

Approved _____

Date

2/2/83

MINUTES OF THE House COMMITTEE ON Transportation

The meeting was called to order by Representative Rex Crowell at
Chairperson

1:35 ~~xxx~~ p.m. on January 17, 1983 in room 519-S of the Capitol.

All members were present except: Larry Erne, Excused.

Committee staff present:

Hank Avila, Legislative Research Department
Fred Carman, Office of the Revisor of Statutes
Pam Somerville, Committee Secretary

Conferees appearing before the committee:

Edward R. DeSoignie, Kansas Department of Transportation
Robert Haley, Kansas Department of Transportation

Others present: (See Attachment 1)

Chairman Crowell called the meeting to order and asked that the minutes from the meeting of January 12, 1983 be reviewed for approval at the next meeting.

Mr. Ed Desoignie and Mr. Robert Morlan of the Kansas Department of Transportation were then introduced by Chairman Crowell and the floor was turned over to Mr. DeSoignie for presentation of KDOT's concerns for the '83 session. (Attachment 2.)

Mr. DeSoignie began by stating that Secretary Kemp would be addressing the committee on Wednesday, January 19, 1983, to discuss Governor Carlin's budget proposals and the New Federal Transportation Act.

The first item presented by Mr. DeSoignie dealt with the Sunset Law as it applies to KDOT. A Senate committee will introduce legislation to provide for the continuation of KDOT. Mr. DeSoignie continued with the second item, that being Geometric Design Standards and Tort Claim Liability. He reviewed the history of HB 3092 during the 1982 session which dealt with tort claims liability. The Bill was defeated in the Senate after passing the House. Mr. DeSoignie then advised the committee that it was not the Department's intent to request a bill at this time.

The child passenger safety recommendations were then presented by Mr. DeSoignie. A draft proposal was presented to the committee which included four suggested changes from current law. The four recommendations were: a) increasing the age; b) imposing a fine; c) providing for a waiver of the fine by the courts; and d) providing literature for law enforcement officials.

Chairman Crowell then inquired as to whether the Department would like the proposed draft introduced. Mr. DeSoignie replied the Department was requesting we introduce the bill.

The third item presented by Mr. DeSoignie deals with U-Turns on divided highways and controlled access roads. He briefed the committee on the fact there are two statutes addressing U-Turns. The department recommends revoking 68-1906 and incorporating those provisions into 8-1524 and establishing a policy which does not require excessive signing.

CONTINUATION SHEET

MINUTES OF THE House COMMITTEE ON Transportation,
room 519-S, Statehouse, at 1:35 ~~xxx~~ p.m. on January 17, 19 83

The next item presented was that of repayment of the 35 million dollar transfer from the State Freeway Fund to the State Highway Fund that the Legislature authorized in 1979. Considerable discussion ensued among Chairman Crowell, Mr. Morlan and Fred Carman regarding the method of repayment of the transferred funds, the letter of the law and legislative intent.

The last item presented by Mr. DeSoignie was that of Tort Claims Payments. KDOT would like clarification from the Legislature as to whether claims against KDOT should be paid from the Tort Claims Fund and/or the State Highway Fund.

The Chairman then opened the meeting to committee discussion of the proposals. The Chairman felt no committee action was needed at this time regarding Sunset Law and Geometric Design Standards since Legislation has been introduced in the Senate to extend KDOT and additional information will be presented at a later date on Geometric Design Standards.

Rep. Charlton then made a motion that the Child Passenger Safety request be introduced as a committee bill. Rep. Cloud seconded. A voice vote was taken with the Chairman ruling the motion passed. A division was called for and the motion failed with four voting in favor and eleven against.

Rep. Johnson moved that the requested U-Turn Legislation be introduced as a committee bill. Rep. Fuller seconded the motion. Motion passed.

The Chairman then stated he felt introduction of a bill clarifying the repayment of the \$35 million and interest to the Freeway Fund needed additional study and review in light of the Governor's proposal for a new transfer which would not be repaid.

