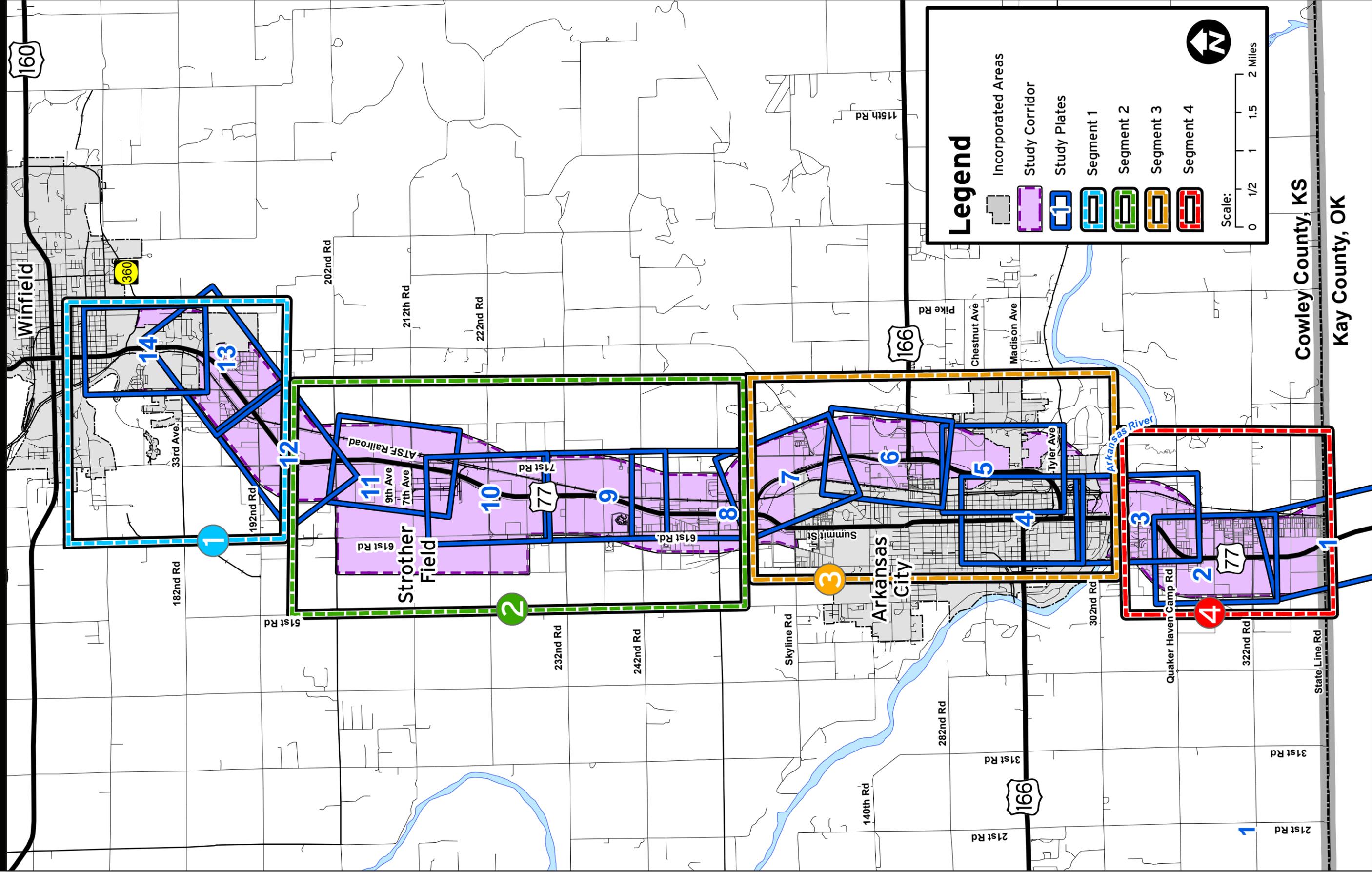


EXHIBIT 8: INDEX SHEET FOR APPENDIX A AND B



BUILD-OUT (+/-2027) PLAN PLATE MAPS

The long-term vision for the US-77 Corridor is to balance local access needs with the desire to preserve and enhance mobility. This vision is reflected in the Build-Out Plan Plate Maps with the consolidation and management of localized access and the development of a freeway and expressway. These plates should be used to preserve right-of-way for future improvements and as a long-term guide to manage access. As stated in the Land Use Plan chapter, new developments will require a traffic study to determine the need for improvements to US-77 such as turn lanes, lighting, signals, roundabouts and interchanges as well as improvements to the parallel road network caused by the development.

