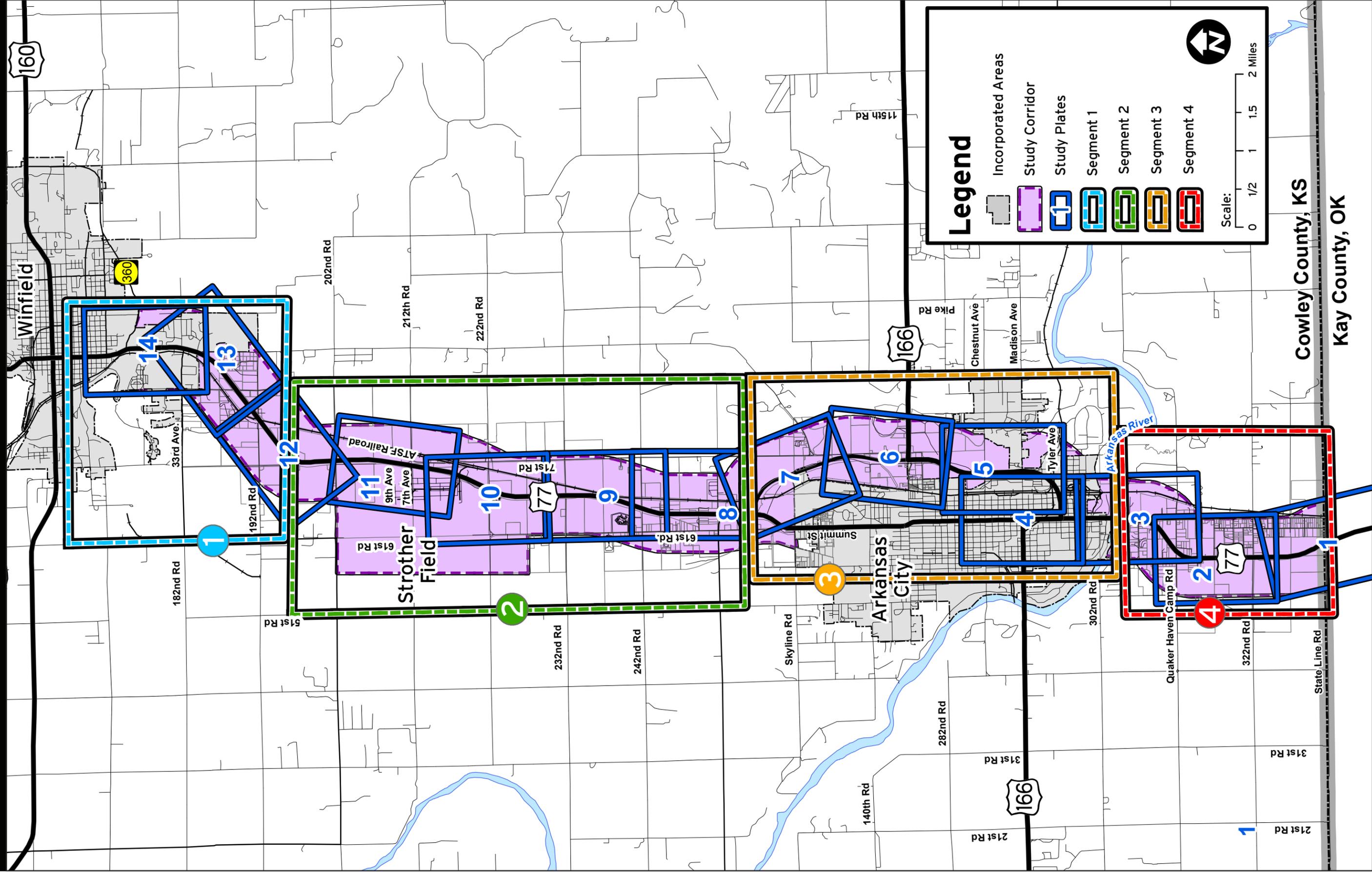


EXHIBIT 8: INDEX SHEET FOR APPENDIX A AND B



APPENDIX A

INTERIM (+/-2017) 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 (See Appendix B) 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.

