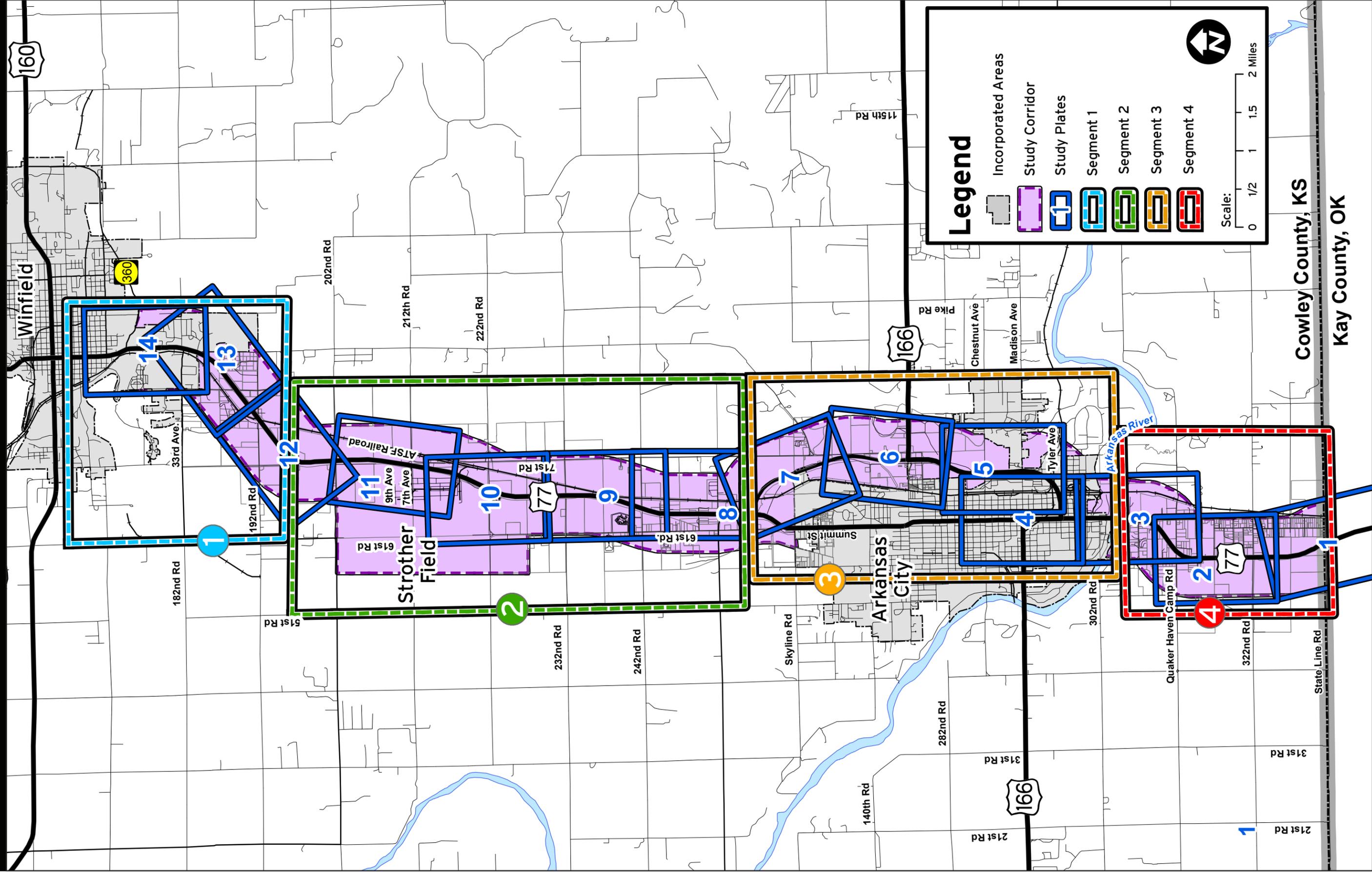


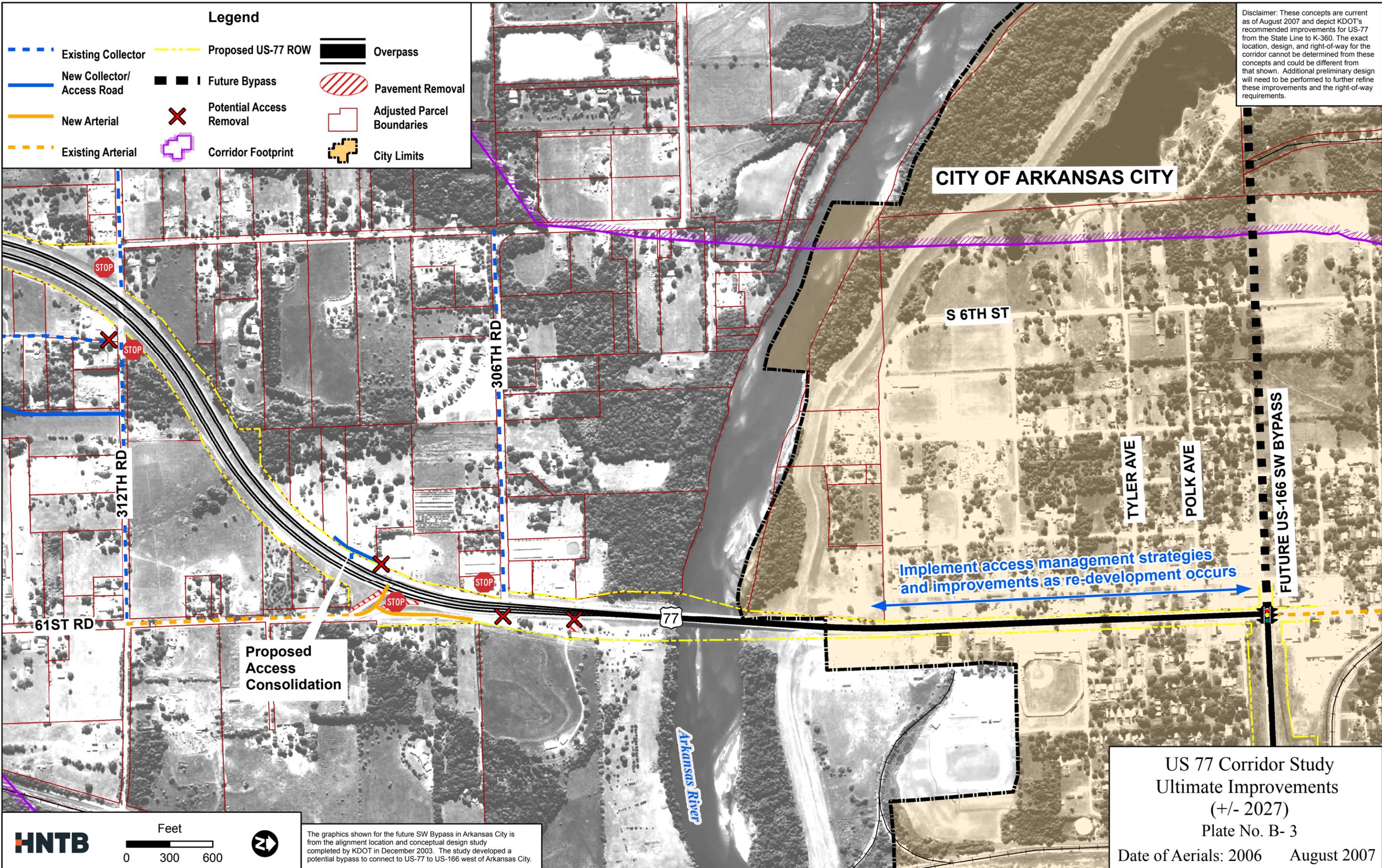
EXHIBIT 8: INDEX SHEET FOR APPENDIX A AND B