The Chairman requested that Mr. Carman prepare a draft on the Tort Claims Payment request for the committee to review.

The meeting was adjourned at 2:15 p.m.


Chairman Rex Crowell

January 17, 1983
Transportation Committee

Others present:

Marilyn Heineken, Kansas Good Roads Association
Tom Whitaker, Kansas Motor Carriers Association
Jim Sullins, Kansas Motor Car Dealers Association
Pat Hubbell, Kansas Railroads Association
John D. McNeal, Topeka, Kansas
Kerry Wedel, Kansas National Resource Council
Paul W. Matthews, Highway Users Federation
Larry Tien, FFA
Anthony Back, Northern Valley FFA
Harold Morgan, Northern Valley High School
Mary Turkington, Kansas Motor Carriers Association
Charles Nicolay, Kansas Oil Marketers Association
Dan Ramlon, Kansas Contractors Association

Attachment 1

KANSAS DEPARTMENT OF TRANSPORTATION

STATE OFFICE BUILDING—TOPEKA, KANSAS 66612



JOHN B. KEMP, Secretary of Transportation

JOHN CARLIN, Governor

JANUARY 17, 1983

MEMORANDUM TO: House Transportation Committee
FROM: Kansas Department of Transportation
REGARDING: Possible Legislation

ATTACH ②

The following concerns of the Kansas Department of Transportation are presented for consideration during the 1983 Legislative Session. The information presented in this memorandum is provided as a brief to the Committee of the Department's concerns. A more exhaustive coverage of each concern can be presented at the Committee's pleasure at a later date.

Funding

Secretary Kemp will discuss Governor Carlin's budget proposal and the new Federal Transportation Act at a later date.

Sunset Law: Continuation of KDOT

Background

K.S.A. 1981 Supp. 75-5001 establishes the Department of Transportation to be administered by the office of the Secretary of Kansas.

Reason for Request

Under the provisions of the Kansas "Sunset Law", K.S.A. 1981 Supp. 74-7425 et seq, the Department of Transportation is abolished unless continued by legislative action.

Request

Enact legislation such as Senate Bill 40 during the 1983 Session to continue the existence of the Department.

Geometric Design Standards - Tort Claim Liability

Background

The Department's Chief Counsel advises that the language of the existing Tort Claims Act, K.S.A. 1981 Supp. 75-6104(1), restricts the Department in planning and designing public improvements to "generally recognized and prevailing standards". For state highway improvements, the prevailing standards (geometric design) are considered to be those promulgated by the American Association of State Highway and Traffic Officials (AASHTO).

Attch. 2

Notice to Committee

The AASHTO standards are often inappropriate for state highway improvements because they mandate far more extensive construction undertakings than are necessary, practical and economically feasible.

The Department is currently studying the minimum standards issue and will have further information at a future date.

Child Passenger Safety

Background

K.S.A. 1981 Supp. 8-1344 et seq addresses the use of child passenger safety restraints by Kansas motorists for children under the age of two (2). It further provides for the adoption of standards by the Secretary of Transportation for those child passenger restraints.

Reason for Request

Law enforcement officials have indicated a reluctance to administer the law because there are no prescribed penalties in the statute for non-compliance. Additionally, the Secretary concludes that the bill should cover children to the age of five (5).

Request

Amend K.S.A. 8-1344 et seq to provide penalties for non-compliance with the provisions and extend coverage to children to the age of five (5).

"U"-Turn Legislation

Background

K.S.A. 1981 Supp. 8-1524 and 68-1906 address "U"-turns on divided highways and controlled-access facilities.

Reason for Request

Provisions of K.S.A. 8-1524 and 68-1906 have been the source of much confusion. The law currently requires every opening to be signed (marked).

Request

Amend 8-1524 and revoke 68-1096 to clearly establish a U-turn policy which does not require excessive signing.