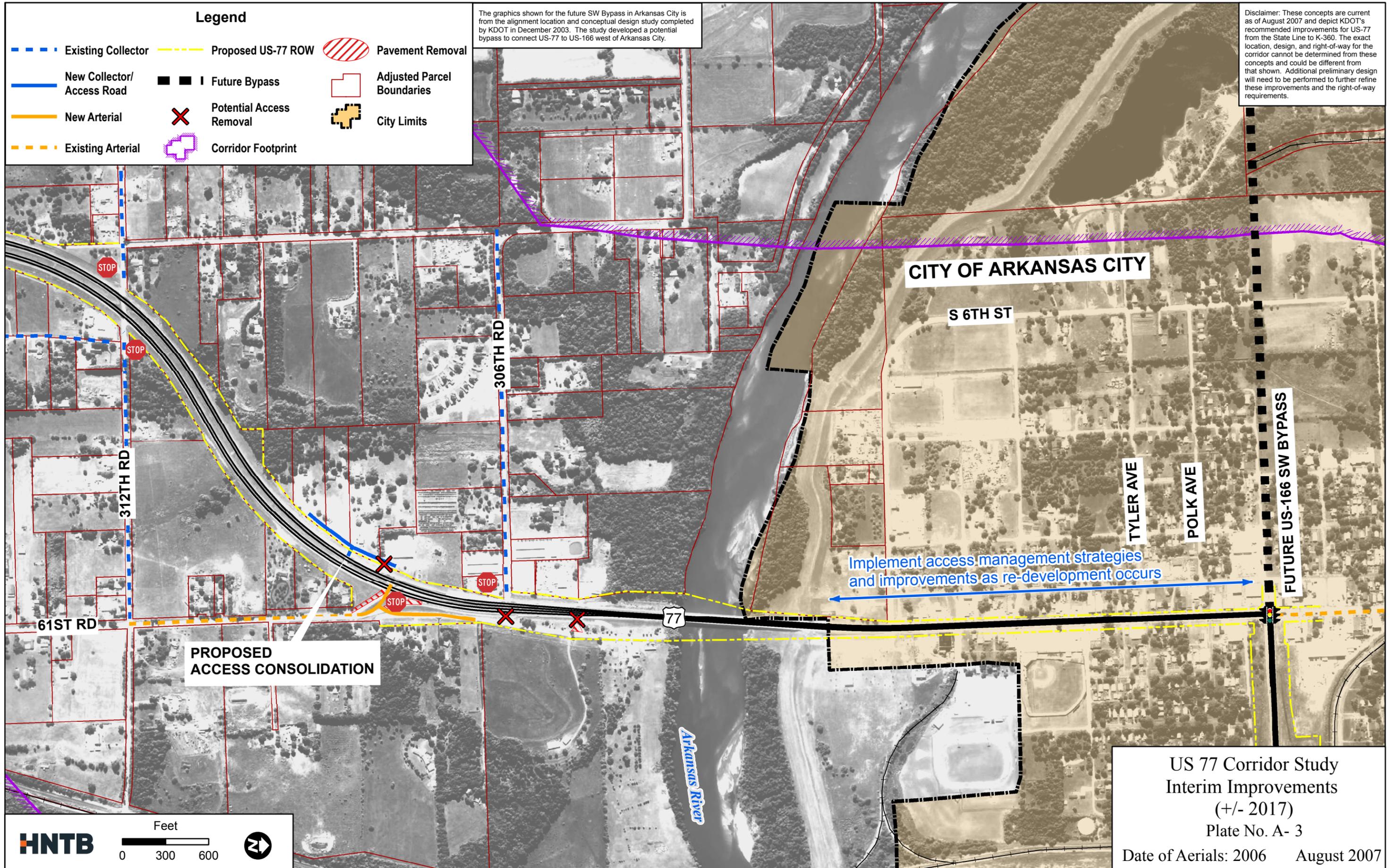
The Partnership recognizes that the improvements identified within the Build-Out Plan Plate Maps will take at least 20-years or more due to the cost of the improvements as well as the time-frame needed to implement the access strategy. Therefore, the Interim Plan Plate Maps identify the improvements necessary to facilitate development along the Corridor within the next 10-years. It should be noted the intersection improvements identified within the Interim Plan Plates are intended to address potential safety and operational concerns. However, some interim improvements, such as traffic signals within the freeway segment, may negatively impact mobility within the short-term. Therefore, any intersection improvements should be carefully considered. If development occurs within the interim, a traffic study should be completed to determine the need for improvements to US-77 such as turn lanes, lighting, signals and roundabouts as well as improvements to the parallel road network caused by the development.