It is important to note that the following plate maps were prepared with the assumption that a West Winfield Bypass should be a major factor in the ultimate plan. Thus, the recommendation for the section of existing US-77 from K-360 to County Club Road reflects this long-term plan. However, if a West Winfield Bypass is not concept is not carried forward and/or significant development occurs south of Winfield, this segment would continue to operate as an expressway with signalized intersections spaced at one-mile. At a minimum, Country Club Road should be realigned as shown in the Interim Plan Plates and improved to an urban arterial.

Disclaimer: These concepts are current as of August 2007 and depict KDOT's recommended improvements for US-77 from the State Line to K-360. The exact location, design, and right-of-way for the corridor cannot be determined from these concepts and could be different from that shown. Additional preliminary design will need to be performed to further refine these improvements and the right-of-way requirements.

Legend

 Existing Collector	 Proposed US-77 ROW	 Overpass
 New Collector/ Access Road	 Future Bypass	 Pavement Removal
 New Arterial	 Potential Access Removal	 Adjusted Parcel Boundaries
 Existing Arterial	 Corridor Footprint	 City Limits



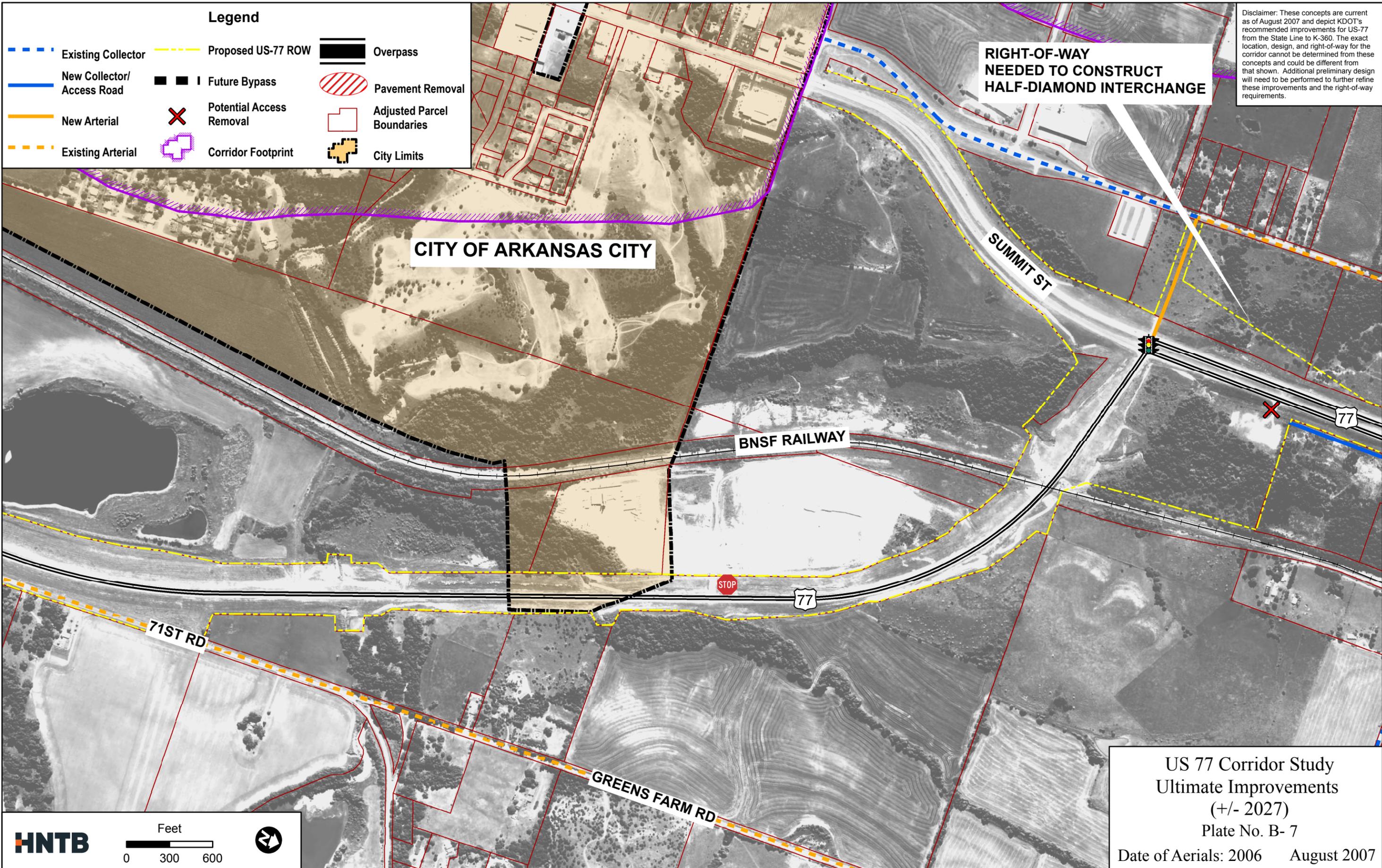
HNTB

Feet

 0 300 600



US 77 Corridor Study
 Ultimate Improvements
 (+/- 2027)
 Plate No. B- 6
 Date of Aerials: 2006 August 2007



Legend

- - - Existing Collector
- New Collector/ Access Road
- New Arterial
- - - Existing Arterial
- - - Proposed US-77 ROW
- - - Future Bypass
- X Potential Access Removal
- + Corridor Footprint
- Overpass
- Pavement Removal
- Adjusted Parcel Boundaries
- City Limits

RIGHT-OF-WAY NEEDED TO CONSTRUCT HALF-DIAMOND INTERCHANGE

Disclaimer: These concepts are current as of August 2007 and depict KDOT's recommended improvements for US-77 from the State Line to K-360. The exact location, design, and right-of-way for the corridor cannot be determined from these concepts and could be different from that shown. Additional preliminary design will need to be performed to further refine these improvements and the right-of-way requirements.