## **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.



**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.

**CITY OF ARKANSAS CITY**

S 6TH ST

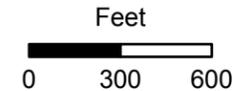
TYLER AVE

POLK AVE

FUTURE US-166 SW BYPASS

Implement access management strategies and improvements as re-development occurs

Proposed Access Consolidation



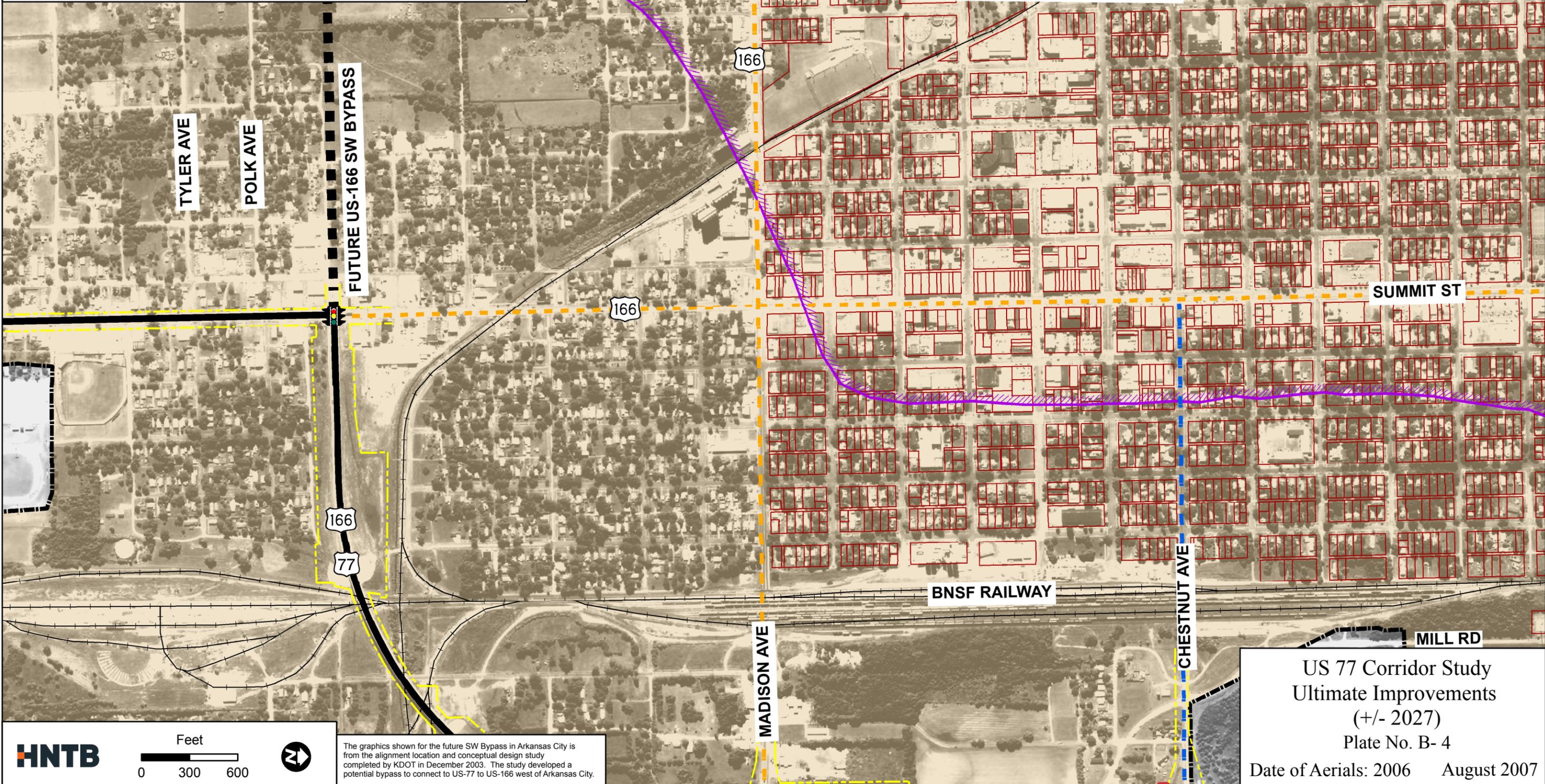
The graphics shown for the future SW Bypass in Arkansas City is from the alignment location and conceptual design study completed by KDOT in December 2003. The study developed a potential bypass to connect to US-77 to US-166 west of Arkansas City.

