

Approved March 8, 1989  
Date

Joint  
House and  
Senate  
MINUTES OF THE \_\_\_\_\_ COMMITTEE ON \_\_\_\_\_ Transportation \_\_\_\_\_

The meeting was called to order by \_\_\_\_\_ Senator Bill Morris \_\_\_\_\_ at  
Chairperson

9:00 a.m./~~xxx~~ on \_\_\_\_\_ August 17 \_\_\_\_\_, 19 ~~87~~ in room 313-S of the Capitol.

All members were present except:

Representative Herman Dillon  
Representative Joan Adam

Committee staff present:

Hank Avila, Legislative Research  
Robin Hunn, Legislative Research  
Bruce Kinzie, Revisor of Statutes

Louise Cunningham, Committee Secretary  
Donna Mulligan, Committee Secretary

Conferees appearing before the committee:

Horace B. Edwards, Secretary of the Kansas Department of Transportation

The joint meeting of the House and Senate Transportation Committees was called to order by Senator Bill Morris.

Mr. Horace B. Edwards, Secretary of the Kansas Department of Transportation, made a presentation to Committee members concerning Governor Mike Hayden's recommendations for a comprehensive highway program. (See Attachment 1)

Secretary Edwards said that the Governor concurs with the recommendations of a five cent increase in motor fuel taxes and increases in vehicle registrations, but recommends that all truck registrations be increased by 50 percent. He added that all motor fuel taxes and vehicle registration fees will be adjusted for inflation, with no special treatment of large trucks.

Secretary Edwards said that according to Governor Hayden's recommendations, motor fuel taxes will be increased on October 1, 1987, and vehicle registrations will be increased on January 1, 1989. The motor fuel taxes would be adjusted either up or down for inflation on January 1, 1989, and vehicle registration fees on January 1, 1990. Each would be adjusted annually in January following the first adjustment.

Secretary Edwards added that the Governor also recommends the annual adjustments in motor fuel taxes be limited to and applied in one cent increments per year; and vehicle registration fee adjustments would be applied to the nearest quarter dollar.

Secretary Edwards reported that according to The Road Information Program (TRIP), each \$100 million increase in highway construction activity in Kansas generates an estimated 2,985 jobs including 1,544 in the construction industry, 500 in retail trade, 372 in services, 169 in manufacturing, 88 in finance and real estate and 312 in other industries. He said based on these factors, the Governor's Comprehensive Highway Program would generate approximately 40,000 new jobs in Kansas.

CONTINUATION SHEET

Joint  
House and  
Senate  
MINUTES OF THE COMMITTEE ON Transportation,  
room 313-S, Statehouse, at 9:00 a.m./~~p.m.~~ on August 17, 1987

Secretary Edwards discussed the formula which was designed specifically for the purpose of assisting the Governor's Task Force in selecting highway corridors, and said it is based on four factors: 1) annual average daily traffic; 2) commercial traffic; 3) per capita income in counties; and 4) the KDOT need number. He explained the KDOT need number is taken from the current KDOT priority formula (used to select the major modification projects), which has ranked every control section in the state based on known deficiencies.

Secretary Edwards related that the ranking of projects that resulted was reviewed, along with other information, and the Task Force used its judgment in selecting the new construction initiatives for the major corridors. The Governor's recommendation provides for \$1.7 billion of new construction initiatives for 14 major corridors and provides for the construction or reconstruction of 1,042 miles of Super-Two and for 277 miles of four-lane facilities.

Secretary Edwards announced that a draft bill will be presented to the committees implementing the Governor's recommendations, and a single bill will be presented because the program is a single issue.

He also said a concurrent resolution will be presented which identifies all of the new construction initiatives.

Secretary Edwards stated the use of separate funds and annual reporting to the Legislature will help assure that there is unmistakable commitment to implement the program as approved by the Legislature.

The afternoon portion of the meeting was chaired by Representative Rex Crowell.

Secretary Edwards outlined the State Highway Fund Projected Statement of Revenues, Expenditures and Changes in Fund Balance for the Period FY-1988 through FY-1996 Cash Basis. (See Attachment 2)

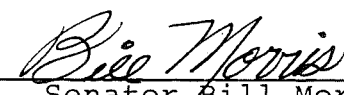
The meeting was opened to questioning by Committee members, as well as general discussion, concerning the proposed highway program.

The meeting was adjourned at 5:10 p.m.

Approved:

  
\_\_\_\_\_  
Representative Rex Crowell  
Chairman  
House Transportation Committee

Approved:

  
\_\_\_\_\_  
Senator Bill Morris  
Chairman  
Senate Transportation  
Committee

Special Session

COMM E: House Transportation

DATE: 8 187  
8-17-87

PLEASE PRINT

NAME	ADDRESS	COMPANY/ORGANIZATION
JOAN C. BOTTENBERG	TOPEKA	Economic Lifelines
BILL PERDUE	"	" "
Tom Taylor	"	KPL Gas Service
SAM VAN LEEUWEN	"	KDOT
SHELBY SMITH	Wichita	Economic Lifelines
DANA Ferrell	Topeka	Budget
Pete McGill	"	Pete McGill Assoc
Tom Slattery	"	AGC of Ks.
Tom Whitaker	"	Ks Motor Carriers Assn
Rebecca Rice	"	Amaco
Stacy Kumples	"	Ks Manufacturers 10
Craig Grant	"	Hansas - NEA
Mike German	"	Kansas Railroad Association
Jim Yount	Valley Falls	Self
Sonia Yount	"	"
David D. Tuttleworth	"	McLure & Bell
Leroy Jones	Overland Park	B. L. E
TED BARKLEY	ARKANSAS CITY	CITY OF ARKANSAS CITY
Alan E. Sims	Overland Park	City of Overland Park
SCOTT LAMBERS	" "	" " " "
Jill Harris	Topeka	Self
Bob Weber	Topeka	Manager of Ks Motor Vehicle
J. R. Scherman	Topeka	KDOT
Charles Wright	Topeka	KDOT
Bill Henry	Topeka	Ks Engineering Society

August 17, 1987

TO: The Joint Committee on Transportation

FROM: Horace B. Edwards, Secretary of the Kansas Department of Transportation and  
Chairman of the Governor's Highway Task Force

SUBJECT: Governor Hayden's recommendations for a comprehensive highway  
program

Good morning, Chairman Morris and Chairman Crowell and members of the transportation committees. I am grateful for this opportunity to bring you greetings from Governor Hayden and an explanation of his highway program for Kansas. Thank you for your invitation.

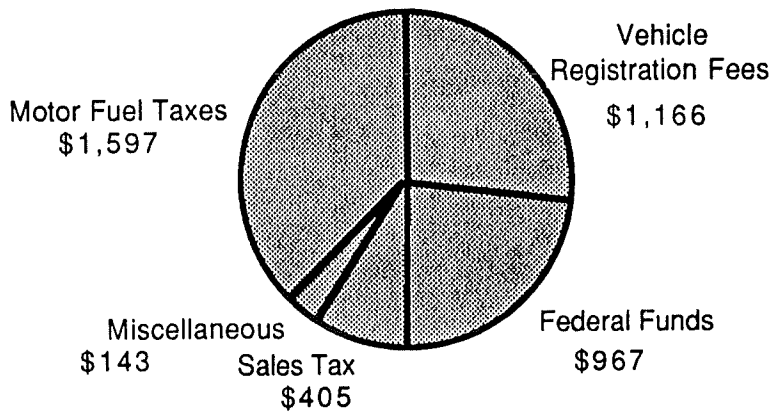
Immediately following my presentation to you, I will be pleased to respond to your questions. On Wednesday, August 19, 1987, I will present to you drafts of proposed legislation and related documents upon which the Governor requests legislative action during the Special Session scheduled to begin August 31, 1987.

Between now and the conclusion of that session, my colleagues and I in the Department of Transportation, as well as other state agencies and members of the Governor's staff, are prepared to assist you and other legislative bodies as you require.

## Governor's Recommendations

The Governor concurs with most of the Task Force recommendations concerning the comprehensive highway program. However, there are some significant adjustments.

### Recommended Revenue Sources FY 1988 - 1996 (\$ in Millions)



Funding Recommendation. Governor Hayden concurs with the recommendation of a five cent increase in motor fuel taxes and increases in vehicle registrations. However, the Governor recommends that all truck registrations be increased by 50 percent. All motor fuel taxes and vehicle registration fees will be adjusted for inflation. There is no special treatment of large trucks.

Motor fuel taxes will be increased on October 1, 1987, and vehicle registrations will be increased on January 1, 1989.

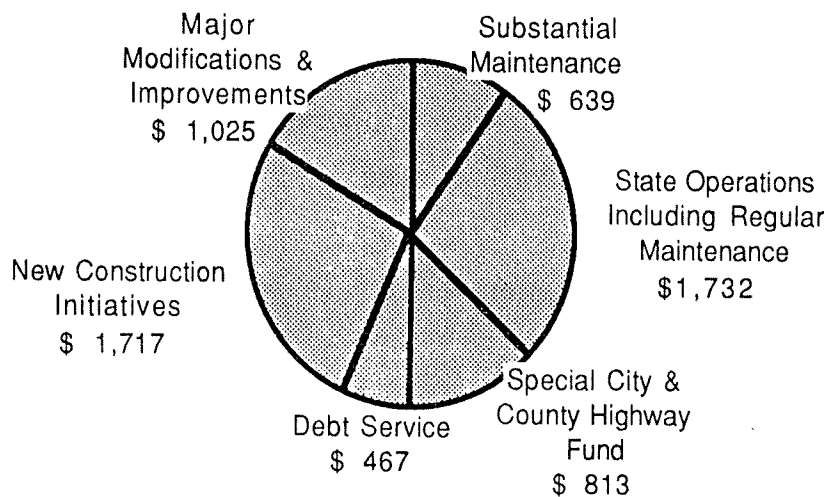
The motor fuel taxes would be adjusted either up or down for inflation on January 1, 1989, and vehicle registration fees on January 1, 1990. Each would be adjusted annually in January following the first adjustment.

Governor Hayden also recommends that the annual adjustments in motor fuel taxes be limited to and applied in one cent increments per year. Vehicle registration fee adjustments would be applied to the nearest quarter dollar.

The Governor does not recommend that the motor fuel taxes be adjusted for changes in fuel consumption. That is, there would be no application of a gallonage adjustment factor. The only adjustment factor would be for inflation as measured by the regional Consumer Price Index for all Urban Consumers (CPI-U).

The Governor recommends that the bond proceeds and the retirement of the principal and interest be administered from new separate funds.

**Recommended Expenditures  
FY 1988 - 1996  
(\$ in Millions)**



Program Recommendations. The Governor concurs with the Task Force recommendations concerning maintenance, major modifications, city-connecting links, local-aid, de-bottleneck projects and the new corridor construction except for the addition of funding for a four-lane expressway on U.S. 81 from Minneapolis to the Nebraska state line.

This project is estimated to cost \$131 million over the Task Force recommendation.

The Governor also recommends that the state provide incremental funds for local governments in addition to the Federal Mass Transit apportionments to the state for public transportation of the elderly and handicapped and rural public transportation. This will provide approximately \$3 million in additional aid to local governments during the program period.

### Historical Perspective

Before I describe the Governor's proposal, some historic perspective is useful.

Extensive needs to improve the maintenance of existing state highways have been around for decades. Similarly, roads under city and county jurisdictions have not been sufficiently maintained. In addition, investment in a more modernized and improved highway network has not kept pace with Kansas' transportation needs.

The results have included increased downward pressure on the economy, reduced levels of safety and increased operating costs and aggravation to the motoring public . . . Kansans and visitors alike.

### Legislative Concern and Commitment

The Kansas Legislature has demonstrated recognition and concern for this problem numerous times in the past. Several studies, appraisals, analyses and embryonic legislative initiatives render testimony to this aspect of Kansas highway history.

Regrettably, action to implement the findings and recommendations from these earlier efforts has been lacking. The result has been continued worsening of Kansas highways.

The 1962 Kansas Highway Needs report by Roy Jorgensen and Associates to the Legislative Council and the State Highway Commission, identified more than a billion dollars in needs.

In 1975, a Kansas Highway Needs and Corridor Analyses by Wilbur Smith and Associates prepared for the Governor and the Legislative Coordinating Council reported somewhat similar findings. However, the Wilbur Smith analyses proclaimed needs in excess of four billion dollars.

Current estimates indicate that our highway needs still exceed four billion dollars in 1987 dollars.

So, unfortunately, many things about our highway system have not changed. Our needs invariably outstrip our resources.

The question really is not whether there should be a highway program. The record is clear that the Legislature views highway investments as necessary and proper.

The legislative appropriation of funds for the Southeast Kansas and Western Kansas corridor studies by Howard Needles clearly shows legislative recognition of the need for additional highway improvements beyond the preservation of the current system. These studies led to the introduction of S.B. 137 and H.B. 2378 by your respective Committee Chairmen last session.

### Need for a Task Force

Governor Hayden shared similar concerns to those of the Legislature for a road program. However, he was aware of certain limitations in the earlier proposals. Although the proposals all addressed existing and crucial needs, they either inadvertently or by design were based on simplifying assumptions. That is, they left something out.



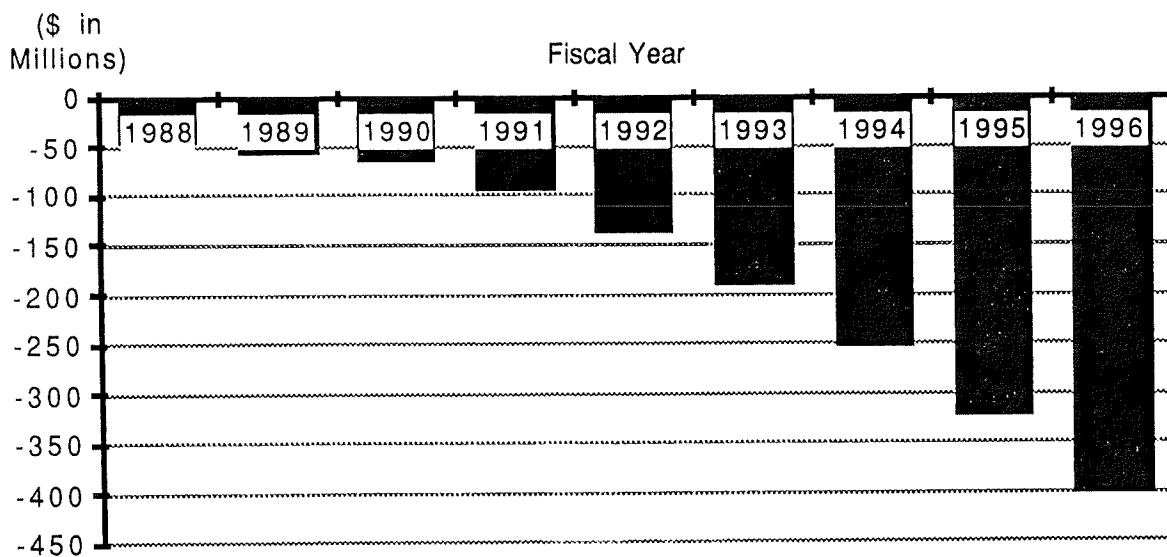
Current Operations Shortfall. Of particular concern was the assumption embedded in early proposals that there was adequate funding to continue current levels of programs. Secretary John Kemp, my predecessor, advised the Governor during transition to the current administration that the transportation agency would be unable to continue its current level of maintenance and continue matching federal-aid without a substantial increase in revenue.

Without additional funds the agency will have to make adjustments in the program by Fiscal Year 1989 . . . This is irrespective of any new projects. The shortfall facing the state during the planning period (FY 1988 through FY 1996) is approximately \$350 million just to continue current levels of operations.

Revenues from current sources including Motor Fuel Taxes, Vehicle Registration Fees, Sales Tax Transfer, Federal-Aid, and numerous miscellaneous sources are estimated to be \$2.9 billion.

However, demands on the resources for the current level of maintenance, major modifications (which is based on matching Federal-Aid) and state operations is estimated to be \$3.3 billion.

**Cumulative Deficits  
(Current Law and Program)**



The \$400 million difference can be partially financed by reducing the end-of-the-period fund balance, but it would not be practical to exhaust the fund completely. Thus, a partial reduction of the ending fund balance leaves a shortfall of approximately \$350 million.

State Highway Fund  
Cash Flow Analysis  
for the Period FY 1988 through FY 1996  
Cash Basis (\$ in millions)

Beginning Balance:		\$ 73
Existing Revenue:		
Motor Fuel	\$ 696	
Vehicle Registration	638	
Sales Tax Transfer	405	
Miscellaneous	143	
Federal-Aid	967	2,849
		\$ 2,922
Uses:		
Maintenance - current	\$ 506	
Major Modifications	1,025	
State Operations	1,724	3,255
Partial Shortfall		\$ (333)
Required Ending Balance		( 15)
Current Operations Shortfall		\$ (348)

This would require a 3 cent increase in Motor Fuel Taxes just to fund current operations through Fiscal Year 1996 based on the assumption that the State Highway Fund received 100 percent of the revenue. If the state received only 65 percent with the "traditional" 35 percent going to local units, the increase required in the motor fuel tax would be 4 1/2 cents.

In addition to maintaining current operations there also appears to be a consensus that the maintenance effort must be increased and that additional funding must be provided to cities, counties and other local governments.

This would increase the current operations shortfall. The minimum funding requirement would then be approximately \$630 million.

Cash Flow Analysis  
 FY 1988 - FY 1996  
 (Millions)

Current Operation Shortfall		\$ (348)
Additional Uses:		
Improved Maintenance	\$133	
Increased Payments for City Connecting Links	5	
Aid - Elderly/Handicapped	3	
Increased Spec. City- County Fund	143	
		(284)
Minimum New Funding Required		\$ (632)

This would require a 5.2 cent increase in Motor Fuel Taxes to fund this level of program based on the assumption that the State Highway Fund would receive 100 percent of all the additional revenue except for the \$143 million.

Needs in Addition to Howard Needles Corridors. Legislative and other recent proposals were limited generally to the corridors studied by the Howard Needles consulting firm. The Governor, however, chose to adopt a statewide, total highway network approach. This would reduce both the likelihood of some requirement begin left out and multiple legislative highway funding bills during the next few years.

Many delegations representing their communities made their needs known to the Governor. In addition, after the creation of an annual \$3 million set aside for economic development projects, the transportation department was besieged with requests for these funds. . . requests which totaled more than \$375 million. When one considers other projects that have been brought to the attention of the department, the figure grows to \$731 million. Clearly, the perceived need was present and concern on the part of numerous Kansas communities was great.