CITY OF ARKANSAS CITY

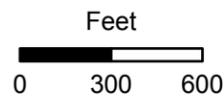
BNSF RAILWAY

SUMMIT ST

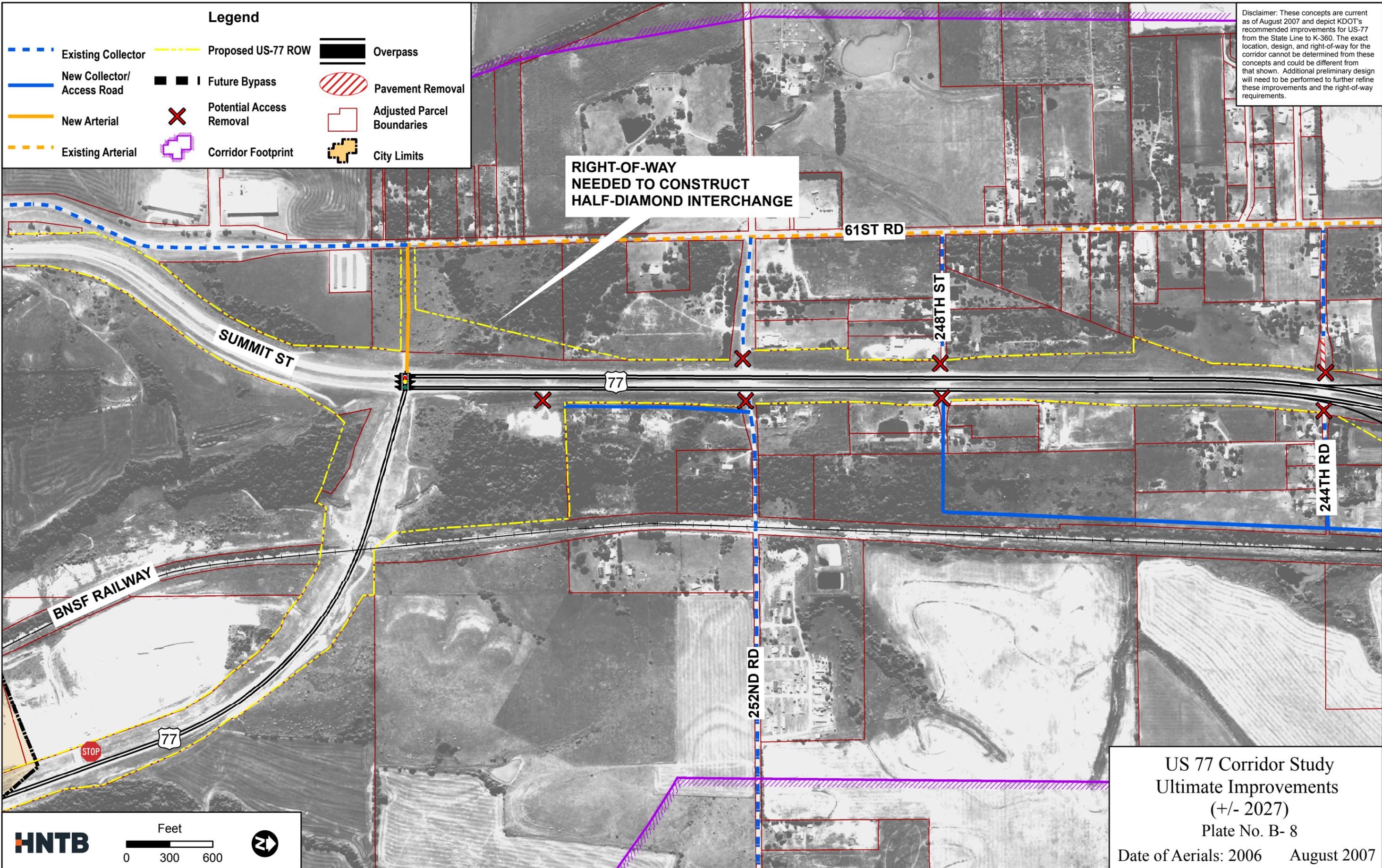
71ST RD

GREENS FARM RD

HNTB



**US 77 Corridor Study
Ultimate Improvements
(+/- 2027)
Plate No. B- 7
Date of Aerials: 2006 August 2007**



Legend

- - - Existing Collector
- New Collector/ Access Road
- New Arterial
- - - Existing Arterial
- - - Proposed US-77 ROW
- ■ ■ Future Bypass
- X Potential Access Removal
- ⊕ Corridor Footprint
- Overpass
- Pavement Removal
- Adjusted Parcel Boundaries
- City Limits

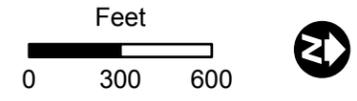
Disclaimer: These concepts are current as of August 2007 and depict KDOT's recommended improvements for US-77 from the State Line to K-360. The exact location, design, and right-of-way for the corridor cannot be determined from these concepts and could be different from that shown. Additional preliminary design will need to be performed to further refine these improvements and the right-of-way requirements.

RIGHT-OF-WAY NEEDED TO CONSTRUCT HALF-DIAMOND INTERCHANGE

**US 77 Corridor Study
Ultimate Improvements
(+/- 2027)**

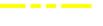
Plate No. B- 8

Date of Aerials: 2006 August 2007



Disclaimer: These concepts are current as of August 2007 and depict KDOT's recommended improvements for US-77 from the State Line to K-360. The exact location, design, and right-of-way for the corridor cannot be determined from these concepts and could be different from that shown. Additional preliminary design will need to be performed to further refine these improvements and the right-of-way requirements.

Legend

 Existing Collector	 Proposed US-77 ROW	 Overpass
 New Collector/ Access Road	 Future Bypass	 Pavement Removal
 New Arterial	 Potential Access Removal	 Adjusted Parcel Boundaries
 Existing Arterial	 Corridor Footprint	 City Limits



US 77 Corridor Study
 Ultimate Improvements
 (+/- 2027)
 Plate No. B- 9
 Date of Aerials: 2006 August 2007