Legend

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

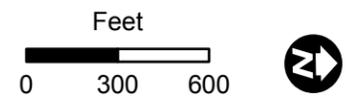
The graphics shown for the future SW Bypass in Arkansas City is from the alignment location and conceptual design study completed by KDOT in December 2003. The study developed a potential bypass to connect US-77 to US-166 west of Arkansas City.

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.



PROPOSED ACCESS CONSOLIDATION

Implement access management strategies and improvements as re-development occurs



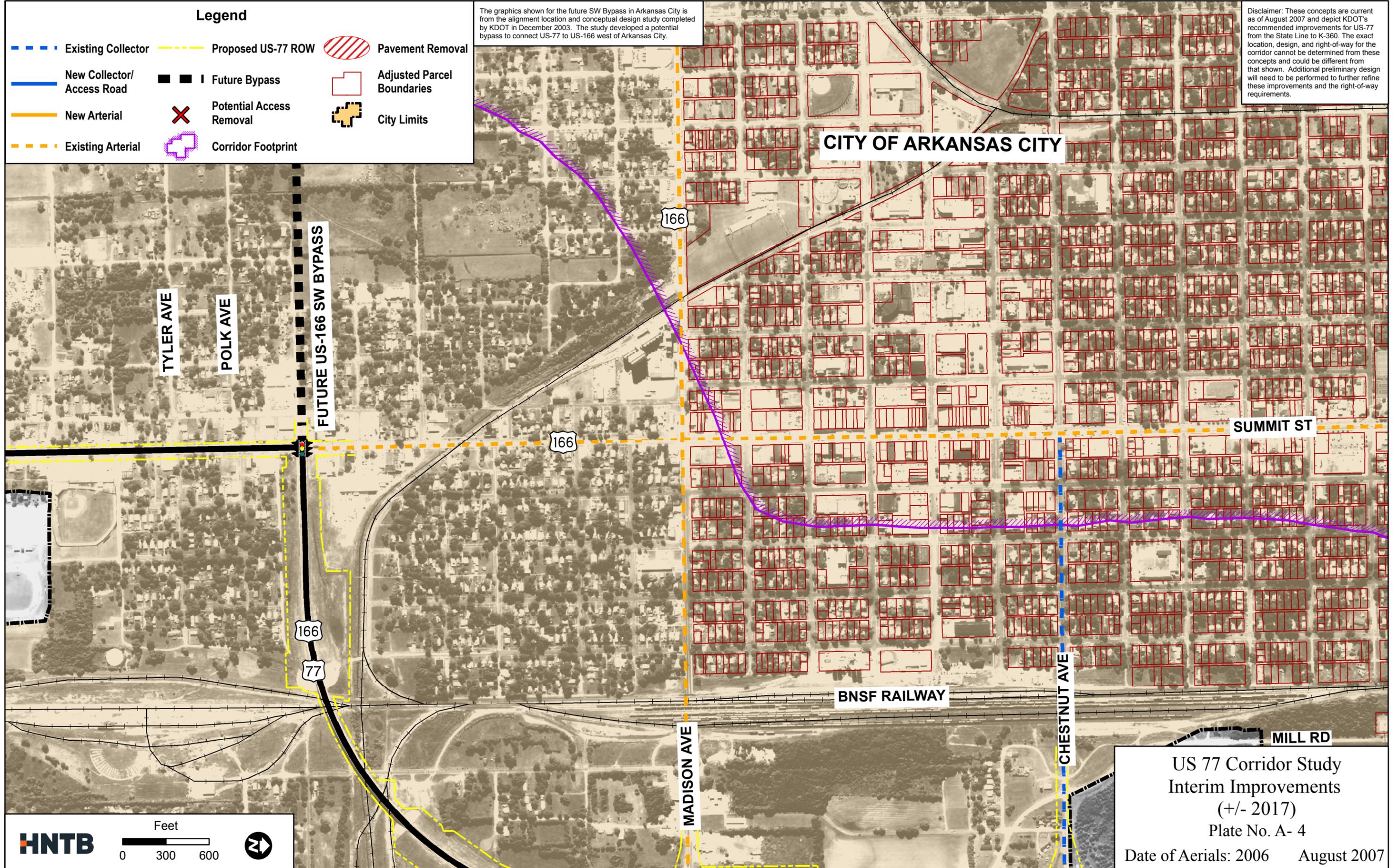
US 77 Corridor Study
Interim Improvements
(+/- 2017)
Plate No. A- 3
Date of Aerials: 2006 August 2007

Legend

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

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 US-77 to US-166 west of Arkansas City.