Establishment of Task Force. Based on this knowledge, the Governor decided to establish a Task Force that could develop and recommend a comprehensive program. A Task Force that could look at the needs of our highways and make recommendations that would carry the state vigorously into the 21st century.

At the first meeting of the Task Force, Governor Hayden assigned three tasks. They were: select highway projects, develop a financial plan to fund the projects, and help get a program enacted.

### Key Assumptions and Considerations

In the development of a comprehensive highway program, certain key assumptions and decisions were made. Governor Hayden's proposal is based on a series of such assumptions and decisions; however, his program also reflects his philosophy concerning the role and responsibility of government.

The key philosophical commitments used to design this comprehensive highway program were:

- 1 - The program should preserve the physical integrity and usefulness of the highway system and the partnership with cities and counties,

2 - The program should provide for investment in new or dramatically improved highways, and

3 - The revenue for the program should be provided by the primary users of the highway system.

While non-user taxes were carefully considered and, at first, appear enticing, they are not recommended for two basic reasons. First, use of non-user taxes, such as a sales tax, would infringe on a source of revenue which traditionally has been dedicated to other public programs and would, in all likelihood, have a negative effect on the potential for improved levels of support of these other programs in the near future.

Second, although all people benefit from improved roads, motor fuel taxes and vehicle registration fees are revenues received from those who directly benefit from the expenditure of highway dollars.

The key assumptions were:

1 - A comprehensive highway program will be a significant stimulus to the state's economy,

2 - Inflation will continue to be a factor in the economy for the foreseeable future and will affect expenditures substantially, and

3 - Revenues from current sources will remain relatively constant and will result in reduction in real purchasing power.

Perhaps it would be instructive to explore each of these assumptions in more detail.

## Economic Stimulus

The first assumption is that the comprehensive program will stimulate the state's economy. The exact effect cannot be estimated with precision.

According to The Road Information Program (TRIP), each \$100 million increase in highway construction activity in Kansas generates an estimated 2,985 jobs including 1,544 in the construction industry, 500 in retail trade, 372 in services, 169 in manufacturing, 88 in finance and real estate and 312 in other industries.

Based on these factors, the Governor's Comprehensive Highway Program would generate approximately 40,000 new jobs in Kansas.

TRIP also found that each \$100 million increase in annual highway funding in Kansas would generate \$11.7 million in corporate taxes and fees to state and local governments, \$1 million in personal state income taxes and \$400,000 in state tax revenue.

Again, based on this information, the Governor's Comprehensive Highway program would generate approximately \$152 million in corporate taxes and fees to the State of Kansas, \$13 million in personal state income taxes, and \$5.2 million in state tax revenue.

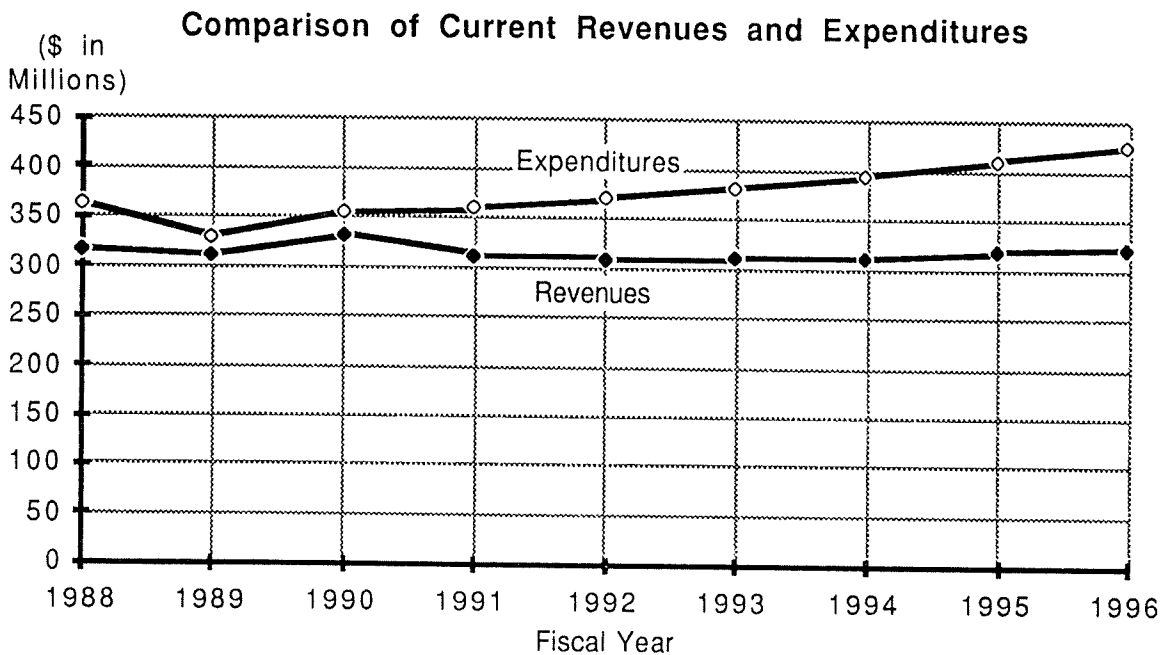
These projections by TRIP are based on the total economic impact. The short-term impact can be seen from forecasts made by some of our state universities.

Based on the factors used in the Southeast Kansas Turnpike/Freeway Report which was jointly prepared by Emporia State University, University of Kansas, Pittsburg State University and Wichita State University, the short-term economic benefit to the State of Kansas would be a \$5.9 billion increase in personal income and more than 6,000 new jobs.

## Conclusion Concerning the Relationship of Expenditures and Revenue

The sales tax transfer is the only major source of revenue to the state highway system that is sensitive to price increases and therefore responds to inflation. Expenditures, on the other hand, are very sensitive to changes in prices.

The result is that with stable revenue sources, increasing costs, and continuity of substantial maintenance, major modifications, and state operations, the state will be faced periodically with the need for statutory rate adjustments just to maintain continuity. This fluctuation of revenue is not compatible with an efficient maintenance and modification program.



Based on the assumptions concerning inflation, expenditures, and the current revenue sources the Legislature will need to provide additional revenue before FY 1989 or accept a reduction in ongoing highway programs. The FY 1988 through FY 1996 shortfall will be approximately \$350 million.



If the agency were not to receive additional funds, the necessary tactic would be to maximize the use of federal funds and to prioritize the preservation of pavement.

Because the state would not have sufficient funds to finance the preservation program fully without using Federal-Aid, it would be necessary to use Federal-Aid for substantial maintenance. This is not desirable because of the excessive federal requirements for unnecessary work.

The net effect of this would be that during the five year period between FY 1989 and 1993, instead of preserving approximately 5,000 miles of road, the department would be able to preserve only 2,400 miles. Additionally, instead of reconstructing 264 miles of the primary system, the agency would be able to reconstruct only 59 miles. Beyond FY 1993, there would be no construction program.

#### The Governor's Response

The Governor recommends a comprehensive highway improvement program that not only maintains our current system and provides highways for the future, but also provides for the opportunity of a prosperous future for the State of Kansas.

The comprehensive highway improvement program is made up of three distinct construction improvement categories: refurbishment and substantial maintenance, major modification, and new construction initiatives.

#### Refurbishment and Substantial Maintenance

Refurbishment and substantial maintenance refers to those work items which are designed to preserve and protect the existing system. This category includes contract work programs. Generally, this work allows for thin asphalt overlays, bridge painting, and culvert and bridge repair.

Substantial Maintenance. Substantial Maintenance is an essential factor in preserving and protecting the investment in the existing 10,000-mile State Highway System. Funds budgeted for this program provide resurfacing of pavements and repair of bridges and culverts by private contractors which are not reconstructed or replaced in the other components of the comprehensive highway program. Coupled with the New Construction Initiatives and Major Modification programs, it is estimated that deferring maintenance will be slowed and the majority of the State Highway System will receive some form of preservation or improvement action during the period from FY 1989 to FY 1996.

Seven contract work programs comprising the Substantial Maintenance program are identified in the table below along with current and proposed funding levels.

Substantial Maintenance Program			
\$ in millions (annually)			
<u>Work Program</u>	<u>Current</u>	<u>Rec.</u>	<u>Increase</u>
PMS - Resurfacing	\$35.4	\$43.5	\$ 7.9
Interstate Set-Aside			
Resurfacing	4.0	4.0	0
Klink 1R Resurfacing	1.5	1.5	0
Bridge Painting	.3	1.6	1.3
Bridge Repair	.3	3.5	3.2
Culvert Repair	.3	.3	0
Safety Set-Aside	.2	.3	.1
 Total	<hr/> \$42.4	<hr/> \$54.7	<hr/> \$12.5

PMS (Pavement Management System) is a program that provides pavement resurfacing and crack repair. The purpose is to provide a smooth riding surface and to preserve structural quality against cracking and distress.

Interstate Set-Aside Resurfacing is a program providing for pavement resurfacing on the Interstate system to preserve the pavement in a cost effective manner.

KLINK 1R is a program designed to assist cities with pavement resurfacing on city connecting links or highways that are also city streets maintained by the city.

Bridge Painting provides for repainting the exposed steel members of bridges on the State Highway System. The increase allows for a needed reduction in the time between repainting.

Bridge Repair is a work program to repair bridge decks. This would include surface overlays as well as repair to deteriorated girders and abutments. The recommended level allows for an increase in these needed repairs.

Culvert Repair is a program to repair distressed drainage culverts damaged by soil settlement and stream erosion.

Safety Set-Aside is a program providing improvements at highway intersections that include the addition of turning lanes and improved signing and marking. The recommended level allows an increase in this type of improvement.

In addition to Substantial Maintenance, funds are budgeted in Operating Expenditures each year for routine maintenance, including salaries, equipment, and materials.

The Pavement Management System (PMS), mandated by the 1979 Legislature, was used to help develop the substantial maintenance program which was adopted by the Governor. The Pavement Management System is a comprehensive program to assist with maintaining pavements in a cost effective manner. The system analyzes existing pavements and recommends surface treatments such as milling and grinding, asphalt overlays, or both, which improve rideability and provide preservation of the pavement's structural integrity. The \$43.5 million recommended for preservation annually by the Governor is an increase of \$7.9 million above the current level of expenditure. The recommended level will allow pavements to be improved approximately seven percent compared to their present condition.

In combination with other construction categories nearly every section of state highway will receive some form of repair during the program period.

The Governor's recommendation also provides for additional funding for bridge painting and bridge repair. Highway bridges having exposed steel members need to be repainted on a 20-year cycle. Because of a lack of staff and insufficient funds, the current repainting cycle time for bridges on the State Highway System is 96 years.

Of the steel bridges on the system, only approximately 12 bridges each year have been repainted. The funding increase recommended by the Task Force for this contract maintenance program provides for a 20-year repainting cycle or average of 60 bridges per year.

The Governor also recommends increased funding for repair and rehabilitation of bridge decks as well as repair of deteriorated girders and abutments.

The aim of this contract maintenance work program is to prolong the life of the bridge by deck patching, milling and resurfacing, replacing a portion of the deck, or repairing support members. Resurfacing improves rideability of the surface as well. Currently, four bridges on average are repaired each year.

The increase would provide for the repair of an average of 45 bridges annually in addition to those rehabilitated or replaced under the Federal-Aid Bridge program.

### Major Modifications

Eventually, though, it's no longer possible just to maintain a facility. It has to be modernized or the pavement reconstructed to preserve its economic usefulness. This is the purpose of the major modification program.

The Major Modifications and Improvements program -- the second of three distinct construction improvement categories -- improves the service, comfort, capacity, condition, economy or safety of the system based on changes in need and use over time.

A total of \$1.025 billion for geometric improvements, pavement reconstruction, and bridge improvements on the State Highway System is recommended by the Governor through 1996. This recommendation generally continues this program at its current level of activity through FY 1996.

The number of projects selected under this program is based on matching all available Federal-Aid. These projects were selected based on KDOT's quantitative procedure for selecting projects based on need, otherwise known as the KDOT priority formula. The KDOT priority formula was designed to take the known deficiencies on the existing state system, and array the deficient roadway sections in priority order.

The formula comprises a series of attributes such as shoulder width, surface lane width, commercial traffic; and a series of adjustment factors such as divided or undivided highways, accident rate, stabilized shoulders, etc.

Priority/Optimization System  
Attributes and Weighting Factors

Road Sections

<u>Attribute</u>	<u>Relative Weight</u>
Number of narrow structures per mile	.086
Shoulder width	.089
Number of substandard stopping sight distances per lane mile	.069
Lane width	.101
Substandard horizontal curves per mile	.099
Volume/capacity ratio	.091
Commercial traffic index	.065
Rideability	.088
Pavement structural evaluation	.208
Observed condition	.104

Bridge Sections

<u>Attribute</u>	<u>Relative Weight</u>
Horizontal clearance	.196
Bridge roadway restriction	.088
Deck condition	.232
Structural condition	.314
Operating rating	.170

The system prioritizes segments of roads called control sections. There are 5,800 control sections on our 10,000 mile system. Once prioritized, the control sections are grouped into actual projects. This selection/prioritization system has been in use since 1984.

The Governor's recommendation specifies the first five years worth of major modification projects in this eight year period. This five year program provides for the reconstruction of 370 miles of roads and for the repair or replacement of 250 bridges.

### New Construction Initiatives

The last of the three distinct construction improvement categories is the one which has generated the most interest and questions; the new construction initiatives.

While there are those who would argue that the proposed program is too large, the program is actually far short of meeting the highway needs in Kansas which are well in excess of \$4 billion. Past disparities and future projections with current revenues place us at a critical point where action must be taken if we are to avoid having our highway system become a deterrent to the growth and development of Kansas.

There appears to be some belief that the only new construction that the state needs is improving the Southeast Kansas corridor.

The Southeast Kansas corridor improvements recommended by the Task Force cost approximately \$336 million. When one considers the minimum new funding requirement of \$632 million previously discussed, the total shortfall would be \$968 million.

Cash Flow Analysis  
FY 1988 - FY 1996  
(Millions)

Minimum New Funding Requirement	\$(632)
Southeast Kansas Corridor	(336)
Total Shortfall	\$(968)

This would require a Motor Fuel Tax increase of approximately 8 cents per gallon to fund this level of program through the period based on the assumption that except for the \$143 million of local aid, the state would receive all the additional tax revenue.

The new construction initiatives recommended by the Governor include both corridor improvements and de-bottleneck projects. These two categories will cost a total of \$1.7 billion.

Projects at specific locations that decrease congestion, provide significant safety improvements, and promote economic development are commonly termed "debottleneckers." Many are interchanges and intersections that were never completed according to their original design and have the appearance of being incomplete or under construction.

Others, because of high traffic volumes and lack of accessibility, are candidates for contributing to economic development by constructing interchanges or intersections where none now exist.

It is also important to understand various types of highway. Each type -- here representing only rural design -- is described in terms of its physical characteristics as well as relative cost and anticipated service, convenience, and safety.



Two-lane highways are by far the most common type of rural highway. Lane width may be as narrow as 11 feet but generally is 12 feet. Shoulders vary in width from 2 to 10 feet and consist of turf, rock, or asphalt, or a combination of a 3-foot asphalt strip with turf or rock. This type of road is the least costly to construct.

"Super-Two" is also a two-lane facility with lanes 12 feet wide but is designed to a higher standard of service. A 10-foot paved shoulder is provided for maximum safety with new construction; however, the definition includes existing 8-foot shoulders of stabilized rock. Although vehicles must cross the centerline to pass, climbing lanes are provided on long grades to allow slower vehicles to be easily passed.

Hills are leveled to the extent possible to allow greater sight distance for stopping or passing. Safety, ease of driving, and capacity are increased substantially over most other two-lane highways, and so is the cost.

Two-lane or "Super-Two" on four-lane right of way are two-lane roads that have the potential for a large increase in traffic in the foreseeable future. Purchase of additional right of way at the beginning allows for future expansion of the roadway to four lanes. The final four-lane design could be according to expressway standards or freeway standards (see next two definitions).

If the ultimate design is to be freeway, all sideroad structures and interchanges crossing over the mainline are built as part of the initial construction, and the cost typically would be 65 to 75 percent as much as a four-lane freeway.

Four-lane expressway is a divided highway having intersections with other roads and highways "at grade," that is, at the same level of elevation. Usually there are intersections with all public roads, but access to adjacent property is partially controlled, either by control of access or through frontage roads with limited access points.

Medians separate the opposing movement of traffic. Problems of passing are eliminated, whereas problems with vehicles crossing the expressway or turning left on to or off of it seem to be compounded. This type of facility provides a considerable increase in capacity without the high cost of a freeway. However, in some locations, such as urban areas, it may cause safety problems.

Four-lane freeway is the safest but most costly type of highway construction. Outside shoulders are 10 feet and inside shoulders are 6 feet, both of which are either paved or stabilized with rock and calcium chloride. Vehicles are separated from the opposing traffic by a median, just as in expressway construction, but crossing and turning vehicles are separated by interchanges, that is, not on the same grade or elevation.

Vehicles can enter or leave the traffic stream only by way of acceleration and deceleration lanes and ramps. There is a modest increase in capacity over expressways, but a large increase in safety and cost.

It was obvious to the Task Force and the Governor that a new construction initiative must address corridors linking major cities and providing not only safe and efficient transportation, but also economic opportunity.

The selection of the corridors for improvement was based upon a quantitative selection process which relied on such things as current use of the facility, need for improvement and potential for economic benefit.

The formula which was used was designed specifically for the purpose of assisting the Governor's Task Force in selecting highway corridors. It is based on four factors: annual Average Daily Traffic, commercial traffic, per capita income in counties (where per capita income is low, the need was considered high), and the KDOT need number.

The KDOT need number is taken from the current KDOT priority formula (used to select the major modification projects), which has ranked every control section in the state based on known deficiencies. Where the need number is high, the need for improvement is considered high.

The formula used is the following:

$$\text{Priority} = .30 \text{ AADT} + .20 \text{ heavy commercial} + .30 \text{ per capita income} + .20 \text{ need}$$

Average values for each factor were determined by weighting values within subsections of the corridor by the length of each subsection as a percentage of the corridor length. These values are, therefore, a measure of each attribute over the length of the corridor. They do not represent the values at any one point within a corridor.

Annual Average Daily Traffic is a measure of the traffic on a road and therefore represents the use of the facility. The formula has been designed to give increasingly more emphasis to roads which have higher levels of traffic.

Heavy commercial traffic is used in the formula to measure both the use of the facility and its potential for economic development. As was done with the Annual Average Daily Traffic, the factor for heavy commercial traffic was designed to give increasingly more emphasis to roads which carry larger numbers of commercial vehicles.