Repayment of \$35 Million

Background

In 1979 the Legislature authorized the transfer of \$35 million from the State Freeway Fund to the State Highway Fund (HB 2324). The legislation also made provision for two new sources of income for the State Freeway Fund - interest on the daily balance of the State Highway Fund, and additional motor fuel tax revenues. While not specifically stating such, it appears these new sources of revenue were to be used to pay back the transfer.

While the intent of the legislation may have been that 100 percent of the new sources of revenue be used to repay the transfer, laws can be interpreted to require that 69.23 percent of those revenues be passed through the State Freeway Fund and given to the State Highway Fund instead. The current practice, as interpreted by the State Treasurer's Office, is to transfer 69.23 percent of the motor fuel taxes allocated to the State Freeway Fund by 1979 HB 2324 to the State Highway Fund, but not to transfer 69.23 percent of the revenue representing the interest from the State Highway Fund.

Notice to Committee

The Legislative Division of Post Audit in the Sunset Audit of the Department of Transportation questioned the current practice of transferring to the State Highway Fund certain motor fuel tax revenue initially deposited to the State Freeway Fund while not transferring to the State Highway Fund any of the money certified to be equivalent to the interest on the State Highway Fund which is deposited to the State Freeway Fund.

The Kansas Department of Transportation and the Office of the State Treasurer requested an Attorney General's opinion on June 16, 1982 on the following three questions:

1. Is the current practice correct?
2. If the current practice is not correct, should a remedial transfer of the amount incorrectly deposited plus interest be made?
3. If the remedial transfer should be made, can it be delayed until the adjournment of the 1983 Legislature in order to allow legislative review?

Memorandum to House Transportation Committee
Regarding Possible Legislation
January 17, 1983
Page 4

No response has been received of this date. Upon receipt, the response will be brought to the Committee's attention.

Tort Claims Payments

Background

K.S.A. 1981 Supp. 75-6117 provides for the payment of tort claims against the State from a tort claims fund. This fund is financed from the State General Fund.

Reason for Request

The State Finance Council advised the Department to use State Highway Fund money in financing claims against the KDOT.

Request

The Department requests the language in the statute be clarified to avoid confusion.

DRAFT

AN ACT amending the child passenger safety act; providing for a penalty; amending K.S.A. 8-1344 and 8-1345 and repealing the existing sections.

Be it enacted by the Legislature of the State of Kansas:

Section 1. K.S.A. 8-1344 is hereby amended to read as follows: 8-1344. ~~From and after January 1, 1982,~~ Every parent or legal guardian of a child under the age of ~~two~~ five year who resides in this state, and who is transporting such child in ~~the front-seat-area-of~~ a passenger car as defined in K.S.A. 8-1445 on a highway as defined in K.S.A. 8-1424, shall provide for the protection of such child by properly using a child passenger safety restraining system of a type approved under this act. A safety belt may be used as a child passenger safety restraining system when the child is at least four years of age or weighs at least 40 pounds. This act shall not apply to transportation of children in vehicles registered in another state, nor to transportation in a temporary substitute vehicle. The secretary of transportation shall adopt rules and regulations for the performance, design and installation of child passenger safety restraining systems for use in passenger cars for children under the age of ~~two~~ five years, in accordance with federal motor vehicle safety standards and shall approve those systems which meet such standards.

Sec. 2. K.S.A. 8-1345 is hereby amended to read as follows: 8-1345. ~~A law enforcement officer shall issue an oral warning to any parent or legal guardian of a child under the age of two years who violates K.S.A. 8-1344, and the parent or legal guardian shall be provided information about child passenger safety which encourages the use of safety restraining systems.~~

DRAFT

It shall be unlawful for any parent or legal guardian of a child under the age of five years to violate the provisions of K.S.A. 8-1334, and any amendments thereto, and upon conviction shall be punishable by a fine of \$15 per occurrence.