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

HNTB

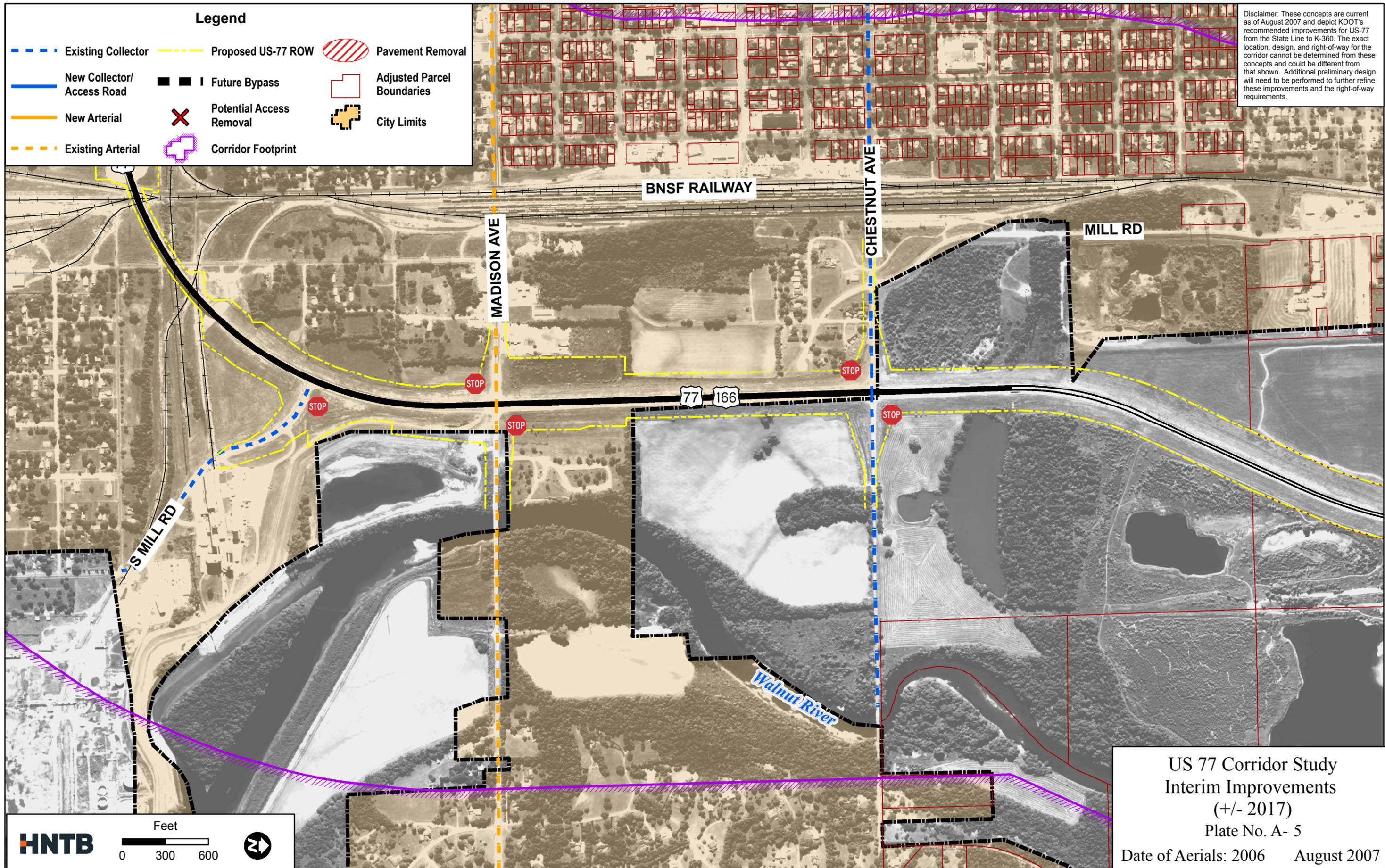
Feet
0 300 600

**US 77 Corridor Study
Interim Improvements
(+/- 2017)
Plate No. A- 4
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
- / 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.