Per capita income is another factor in the formula which is designed to measure economic development. The formula gives more weight to roads which are in areas with lower per capita incomes. Building roads in these areas of lower per capita income will help the local economy during the time of construction. It is also hoped the improved transportation system will spur economic activity within the corridor.

Finally, the need number from KDOT's priority formula is used to give more weight to those roads that have the most serious geometric deficiencies.

The ranking of projects that resulted was reviewed, along with other information, and the Task Force used its judgment in selecting the new construction initiatives for the major corridors. The Governor's recommendation provides for \$1.7 billion of new construction initiatives for 14 major corridors. His recommendation provides for the construction or reconstruction of 1,042 miles of Super-Two and for 277 miles of four-lane facilities.

The Governor's recommendation for major corridor improvements deviates from the Task Force only in that he recommends that U.S. 81 be a four-lane expressway, from the end of the current four-lane at Minneapolis to the Nebraska border.

The corridors recommended for improvement comprise 14 percent of the state system mileage, but carry 29 percent of the total vehicle miles of travel and 32 percent of the heavy commercial miles of travel. If you add this to the percent of total vehicle miles of travel and percent of heavy commercial miles of travel on the interstate and turnpike, the total percentage would come to 49 percent of total vehicle miles of travel and 53 percent of heavy commercial miles of travel.

These highways which we are reviewing at the Governor's request truly do carry a large share of our traffic and consequently are the routes most important to our economic development.

I think it is also important to clarify that of these 1,319 miles of highway which are recommended for corridor improvement under the new construction initiative, only 84.4 rural miles are actually new construction. These miles are comprised of 42 miles between Great Bend and Hutchinson, approximately 24 miles around Fredonia, 4.8 miles for the K-96 bypass in Wichita and 13.4 miles for the Lawrence bypass.

State law limits the state system to 10,000 rural miles. The current system is 9,639 rural miles, so these new initiatives will not take us above the statutory limit.

The new construction initiatives also include de-bottleneck projects which are in two categories.

The first category are those which are to be completely funded by the state. In general, these were never completed as originally designed. The reasons for this vary, but the result is an ongoing traffic control problem, false driver expectations and a failure to obtain the full benefit of the project constructed.

The governor recommends \$76 million to construct 15 of these projects.

The second category of debottleneck projects are those in which the state pays 75 percent of the cost. The governor also provides more than \$170 million for the state's share of 13 de-bottleneck projects which have currently been identified. These de-bottleneck projects are primarily to benefit the local economy. Many, though certainly not all, are the construction or reconstruction of interchanges.

### Local Assistance

The Governor's recommendation provides assistance to local communities through four significant mechanisms. As previously discussed, the first mechanism is the \$170 million recommended for the debottleneck projects of concern to the communities.

The second mechanism is the increase in the distribution to the Special City and County Highway Fund of approximately \$143 million through Fiscal Year 1996. This is more money than a 1 cent increase in the Motor Fuel Tax would provide.

Currently cities and counties could expect to receive approximately \$580 million in Motor Fuel Tax money through the Special City and County Highway Fund. Thus, the additional \$143 million means the money available to local units from the fuel tax increases by more than 25 percent.

The third mechanism is to increase City Connecting Link payments from \$1,250 per lane mile to \$1,750 per lane mile. This results in a \$5 million increase to local governments during the period.

The fourth mechanism is the authorization for the state to match the Federal-Aid for Public Transportation for the Elderly and Handicapped. This will provide approximately \$3 million in aid to local governments during the period.

#### Governor's Finance Recommendation

Funding Perspective. There has been considerable discussion as to whether the program should be viewed as a \$1.7 billion dollar program, a \$3.6 billion program, or even a \$5.6 billion program.

It is difficult actually to comprehend any of these views of the program. It is more useful to consider the additional burden on a Kansas taxpayer. Assuming the average motorist operating a motor vehicle in Kansas travels 12,500 miles per year and the average number of vehicle miles per gallon is 26, the estimated average cost per vehicle per month would be \$3.59.

Calendar Year 1989  
Average Passenger Vehicle Costs

	<u>Current</u> <u>Law</u>	<u>Task Force</u> <u>Proposal</u>	<u>Increase</u>
Average Registration	\$ 18.38	\$ 32.03	\$ 13.65
Average Fuel Tax	54.01	83.47	29.46
Annual Cost	\$72.39	\$115.50	\$43.11
Monthly Cost	6.03	9.62	3.59
Daily Cost	.20	.32	.12

Source: Miles traveled and miles per gallon are based on the soon to be published report Road User and Property Taxes on Selected Motor Vehicles, 1987, by the U.S. Department of Transportation Federal Highway Administration.

The additional cost per year of \$43.11 should be viewed in relation to the cost of not having adequate roads. The United States Army Corps of Engineers (Special Report 81-21, p. 4) states that driver costs of driving on poor rather than fair roads can be up to \$1,000 per year per driver.

The Road Information Program (TRIP) has estimated that the cost to Kansas motorists for driving on rough, uneven road surfaces was \$480 million in 1986 alone. This comes to approximately \$289 a year in added driving costs for each of our 1.7 million registered drivers in Kansas. And these costs are minor when compared to the cost that poor highways will cause our citizens in human damage.

Another perspective is the relationship of Kansas taxes to the other states and particularly our immediate neighbors. A study (State Tax Guide, Commerce Clearing House, rates as of June 1, 1987) recently showed that only seven states have a lower gasoline tax rate than Kansas and only 14 states have a lower diesel fuel tax. Even with the tax increase Kansas will be in the middle 56 percent of states with the gasoline tax and the middle 80 percent of states with the diesel fuel tax.

Of the surrounding states, only Missouri will have a lower gasoline tax rate and only Missouri and Oklahoma will have a lower diesel fuel tax rate.

	<u>Gasoline</u>	<u>Diesel</u>
Kansas		
Current	11 cents	13 cents
Proposed	16	18
Nebraska	17.6	17.6
Colorado	18	20.5
Oklahoma	16	13
Missouri	11	11

Source: State Tax Guide, op. cit.

### Decision Concerning Continuity after FY 1996

Legislative History. Because of the time to prepare plans and construct projects, multi-year forecasts are necessary. Projected ending fund balances indicate the ability to meet ongoing financial commitments.

The ending fund balance strategy is a consideration only for ongoing funds such as the State Highway Fund. It is not relevant to temporary funds such as the State Freeway Construction Fund or pass-through funds such as the Special City and County Highway Fund.

While the Legislature has never established a policy, previous programs presented to the Legislature have assumed that resources would be exhausted at the end of the five year program.



Strategies. A first strategy could be to exhaust the fund after a given number of years. The rationale is to use all available resources quickly with the expectation that at the end of the period the Legislature would provide appropriate funding for the future. If revenues do not increase with inflation and expenditures do increase with inflation, then this may be the only possibility. As previously noted, this is the strategy followed since 1984.

The result is that the Legislature before FY 1989 must provide additional revenue just to continue the current program or be willing to accept a major reduction in maintenance or in the state's ability to match federal funds, or both. The estimated shortfall between current revenues and current expenditures in the FY 1988 through FY 1996 period is estimated to be \$350 million.

A second strategy is to exhaust the fund but only to the extent that it is still adequate for on-going physical maintenance and preservation activities. The rationale for this approach is the recognition of a commitment to maintain the as-built system. It is assumed that the Legislature will provide appropriate funding at the end of the program to maintain the usefulness of the investment of any additional initiatives.

A third strategy is to exhaust the fund but only to the extent that it is still able to fund a limited major modification program that would help preserve the usefulness of the highway investment.

A fourth strategy is to stabilize the fund so that is able to continue the same level of construction as included in the comprehensive program developed by the Task Force. This would represent a major commitment to a program not envisioned by the Governor.

Governor's Decision. Governor Hayden's decision is that the state has a commitment to assure continuity of maintenance, major modifications and agency operations-- not only in the FY 1988 through FY 1996 time period but also after 1996.

If the state is to invest in its highways, it must be prepared to maintain the physical structures and the usefulness of that investment.

This does not mean that the state should commit to a tax program for the next century without periodic legislative review. Therefore, Governor Hayden recommends that the proposed tax adjustments for inflation be subject to on-going review and reappraisal especially after the end of the new construction projects scheduled before the end of this century.

#### Decision Concerning Indexation

Legislative History. The 1983 Legislature concurred with then Governor Carlin that a major source of revenue to the state highway system should be adjusted for inflation. The policy decision has been made; the questions are whether to correct the flaw in the current law that prevents it from functioning and whether to expand the adjustment for inflation to vehicle registration fees.

Strategies. A first approach is to index the revenue sources to the price of some commodity. This is the approach that was tried in the past and it did not work.

A second approach is to index the revenue sources to a measure of inflation as it affects KDOT. There are several such measures. These include the construction cost index previously discussed, a maintenance cost index, and the Gross National Product Implicit Price Deflator for State and Local Government Purchases of Goods and Services.

While these would help assure a stable program, it is possible that the tax burden on the citizens of Kansas could be increased annually because these measures increase faster than the general economy. It should also be noted that there may be technical problems resulting from the frequent revision of the deflator.

A third alternative would be to use a general measure such as the Consumer Price Index for all urban consumers, which covers about 80 percent of the non-institutional population. This is a commonly understood and widely used measure. It has the advantage of maintaining a stable tax burden on the population of the state.

Governor's Decision. Governor Hayden's decision is that the regional Consumer Price Index for all urban consumers should be used to provide a reasonably stable highway program without increasing the real tax burden on Kansas citizens. Governor Hayden also recommends that the annual adjustment in the motor fuel tax rates not be allowed to exceed one cent per year and that the adjustment be rounded to the nearest cent. A similar provision is recommended for vehicle registrations.

#### Decision Concerning the Use of Bonds

Legislative History. The Kansas Legislature established the precedent of issuing bonds for highway improvements with the bond authorization of \$320 million for the Freeway System. Otherwise, Kansas has been reluctant to issue bonds. The publication 1987 Medians by Moody's Municipal Department shows that Kansas is very low in their three measures concerning the use of bonds or any other tax-supported debt, but relatively high in our ability to afford reasonable levels of debt.

Strategies. A possible strategy is to delay highway improvements and assume that they can be funded in the future. Just as a business cannot afford to delay needed plant and equipment investments, the state cannot afford such a delay. With construction costs increasing at 7.7 percent per year, it's unlikely that Kansas would ever be able to fund an ever increasing backlog of projects. This would also create opportunity cost losses from not having needed projects in service.

A second strategy is to increase taxes to a level sufficient to fund the projects on a pay-as-we-go basis. Kansas Policy Choices: The Report of the Special Commission on a Public Agenda for Kansas notes that a pay-as-you-go philosophy conflicts with the concept that the user should bear the burden of the cost of the capital improvement, and on a pay-as-we-use basis.

There is also another practical consideration relating to debt. If debt is not included, the amount of the tax increase must be substantially greater. For example, if one used the Governor's vehicle registration increases with no indexing and no debt, motor fuel taxes would need to increase by almost 19.5 cents on October 1, 1987.

A decision must be made between this type of tax increase and the \$1.4 billion in interest cost associated with the required \$1.3 billion in debt.

The third strategy is to issue bonds as necessary for the new construction initiatives. This allows a relatively stable revenue requirement to be established. This prevents the need for radical changes in the tax rates. The inflation during the period may result in repayment in deflated dollars.

Governor's Decision. The Governor recommends that bonds be issued as necessary. It is assumed that the bonds will be 20 year bonds at 8.25 percent interest; however, it is possible that the term of the bonds as well as the rates will be determined by external factors, particularly market conditions and federal tax law.

## Implementation

The success of this program will be determined first, by the action taken by the Legislature later this month and, second, by the ability of the Department to meet the fast-track schedules that this plan requires.

Many of you will remember the problems of the freeway program. There were three major reasons for what some consider its failure

The first problem was that the Legislature specified a program but did not provide adequate funding to build it. In 1969, when that program was passed by the Legislature, \$320 million in bonds were provided to pay for the four-lane construction costs of 1,312 miles. At that time, the actual estimates to do that amount of work exceeded one billion dollars. Adequate funds had not been appropriated to build the miles promised to the public.

The second problem was the extended nature of the program. Time is the enemy of almost any major construction program. With construction inflation at 7.7 percent a year, any delay jeopardizes the program by increasing the probable cost.

The third problem was the unforeseeable 1973 oil embargo and rampant inflation. Again, time is the enemy. The longer a major construction program is exposed to uncertainty, the greater the probability that an unforeseen catastrophe will occur.

The Governor's program intends to avoid these problems. We have paid close attention to the cost estimates for this program to insure that funds appropriated today will indeed be adequate for construction.

We have set for ourselves a very aggressive schedule to have all of the new construction initiatives under contract within about six years.

There has been a great deal of talk about the speed with which the Kansas Turnpike was built. It truly was an excellent job. However, times have changed, and some of the advantages available at the time the turnpike was constructed are no longer available.

One of the notable differences is that the legal environment in which we all live is much different in the 1980s than it was in the 1950s. Our society is much more litigious. Securing rights of way in this environment will be far more complicated, time-consuming and costly than it was when the turnpike was built. Moreover, environmental awareness is far keener today than at that time. Consequently, while concerns for maintaining environmental standards is appropriate, they create considerable demands.

In addition, the improvement concept for the Kansas Turnpike effort was vastly different from that which is being proposed under the new construction portion of this program.

The Kansas Turnpike, in concept, was basically a new facility, on new location, with much of the right of way diagonally traversing areas free from development of any kind. The majority of the corridor improvements within the Governor's proposed program are developed to utilize as much available right of way as possible.

This concept, although prudent from an economic standpoint, results in a number of additional complexities. There will be a far greater conflict with existing utilities paralleling our present rights of way as well as with a greater number of homes and businesses. Greater effort will also be required to provide for traffic on the present facilities while improvements are underway. All of these difficulties will require additional effort and time.

Therefore, it is the Governor's view, that the ability of the Department to meet a fast track construction schedule will require an expedited management approach and the elimination of impediments to complete the program within schedule and cost constraints.

To this end, Governor Hayden makes the following recommendations:

1) Eliminate the delays which presently exist in acquiring engineering services by amending the statutory procedures which must be followed. This change, scheduled to sunset July 1, 1997, will allow the Secretary of Transportation to fast track new construction initiatives and will provide accountability through reports to the Governor and the Legislature;

2) Exempt the acquisition of right of way from the debt-set-off provisions of K.S.A. 75-6201 et seq. until July 1, 1997. Timely acquisition of right of way on highway projects is an absolute necessity if schedules are to be met. The present debt-set-off provisions will work against the ability of the Department to deliver on its construction goals by delaying acquisition of title to needed properties;

3) Amend the statutes to acquire fee title by eminent domain. This will allow the state to reduce its losses of public monies when disposing of properties no longer needed;

4) Allow the Department to acquire utility easements and provide authority to the Department to pay the expenses of relocation when appropriate. Utility relocations, when expedited, avoid delays of six to eight months;

5) Exempt the Department of Transportation until July 1, 1997, from certain restrictions in the general statutes for purchasing when necessary for management of the expedited highway program. This will reduce the delays in acquisition of supplies and materials;

6) Enable the Department to hold hearings to resolve contractor disputes. The enabling language conforms to the Administrative Procedures Act and will provide for efficiently addressing disputes and will reduce legal costs;

7) Provide for the establishment of advisory boards and the abolition of the current Highway Advisory Commission. While the State Highway Commission has functioned as intended through the dedication of its members, the course which we are charting will require new approaches to meet future demands.

In line with this direction, the Secretary of Transportation should be afforded greater flexibility in establishing boards to provide counsel on the management and engineering issues which will be faced. The Governor's proposal will allow the Department to secure the qualified individuals which will be crucial to the expedited highway program; and

8) The Governor makes a number of recommendations concerning personnel:

a) Loosen the restrictions on out-of-state recruitment to allow the Department the ability to hire the most qualified people;

b) Increase the poundage restrictions in the law for moving expenses from the current 12,000 pounds limit to 19,999 pounds. Current law imposes an unfair financial burden on our employees when they are required to move for the benefit of the state; and

c) Provide the Secretary of Transportation with the authority to transfer employees across county lines. The fast track highway program will require a concentration of employees where they will be needed to meet production schedules. The Governor further recommends that all three employee provisions sunset July 1, 1997.



A key objective will be to establish a balance between expediting the program and maximizing the economic benefits to the state. It is desirable for Kansas contractors to participate fully in the program work. However, it is also desirable that the work be done as quickly as possible and for the lowest cost. It is our intent to provide an equitable bidding environment so that Kansas contractors can be fully involved.

Another issue is the need to balance our social responsibility to disadvantaged business enterprises and our concern for effective management. The two can and should fit smoothly. It is our intent to provide opportunity for the disadvantaged business enterprises in the state to participate fully in this program to the benefit of both.

### Legislation

I will present to the committees a draft bill that implements the Governor's recommendations. A single bill will be presented because the program is a single issue.

A concurrent resolution will be presented which identifies all of the new construction initiatives. We believe that the Legislature should provide a clear indication of its intent concerning which projects it is funding.

The use of separate funds and annual reporting to the Legislature will help assure that there is unmistakable commitment to implement the program as approved by the Legislature.

## Conclusion

In conclusion, let me emphasize again that improved highway transportation in Kansas is vital to our well being. The Governor's recommended program will accomplish that and warrants your sympathetic consideration. The decisions you make will be difficult, but they will affect the lives of Kansans for decades to come.

A Special Session provided the financing of our basic highway system and now this Special Session, called by Governor Hayden, is asked to determine the future of that system and the future of Kansas.

Thank you.

17-8  
avds

COMPARISON OF 1972 FREEWAY BOND AUTHORIZATION AND GOVERNOR'S HIGHWAY PROGRAM BONDS

The 1972 Legislature authorized the issue of \$320 million in bonds.