Sec. 3. K.S.A. 8-1344 and 8-1345 are hereby repealed.

Sec. 4. This act shall take effect and be in force from and after its publication in the Kansas Register.

KANSAS HIGHWAY PATROL

Service—Courtesy—Protection

John Carlin
Governor



Col. David Hornbaker
Superintendent

January 13, 1983

Larry D. Morlan
Chief, Management and Budget
Kansas Department of Transportation
State Office Building
Topeka, Kansas 66612


Dear Mr. Morlan:

I have reviewed your proposed draft relative to amending K.S.A. 8-1524 and the repeal of K.S.A. 68-1906.

The Patrol supports this measure as it will tend toward easier enforcement and suffice the need. Basically, the two statutes are quite similar in nature and the duplication serves little purpose.

You may be assured of our support in this regard.

Sincerely,


DAVID HORNBAKER
Superintendent

DH:DLP:skf

122 SW SEVENTH STREET
TOPEKA, KANSAS 66603 (913) 232-9200

AUTOMOBILES AND OTHER VEHICLES

DRAFT

K.S.A. 8-1524. Driving on certain divided highways; when crossover-authorized-
unlawful acts; penalties.

~~Whenever any highway, other than interstate systems, roads under the jurisdiction
of the turnpike authority, and other fully controlled access highways, has been
divided into two or more roadways by leaving an intervening space or by a physical
barrier or clearly indicated dividing section so constructed as to impede vehicular
traffic, every vehicle shall be driven only upon the right hand roadway unless
directed or permitted to use another roadway by official traffic control devices
or police officers. -- No vehicle shall be driven over, across or within any such
dividing space, barrier or section, except through an opening in such physical
barrier or dividing section or space or at a crossover or intersection as estab-
lished, unless specifically prohibited by public authority. -- Every such opening,
which is not intended for such crossovers, shall have signs so designating placed
by the public authority.~~

It shall be unlawful for any person to:

- (a) drive a vehicle over, upon or across any curb, central dividing section, or
other separation or dividing line on divided highways;
- (b) to make a left turn or a semicircular or "U" turn on the interstate system;
- (c) to make a left turn or a semicircular or "U" turn on a divided highway over,
across or within any dividing space, curb section, physical barrier or other
separation or dividing line except through an opening provided and surfaced for
the purpose of public use for such turning movement;
- (d) to make a left turn or a semicircular or "U" turn on a divided highway
wherever such turn is specifically prohibited by a sign or signs placed by the
authority having jurisdiction over that highway;

(e) to drive any vehicle except in the proper lane provided for that purpose and in the proper direction and to the right of the central dividing curb, separation section or line unless directed or permitted to use another roadway by official traffic-control devices or police officers;

(f) to drive any vehicle onto or from any controlled-access roadway except at such entrances and exits as are established by the authority having jurisdiction over such roadway.

Any person who violates any of the provisions of this section shall be guilty of a misdemeanor and, upon conviction thereof, shall be punished by a fine of not less than \$5 nor more than \$100, or by imprisonment in the city or county jail for not less than 10 days nor more than 30 days, or by both such fine and imprisonment.

