ranking of this request?

**This request ranks number 5 on our priority list:**

**1. Replacement of four fixed-route transit vehicles: \$1.6 million**

**2. Construction of 31st Street, Haskell Avenue to O'Connell Road: \$7.5 million**

- 3. 5th and Maple Stormwater Pump Station: \$3.025 million
- 4. 23rd & Ousdahl Stormwater Improvements: \$1.1 million
- 5. Kasold Drive Reconstruction, 31st St to Clinton Parkway (23rd St): \$6 million

8. Exact name of the project or requested line item:

**Kasold Drive Reconstruction, 31st Street to Clinton Parkway (23rd Street)**

9. Amount Requested:

**\$6 million**

10. Please include supporting documentation for the estimated cost of this project, including planning, construction, and continued operation or maintenance. What is the earliest date construction can begin if funding is provided? Is sufficient local funding available to maintain this project into the future?

**The engineering estimate by City staff puts the total project cost at \$6 million. Construction could begin as early as February 2010. The City employs a street maintenance division responsible for infrastructure maintenance. Funding is available for ongoing maintenance.**

11. Please provide an explanation of this project and why it is a valuable use of taxpayer funds. (This information will be posted on the Senator's website for any project submitted to the Senate Appropriations Committee for consideration).

**Kasold Drive is a major north/south arterial facility within the community with an average daily traffic volume of approximately 20,000 vehicles. Kasold Drive is one of two north/south arterials that lead from the south city limits to the north city limits. Kasold Drive is a major route into the city for Douglas County residents and serves as an important access to the Santa Fe Industrial Park. The City's pavement management system has evaluated this street as deficient and needing reconstruction.**

12. What impact do you see this project having on the national, state, regional and local economies especially in terms of short and long-term job growth and general economic prosperity?

**This project will result in improved access to local businesses and residences, an improved transportation system around/through Lawrence, increased efficiency of trucking industry and service delivery and increased safety.**

13. Why can this project not be completed with private or local funding?

**Kasold Drive requires a complete reconstruction rather than routine maintenance. Local funds for street maintenance dedicated to street maintenance are stretched thin by the many maintenance needs in the community. Alternative funding for this**



**project would allow local funds to begin catching up to those other maintenance needs.**

14. Are you aware of anything associated with this request that could cause embarrassment for Senator Roberts, the State of Kansas, your community or organization if it receives federal taxpayer funds?

**No.**

15. Please provide letters of state, local or community support.

16. Is there any local opposition to this project?

**This project is entirely uncontroversial.**

17. Are you willing to meet with a member of Senator Roberts' staff to discuss this project?

**Yes**

18. Applicable bill for request:

- Agriculture/Conservation/Nutrition/Rural Development
- Commerce/Justice/State
- Energy and Water
- Financial Services and General Government
- Homeland Security
- Interior/EPA
- Labor/Health and Human Services/Education
- State/Foreign Operations
- Transportation HUD

19. Please list the applicable account(s) in the bill where funding is requested:

**FHWA – Transportation, Community, and System Preservation**

20. Description of the Project and supporting information. Please provide a complete description of the project along with any supporting information that you believe better explains the project. This information will be provided to the Appropriations Committee in support of requests.

**Kasold Drive is a major north/south arterial facility within the community with an average daily traffic volume of approximately 20,000 vehicles. Kasold Drive is one of two north/south arterials that lead from the south city limits to the north city limits. Kasold Drive is a major route into the city for Douglas County residents and serves as an important access to the Santa Fe Industrial Park.**

**Kasold Drive requires complete reconstruction rather than routine maintenance. When the road's base was originally constructed it was not**

constructed to today's engineering standards, and as a result the pavement is failing. Repairs to potholes and cracks do not last as the pavement surrounding the repair generally deteriorates very quickly.

21. Bill language requested (if any):

**City of Lawrence, KS, Kasold Drive Reconstruction, 31st Street to Clinton Parkway (23rd Street), \$6,000,000.**

22: Report language requested (if any):

**None**

23. Amount for this project requested, or anticipated to be requested, in the President's FY2010 Budget Request:

**None**

24. Please list any prior federal earmarks or grants this project and the requesting entity have received in the last five years:

**This project has received no prior federal earmarks or grants.**

**The City of Lawrence receives \$1,000,000 per year in pass through funds from the Kansas Department of Transportation. These funds are used to rebuild failing/inadequate infrastructure within the City limits, to improve condition, capacity, and/or safety. These funds have recently been used to reconstruct north Kasold Drive, reconstruct O'Connell Road, make safety and capacity improvements to the intersections of 6<sup>th</sup> Street & Kasold Drive and 7<sup>th</sup> Street & Kentucky Street, add a left turn lane at 23<sup>rd</sup> and Harper, and reconstruct North Michigan Street.**

**The City of Lawrence has previously received the following earmark funds for a transportation project: In the 2006 Appropriations Bill, the City of Lawrence received \$800,000 to improve 31<sup>st</sup> Street from Haskell to McConnell, provided by Representative Dennis Moore.**

**The City of Lawrence Transit System has previously received earmarked funds to address capital needs from Federal Transit Administration Section 5309 Bus and Bus Facilities funding and Transportation, Treasury and Independent Agencies Appropriations Act - Section Designated Project 115 funds. Prior amounts received to address vehicle fleet replacement needs are:**

<b>FY03 FTA Section 5309 -</b>	<b>\$491,839</b>
<b>FY04 Section 115 -</b>	<b>\$400,000</b>
<b>FY05 FTA Section 5309 -</b>	<b>\$388,711</b>
<b>FY08 FTA Section 5309 -</b>	<b>\$147,000</b>
<b>FY08 JARC -</b>	<b>\$496,818</b>

25. Please list the full amount of any state, local, or private matching funds that have been, or will be, provided in support of this project should it receive a federal earmark:

**It is anticipated that the City of Lawrence, Douglas County, and the State of Kansas will be partners on this project to provide any local matching funds required. On February 24, 2009, the Lawrence City Commission approved the submission of this request with the understanding that local funds would be required to match federal funds.**

26. Please provide any additional information that will be useful in considering this request.