May 1987	338.7	
FY 1972	<u>123.3</u>	2.74696

The current value equivalent \$879

Bonds	CPI-U	
1991 64	120.2	53.2
1992 367	126.1	291.0
1993 475	132.4	358.8
1994 302	139	217.3
1995 777	145.9	52.8
1996 <u>14</u>	153.2	<u>9.2</u>
<u>1,299</u>		<u>982.3</u>

August 17, 1987

STATE HIGHWAY FUND  
 PROJECTED STATEMENT OF REVENUES, EXPENDITURES  
 AND CHANGES IN FUND BALANCE  
 FOR THE PERIOD FY 1988 THROUGH FY 1996  
 CASH BASIS  
 (\$ in Millions)

Existing Revenue Sources		\$ 2,849
Motor Fuel Tax Adjustments <sup>1</sup>		
Indexation of Current Rates	\$196	
5-Cent Increase in Rates	577	
Indexation of 5-Cent Increase	<u>128</u>	
Motor Fuel Tax Adjustment		\$ 901
Vehicle Registration Adjustments		
Indexation of Current Rates	\$117	
Increase in Rates	337	
Indexation of Rate Increases	<u>74</u>	
Vehicle Registration Adjustments		<u>528</u>
Total Revenue Adjustments		1,429
Total Revenues		<u>\$ 4,278</u>
Less Expenditures and Other Uses		
State Operations (Including Regular Maintenance)	\$1,732	
Substantial Maintenance	639	
Major Modifications	1,025	
New Construction	1,717	
Debt Service <sup>2</sup>	<u>467</u>	
Total Expenditures and Uses		<u>5,580</u>
Excess of Revenues Over Expenditures		\$ <1,302>
Other Financing Sources/Bond Proceeds (Net)		<u>1,312</u>
Excess of Revenues and Other Sources Over Expenditures		\$ 10
Fund Balance, Beginning of Period		72
Fund Balance, End of Period		<u><u>\$ 82</u></u>

NOTE: Estimates are subject to revision.

1. The amounts shown are the deposits to the State Highway Fund only. The \$143 million increase to the Special City and County Highway Fund is not shown.
2. Total interest on the \$1,299 million of debt is estimated to be \$1,396 million over the 20-year life of the bonds. The interest rate is assumed to be 8.25 percent.

August 17, 1987

ANTICIPATED MOTOR FUEL RATES  
GOVERNOR'S HIGHWAY PROGRAM

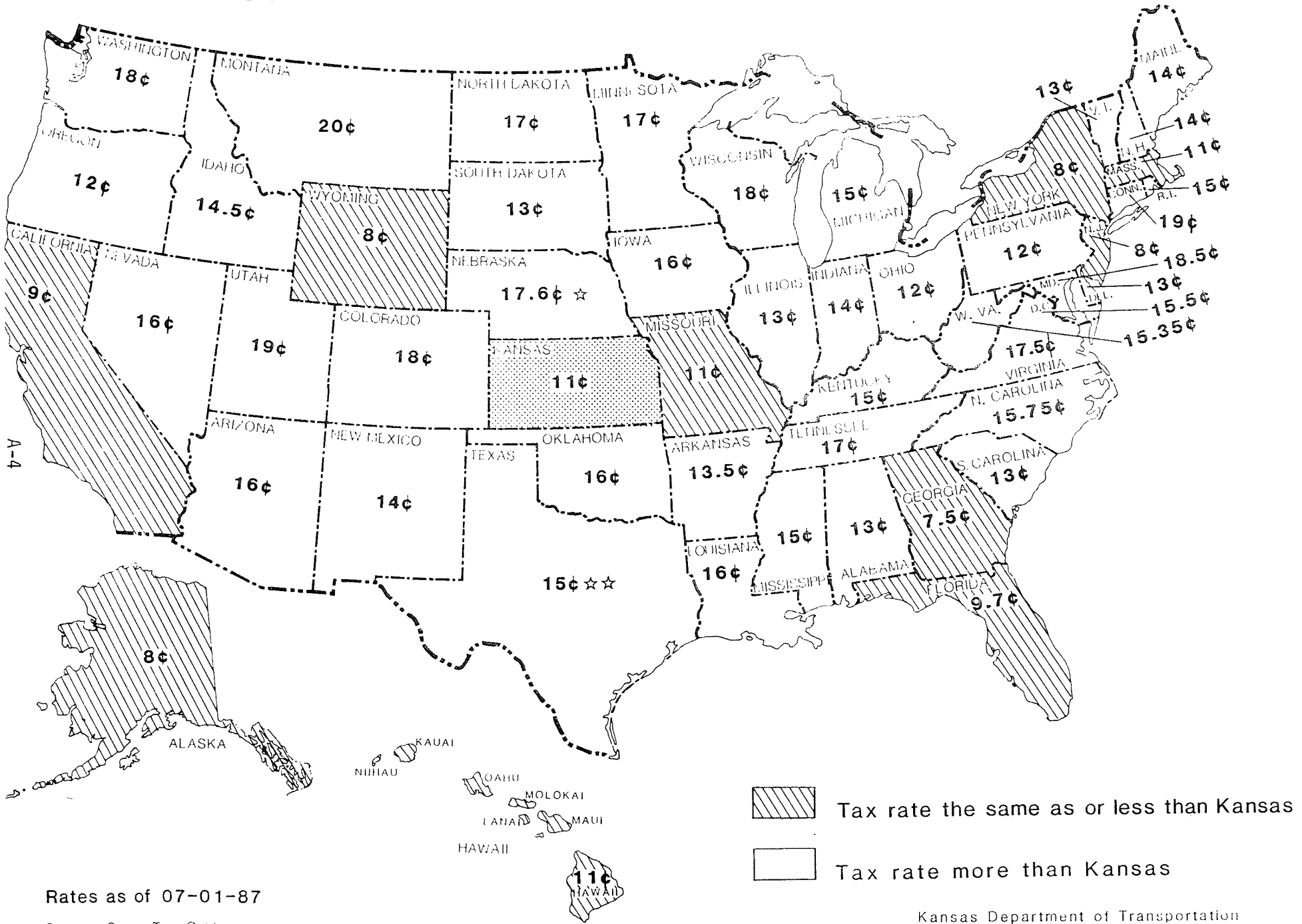
<u>YEAR</u>	<u>GASOLINE/GASOHOL RATES</u>	<u>DIESEL RATES</u>	<u>LP GAS RATES</u>
1988	\$0.16	\$0.18	\$0.15
1989	0.17	0.19	0.16
1990	0.18	0.20	0.17
1991	0.19	0.21	0.18
1992	0.20	0.22	0.19
1993	0.21	0.23	0.20
1994	0.22	0.24	0.21
1995	0.23	0.25	0.22
1996	0.24	0.26	0.23

**ANTICIPATED VEHICLE REGISTRATION FEES  
GOVERNOR'S HIGHWAY PROGRAM**

	Net Rates 1987	Net Rates 1988	Estimated 1989 Rate	Estimated 1990 Rate	Estimated 1991 Rate	Estimated 1992 Rate	Estimated 1993 Rate	Estimated 1994 Rate	Estimated 1995 Rate	Estimated 1996 Rate
<b>Passenger Cars</b>										
3,000 lbs. or under	\$ 13.00	\$ 13.00	\$ 26.00	\$ 28.50	\$ 29.75	\$ 31.25	\$ 32.75	\$ 34.50	\$ 36.25	\$ 37.75
3,000 lbs. to 3,999 lbs.	16.25	16.25	30.75	33.75	35.50	36.75	38.75	40.75	42.75	44.75
4,000 lbs. to 4,500 lbs.	19.50	19.50	35.00	38.25	40.25	42.00	44.25	46.25	48.75	51.00
4,501 lbs. and over	26.00	26.00	39.00	42.75	44.75	46.75	49.25	51.75	54.25	56.75
12,000 lbs. or less	25.00	25.00	37.50	41.00	43.25	45.00	47.25	49.75	52.25	54.75
<b>Trucks - Regular</b>										
12,001 lbs. to 16,000 lbs.	75.00	75.00	112.50	123.00	129.50	135.25	141.75	148.75	156.50	164.25
16,001 lbs. to 20,000 lbs.	100.00	100.00	150.00	164.00	172.75	180.25	189.25	198.50	208.50	218.75
20,001 lbs. to 24,000 lbs.	150.00	150.00	225.00	246.25	258.75	270.50	283.75	297.75	312.75	328.25
24,001 lbs. to 30,000 lbs.	235.00	235.00	352.50	385.75	405.75	423.75	444.50	466.75	489.75	514.25
30,001 lbs. to 36,000 lbs.	285.00	285.00	427.50	467.75	492.00	513.75	539.00	566.00	594.25	623.75
36,001 lbs. to 42,000 lbs.	360.00	360.00	590.00	590.75	621.50	649.00	680.75	714.75	750.50	787.75
42,001 lbs. to 48,000 lbs.	460.00	460.00	690.00	754.75	794.25	829.50	870.00	913.50	959.00	1,006.75
48,001 lbs. to 54,000 lbs.	615.00	615.00	922.50	1,009.25	1,061.75	1,108.75	1,163.25	1,221.50	1,282.25	1,345.75
54,001 lbs. to 60,000 lbs.	765.00	765.00	1,147.50	1,255.25	1,320.75	1,379.25	1,447.00	1,519.25	1,595.00	1,674.25
60,001 lbs. to 66,000 lbs.	915.00	915.00	1,372.50	1,501.50	1,579.75	1,649.75	1,730.75	1,817.25	1,907.75	2,002.50
66,001 lbs. to 74,000 lbs.	1,175.00	1,175.00	1,762.50	1,928.25	2,028.75	2,118.50	2,222.50	2,333.50	2,449.75	2,571.50
74,001 lbs. to 80,000 lbs.	1,325.00	1,325.00	1,987.50	2,174.25	2,287.50	2,388.75	2,506.25	2,631.50	2,763.00	2,899.75
80,001 lbs. to 85,500 lbs.	1,475.00	1,475.00	2,212.50	2,420.50	2,546.50	2,659.50	2,789.75	2,929.25	3,075.50	3,228.00
<b>Trucks - Local &amp; 6000 mile</b>										
12,000 lbs. or less										
12,001 lbs. to 16,000 lbs.	47.00	47.00	70.50	77.25	81.25	84.75	88.75	93.25	98.00	102.75
16,001 lbs. to 20,000 lbs.	75.00	75.00	112.50	123.00	129.50	135.25	141.75	148.75	156.50	164.25
20,001 lbs. to 24,000 lbs.	100.00	100.00	150.00	164.00	172.75	180.25	189.25	198.50	208.50	218.75
24,001 lbs. to 30,000 lbs.	135.00	135.00	202.50	221.50	233.00	243.50	255.25	268.00	281.50	295.50
30,001 lbs. to 36,000 lbs.	160.00	160.00	240.00	262.50	276.25	288.50	302.75	317.75	333.50	350.25
36,001 lbs. to 42,000 lbs.	185.00	185.00	277.50	303.50	319.50	333.50	349.75	367.50	385.75	404.75
42,001 lbs. to 48,000 lbs.	235.00	235.00	352.50	385.75	405.75	423.75	444.50	466.75	489.75	514.25
48,001 lbs. to 54,000 lbs.	315.00	315.00	472.50	516.75	543.75	567.75	595.75	625.50	656.75	689.50
54,001 lbs. to 60,000 lbs.	360.00	360.00	540.00	590.75	621.50	649.00	680.75	714.75	750.50	787.75
60,001 lbs. to 66,000 lbs.	440.00	440.00	660.00	722.00	759.75	793.25	832.25	873.75	917.50	962.75
66,001 lbs. to 74,000 lbs.	575.00	575.00	862.50	943.50	992.75	1,036.75	1,087.50	1,141.75	1,198.75	1,258.50
74,001 lbs. to 80,000 lbs.	675.00	675.00	1,012.50	1,107.75	1,165.50	1,217.00	1,276.75	1,340.50	1,407.50	1,477.25
80,001 lbs. to 85,500 lbs.	775.00	775.00	1,162.50	1,271.75	1,338.00	1,397.25	1,465.75	1,539.25	1,615.75	1,696.00
<b>Trucks - Farm</b>										
12,001 lbs. to 16,000 lbs.	25.00	25.00	37.50	41.00	43.25	45.00	47.25	49.75	52.25	54.75
16,001 lbs. to 20,000 lbs.	30.00	30.00	45.00	49.25	51.75	54.00	56.75	59.50	62.50	65.75
20,001 lbs. to 24,000 lbs.	42.00	42.00	63.00	68.75	72.50	75.75	79.50	83.50	87.50	91.75
24,001 lbs. to 30,000 lbs.	62.00	62.00	93.00	101.75	107.00	111.75	117.25	123.25	129.25	135.75
30,001 lbs. to 36,000 lbs.	150.00	150.00	225.00	246.25	258.75	270.50	283.75	297.75	312.75	328.25
36,001 lbs. to 42,000 lbs.	300.00	300.00	450.00	492.25	517.75	540.75	567.50	595.75	625.50	656.50
42,001 lbs. to 48,000 lbs.	500.00	500.00	750.00	820.50	863.25	901.50	945.75	995.00	1,042.50	1,094.25