HNTB

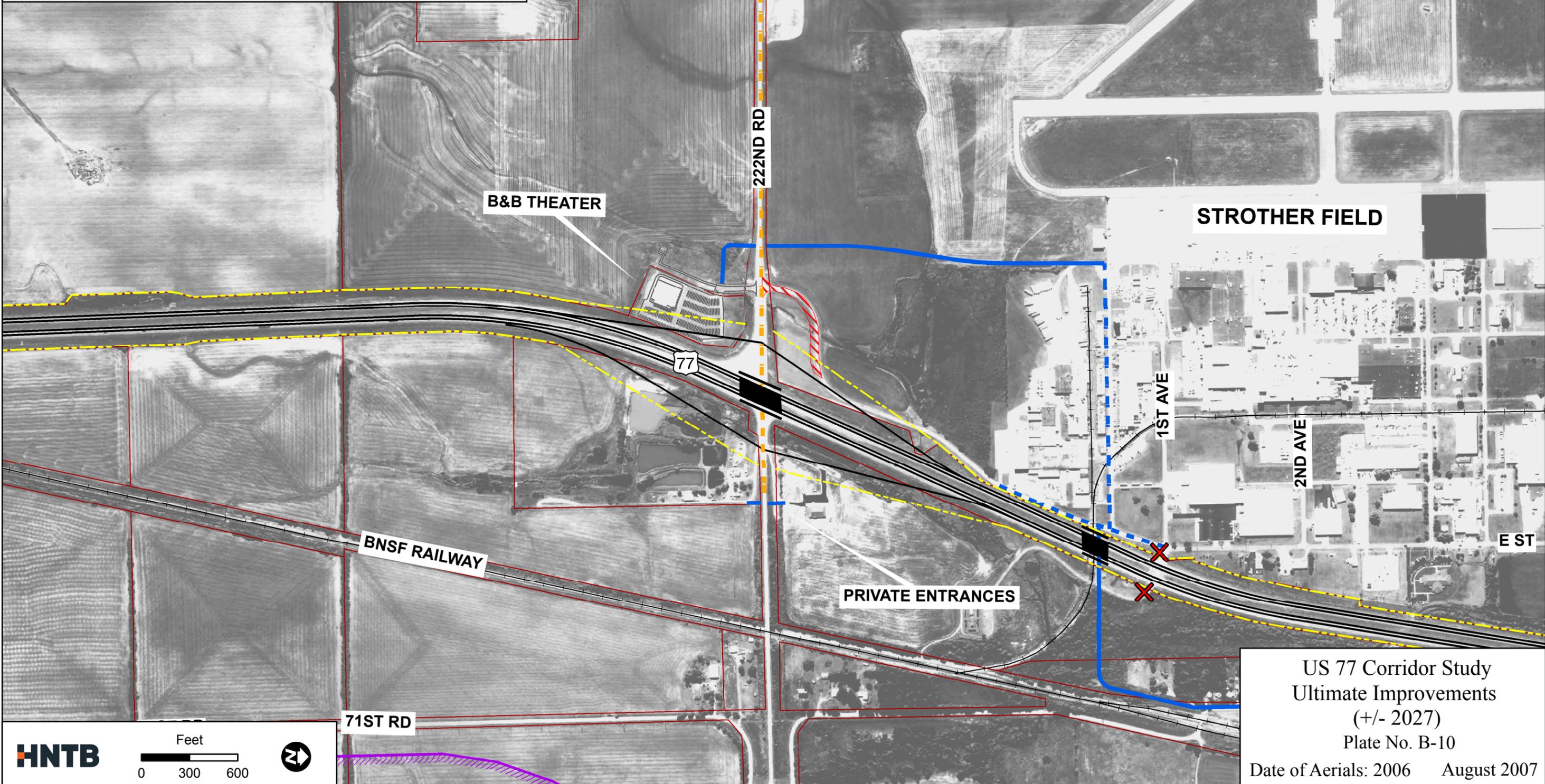
Feet
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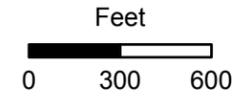
Disclaimer: These concepts are current as of August 2007 and depict KDOT's recommended improvements for US-77 from the State Line to K-360. The exact location, design, and right-of-way for the corridor cannot be determined from these concepts and could be different from that shown. Additional preliminary design will need to be performed to further refine these improvements and the right-of-way requirements.

Legend

 Existing Collector	 Proposed US-77 ROW	 Overpass
 New Collector/ Access Road	 Future Bypass	 Pavement Removal
 New Arterial	 Potential Access Removal	 Adjusted Parcel Boundaries
 Existing Arterial	 Corridor Footprint	 City Limits



HNTB



US 77 Corridor Study
 Ultimate Improvements
 (+/- 2027)
 Plate No. B-10
 Date of Aerials: 2006 August 2007