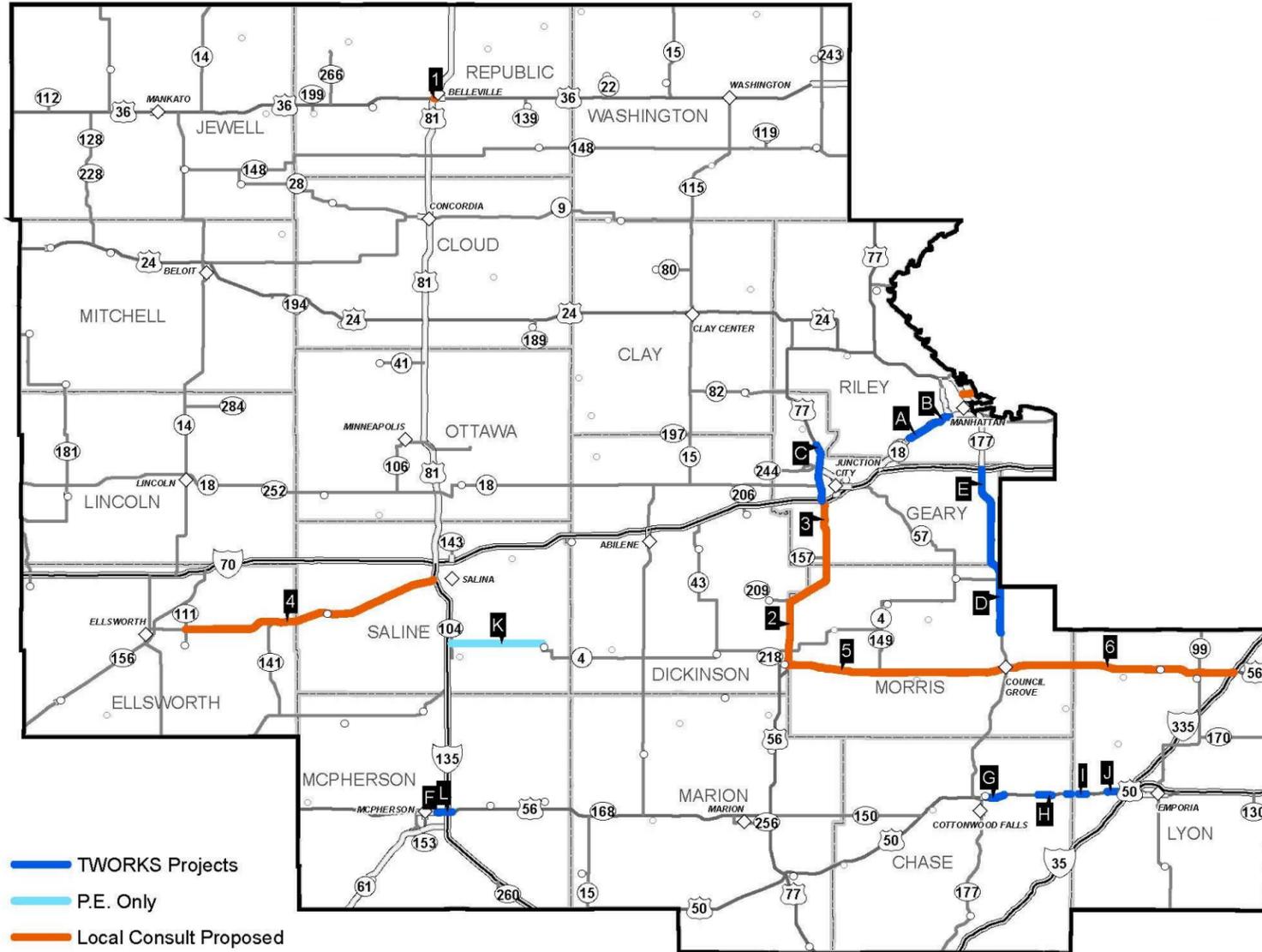


North Central Region



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Oct. 15, 2014



Purpose of Today's Highway Discussion:

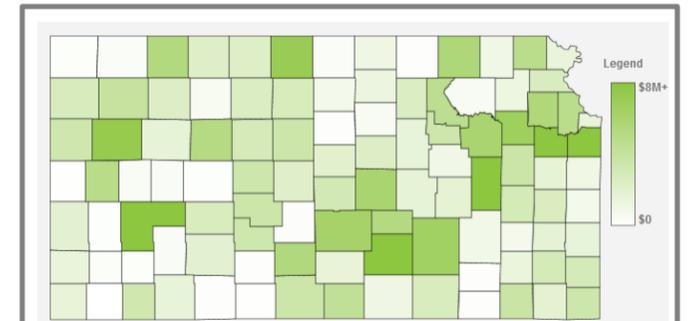
While we don't have any additional dollars available for the construction of projects, it's important that we have a few projects in the pipeline should more funding become available. In order to have projects ready to go when funding becomes available, KDOT must complete preliminary engineering work. Thus, the purpose of today's meeting is to prioritize a few projects in this area that could be selected for preliminary engineering work.