A-3

# STATE GASOLINE TAX RATE COMPARISON


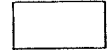


Rates as of 07-01-87

Source: State Tax Guide,  
Commerce Clearing House

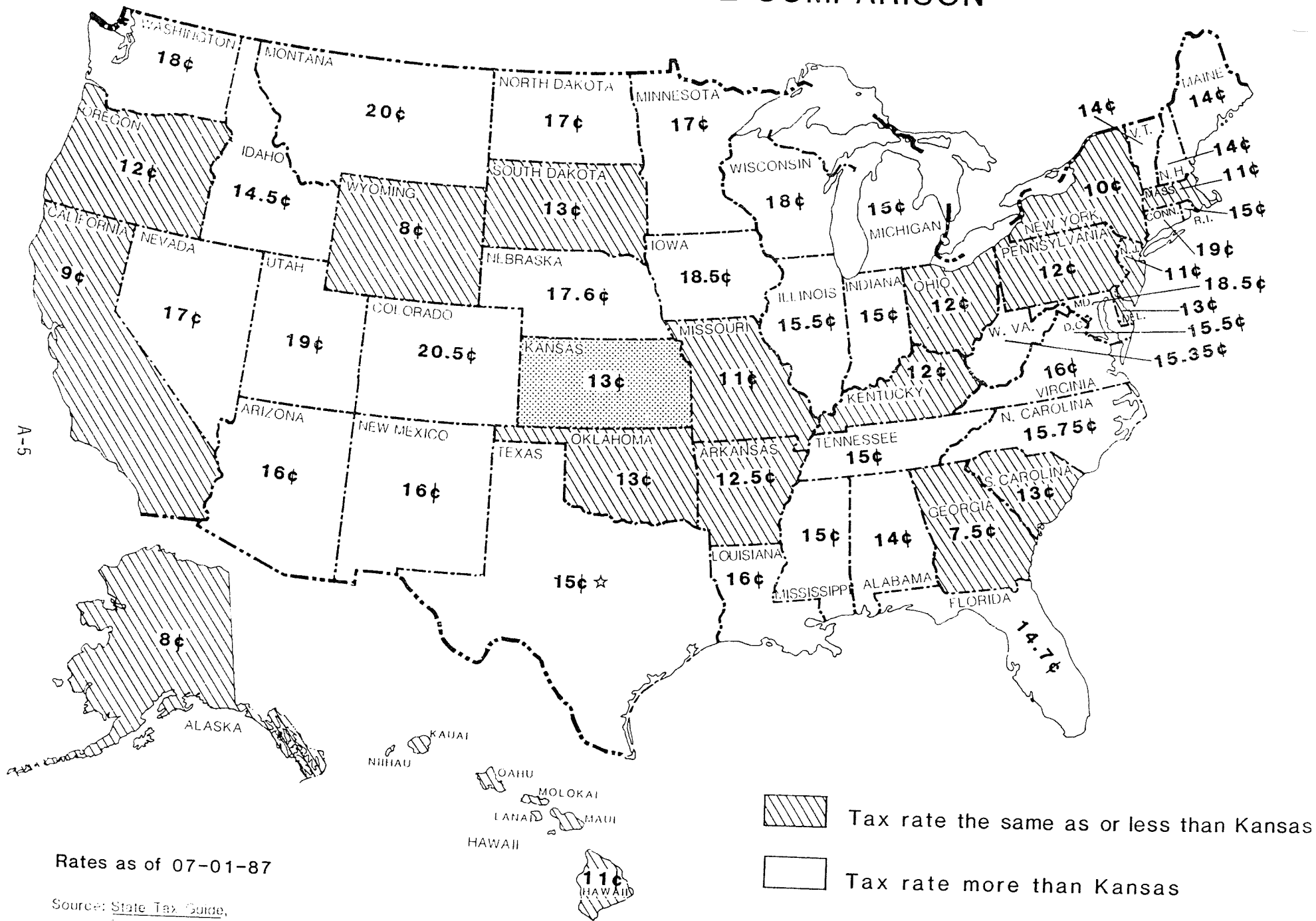
☆ Changes each quarter

☆☆ Temporary-1/1/87-9/1/87

 Tax rate the same as or less than Kansas  
 Tax rate more than Kansas

Kansas Department of Transportation  
Bureau of Management & Budget

# STATE DIESEL TAX RATE COMPARISON


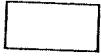


A-5

Rates as of 07-01-87

Source: State Tax Guide,  
Commerce Clearing House

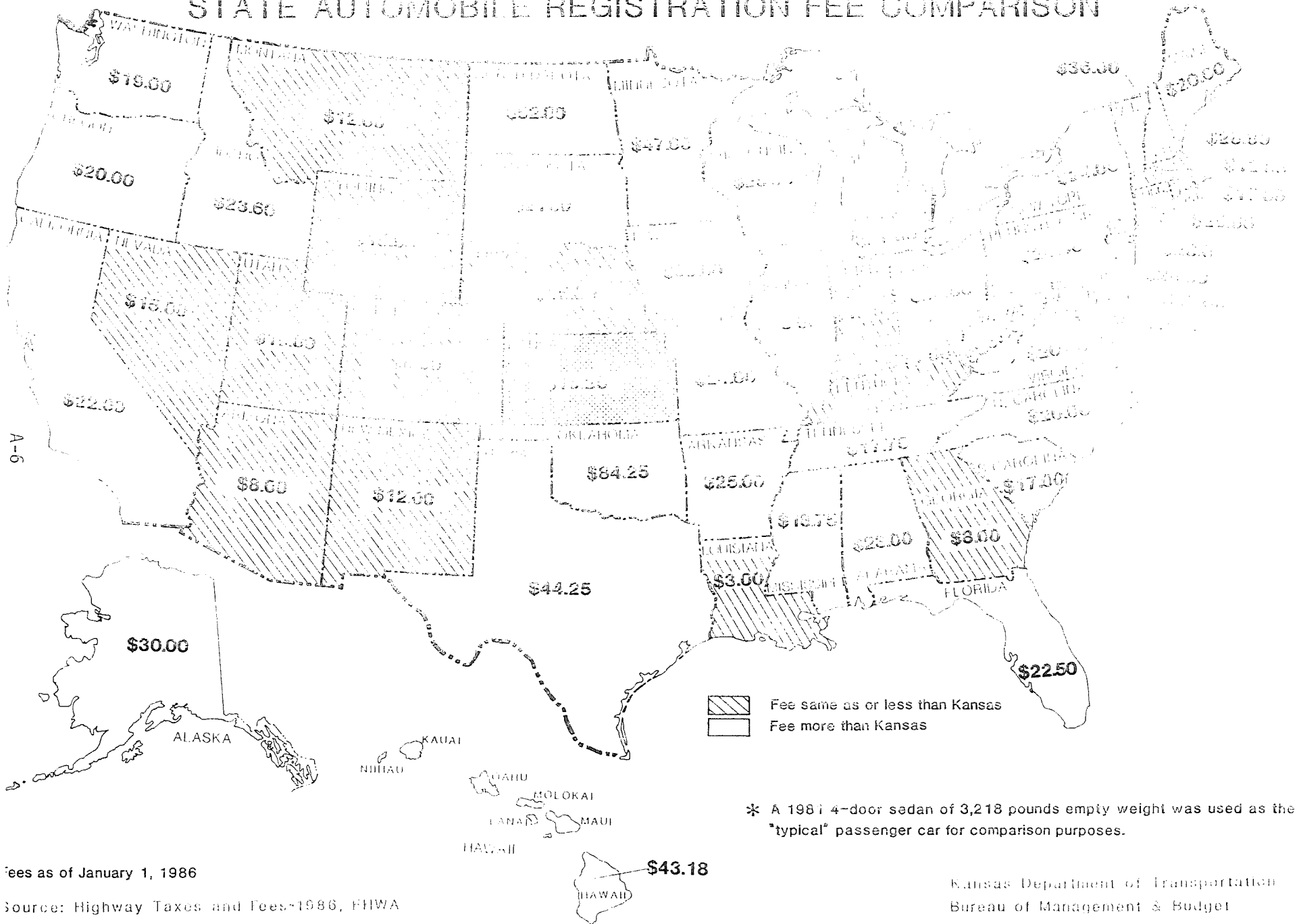
☆ Temporary-1/1/87-9/1/87

 Tax rate the same as or less than Kansas  
 Tax rate more than Kansas

Kansas Department of Transportation  
Bureau of Management & Budget



# \* STATE AUTOMOBILE REGISTRATION FEE COMPARISON



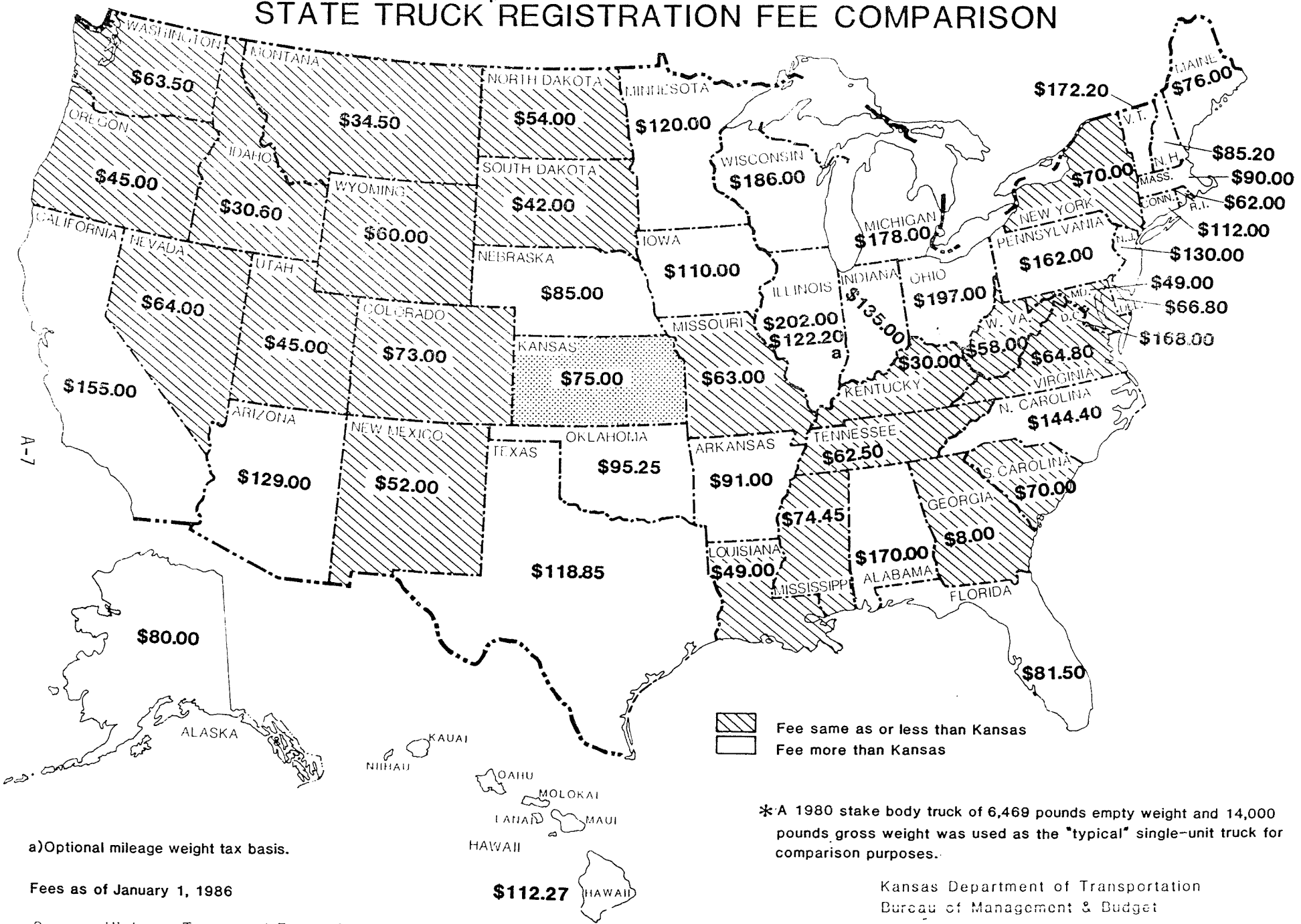
Fees as of January 1, 1986

Source: Highway Taxes and Fees-1986, FHWA



\* A 1981 4-door sedan of 3,218 pounds empty weight was used as the "typical" passenger car for comparison purposes.

Kansas Department of Transportation  
Bureau of Management & Budget

# STATE TRUCK\* REGISTRATION FEE COMPARISON



A-7

 Fee same as or less than Kansas  
 Fee more than Kansas

a) Optional mileage weight tax basis.

Fees as of January 1, 1986

Source: Highway Taxes and Fees-1986, FHWA

\*A 1980 stake body truck of 6,469 pounds empty weight and 14,000 pounds gross weight was used as the "typical" single-unit truck for comparison purposes.

Kansas Department of Transportation  
Bureau of Management & Budget

# \* STATE SEMITRAILER REGISTRATION FEE COMPARISON



A-8

Fee same as or less than Kansas  
 Fee more than Kansas

\* A 1980 diesel-powered truck tractor of 15,752 pounds empty weight and a semitrailer of 11,310 pounds empty weight, registered for 72,000 pounds gross combination weight, in private operation, were used as the "typical" vehicles for comparison purposes.

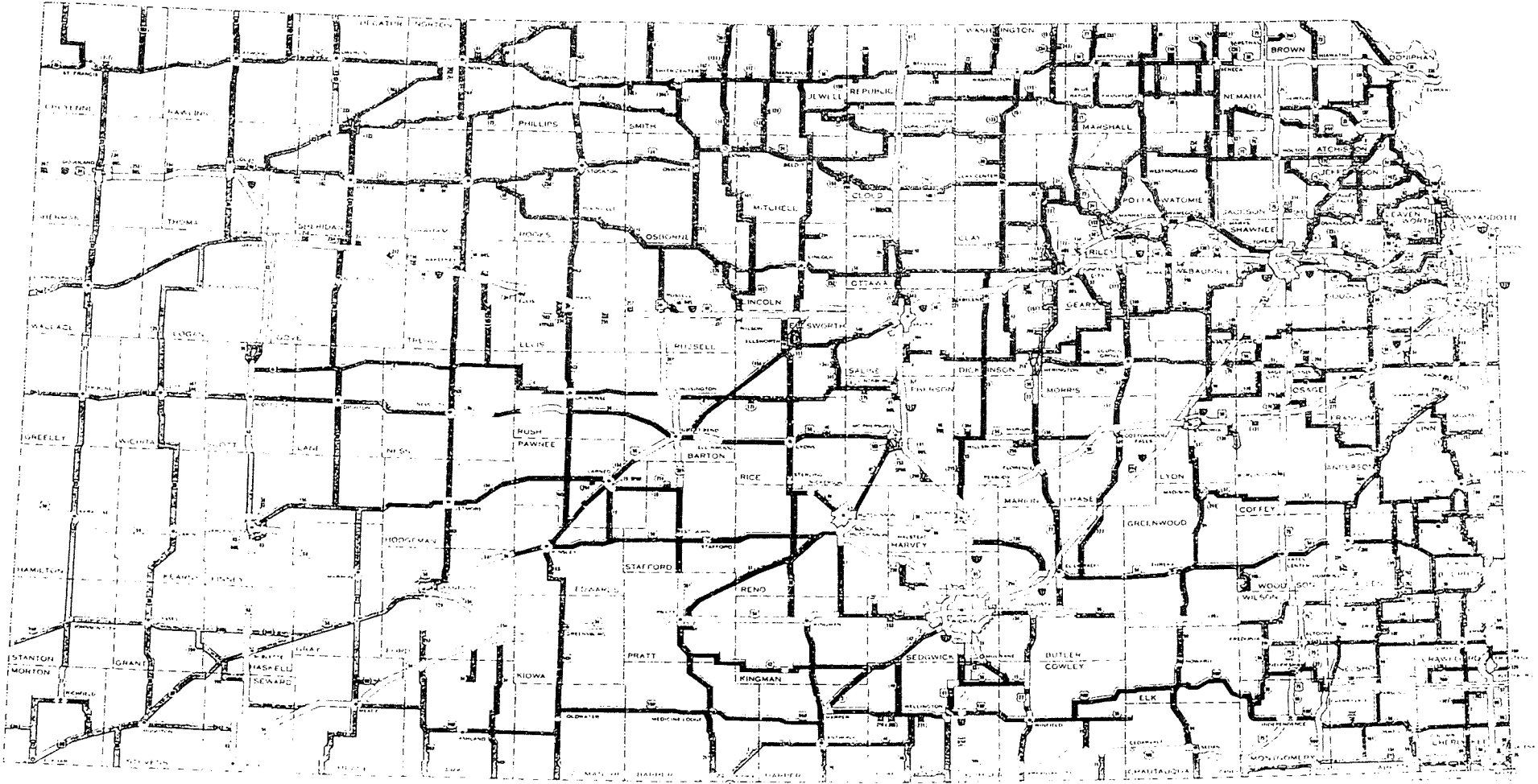
a) Optional mileage weight tax basis.  
 b) Optional basis.

Fees as of January 1, 1986  
 Source: Highway Taxes and Fees-1986, FHWA

Kansas Department of Transportation  
 Bureau of Management & Budget

# Maintenance Resurfacing

6-V



— Miles anticipated to receive resurfacing action FY 1989 to FY 1996

**Proposed Major Modifications and Improvements  
Fiscal Years 1989-1993**

Major Modifications and Improvements enhance the service, comfort, capacity, condition, economy or safety of the existing highway system by reconstructing pavements, widening lanes or shoulders, and replacing bridges. These projects are based on matching federal-aid.

Map Ref.	County	Route	Location	Miles	Cost (\$1,000)
1.	Allen	US-169	1.08 miles north on K-269 to south city limits of Iola	1.7	\$ 2,529
Widen to 24-foot surface and overlay; widen shoulders to 10 feet and pave.					
2.	Allen	US-54	1.1 miles east of Woodson/Allen County line to west city limits of Iola	4.8	7,604
Reconstruct vertical alignment; 24-foot surface; 8-foot shoulders (3-foot paved, 5-foot rock).					
3.	Barber	US-281	Oklahoma/Kansas State line to K-2 (Exclude Hardtner)	5.3	4,733
Reconstruct vertical alignment; 24-foot surface; 8-foot turf shoulders.					
4.	Barton	US-56	East city limits of Pawnee Rock to south city limits of Great Bend	11.5	6,202
Widen shoulders to 10 feet and pave; overlay surface.					
5.	Barton	US-281	Stafford/Barton County line to south city limits of Great Bend	6.4	3,449
Widen shoulders to 10 feet and pave; overlay surface.					
6.	Decatur	US-83	Sheridan/Decatur County line north 9 miles	9.0	7,772
Reconstruct vertical alignment; 24-foot surface; 8-foot turf shoulders.					

Map Ref.	County	Route	Location	Miles	Cost (\$1,000)
7.	Dickinson	I-70	2.3 miles east of K-43 east to Dickinson/Geary County line	6.2	13,824
Reconstruct surface and shoulders.					
8.	Finney	US-83	Haskell/Finney County line to Junction of US-83 (Business)	13.9	7,460
10-foot bituminous shoulders; rehabilitate surface.					
9.	Ford	US-50	East Junction of US-50/US-283 to Edwards/Ford County line	20.2	8,999
10-foot paved shoulders; overlay surface.					
10.	Ford	US-283	3 miles north of FAS 1433 to Junction of US-56	9.1	4,957
Reconstruct 10-foot shoulders and rehabilitate shoulders.					
11.	Geary	I-70	Dickinson/Geary County line to east city limits of Grandview Plaza	11.3	34,630
Reconstruct surface and shoulders.					
12.	Greeley	K-27	North City limits of Tribune to Greeley/Wallace County line	15.9	13,146
Reconstruct vertical alignment; 24-foot surface; 6-foot turf shoulders.					
13.	Haskell	US-83	Seward/Haskell County line north to Haskell/Finney County line	24.1	10,708
Widen shoulders to 10 feet and pave (3-foot bituminous, 7-foot turf); overlay surface.					

Map Ref.	County	Route	Location	Miles	Cost (\$1,000)
14.	Johnson	K-7	North city limits of Olathe to 2-lane/4-lane divided	2.1	1,116
			Pave shoulders, patch and overlay surface.		
15.	Johnson	I-35	Miami/Johnson County line northeast 6.7 miles to near Gardner	6.7	17,795
			Reconstruct surface and shoulders.		
16.	Johnson	I-35	Junction of US-56 north to I-635 (exclude 75th Street)	12.3	73,120
			Reconstruct surface and shoulders; add 2 lanes.		
17.	Logan	US-40	2-lane/4-lane divided to I-70	2.3	1,615
			Reconstruct 10-foot shoulders (3-foot bituminous, 7-foot turf); overlay surface.		
18.	Logan	US-83	Logan/Scott County line to 8 miles north of FAS 1067	14.1	11,894
			Reconstruct vertical alignment; 24-foot surface; 8-foot turf shoulders.		
19.	Lyon	I-35	Kansas Turnpike east to east Junction of US-50	5.8	16,854
			Reconstruct surface and shoulders.		
20.	Marion	US-56	North city limits of Lincolnvilleville to Marion/Dickinson County line	7.9	8,458
			Reconstruct vertical alignment; 24-foot surface; 6-foot shoulders (3-foot paved, 3-foot rock).		

Map Ref.	County	Route	Location	Miles	Cost (\$1,000)
21.	Montgomery	US-166	8th Street in Coffeyville to east Junction of US-169	1.0	6,242
Widen to 4-12 foot lanes; widen shoulders to 10 feet and pave, overlay surface.					
22.	Morton	K-27	North city limits of Richfield to Morton/ Stanton County line	8.3	6,342
Reconstruct vertical alignment; 24-foot surface; 6-foot turf shoulders.					
23.	Nemaha	US-36	Junction of K-236 to west Junction of US-75	8.0	8,147
Reconstruct vertical alignment; 24-foot surface; 10-foot shoulders (3-foot paved, 7-foot rock).					
24.	Ness	K-96	East city limits of Ness City to west city limits of Bazine	10.7	8,988
Reconstruct vertical alignment; 24-foot surface; 6-foot shoulders (3-foot bituminous, 3-foot turf).					
25.	Phillips	US-183	.1 mile north of Phillipsburg to 7.7 miles north of Phillipsburg	7.7	5,769
Reconstruct vertical alignment; 24-foot surface; 8-foot shoulders (3-foot bituminous, 5-foot turf).					
26.	Pottawatomie	US-24	2-lane/4-lane divided to west city limits of Wamego	9.6	10,038
Reconstruct vertical alignment; 24-foot surface; 10-foot paved shoulders.					
27.	Pottawatomie	US-24	Union Pacific Railroad Bridge #010 5.93 miles east of K-99	1.7	6,717
Construct new approach; 24-foot surface; 10-foot paved shoulders for new railroad overpass.					