US 77 Corridor Study  
 Ultimate Improvements  
 (+/- 2027)  
 Plate No. B- 3  
 Date of Aerials: 2006 August 2007

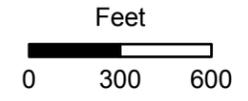
Disclaimer: These concepts are current as of August 2007 and depict KDOT's recommended improvements for US-77 from the State Line to K-360. The exact location, design, and right-of-way for the corridor cannot be determined from these concepts and could be different from that shown. Additional preliminary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



**HNTB**

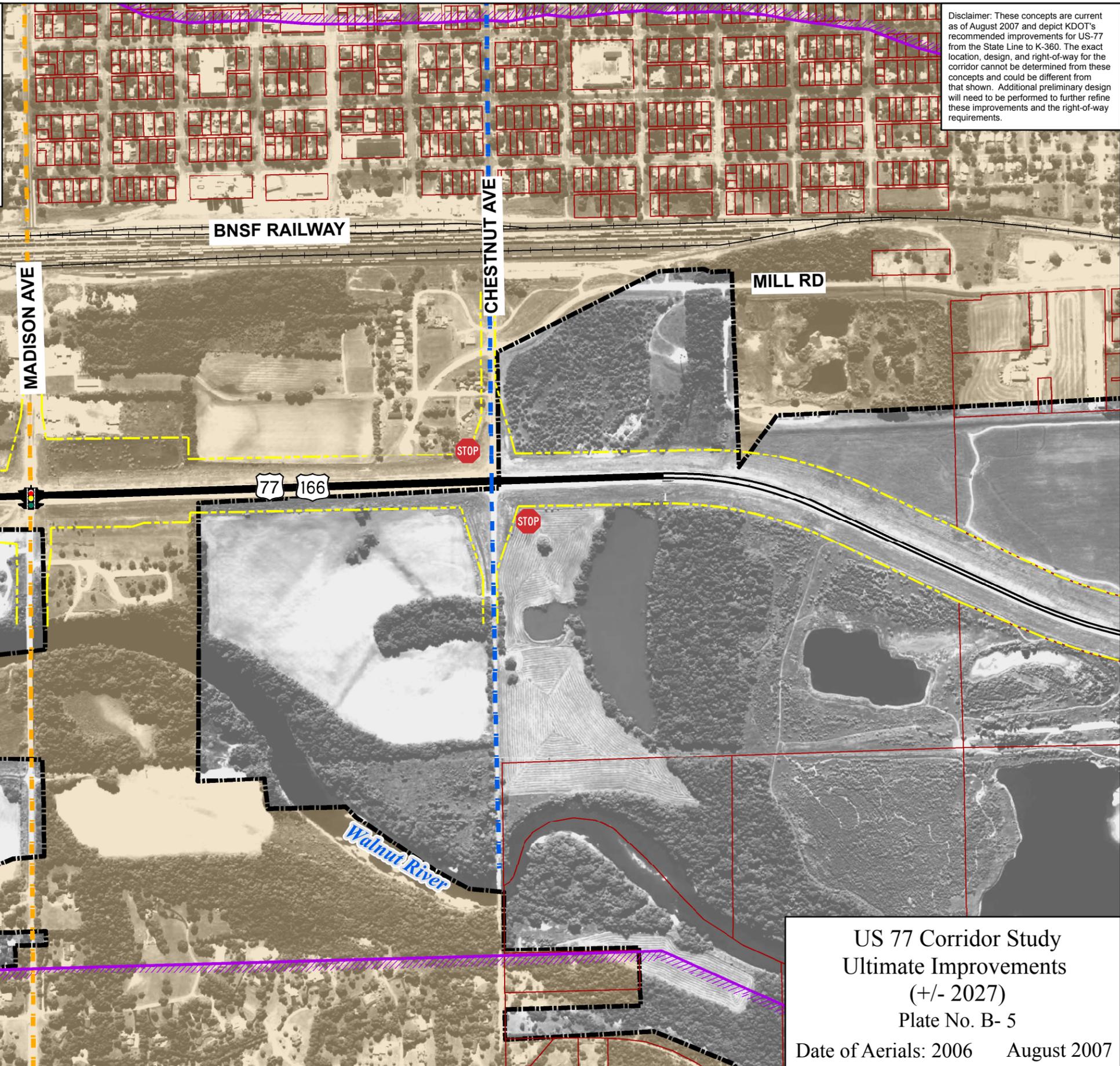


The graphics shown for the future SW Bypass in Arkansas City is from the alignment location and conceptual design study completed by KDOT in December 2003. The study developed a potential bypass to connect to US-77 to US-166 west of Arkansas City.

**US 77 Corridor Study  
Ultimate Improvements  
(+/- 2027)  
Plate No. B- 4  
Date of Aerials: 2006 August 2007**

**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



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.