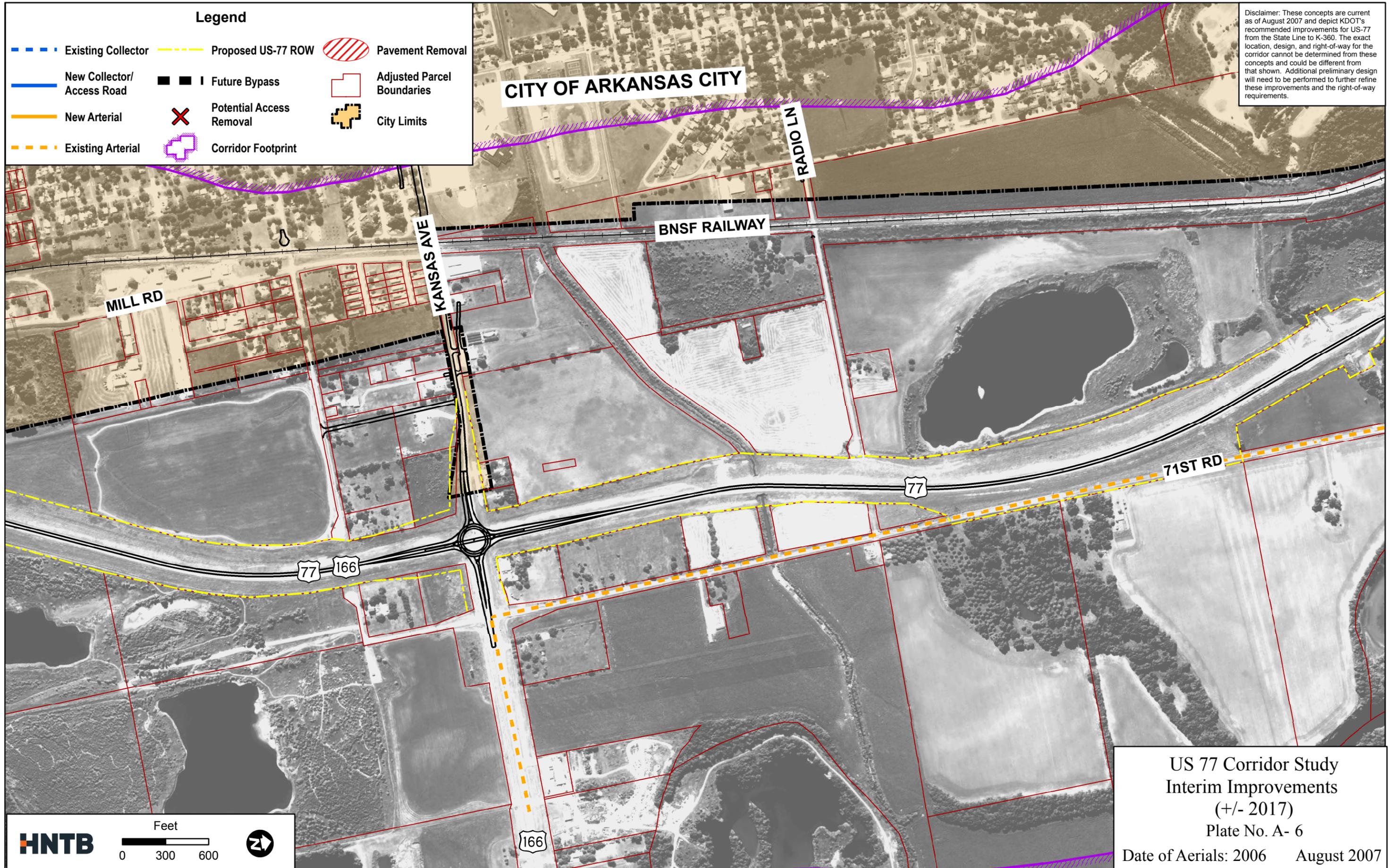


US 77 Corridor Study
 Interim Improvements
 (+/- 2017)
 Plate No. A- 5
 Date of Aerials: 2006 August 2007