What does Preliminary Engineering (PE) work mean?

Before a highway project can be constructed, several phases of work must be completed. PE refers to things like conducting a corridor study, identifying right of way, purchasing right of way, and completing design work. Projects selected for PE work may include just a phase of PE work like completing a study or it could include multiple/all phases of PE work.

Where did this list of projects come from?

T-WORKS selection process calls for projects to be evaluated using engineering data, economic impact analysis and local input. In 2010, KDOT revealed a statewide list of approximately 100 projects that rose to the top during the selection process. The **candidate projects** listed are those projects that were in the top 100 from this area but did not get selected for construction or PE work in 2011. The list also includes the **projects that were selected for construction** and those that were **selected to go to final design, which is the last phase of PE work**.



\$8 Million Promise: T-WORKS requires that at least \$8 million be invested in every Kansas county. The \$8 million doesn't all have to be invested in highways it can also include aviation, rail and transit projects. The above map shows the progress made to date.

Will projects be selected today?

No. Today is about getting input from communities. KDOT staff will do additional analysis before announcing what projects have been selected for the PE Only Pool.

If it is selected for PE work, does this guarantee my project will get built?

No. More funding for construction would have to become available. If funding becomes available, KDOT staff will evaluate projects in the PE Only pool to determine what project(s) can be built.

Does completing the PE work of a project increase the chances it will get built?

Yes. If a project is "on-the-shelf" ready to be built, it stands of much better chance of being selected for construction when funding becomes available.



Cost estimates: Please note these are construction cost estimates. For candidate projects, the estimates are in 2016 dollars, which is used for programming purposes since that would be mid-program. For the projects selected for construction, the cost estimates are in the year they would be let to construction. No estimates are included for PE only projects since no construction funds are available.

1st Tier or 2nd Tier project: During the 2010 round of local consult meetings, participants were asked to identify their top priorities of projects in two tiers: 1st and 2nd. Not all of the projects that made the top tiers were selected for construction due to cost constraints. If a project was on a tiered list but not selected for construction, it's identified in the notes section of the project list. Being a tiered project means the region identified it as a priority in 2010.

Notes:

Candidates for Preliminary Engineering Work

Map ID	Project Description	Scope	FY 2016 Cost (Millions)	Length (Miles)	Notes
1	US-36/US-81 Interchange Improvements		\$13	-	
	US-77 Modernization from US-56 to I-70		\$50	26	
2	US-56 to K-209	Add shoulders	\$21	11	
3	K-209 to I-70	Add shoulders	\$29	15	
4	K-140 Salina to Kanopolis	2-lane Reconstruction	\$50	33	LC 2012
5	US-56 Herington to Council Grove	New 2 lane	\$63	25	LC 2012
6	US-56 Council Grove to KTA	New 2 lane	\$63	25	LC 2012

Projects Previously Selected for Construction or Preliminary Engineering Work

Map ID	Project Description	Scope	Cost (millions)	Length (miles)	Program FY Year	Notes
	K-18 Expansion in Riley County					
A	Wildcat Creek to 1 mile east of Scenic Drive	4-lane freeway	\$42	4	2011	
B	1 mile east of Scenic Drive to K-113/Seth Child	4-lane freeway	\$15	2	2011	
C	US-77 Expansion from I-70 to K-57 at Junction City					
	Old US-40 north .3 miles, including US-77/Rucker Rd intersection and climbing lane 4 miles north of I-70	Various improvements	\$8	2	2015	
	Goldenbelt Blvd north to McFarland Rd, including K-18/Spring Valley intersection	Various improvements	\$6	1.1	2015	
	US-77/K-18 interchange	Various improvements	\$16	1.3	2016	
	.3 miles south of Old Milford Rd north to K-57	Various improvements	\$12	2.5	2017	
	K-177 Modernization from Council Grove to I-70					
D	5 miles north of Council Grove to Morris/Geary Co. Line	Add shoulders	\$14	10	2017	
E	Morris/Geary Co. Line north to I-70	Add shoulders	\$15	14	2017	
F	New McPherson Interchange on I-135	New interchange	\$13	-	2016	
	US-50 Expansion from Strong City to Emporia					
G	Strong City east 2 miles	Extend 4-lane	\$5	2	2015	
H	2.3 miles west of Chase-Lyon County Line, west 1.5 miles	Passing lanes	\$3	1.5	2015	
J	Emporia: west 1 mile	Extend 4-lane	\$5	1	2018	
K	K-4 From I-135 east to southeast of Gypsum	Corridor Evaluation Study		10		PE only. No funds for construction.
L	US-56 City of McPherson, Eby St. east to US-56/I-135	Pavement Replacement	\$8	1.2	2016	