

Expansion/Enhancement Projects: Under Initial Development

(Without Funds for Construction)

Overview

While completing work already underway and preserving our transportation system will remain the top priorities, KDOT must also have expansion and enhancement projects under development so that if additional funds are made available projects will be ready for construction. Previously, KDOT announced 16 expansion/enhancement projects that had been identified for preliminary engineering work and today, we are announcing 5 more. A map of these projects is attached. In addition, there are approximately 45 preservation projects in the pipeline that could be let to construction if funding improves.

No Commitment to Build

Construction funding has not been identified for any of these projects. And it's important to note that even if more funding becomes available these projects may not be selected for construction; rather they are candidate projects that will be considered when funding improves.

Delicate Balance

Since it takes so many years to design major highway projects, it is important to have some preliminary engineering work underway in order to be prepared when more funding becomes available. However, KDOT must also be mindful of Kansans' dollars and not invest too much money in designing projects that do not have any guaranteed funding. Hence, KDOT must strike a balance between developing new projects and being mindful of design costs. All of the projects below were identified through KDOT's local consultation process and were considered to be high priorities. In addition, KDOT has already acquired much of the right-of-way necessary to complete these projects. Thus, it makes sense to move these projects forward by beginning preliminary engineering work.

- 1. US-69, Arma to Fort Scott.** This project, which spans 14 miles, will continue the 4-laning of US-69 in Bourbon and Crawford counties. Kansas has already invested \$270 million on the 4-laning of US-69 from Kansas City to Pittsburg. This project will build on previous investments and serve the major commuter and freight route in southeast Kansas.
- 2. US-54, Greensburg Freeway.** The city of Greensburg in consultation with KDOT has opted to have the 4-lane expansion of US-54 go through the city. It's important to get work underway now so residents can plan accordingly when rebuilding their homes and businesses rather than having to relocate later due to the highway expansion. With growing truck traffic, this 4-lane freeway will help to alleviate congestion and serve the community's rebuilding efforts.

3. **15th Street/K-10 Interchange in Lawrence.** This interchange helps accommodate the growth on west side of Lawrence and allows for another connection to K-10. With traffic volumes of over 9,000 daily at this location, this interchange will help to alleviate congestion in Lawrence and serve K-10 which is a major freight and commuter route in northeast Kansas. This interchange also builds on previous investments made on K-10.
4. **US-50, Hutchinson to Emporia Corridor Study.** This corridor, which spans 100 miles, is becoming increasingly congested. With more than 2,000 trucks traveling daily on sections of this highway, this study will help identify where it makes sense to add passing lanes. Once these sections have been identified and prioritized, design work will begin.
5. **K-7, Columbus north to the Crawford-Cherokee County Line.** With more than 4,000 vehicles traveling on this 11-mile section of road that has narrow shoulders, this project will examine various practical improvement options for enhancing this roadway. In addition, this project will build on previous investments the state has made to K-7 and will improve the connection from US-69 to US-400.