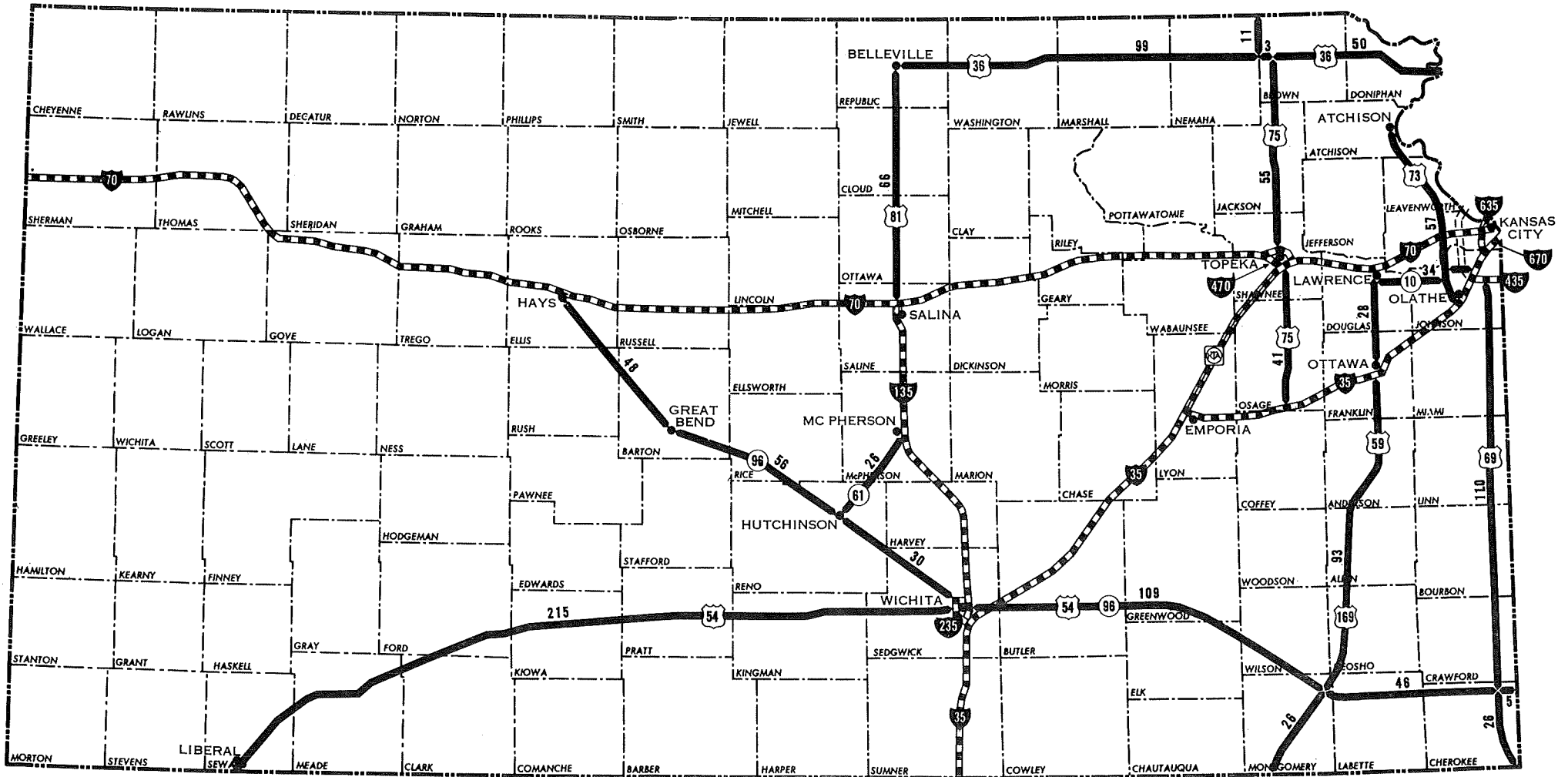
DRAFT

TABLE 5
 FREEWAY FUND CASH TRANSACTIONS
 (Thousands of Dollars)