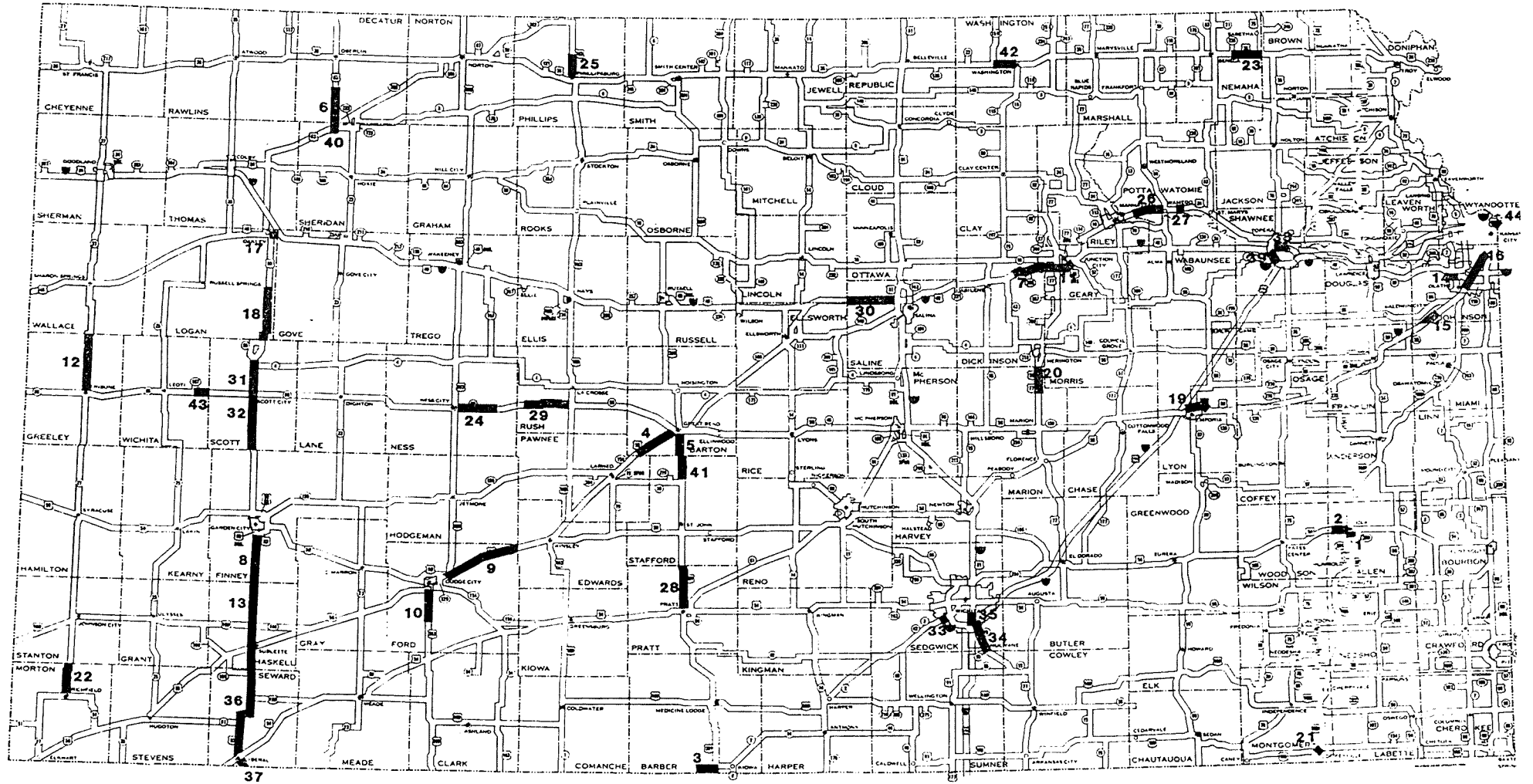


Map Ref.	County	Route	Location	Miles	Cost (\$1,000)
28.	Pratt	US-281	North city limits of Pratt to Pratt/ Stafford County line (exclude Iuka)	11.2	11,068
Reconstruct vertical alignment; 24-foot surface; 10-foot shoulders (3-foot bituminous, 7-foot turf).					
29.	Rush	K-96	East city limits of Alexander to west city limits of Rush Center	12.4	10,575
Reconstruct vertical alignment; 24-foot surface; 6-foot shoulders (3-foot bituminous, 3-foot turf).					
30.	Saline	I-70	Lincoln/Saline County line to US-81	15.3	34,298
Reconstruct surface and shoulders.					
31.	Scott	US-83	North city limits of Scott City to south Junction of K-95	9.0	5,653
Widen shoulders to 10 feet and pave; rehabilitate surface.					
32.	Scott	US-83	Finney/Scott County line to south city limits of Scott City	14.3	7,935
Reconstruct 10-foot shoulders (10-foot bituminous); rehabilitate surface.					
33.	Sedgwick	K-2	1.2 miles east of FAS 2061 to west city limits of Wichita	2.0	2,867
Widen shoulders to 10 feet and pave; overlay surface.					
34.	Sedgwick	K-15	Sumner/Sedgwick County line to south city limits of Wichita (exclude cities)	7.6	6,921
Widen shoulders to 10 feet and pave; patch and overlay surface.					

Map Ref.	County	Route	Location	Miles	Cost (\$1,000)
35.	Sedgwick	I-135	South Junction of I-235 north to Pawnee Street in Wichita	3.1	14,904
			Reconstruct surface and shoulders.		
36.	Seward	US-83	North city limits of Liberal to Seward/Haskell County line	24.0	15,396
			16 miles 10-foot bituminous and 10 miles 3-foot bituminous; 7-foot turf shoulders; rehabilitate surface.		
37.	Seward	US-83	Kansas/Oklahoma State line to south city limits of Liberal	2.4	1,305
			Reconstruct 10-foot shoulders (10-foot bituminous); rehabilitate surface.		
38.	Shawnee	I-70	West Junction of US-75 east to viaduct	4.3	21,001
			Reconstruct surface and shoulders.		
39.	Shawnee	I-470	Junction of I-70 southeast to Kansas Turnpike	6.7	20,207
			Reconstruct surface and shoulders.		
40.	Sheridan	US-83	Junction of K-23 north to Sheridan/Decatur County line	1.0	1,634
			Reconstruct railroad crossing; 24-foot surface; 8-foot turf shoulders.		
41.	Stafford	US-281	K-19 to Stafford/Barton County line	7.1	3,814
			Widen and reconstruct shoulders to 10 feet (3-foot bituminous, 7-foot turf); overlay surface.		

Map Ref.	County	Route	Location	Miles	Cost (\$1,000)
42.	Washington	US-36	West Junction of K-15 to west city limits of Washington	5.8	5,358
Reconstruct vertical alignment; 24-foot surface; 10-foot shoulders (3-foot paved, 7-foot rock).					
43.	Wichita	K-96	Junction K-167 east to Wichita/Scott County line	4.6	1,626
Reconstruct shoulders (3-foot bituminous, 6-foot turf); rehabilitate surface.					
44.	Wyandotte	I-70	7th Street (US-69) northeast to US-24	1.5	9,805
Reconstruct surface and shoulders.					
				Subtotal	<u>369.9</u>
				102 Priority Bridge Projects	<u>483,475</u>
				Total	<u>103,679</u>
					587,154

# Recommended Major Modifications and Improvements



A-17

Major modification projects FY 1989 to FY 1993

## New Construction Initiatives Corridor Improvements

The New Construction Initiatives totaling \$1.7 billion include both "corridor improvements" and "de-bottleneck" projects identified by the Task Force. This would include \$744 million for the construction or reconstruction of 1,042 miles of "Super-Two" highways, \$725 million for the construction of 277 miles of four-lane facilities, \$77 million for 15 de-bottleneck projects funded 100 percent by the state, and \$171 million for 13 de-bottleneck projects funded 75 percent by the state.

Map Ref.	Corridor Location	Miles	Cost (\$Millions)
1.	"Super-Two" US-75 from the Oklahoma border north to I-35.	104	74.4
2.	"Super-Two" US-75 from I-35 north to existing four-lane at US-56, then north to Topeka on existing four-lane, then four-lane expressway from Topeka north to Holton, then "Super-Two" north to the Nebraska border.	100	117.4
3.	"Super-Two" US-36 from US-75 east to the Missouri border.	50	4.5
4.	Four-lane freeway K-96 from I-135 (Northeast Wichita Bypass) southeast to existing four-lane on US-54, then four-lane expressway from existing four-lane to Neodesha, then two-lane expressway on four-lane right-of-way US-160 through Parsons to the Missouri border (Southeast Kansas Corridor).	174	407.7
5.	"Super-Two" US-69 Alternate from the Oklahoma border north to Crestline, then US-69 north to existing four-lane near Louisburg, then north to the Kansas City area on existing four-lane.	130	78.0
6.	"Super-Two" US-281 and K-96 from Russell south and east to Hutchinson via Great Bend, then four-lane expressway K-96 from Hutchinson to Wichita.	131	198.6

Map Ref.	Corridor Location	Miles	Cost (\$Millions)
7.	"Super-Two" US-54 from the Oklahoma border near Liberal east to existing four-lane at Kingman, then east to Wichita on existing four-lane.	192	112.1
8.	"Super-Two" US-50/K-154 from the Colorado border east via Garden City and Dodge City to US-54 near Mullinville.	149	67.0
9.	"Super-Two" K-177 from I-70 north to the K-18 river bridge at Manhattan.	9	9.2
10.	Four-lane expressway US-81 from I-70 north on existing four-lane, then north via Concordia to the Nebraska border.	77	155.0
11.	"Super-Two" US-50 from Hutchinson east via Newton to Emporia.	96	69.2
12.	"Super-Two" US-169 from Coffeyville north to the Southeast Kansas Corridor.	21	23.8
13.	"Super-Two" US-166 from I-35 (Kansas Turnpike) east to US-75.	65	91.4
14.	Four-lane expressway K-254 from Kechi to El Dorado.	21	60.6

**Proposed Debottleneck Projects  
Full State Participation**

Map Ref.	County	City	Interchange/ Location	Cost (\$1,000)
15.	Butler	El Dorado	K-196/K-254/Kansas Turnpike	\$ 683
<p>This intersection is confusing for drivers. Improvements would be made in channelization and signing to remove some islands and signing that now exist.</p>				
16.	Cloud		US-24/US-81	3,745
<p>Safety would be improved at this intersection by construction of an interchange to separate opposing traffic.</p>				
17.	Harvey	Newton	I-135/US-50	6,807
<p>A full interchange would be provided by adding ramps. The ability to make certain movements is currently missing, causing heavy trucks to use city streets instead of the interstate.</p>				
18.	Johnson	Gardner	I-35/US-56/ 175th Street	2,379
<p>Improve ramps and widen bridge to correct inadequate geometrics to handle traffic volumes associated with tying US-56 highway into this interchange. US-56 will now provide better access to the Johnson County Industrial Airport.</p>				
19.	Johnson	Olathe	I-35/US-169 South Junction	2,038
<p>Interchange ramps would be reconstructed to improve safety. Currently there are deficient geometrics resulting in inadequate capacity and poor driver expectation.</p>				
20.	Marion	Peabody	US-50/Railroad Underpass	4,086
<p>This railroad underpass is narrow and has very low vertical clearance. US-50 would be realigned slightly to the north and take US-50 over the railroad instead of under it. There is also a serious flooding problem in the underpass during rainstorms.</p>				

Map Ref.	County	City	Interchange/ Location	Cost (\$1,000)
21.	McPherson	McPherson	I-135/K-61/US-81 Alt.	2,721
			Adding ramps and realigning connections would correct problems on state highway K-61, which currently dead ends at this interchange, causing poor driver expectations and resulting in numerous fender bender accidents from running through dead ends and striking orange barrels.	
22.	Riley	Manhattan	K-18 Bridge over Kansas River	10,475
			This project would provide a needed four-lane bridge replacement over the Kansas River. The current bridge is two-lane and in poor condition. It would improve capacity and safety and should also enhance economic development for Manhattan.	
23.	Sedgwick		I-135/85th Street	683
			Traffic demand, particularly during events at the Coliseum, dictates a need for longer acceleration and deceleration lanes as well as a double lane off-ramp and on-ramp, all in the south half of the interchange.	
24.	Sedgwick	Wichita	K-254/Oliver	6,807
			Widen bridge to four lane. Currently there are poor geometrics and poor driver expectation. The eastbound lane drop is poorly marked and occurs just before this bridge.	
25.	Sedgwick	Wichita	I-135/I-235/K-254	6,807
			Improve ramps and lane continuity to correct inadequate geometrics and poor driver expectation. There are numerous truck accidents on the ramps. Construction of the Northeast Expressway will increase ramp volumes.	
26.	Shawnee		US-75/Old US-75	6,124
			Upgrading the intersection would improve safety and capacity. Poor geometrics and driver expectation are a problem. This intersection was built as a temporary connection 14 years ago and still requires orange barrels for guidance.	



Map Ref.	County	City	Interchange/ Location	Cost (\$1,000)
27.	Shawnee	Topeka	I-70/I-470/Wanamaker	17,690
<p>Add ramps for I-70/I-470 connection; improve I-70/Wanamaker/10th; I-470/Huntoon/Wanamaker Interchanges. Highways in this area have inadequate geometrics and capacity. This project would provide a full interchange, instead of a partial at I-70/I-470. A new shopping center and other commercial development will increase traffic volume in this area.</p>				
28.	Shawnee	Topeka	I-70/East Kansas Turnpike Interchange	4,086
<p>Reconstruct interchange to correct inadequate geometrics and poor driver expectation. Orange barrels and other traffic controls are currently in use as if they were only temporary.</p>				
29.	Sheridan		US-83/K-383	1,365
<p>Realign intersection and eliminate deficient bridges. This location currently includes a railroad underpass with extremely low vertical clearance and narrow width. It also includes a narrow overpass on K-383 over US-83. By realigning the intersection, this structure would be eliminated as would 0.7 mile of roadway. A new intersection would cross the railroad and K-383 at grade.</p>				

**Proposed Debottleneck Projects  
State and Local Participation**

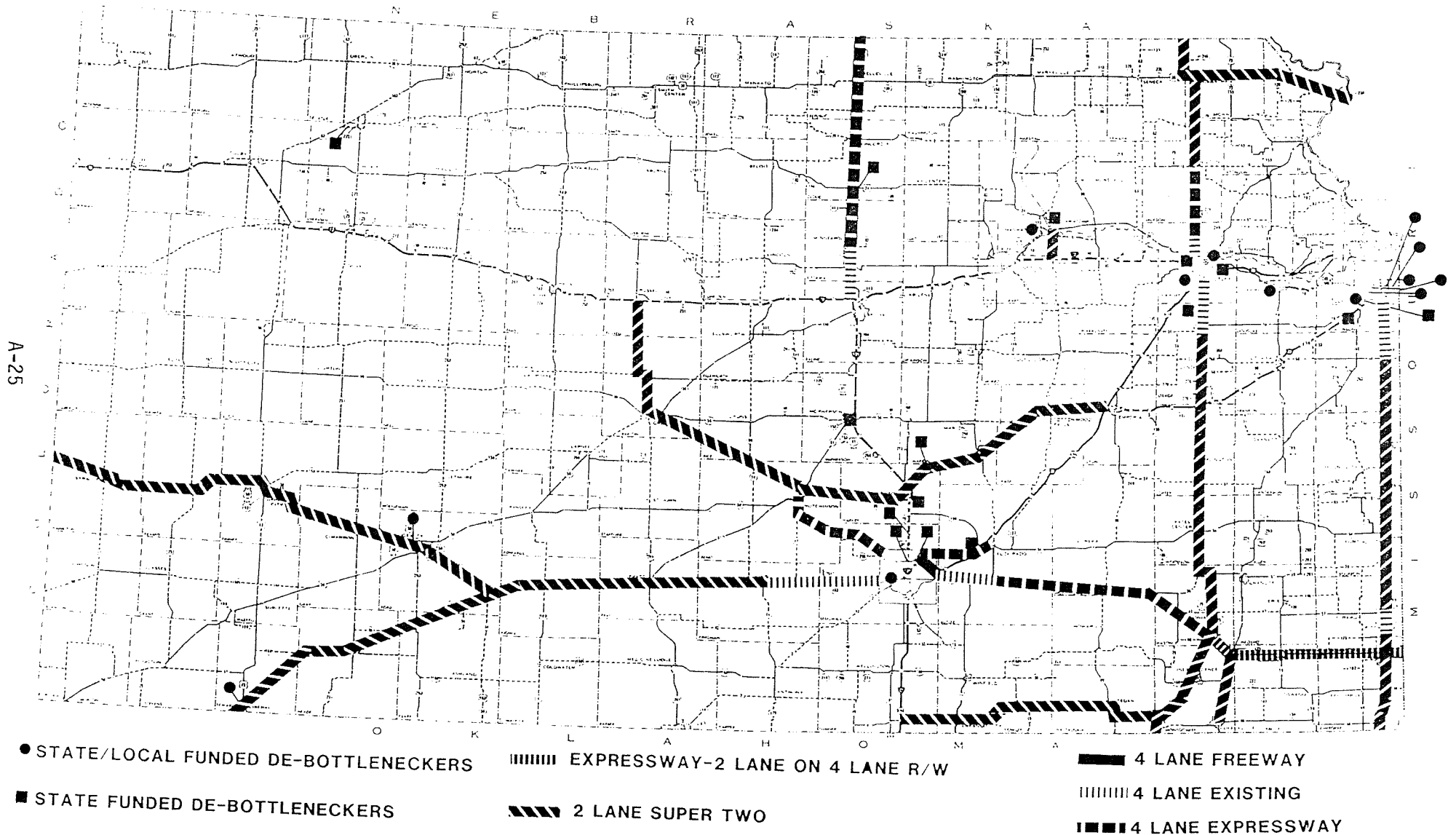
Map Ref.	County	City	Interchange/ Location	State Cost (\$1,000)
30.	Douglas	Lawrence	Bypass around Southwest Lawrence	\$ 20,406
<p>This new expressway bypass would serve through traffic from Johnson County to locations west of Lawrence. It would also serve to open up west Lawrence to even more rapid economic development and relieve some traffic congestion on 23rd Street.</p>				
31.	Ford	Dodge City	SE Dodge City Bypass	8,674
<p>This new "Super-Two" bypass would serve through traffic on US-56 and US-283 and would relieve traffic congestion in Dodge City.</p>				
32.	Johnson	Lenexa	I-35/111th Street (College Boulevard)	5,609
<p>A four-lane viaduct over I-35 would be constructed to increase the capacity of College Boulevard, improve safety, and relieve some congestion on I-35. The current viaduct is two-lane with poor horizontal alignment.</p>				
33.	Johnson	Lenexa	Quivira Road at I-35	9,797
<p>Quivira Road currently dead ends at I-35. Construction of a viaduct would allow Quivira to function as a north-south arterial, relieving congestion on I-35, particularly the I-35/87th Street interchange.</p>				
34.	Johnson	Olathe	I-35/127th Street	6,634
<p>This improvement would add a diamond interchange. It would relieve congestion at the I-35/K-150 interchange and on I-35 by allowing more traffic to utilize north-south city arterial streets. It would also provide another east-west route across I-35 for local traffic.</p>				
35.	Johnson	Olathe	Old US-56/K-7 (West Junction)	3,370

Reconstruct interchange to replace old interchange with substandard geometrics and a bridge in poor condition. This results in low capacity and poor safety.

Map Ref.	County	City	Interchange/ Location	State Cost (\$1,000)
36.	Johnson	Overland Park	I-435/Nall	5,609
			Construct interchange to relieve congestion at I-435/Roe Boulevard and I-435/Metcalf Avenue Interchanges.	
37.	Johnson	Overland Park	I-435/Antioch	6,122
			Construct interchange to relieve congestion on US-69 and Metcalf Avenue (US-169) interchanges with I-435.	
38.	Riley	Manhattan	K-113 from K-18 to Kimball	6,122
			New four-lane expressway would increase capacity, thereby relieving a severe congestion problem and improving safety.	
39.	Sedgwick	Wichita	US-54, Sycamore to Topeka	29,580
			Construction of freeway that would increase capacity, relieve congestion and improve safety by eliminating at-grade street crossings.	
40.	Seward	Liberal	US-83 Bypass	9,186
			This new bypass would serve through traffic on US-83 and relieve traffic congestion in Liberal.	
41.	Shawnee	Topeka	US-75 South Bypass	34,689
			Construct new freeway bypass, which would serve through traffic on US-75 and relieve some congestion in Topeka.	
42.	Shawnee	Topeka	East Bypass around Topeka (Oakland Expressway)	25,511
			Construction of this new freeway bypass would give Topeka another river crossing and would cut approximately 15 minutes from travel time for travelers from northeast Topeka to southeast Topeka. It could open up northeast Topeka to greater industrial development.	