**HNTB**

Feet  
0 300 600



US 77 Corridor Study  
Ultimate Improvements  
(+/- 2027)  
Plate No. B- 5  
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

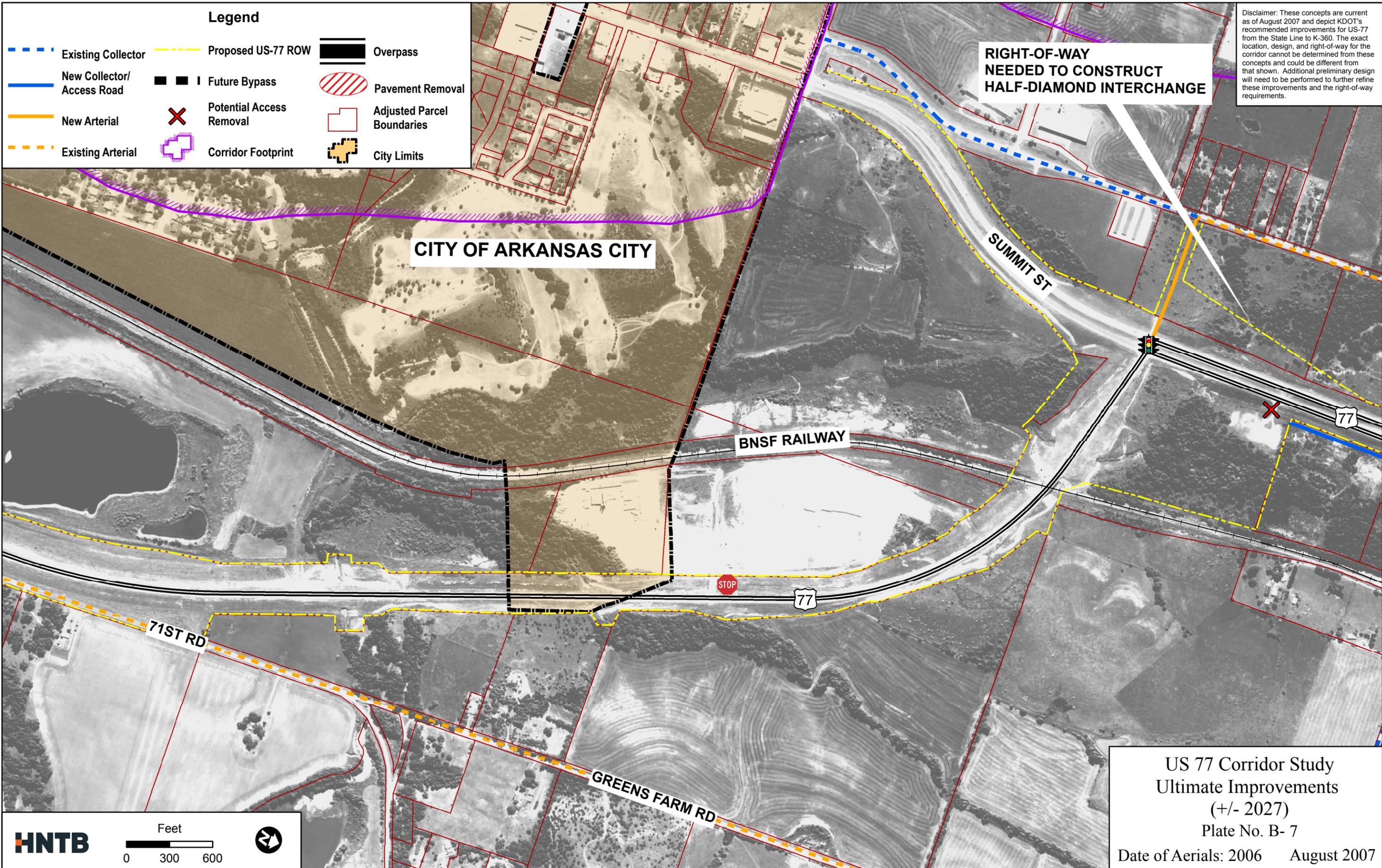


**HNTB**

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**

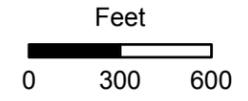
**GREENS FARM RD**

**77**

**77**

**STOP**

**HNTB**



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