Fiscal Year	Revenues		Expenditures						Ending Balance
	Beginning Balance (Table 1)	Investment Earnings (Table 2)	Motor Fuel Receipts	Debt Service	Financial Costs	Net Project Payouts (Table 3)	Maintenance Costs	Highway Fund Transfer	
1983	121,551	22,409	17,399	21,163	150	842	6,707	-	132,497
1984	132,497	17,443	17,513	21,165	150	912	6,795	50,000	88,431
1985	88,431	8,648	17,513	21,157	150	617	7,135	40,000	45,533
1986	45,533	4,251	15,713	21,151	150	25	7,492	20,000	18,479
1987	18,479	2,763	17,513	21,151	150	479	-	-	16,975
1988	16,975	2,616	17,513	21,133	75	-	-	-	15,896
1989	15,896	2,535	17,513	21,134	75	-	-	-	14,735
1990	14,735	2,447	17,513	21,157	75	-	-	-	13,463
1991	13,463	2,190	17,513	21,188	75	-	-	-	11,903
1992	11,903	2,080	17,513	21,225	75	-	-	-	10,196
1993	10,196	1,959	17,513	21,270	75	-	-	-	8,323
1994	8,323	1,826	17,513	21,321	75	-	-	-	6,266
1995	6,266	1,680	17,513	21,375	75	-	-	-	4,009
1996	4,009	1,677	17,513	16,950	75	-	-	-	6,174
1997	6,174	1,826	17,513	17,009	75	-	-	-	8,429
1998	8,429	2,098	17,513	13,760	75	-	-	-	14,205
1999	14,205	2,502	17,513	13,771	75	-	-	-	20,374
2000	20,374	2,933	17,513	13,779	75	-	-	-	26,966
2001	26,966	3,252	17,513	13,795	75	-	-	-	33,861
2002	33,861	3,970	17,513	5,470	75	-	-	-	49,799
2003	49,799	5,096	17,513	2,717	75	-	-	-	69,616
2004	69,616	6,472	17,513	-	75	-	-	-	93,526




KANSAS

STATE SYSTEM OF EXPRESS HIGHWAYS AND FREEWAYS
AS ESTABLISHED AND DESCRIBED BY K. S. A. 68-2301



- Corridor No. 1 Kansas—Oklahoma line southwest of Liberal east to Kansas—Missouri border. 375 Miles
 - Corridor No. 2 Hays southeasterly to Wichita. 134 Miles
 - Corridor No. 3 Hutchinson Northeasterly to McPherson. 26 Miles.
 - Corridor No. 4 US-75 at the Kansas—Nebraska border southerly to Interstate highway 35. 107 Miles.
 - Corridor No. 5 US 36 at the Kansas—Missouri border westerly to intersection of US-36 and US-81, then southerly to Interstate highway 70. 218 Miles.
 - Corridor No. 6 Atchison southerly to Olathe. 57 Miles.
 - Corridor No. 7 The intersection of US-89 and interstate 435 southerly to the Kansas—Oklahoma border. 136 Miles.
 - Corridor No. 8 Lawrence southerly to the Kansas—Oklahoma border. 147 Miles.
 - Corridor No. 9 Lawrence easterly to intersection of highway US-50, US-56 and interstate 35. 34 Miles.
- Total Miles of express and freeway highways 1234.

LEGEND

-  26 MILES EXPRESS HIGHWAY AND FREEWAY SYSTEM
-  INTERSTATE SYSTEM
-  TURNPIKE

ANNUAL REPORT OF THE STATUS OF THE STATE SYSTEM OF EXPRESS HIGHWAYS AND FREEWAYS

“(3) the proposed allocation and expenditure of moneys in the state freeway fund during the current and ensuing fiscal years;”