NOTE: Costs shown are State share (75%) of total.

# PROPOSED NEW CONSTRUCTION INITIATIVES



A-25

**PROJECT DESCRIPTIONS AND JUSTIFICATIONS FOR  
CORRIDOR IMPROVEMENTS**

Listed below are the project descriptions and justifications for the corridors on a segment by segment basis. The priority rankings are based upon a selection process which was developed by the Division of Planning and Development to assist the Governor's Task Force in establishing a comprehensive highway program. The selection process was designed to identify corridors which rank high in factors which measure the present use of the facility, the need for improvement, and the potential for economic benefit to the state and local economy.

**US-54: Oklahoma State Line to K-154 Junction at Mullinville (92 Miles)**

Project Description: This segment currently has shoulder widths of eight to ten feet some of which are paved and some are turf. There are currently four hilltops that have inadequate stopping sight distance. Six bridges must be widened or replaced to provide adequate width. A 12.2 mile section west of Meade contains numerous drainage structures of inadequate width and very steep shoulder slopes resulting in extensive guardrail.

This segment will receive paved shoulders where they are now turf. Hilltops will be cut down where needed. Bridges will be replaced or widened to 44 feet if they are now less than 40 feet. The section west of Meade will be widened to a 44 foot roadway width. All surfaces will receive an appropriate treatment to provide a ten-year life at time of construction.

There are no bypasses planned on this segment.

Cost: \$70.4 Million

Project Justification: This section has heavy truck traffic and has a need for surface and shoulder improvement. This segment ranked 16 in priority.

**US-54: Mullinville to Pratt (36 Miles)**

Project Description: This segment currently has shoulder width of eight to ten feet, some of which are paved and some are turf. Stopping sight distance is adequate throughout. One bridge is less than 40 feet wide.

This segment will receive paved shoulders where they are now turf. One bridge will be replaced due to inadequate width and condition. All surfaces will receive an appropriate treatment to provide a ten-year life at time of construction.

There are no bypasses planned on this segment.

Cost: \$26.7 Million

Project Justification: This section of US-54 has both high truck and total traffic. Of the roadway sections studied by the task force, this section has the highest truck traffic. This section also has a high need for surface and shoulder improvement. This segment ranked number one in priority.

**US-54: Pratt to Wichita (64 Miles)**

Project Description: The portion of this segment from the Pratt-Kingman County Line east to Kingman is not evaluated here since a "Super-Two" project is ready for letting. The Pratt County portion currently has six foot shoulders, adequate stopping sight distance and adequate bridge widths. The section from Kingman east to the four-lane divided is adequate in all respects except for having rock shoulders.

This segment will receive shoulder widening and paving to ten feet in Pratt County and shoulder paving from Kingman east to the four-lane divided. All surfaces will receive an appropriate treatment to provide a ten-year life at time of construction.

There are no bypasses planned on this segment.

Cost: \$15.0 Million

Project Justification: This section of roadway has moderately high total traffic with even greater truck traffic. This segment ranked number 15 in priority.

**US-50: Colorado State Line to Garden City (63 Miles)**

Project Description: The Hamilton County portion is adequate with the exception of 11 miles of turf shoulder. The Finney County portion is adequate in all respects. The Kearny County portion west of Lakin is geometrically inadequate in all respects. The portion east of Lakin lacks shoulder width, has steep shoulder slopes and narrow drainage structures.

This segment will receive 11 miles of paved shoulders in Hamilton County, total regrading in Kearny County west of Lakin and minor widening and shoulder paving east of Lakin. Three hilltops will be cut down in Kearny County to provide adequate stopping sight distance. Eight bridges will also be widened or replaced in Kearny County.

There are no bypasses planned on this segment.

Cost: \$35.0 Million

Project Justification: This segment is included because the roadway is very geometrically inadequate in Kearny County. This segment completes the connection to Colorado. It ranked number 25 in priority.

**US-50: Garden City to US-54 at Mullinville (86 Miles)**

Project Description: This segment currently has shoulder widths of eight to ten feet between Garden City and Dodge City, some of which are paved, while others have composite shoulders of three foot pavement and the remainder turf. The shoulders are all turf east of Dodge City. There are nine hills east of Garden City in Finney County (Sand Dunes) and six more on K-154 between Dodge City and Mullinville that are substandard. There are also 16 narrow structures along the segment.

The existing composite shoulders were built in 1985 and 1986 and will remain as-is. The hills just east of Garden City will not be regraded. East of Dodge City, the shoulder will be widened to near Ford and paved the entire distance from Dodge City to Mullinville. Spot grading will be done to remove the hills causing substandard sight distance. Sixteen bridges will be widened to 44 feet or replaced if necessary. All surfaces being improved will receive an appropriate treatment to provide a ten-year life at time of construction.

There are no bypasses planned on this segment.

Cost: \$34.8 Million

Project Justification: This section has moderately high truck traffic and numerous narrow bridges. This segment ranked number 18 in priority.

**US-50: Hutchinson to Newton (30 Miles)**

Project Description: This segment currently has ten foot paved shoulders and a 24 foot driving surface. However, there are seven narrow bridges and two substandard horizontal curves at the southeast edge of Hutchinson.

This segment will receive bridge widening or replacement at seven locations and grading for improvement of two horizontal curves. Pavement will be maintained through the normal surfacing program.

There are no bypasses planned on this segment.

Cost: \$9.2 Million

Project Justification: This section has had the second highest truck traffic of those studied, and the overall traffic is above average. This segment ranked number four in priority.

**US-50: Newton to Emporia (66 Miles)**

Project Description: This roadway segment currently has shoulder widths of four to six feet over a majority of the length. Approximately nine miles have ten foot unpaved shoulders and 14 miles have ten foot paved shoulders. There are approximately 32 bridges on this segment that are deficient in width and/or condition. There are ten hilltops that have inadequate stopping sight distance.

Shoulders will be widened to ten feet and paved. Bridges will be widened to 44 feet or replaced. Hilltops will be cut down where needed. Ten foot unpaved shoulders will be paved. The eastern four miles of Marion County is currently

under construction and eight miles east of Strong City has recently been reconstructed. These sections will not be improved further. All surfaces being improved will receive an appropriate treatment to provide a ten-year life at time of construction.

There are no bypasses planned on this segment.

Cost: \$60.0 Million

Project Justification: The roadway section has heavy truck traffic. It lacks adequate shoulders and has many narrow bridges. This segment ranked number six in priority.

**US-81: Salina to Belleville (US-36) (64 Miles)**

Project Description: This segment currently has 16 miles of four-lane freeway from I-70 north to K-93. From K-93 north 12 miles to K-41, the geometrics are adequate but the shoulders are not paved and there are two narrow bridges. From K-41 north to Concordia, the roadway is adequate and the shoulders are paved. From Concordia north 1.5 miles, the roadway is adequate except for unpaved shoulders. From 1.5 miles north of Concordia to Belleville, the roadway is adequate except for two narrow bridges.

This section will be upgraded to four-lane expressway using the existing two lanes for one pair of lanes for the four-lane facility. Improvements will be made to the pavement and bridges on the existing facility as necessary.

There are no bypasses planned on this segment.

Cost: \$126.5 Million

Project Justification: This roadway section has overall traffic which is high and has heavy truck traffic. This segment ranked number seven in priority.

**US-81: Belleville north to the Nebraska State Line (13 Miles)**

Project Description: This segment currently has adequate geometrics throughout with the exception of two narrow bridges. Shoulders are currently paved.

This segment will be upgraded to four-lane expressway using the existing two lanes for one pair of lanes for the four-lane facility. Improvements will be made to the pavement and bridges on the existing facility as necessary.

There are no bypasses planned on this segment.

Cost: \$28.5 Million

Project Justification: This roadway section has overall traffic which is high and has heavy truck traffic. This segment ranked number ten in priority.



US-75: Oklahoma State Line to K-96 near Neodesha (34 Miles)

Project Description: The shoulders are predominately turf, nine or ten feet in width, south of Independence and rock, three to four feet in width, north of Independence. There are also numerous hills producing inadequate passing and stopping sight distances between Independence and Neodesha. There are nine structures that are narrow or badly deteriorated.

South of Independence, the only needed improvements are paving the shoulders and bridge replacements or widenings. North of Independence, extensive grading will be necessary to remove hills and widen roadway. Nine bridges will be widened or replaced as necessary. All surfaces will receive an appropriate treatment at the time of construction.

There are no bypasses planned on this segment.

Cost: \$23.4 Million

Project Justification: This segment is part of a corridor which runs through Omaha, Topeka and Tulsa. It carries moderately high traffic and has sections that are substandard. This segment ranked number 20 in priority.

US-75: Neodesha to I-35 (70 Miles)

Project Description: This segment has nine and ten foot shoulders from Neodesha to the Wilson/Woodson County Line that are intermittent rock and turf, and one bridge that is narrow and deteriorated. A 5.8 mile section just south of the East Junction of K-39 was regraded in 1982 to provide adequate shoulders, but six substandard hills were left in place because correction would have required relocation of the highway at a considerable increase in cost. From the Wilson/Woodson County Line to Yates Center, the shoulders are two and three feet in width and there are numerous substandard hills. From Yates Center north to I-35, the roadway has ten foot rock shoulders, good geometrics, but five narrow and deteriorated bridges.

In the south portion of the segment between Neodesha and the Wilson/Woodson County Line, the turf shoulders will be upgraded to composite asphalt and rock, one bridge replaced or widened and the surface maintained with the normal surfacing program. Between the Wilson/Woodson County Line and Yates Center, the roadway will be regraded to improve sight distance and provide ten foot composite shoulders, and four bridges replaced. North of Yates Center, five narrow bridges will be widened or replaced and the surface will be maintained through the normal surfacing program. The shoulders will receive appropriate treatment at the time resurfacing is done.

There are no bypasses on the segment.

Cost: \$51.0 Million

Project Justification: This segment is part of a corridor which runs through Omaha, Topeka and Tulsa. It carries moderately high traffic and has sections that are substandard. This segment ranked number 24 in priority.

**US-75: I-35 to Topeka (38 Miles)**

Project Description: Starting at the south end of the segment, there are approximately eight miles of modern two-lane highway with interchanges on four-lane right-of-way. Next, there are 6.6 miles of road with two to four foot turf shoulders with numerous no-passing zones followed by approximately ten miles of two-lane with good geometrics and ten foot shoulders. The northern portion of the segment contains an eight mile section of four-lane freeway which ties into a four-lane section of expressway south of Topeka. There are three narrow structures within the segment.

The only improvement on the southern portion of the segment is paving the shoulders. Extensive grading and shoulder widening is needed on either side of Lyndon. Joint repair and surface treatment will be made to the pavement on the four-lane section. All other surfaces will receive an appropriate treatment to provide a ten-year life at the time of construction. Two of the three narrow structures will be widened or replaced, but the Dragoon Bridge over an arm of Pomona Reservoir is over 500 feet long and will remain as-is.

There are no bypasses planned on this segment.

Cost: \$21.2 Million

Project Justification: This segment is part of a corridor which runs through Omaha, Topeka and Tulsa. It carries very high traffic volumes. The segment ranked number five in priority.

**US-75: Topeka to East Junction of US-36 at Fairview (52 Miles)**

Project Description: The southern portion of this segment is a four-lane expressway with badly deteriorated concrete pavement. Between the end of the four-lane and Holton is 20 miles of two-lane, with badly deteriorated concrete pavement, ten foot rock shoulders carrying 5,000-6,000 vehicles per day. Between Holton and US-36, there are no hills that have substandard stopping sight distance. The traffic drops north of Holton to between 2,000 and 3,700 vehicles per day.

Because of the high traffic volumes, the four-lane expressway section will be extended to Holton with maximum use being made of the existing roadway and right-of-way. Existing pavement will be overlaid or reconstructed and shoulders paved. North of Holton, shoulders will receive appropriate treatment at the time resurfacing is done. Eight bridges will be replaced or widened to 44 feet as necessary. All surfaces will receive an appropriate treatment to provide a ten-year life at time of construction.

There are no bypasses planned on this segment.

Cost: \$86.7 Million

Project Justification: This segment is part of a corridor which runs through Omaha, Topeka, and Tulsa. It carries very high traffic volumes. This segment ranked number three in priority.

**US-75: West Junction US-36 to Nebraska State Line (10 Miles)**

Project Description: This segment begins at the south end at the intersection with US-36. South of Sabetha, the shoulders are seven feet wide with rock surface and there are three substandard vertical curves. Between Sabetha and the state line, the shoulders are nine feet wide with rock surface. There are two narrow structures in this segment.

The section between US-36 and Sabetha will be widened to include ten foot paved shoulders. The bridge will be widened to 44 feet and two of the three hills will be graded to remove substandard vertical curves. From Sabetha to the state line, the shoulders will receive a composite shoulder with a three foot strip of asphalt and the remainder rock. The narrow bridge will be widened. All surfaces will receive an appropriate treatment to provide a ten-year life at time of construction.

There are no bypasses planned on this segment.

Cost: \$9.4 Million

Project Justification: This segment was included for continuity and to complete the US-75 connection to the Nebraska border. This segment ranked number 22 in priority.

**US-36: West Junction US-36 and 75 to Missouri State Line (50 Miles)**

Project Description: There is a three mile portion of this segment between the east and west junctions of US-75 that has eight foot rock shoulders and extremely deteriorated pavement. Between the east junction of US-75 at Fairview and Hiawatha, the shoulders are ten feet wide with rock surface and there is one hill with inadequate sight distance. Three bridges are narrow and deteriorated. From Hiawatha to Troy, the highway is either recently completed or let to contract on new location to modern standards with ten foot composite shoulders. Between Troy and the Missouri State Line, a modernization project was completed west of Wathena in 1985 to widen and replace bridges, widen shoulders to eight feet with a composite surface and grade several hills to remove substandard vertical curves. East of Wathena, a four-lane highway on new location was completed in 1984.

An improvement is currently underway to reconstruct the pavement between the west and east junctions of US-75. Between Fairview and Hiawatha, the one hill will be graded to remove the substandard vertical curve, major pavement rehabilitation will be undertaken, and the existing shoulders will be paved. There will be no improvement made between Hiawatha and the Missouri State Line except for that which is currently under contract. The composite shoulders east of Hiawatha and Troy will remain as-is. Three bridges will be reconstructed or widened. All surfaces will receive an appropriate treatment to provide a ten-year life at time of construction.

A bypass is included around Troy in the project that is currently under construction on this route.

Cost: \$4.5 Million

Project Justification: This segment is part of the US-36 corridor across the northern portion of Kansas on which traffic increases steadily from west to east. This segment ranked number 17 in priority.

**US-69 and US-69 Alternate: Oklahoma State Line to US-160 (Southeast Kansas Corridor) (28 Miles)**

Project Description: This segment begins at the Oklahoma State Line south of Baxter Springs and is a different starting point than previously considered. Previous analysis was made to the extreme southeast corner of the state on K-26/US-166 which tied into I-44 just into Missouri. Existing shoulders are ten feet wide with rock or bituminous surface. There are seven hills that have inadequate stopping sight distance. Seven bridges are narrow or deteriorated.

This segment will receive paved shoulders where they are now rock. Spot grading will be done to remove the hills causing inadequate stopping sight distance. The bridges will be widened to 44 feet or replaced as necessary. All surfaces and bituminous shoulders will receive a treatment to provide a ten-year life at time of construction.

There are no bypasses planned on this segment.

Cost: \$23.0 Million

Project Justification: This segment serves both as a portion of the Kansas City to Oklahoma Corridor and an alternative connection to eastern Oklahoma and western Missouri for the Southeast Kansas Corridor. The total traffic on this segment is relatively high. This segment ranked number eight in priority.

**US-69: US-160 (Southeast Kansas Corridor) to I-435 in Johnson County (102 Miles)**

Project Description: This segment contains a variety of roadway characteristics. With the exception of an 18 mile section just south of Fort Scott and a 1.5 mile section at Pleasanton, the entire segment has ten foot shoulders and good geometrics. All of the ten foot shoulders have either rock or bituminous surfaces. The sections with narrow shoulders also have numerous hills that have inadequate stopping sight distance. There are also 11 structures on the segment that are narrow or deteriorated. The section between K-68 and I-435 is a four-lane freeway.

Each of the two sections that have narrow shoulders and hills will be regraded to provide adequate stopping sight distance and ten foot paved shoulders. The section at Pleasanton will be let as a modernization project in FY 1988 and is not included in the new construction initiatives. The existing ten foot rock and bituminous stabilized shoulders will remain as-is unless major rehabilitation of pavement is undertaken. There will be 11 bridges that will be widened or replaced if necessary to obtain a 44 foot roadway. All surfaces will receive an appropriate treatment to provide a ten-year life at time of construction.

A bypass is planned at Pleasanton (as a modernization project) on this segment.

Cost: \$55.0 Million

Project Justification: This segment serves both as a connection between Kansas City and Southeast Kansas and as a through route between Kansas City and Oklahoma and Texas. Only a small portion south of Fort Scott remains sub-standard. This segment ranked number 11 in priority.

**K-96: Wichita to Hutchinson (39 Miles)**

Project Description: This segment is currently a modern two-lane highway with good geometrics over a majority of its length. There are three miles of existing four-lane divided on the north end of the segment and 6.5 miles of freeway on the south end.

This segment will be constructed as a four-lane expressway to the north and west of the existing four-lane freeway. Maximum use will be made of the existing two-lanes.

There are no bypasses planned on this segment.

Cost: \$84.9 Million

Project Justification: This roadway section has the third highest overall traffic of any of the sections reviewed by the task force. Forecasts of continued increases in traffic justifies four-lane construction on this section. This segment ranked number 12 in priority.

**K-96: Hutchinson to Great Bend (54 Miles)**

Project Description: This segment does not currently exist. The current traveled way includes sections of K-96, K-14 and US-56.

This segment will be constructed on new alignment to "Super-Two" standards.

All cities on this new two-lane alignment will be bypassed except Great Bend and Ellinwood.

Cost: \$81.5 Million

Project Justification: This segment was included to provide a diagonal to Great Bend from Wichita. This segment ranked number 23 in priority.