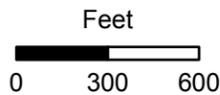
Legend

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

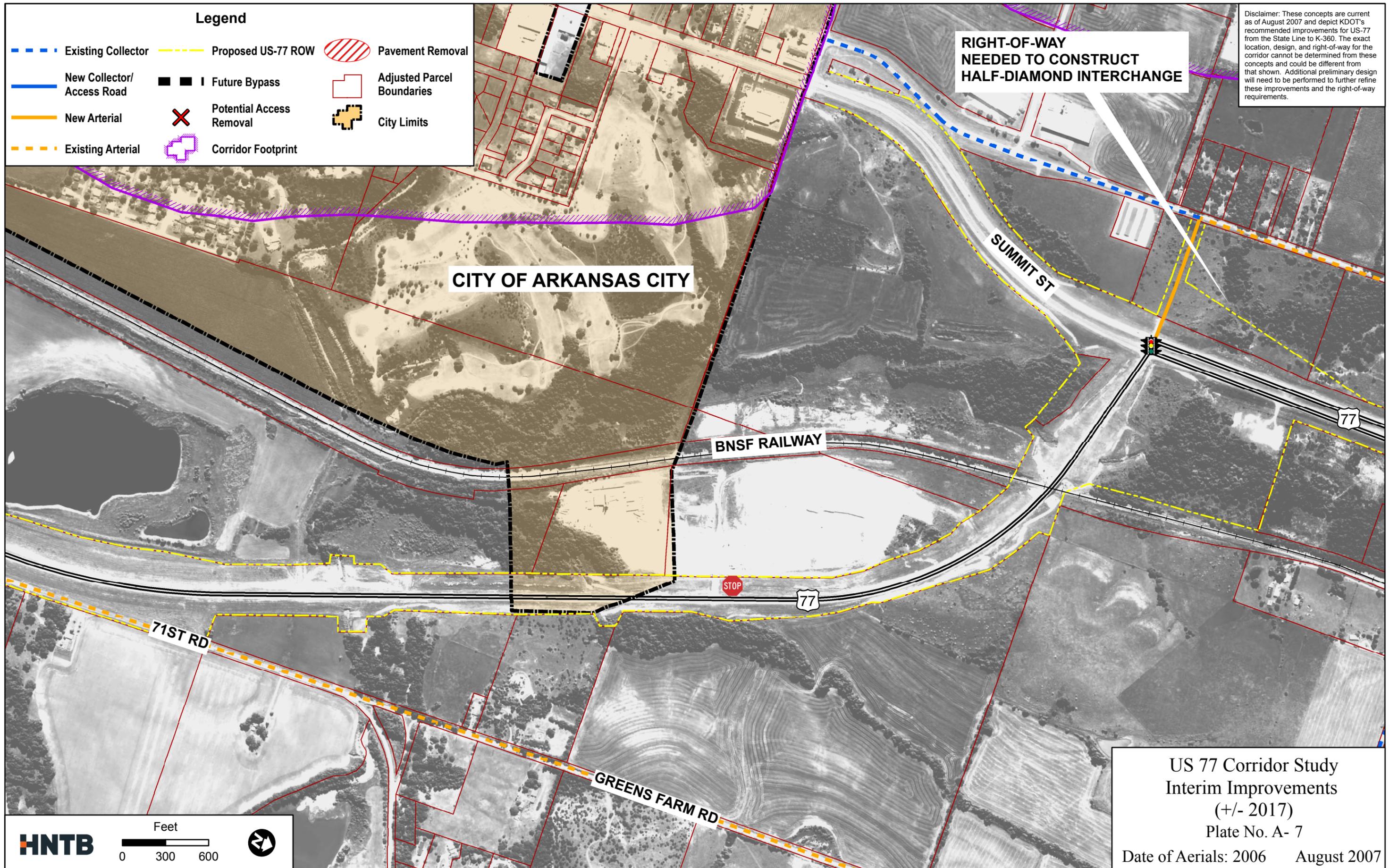
Disclaimer: These concepts are current as of August 2007 and depict KDOT's recommended improvements for US-77 from the State Line to K-360. The exact location, design, and right-of-way for the corridor cannot be determined from these concepts and could be different from that shown. Additional preliminary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



HNTB



US 77 Corridor Study
Interim Improvements
 (+/- 2017)
 Plate No. A- 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
- 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

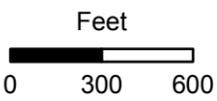
71ST RD

GREENS FARM RD

STOP

77

77



US 77 Corridor Study
Interim Improvements
(+/- 2017)
Plate No. A- 7
Date of Aerials: 2006 August 2007