Projects Programmed for Fiscal Year 1983

Corridor	Route	County	Section Description	Length (Miles)	Type of Project	Estimated Cost* (\$1,000)	Letting Date
1(1)	US-54	FO	CA-FO Co. Line, east to east C.L. of Bucklin (3R)	18.1	Overlay	717	
1(1)	US-54	KW	FO-KW Co. Line, east to east C.L. of Greensburg (3R)	15.7	Overlay	657	
1(2)	US-54	BU	1.0 mi. east of Jct. US-77 in Augusta, east to 0.4 mi. east of Jct. K-96	7.6	Gr. Br.	8,093	8-19-82
5	US-36	DP	1.6 mi. southeast of Wathena, east to 0.7 mi. west of the Missouri River Bridge (Stage I)	2.4	Gr. Br. Su.	6,372	9-16-82
5	US-36	DP	Southeast City Limit of Wathena, southeast 1.6 mi.	1.6	Gr. Br. Su.	4,303	9-16-82
5(1)	US-36	DP	Southeast edge of Wathena	-	RR Prot.	95	11-12-82
6	K-7	JO	0.5 mi. north of North Jct. K-10, north to south end of the Kansas River bridge	2.6	Gr. Br.	2,630	10-21-82
6	K-7	WY	Kansas River bridge, south of Bonner Springs	0.4	Br. Substr.	3,681	9-16-82
6	K-7	WY	North end of Kansas River Bridge, north to Kansas Turnpike	2.8	Gr.Br.Su.Sg.Lt.	12,985	
7(3)	US-69	BB	North Jct. US-54 at Fort Scott, north to BB-LN Co. Line (State I)	-	Brs.	715	
7	US-69	LN	BB-LN Co. Line, north to 0.7 mi. north of Jct. K-239 (Stage I)	-	Brs.	620	
8(4)	US-169	NO	South of Earlton, north to Jct. K-39 near Chanute (6.2 miles of 2-lane, 2.0 mi. of 4-Lane)	8.2	Gr. Br.	6,904	7-29-82
				-	Brs.	1,358	11-18-82
				-	Brs.	575	
8(4)	US-169	NO	Jct. K-39 near Chanute, north to NO-AL Co. Line	3.5	Gr. Br.	4,421	7-29-82
				-	Brs.	1,060	
8	US-169	NO	Neosho River bridge at the NO-AL Co. Line	-	Bridge	2,241	11-18-82
8(4)	US-169	AL	NO-AL Co. Line, north to 1.9 miles South of FAS 2 Southeast of Humboldt	5.2	Gr. Br.	4,360	11-18-82
				-	Br.	1,250	
8(1)	US-59	FR	In Ottawa, AT & SR RR Br end approaches (3R)	0.7	Gr.Br.Su.	2,317	12-16-82
ALL	ALL	ALL	Preliminary Engineering for Traffic Analysis	-	PE	5	
Total FY 1983						65,359	
<p>(1) This project has been added to the program since last year's report</p> <p>(2) Part of the bridges on this project have been delayed until FY 1984 since last year's report.</p> <p>(3) Part of the bridges on this project were let in FY 1982 instead of FY 1983 as listed in last year's report.</p> <p>(4) In Section (3) of last year's report, this project was included in the FY 1982 listing.</p>							

*Includes Preliminary Engineering, Right-of-Way and Construction Engineering

ANNUAL REPORT OF THE STATUS OF THE STATE SYSTEM OF EXPRESS HIGHWAYS AND FREEWAYS

“(3) the proposed allocation and expenditure of moneys in the state freeway fund during the current and ensuing fiscal years;”