**US-281: Great Bend to Russell (38 Miles)**

Project Description: The portion of this segment between Great Bend and Hoisington currently has seven foot paved shoulders and carries over 4,600 vehicles per day. There are six bridges in this portion that are narrow. From the K-4 Junction west of Hoisington, north to Russell, the shoulders are ten foot turf. There are also two narrow bridges and two sharp curves.

This segment will include the upgrading of the existing section between Great Bend and Hoisington to "Super-Two" standards with ten foot paved shoulders and channelization for turnbays where heavy turning movements occur.

The shoulders will be paved between the K-4 Junction and Russell and the two substandard bridges will be widened or replaced. The two curves will be lengthened to allow use at the normal speed limit. All surfaces will receive an appropriate treatment to provide a ten-year life at the time of construction.

There are no bypasses planned on this segment.

Cost: \$32.3 Million

Project Justification: This segment completes the Northwest passage. It ranked number 26 in priority.

**K-96 Bypass (Wichita) I-135 to US-54 (10 Miles)**

Project Description: This segment does not currently exist. The current routing for K-96 through Wichita is on I-135 to its junction with Kellogg/US-54 near the center of the city, then east along US-54.

This segment will be constructed as a four-lane freeway from near the 29th Street Interchange on I-135, north of the downtown area, to near the intersection of Kellogg/US-54 and East 127th Street. A portion of the right-of-way has already been purchased by the city and county.

Cost: \$95.3 Million

Project Justification: This route will provide a diagonal route between the north and east section of the city of Wichita and will support considerable economic development in this corridor and throughout the Wichita area. This segment was not ranked.

**K-96: (Southeast Kansas Corridor) From Wichita east and south to Neodesha (104 Miles)**

Project Description: This segment will be constructed to four-lane expressway standards from the east junction of US-54 to Neodesha. The existing four-lane expressway from Wichita to Augusta will remain in place as will the existing four-lane freeway from Augusta to the east junction of US-54. From the junction of US-54, a portion will be built adjacent to a new two-lane section currently under construction; a portion of the existing two-lane will be totally reconstructed; and a portion will be built on new location.

All cities will be bypassed.

Cost: \$242.6 Million

Project Justification: This roadway section receives its priority from its potential for economic benefit and because of its poor geometrics. This segment ranked number nine in priority.

**US-160/K-57 (Southeast Kansas Corridor): Neodesha east to Missouri State Line (60 Miles)**

Project Description: The Labette County portion has narrow shoulders, narrow drainage structures, two narrow bridges and ten hilltops that have inadequate stopping sight distance. The eastern most 4.5 miles is geometrically adequate. The Cherokee County portion has adequate shoulder widths. However, drainage structures and bridges are narrow, shoulder slopes are steep and two hilltops have inadequate stopping sight distance. The eastern most five miles on K-57 are geometrically adequate.

This segment will be improved to "Super-Two" standards on four-lane right-of-way. The Montgomery County portion of this segment will be constructed on new alignment to a 44 foot roadway width. The Labette County portion will receive major widening, shoulder paving, grading of hilltops at ten locations, and two bridge replacements or widenings. The Cherokee County portion will receive minor widening, shoulder paving, grading of hilltops at two locations and 11 bridge replacements or widenings. All surfaces will receive an appropriate treatment to provide a ten-year life at time of construction.

There are no bypasses planned on this segment.

Cost: \$70.2 Million

Project Justification: This roadway section receives its priority from its potential for economic benefit and because of its poor geometrics. This segment ranked number 18 in priority.

**US-166: Junction I-35 (KTA) east to US-75 (65 Miles)**

Project Description: The Sumner County portion of this segment is geometrically adequate except for 5.5 miles which needs improved shoulders. The first five miles in Cowley County, Arkansas City west, are geometrically adequate. From Arkansas City east to the south junction of K-99 this road is geometrically inadequate in all respects. The segment from K-99 to the east city limits of Niotaze is currently under contract for construction to AASHTO two-lane standards. From Niotaze east to the junction of US-75, the existing roadway is geometrically adequate, but needs improved shoulders.

This segment will receive a composite asphalt and rock shoulder on 5.5 miles in Sumner County and from Niotaze east to US-75 in Chautauqua and Montgomery Counties. In Sumner and Chautauqua Counties from Arkansas City east to the junction of K-99, this roadway will be totally reconstructed to "Super-Two" standards either on new alignment or alongside the existing roadway.

Bypasses are planned at Cedar Vale and Sedan.

Cost: \$91.4 Million

Project Justification: While traffic is below average, this segment is very substandard geometrically. This corridor serves regional traffic across the southern portion of the state. This segment ranked number 15 in priority.

**US-169: Coffeyville north to the Southeast Kansas Corridor (21 Miles)**

Project Description: This segment currently has six foot shoulders, narrow drainage structures and four bridges that are narrow and in poor condition.

This segment will receive shoulder widening and paving, four bridge replacements or widenings and an appropriate surface treatment to provide a ten-year life at time of construction.

There are no bypasses planned on this segment.

Cost: \$23.8 Million

Project Justification: This segment provides a connection for Coffeyville to the Southeast Corridor. The segment ranked number 14 in priority.

**K-177: I-70 north to Junction K-18 at Manhattan (9 Miles)**

Project Description: This segment currently has six foot shoulders and four hilltops that have inadequate stopping sight distance.

This segment will receive shoulder widening and paving. Hilltops will be cut down where needed. A southbound climbing lane will be constructed for a distance of 1.3 miles. All surfaces will receive an appropriate treatment to provide a ten-year life at the time of construction.

Cost: \$9.2 Million

Project Justification: This segment was included to provide an improved connection to I-70. This segment ranked number 19 in priority.

**K-254: Wichita to El Dorado (21 Miles)**

Project Description: This segment is a two-lane road with ten foot paved or rock shoulders, and carries over 6,000 vehicles per day. It begins at the end of a four-lane freeway section. There are no substandard hills or curves, but it passes through the city of Towanda and has a four-way stop near the center of town.

This section will be upgraded to a four-lane expressway using the existing two lanes both east and west of Towanda as part of the completed four lane facility. A pair of bridges will be constructed on new location over the Whitewater River.

A bypass will be constructed around Towanda.

Cost: \$60.6 Million

Project Justification: This segment is one of the highest volume rural two-lane routes in the State. It ranked number two in priority.



**PROPOSED DE-BOTTLENECK PROJECTS  
FULL STATE PARTICIPATION**

**El Dorado, Butler County: K-196/K-254 and Turnpike access road intersection at the west edge of El Dorado**

Cost: \$0.7 Million

Current Condition: This intersection is very confusing to drivers. It has numerous medians, islands, signs and markings. Drivers must cross opposing traffic twice within a few hundred feet when making the eastbound K-196 to northbound access road movement. The opportunity for driving in the wrong direction is high. The accident rate at this location is significantly above the statewide average.

Improvement Description: This intersection would be upgraded by removing some of the signing and channelization, allowing more storage space for vehicles making left turn movements and, in general, providing a more open, less cluttered and less confusing intersection.

**Cloud County: Intersection of US-24 and US-81**

Cost: \$3.7 Million

Current Condition: This intersection historically has experienced an inordinate number of fatal accidents. Many solutions have been tried through the years including two-way stops, four-way stops, flashing beacons and additional signing with only minimal results. The intersection is signed and signalized as well as it can be.

Improvement Description: The proposed improvement is to separate opposing traffic by construction of an interchange at this location.

**Newton, Harvey County: I-135 and US-50 interchange at the northeast edge of Newton**

Cost: \$6.8 Million

Current Condition: This is an incomplete interchange. The southbound to eastbound and westbound to northbound movements were never constructed at this location. The lack of these movements causes traffic, particularly heavy trucks, to use city streets as a substitute. These streets were not built to handle interstate traffic and consequently this poses a severe safety, congestion and road maintenance problem.

Improvement Description: A full interchange would be provided at this location by adding ramps for the missing movements.

**Gardner, Johnson County: I-35 and new US-56/175th Street**

Cost: \$2.4 Million

Current Condition: This interchange currently has a two-lane bridge over I-35 and was constructed as a rural county road interchange. With the realignment of US-56 through Gardner to I-35 at this location, this interchange must now handle four-lanes of state highway traffic plus I-35 traffic.

Improvement Description: Reconstruction of this interchange, including a four-lane bridge over I-35 and realigning the ramps would reduce congestion, improve safety and improve access to the Johnson County Industrial Airport.

**Olathe, Johnson County: I-35 and US-169 south interchange**

Cost: \$2.0 Million

Current Condition: This interchange was designed as a rural interchange and currently has very poor ramp geometrics leading to driver confusion and safety problems. Also, with the rapid development and traffic growth in this area the capacity of the interchange is inadequate.

Improvement Description: The ramps at this location would be realigned and reconstructed to improve safety and increase capacity.

**Peabody, Marion County: US-50 railroad underpass**

Cost: \$4.1 Million

Current Condition: This railroad underpass is very narrow and has a very low vertical clearance (13 feet, 9 inches). There is also a serious flooding problem in the underpass during rainstorms. With the large number of trucks on this route, the horizontal and vertical clearance problems pose a severe safety problem as does the flooding.

Improvement Description: US-50 would be realigned slightly to the north and would go over the railroad on a new viaduct.

**McPherson, McPherson County: I-135 and K-61/US-81 Alternate interchange at the southeast edge of McPherson**

Cost: \$2.7 Million

Current Condition: K-61 currently dead ends at this location but the appearance of the interchange would lead the driver to think that the mainline roadway continues eastward. Consequently, the dead end must be marked with barricades and orange barrels and numerous fender-bender accidents still occur as drivers hit the barrels and barricades.

Improvement Description: The eastbound K-61 lanes would be realigned such that the eastbound to northbound movement is a continuous ramp with no 90 degree left turn required.

**Manhattan, Riley County: K-18 bridge over the Kansas River**

Cost: \$10.5 Million

Current Condition: This bridge was constructed in 1937. It is 23.8 feet wide and 2,039 feet long. The bridge is in poor condition and lacks the capacity to adequately carry the traffic volumes at this location.

Improvement Description: The old two-lane bridge would be replaced with a new four-lane bridge providing increased safety, relieving congestion and providing better connections with streets at the west end.

**Sedgwick County: I-135 and 85th Street interchange north of Wichita**

Cost: \$0.7 Million

Current Condition: Traffic, during events at the Kansas Coliseum, backs up on the mainline interstate causing a serious safety hazard and creating congestion.

Improvement Description: The south half of this interchange would receive longer acceleration and deceleration lanes and two-lane off and on ramps.

**Wichita, Sedgwick County: K-254 and Oliver Street Interchange**

Cost: \$6.8 Million

Current Condition: The eastbound lanes of K-254 drop from two to one at this location funneling traffic into a narrow bridge. The lane drop is also poorly marked and confusing causing some drivers to use the off-ramp instead of the mainline where they want to be. The accident rate at this location is significantly above the statewide average.

Improvement Description: This location would be improved such that the two lanes would continue through the interchange. This would require widening the Oliver Street bridge and the adjacent bridge over the railroad and widening the eastbound roadway. This improvement would enhance the safety at this location.

**Wichita, Sedgwick County: I-135/I-235/K-254 interchange at the north edge of Wichita**

Cost: \$6.8 Million

Current Condition: There are an inordinate amount of truck accidents at this location on the ramps due to poor ramp geometrics and poor lane continuity causing driver confusion resulting in accidents.

Improvement Description: The project would realign ramps and improve signing and marking to provide better lane continuity and reduce driver confusion resulting in enhanced safety.

**Shawnee County: Intersection of US-75 and old US-75 south of Topeka**

Cost: \$6.1 Million

Current Condition: This intersection was constructed as a temporary intersection 14 years ago and still requires orange barrels for guidance as if it were under construction. The current intersection has poor geometrics leading to driver confusion and is inadequate from a safety and capacity standpoint.

Improvement Description: This location would be improved by adding ramps such that the US-75 mainline traffic would be free flowing and the use of orange barrels would be eliminated.

**Topeka, Shawnee County: I-70/I-470/Wanamaker Road interchanges at the west edge of Topeka**

Cost: \$17.7 Million

Current Condition: Traffic must currently use Wanamaker Road between I-470 and I-70 to complete the loop for a west bypass of Topeka. Complicating the situation are intersections with Huntoon Street and 10th Street and heavy commercial development all within this very short stretch of Wanamaker Road. A further complication will be the traffic growth on all streets involved due to the large commercial development currently underway immediately south of I-470 on Wanamaker Road. All of this leads to a growing safety and congestion problem.

Improvement Description: The project would add ramps for an I-70/I-470 connection thereby removing bypass traffic from Wanamaker Road and would improve the I-70/Wanamaker/10th interchange and the I-470/Wanamaker/Huntoon interchange. This would add the missing movements to a previously incomplete I-70/I-470 interchange. These improvements would enhance safety, reduce congestion and enhance and respond to already occurring economic development.

**Topeka, Shawnee County: I-70/East Kansas Turnpike interchange**

Cost: \$4.1 Million

Current Condition: This location still requires orange barrels after more than 20 years in existence. The location is very confusing for mainline I-70 drivers due to poor geometrics. The accident rate at this location is significantly above the statewide average.

Improvement Description: The geometrics of this interchange would be improved such that better driver guidance would be provided and the need for orange barrels would be eliminated. I-70 would have a direct connection to the turnpike and exit ramps would extend east to a connection with Croco Road.

**Sheridan County: US-83/K-383 interchange**

**Cost: \$1.4 Million**

Current Condition: This location currently includes a railroad underpass with very low vertical clearance and narrow width. It also includes a very narrow underpass under K-383. These structures were built in 1938 and 1939 respectively. Oversized vehicles have been observed to bypass the underpasses and cross the railroad at-grade to the east by driving through the KDOT mixing strip. The point of crossing is not authorized and no signs or markings exist to permit such a crossing.

Improvement Description: This location would be improved by realigning US-83 in the northeast quadrant of the interchange. US-83 would intersect K-383 at-grade east of the current interchange. This improvement would eliminate two structures with restricted horizontal and vertical clearances, would eliminate 0.7 mile of roadway and would provide one intersection rather than the two existing intersections.

PROPOSED DE-BOTTLENECK PROJECTS  
STATE AND LOCAL PARTICIPATION

Lawrence, Douglas County: S.W. Bypass

State Cost: \$20.4 Million

Current Condition: This corridor is on new location but would carry a portion of the traffic now on 23rd Street (K-10). The portion of 23rd Street east of Iowa Street (US-59) is totally developed with strip commercial development, which causes serious congestion and safety problems. This route serves heavy commuter traffic between Lawrence and Johnson Counties on weekdays and recreational traffic between Johnson County and Clinton Reservoir on weekends.

Improvement Description: A four-lane urban expressway would be constructed around the south and west side of the city connecting to K-10 on the east and to the Kansas Turnpike on the northwest.

Dodge City, Ford County: SE Dodge City bypass

State Cost: \$8.7 Million

Current Condition: Through traffic, particularly truck traffic causes traffic congestion in Dodge City.

Improvement Description: A "Super-Two" bypass would be constructed to serve through traffic on US-56 and US-283.

Lenexa, Johnson County: I-35/111th Street (College Boulevard)

State Cost: \$5.6 Million

Current Condition: The current viaduct is two-lane with poor horizontal alignment. This is an area of tremendous growth and the two-lane viaduct will be inadequate to handle traffic.

Improvement Description: A four-lane viaduct would be constructed over I-35.

Lenexa, Johnson County: I-35/Quivira Road

State Cost: \$9.8 Million

Current Condition: There is currently no access across I-35 at this location. Quivira Road dead ends on either side of I-35. I-35 is extremely congested in the area.

Improvement Description: A four-lane viaduct would be built across I-35. This would provide continuity for a north-south arterial and provide relief to I-35.

**Olathe, Johnson County: I-35/127th Street Interchange**

State Cost: \$8.8 Million

Current Condition: There is no access to I-35 at this location currently. The interchange to the south at K-150 is extremely congested and surrounded by development, making any improvement extremely costly.

Improvement Description: A diamond interchange would be constructed. This would provide relief to the congestion at the K-150 interchange and provide better utilization of adjacent city streets.

**Olathe, Johnson County: Old US-56/K-7**

State Cost: \$3.4 Million

Current Condition: This is an old, inadequate interchange. The geometrics are substandard and the bridge is in poor condition.

Improvement Description: The interchange will be reconstructed to improve its safety and its ability to handle higher levels of traffic.

**Overland Park, Johnson County: I-435/Nall**

State Cost: \$5.6 Million

Current Condition: There is no interchange at this location currently. This places stress on the I-435/Roe Boulevard and I-435/Metcalf Avenue interchanges.

Improvement Description: Construction of a new interchange at I-435 and Nall.

**Overland Park, Johnson County: I-435/Antioch**

State Cost: \$6.1 Million

Current Condition: Currently there is no interchange at this intersection. There is tremendous congestion at the US-69 and Metcalf Interchanges on I-435.

Improvement Description: An interchange will be constructed at I-435 and Antioch.

**Manhattan, Riley County: K-113 from K-18 to Kimball**

State Cost: \$6.1 Million

Current Condition: K-113 is currently a two-lane facility which suffers from serious congestion problems.

Improvement Description: A four-lane expressway would be constructed.

**Wichita, Sedgwick County: US-54/Sycamore to Topeka**

State Cost: \$29.6 Million

Current Condition: Kellogg in Wichita is severely congested and has at-grade street crossings which add to the congestion.

Improvement Description: This portion of Kellogg would be constructed to a freeway design relieving congestion and improving safety by eliminating the at-grade street crossings.

**Liberal, Seward County: US-83 Bypass**

State Cost: \$9.2 Million

Current Condition: US-83 runs through the Main Street of Liberal. The truck traffic which US-83 carries causes a problem for downtown Liberal.

Improvement Description: A "Super-Two" bypass would be constructed around Liberal to carry the US-83 through traffic.

**Topeka, Shawnee County: US-75 South Bypass**

Current Condition: US-75 is a four-lane expressway as it enters Topeka. Traffic is slowed by numerous entrances and intersections. This section also has a high incidence of accidents.

Improvement Description: A new four-lane freeway would be constructed to connect with I-470 to reduce traffic on Topeka Boulevard and to promote economic development.

**Topeka, Shawnee County: East Bypass (Oakland Expressway)**

State Cost: \$25.5 Million

Current Condition: There is no roadway facility in this corridor and little access between North Topeka and East Topeka. There are four river crossings within the Topeka area but all are significantly west of this area.

Improvement Description: A new four lane freeway would be constructed with a new river crossing. It would connect on the south end to I-70 near the east Turnpike Interchange and on the northeast to US-24 and K-4. It will improve accessibility to the area northeast of Topeka, including Lake Perry and cities in Jefferson County and open up a new area to industrial development.