Projects Programmed for Fiscal Year 1984

Corridor	Route	County	Section Description	Length (Miles)	Type of Project	Estimated Cost* (\$1,000)	Letting Date
1(1)	US-54	86	1.0 mi. east of Jct. US-77 in Augusta, east to 0.4 mi. east of K-96	-	Br.	2,450	
1	US-54	BU	1.0 mi. east of Jct. US-77 in Augusta, east to 0.4 mi. east of Jct. K-96	7.6	Su. Sg.	8,730	
1	K-96	BU	0.4 mi. east of Jct. K-96, east 1.8 mi. on existing K-96	1.8	Gr. Su.	660	
5	US-36	DP	Missouri River Crossing at Elwood (Kansas portion demolition and removal of existing bridge)	0.3	Br. Demol.	235	
5(2)	US-36	DP	East edge of Troy, east and south to the southeast city limit of Wathena	8.8	Overlay & shldrs.	2,770	
5(3)	US-81	OT	Jct. K-41, North to OT-CD Co. Line (3R)	2.0	Overlay	453	
5(3)	US-81	CD	OT-CD Co. Line, north to Jct. US-24 (3R)	4.0	Overlay	906	
6(2)	K-7	JO	New South Jct. K-10, north to 0.5 mi. north of North Jct. K-10	5.2	Su.Sg.Lt.	8,040	
6	K-7	JO	0.5 mi. north of North Jct. K-10, north to south end of Kansas River bridge	2.6	Su.Sg.Lt.	4,190	
6	K-7	WY	Kansas River Bridge, south of Bonner Springs	0.4	Br. Superstr.	6,285	
6(3)	US-73	LV	Leavenworth, NW to LV-AT Co. Line (3R)	11.7	Overlay	523	
6(3)	US-73	AT	LV-AT Co. Line, north 3.7 mi (3R)	3.3	Overlay	148	
6(3)	US-73	AT	Atchison south (3R)	6.0	Overlay	143	
7(2)	US-69	BB	North Jct. US-54 at Fort Scott, north to BB-LN Co. Line (Stage I)	13.1	Su. Sg.	8,640	
7(2)	US-69	LN	BB-LN Co. Line, north to 0.7 mi. north of Jct. K-239 (Stage I)	2.7	Su. Sg.	1,670	
8	US-169	NO	South of Earlton, north to Jct. K-39 near Chanute (6.2 mi. of 2-lane, 2.0 mi. of 4-lane)	8.2	Su. Sg.	6,170	
8	US-169	NO	Jct. K-39 near Chanute, north to NO-AL Co. Line	3.5	Su. Sg.	2,765	
8	US-169	AL	NO-AL Co. Line, north to 1.9 mi. south of FAS 2, southeast of Humboldt	5.2	Su. Sg.	3,745	
ALL	ALL	ALL	Preliminary Engineering for Traffic Analysis	-	PE	5	
Total FY 1984						58,528	
<p>(1) In Section (3) of last year's report, these bridges were included in a Gr. Br. project in the 1983 listing.</p> <p>(2) In Section (3) of last year's report, this project was included in the FY 1983 listing.</p> <p>(3) This project has been added to the program since last year's report.</p>							

*Includes Preliminary Engineering, Right-of-Way and Construction Engineering

ANNUAL REPORT OF THE STATUS OF THE STATE SYSTEM OF EXPRESS HIGHWAYS AND FREEWAYS

“(3) the proposed allocation and expenditure of moneys in the state freeway fund during the current and ensuing fiscal years;”

Projects Programmed for Fiscal Year 1985

Corridor	Route	County	Section Description	Length (Miles)	Type of Project	Estimated Cost* (\$1,000)	Letting Date
1 ALL	US-54 ALL	SG ALL	In Wichita, From I-235, east to K-42 (Including West St. Interchange) Preliminary Engineering for Traffic Analysis	1.5 -	Gr.Br.Su.Sg.Lt. PE	10,280 1	
			Total FY 1985			10,281	

*Includes Preliminary Engineering, Right-of-Way and Construction Engineering

ANNUAL REPORT OF THE STATUS OF THE STATE SYSTEM OF EXPRESS HIGHWAYS AND FREEWAYS

“(3) the proposed allocation and expenditure of moneys in the state freeway fund during the current and ensuing fiscal years;”

Projects Programmed for Fiscal Year 1986

Corridor	Route	County	Section Description	Length (Miles)	Type of Project	Estimated Cost* (\$1,000)	Letting Date
5(1)	US-36	MS	From end of 4-L, East 7.0 mi. except thru Marysville (3R)	7.0	Overlay	2,021	
6	K-7	WY	Existing Kansas River Bridge, south of Bonner Springs	-	Br. widen & rp.	4,930	
ALL	ALL	ALL	Preliminary Engineering for Traffic Analysis	-	PE	<u>1</u>	
			Total FY 1986			6,952	
			(1) This project has been added to the program since last year's report.				

*Includes Preliminary Engineering, Right-of-Way and Construction Engineering