

## **Expansion/Enhancement Projects: Under Initial Development (Without Funds for Construction)**

### **Overview**

While completing work already underway and preserving our transportation system will remain the top priorities, KDOT must also have expansion and enhancement projects under development so that if additional funds are made available projects will be ready for construction. KDOT has announced 21 expansion/enhancement projects that had been identified for preliminary engineering work and map of those projects is attached. In addition, there are approximately 45 preservation projects in the pipeline that could be let to construction if funding improves.

### **No Commitment to Build**

Construction funding has not been identified for any of these projects. And it's important to note that even if more funding becomes available these projects may not be selected for construction; rather they are candidate projects that will be considered when funding improves.

### **Delicate Balance**

Since it takes so many years to design major highway projects, it is important to have some preliminary engineering work underway in order to be prepared when more funding becomes available. However, KDOT must also be mindful of Kansans' dollars and not invest too much money in designing projects that do not have any guaranteed funding. Hence, KDOT must strike a balance between developing new projects and being mindful of design costs. All of the projects below were identified through KDOT's local consultation process and were considered to be high priorities. In addition, KDOT has already acquired much of the right-of-way necessary to complete these projects. Thus, it makes sense to move these projects forward by beginning preliminary engineering work.

- 1. US-69, Arma to Fort Scott.** This project, which spans 14 miles, will continue the 4-laning of US-69 in Bourbon and Crawford counties. Kansas has already invested \$270 million on the 4-laning of US-69 from Kansas City to Pittsburg. This project will build on previous investments and serve the major commuter and freight route in southeast Kansas.
- 2. US-54, Greensburg Freeway.** The city of Greensburg in consultation with KDOT has opted to have the 4-lane expansion of US-54 go through the city. It's important to get work underway now so residents can plan accordingly when rebuilding their homes and businesses rather than having to relocate later due to the highway expansion. With growing truck traffic, this 4-lane freeway will help to alleviate congestion and serve the community's rebuilding efforts.

3. **15<sup>th</sup> Street/K-10 Interchange in Lawrence.** This interchange helps accommodate the growth on west side of Lawrence and allows for another connection to K-10. With traffic volumes of over 9,000 daily at this location, this interchange will help to alleviate congestion in Lawrence and serve K-10 which is a major freight and commuter route in northeast Kansas. This interchange also builds on previous investments made on K-10.
4. **US-50, Hutchinson to Emporia Corridor Study.** This corridor, which spans 100 miles, is becoming increasingly congested. With more than 2,000 trucks traveling daily on sections of this highway, this study will help identify where it makes sense to add passing lanes. Once these sections have been identified and prioritized, design work will begin.
5. **K-7, Columbus north to the Crawford-Cherokee County Line.** With more than 4,000 vehicles traveling on this 11-mile section of road that has narrow shoulders, this project will examine various practical improvement options for enhancing this roadway. In addition, this project will build on previous investments the state has made to K-7 and will improve the connection from US-69 to US-400.
6. **I-435 from I-35 to K-10.** With more than 118,000 vehicles per day, this interchange is rapidly becoming a bottleneck for commuters and freight in the Kansas City metro area. Due to the time and expense it will take to address these problems, there was wide agreement in the local consultation meetings that KDOT should conduct a study of this interchange and the adjoining highways. This interchange impacts traffic on I-435, I-35 and K-10. Thus, improvements to the interchange will help address congestion along multiple corridors.
7. **I-70 and K-7 interchange.** K-7 is a rapidly developing corridor that spans 37 miles and seven communities. Since 2003, more than 100 meetings have been held with local communities to develop a vision for the corridor that the communities can support. Our local partners have worked hard to develop and implement corridor management agreements. While needs abound in the corridor, this interchange is the logical first step for preliminary design work because it has the highest traffic count in the corridor, functions poorly, and can't accommodate projected growth. Improving this interchange also received significant support in local consultation discussions.
8. **K-27 in Wallace County.** K-27 was selected due to its poor pavement condition and inadequate shoulders, hills and curves. It's also the last remaining section between Oklahoma and US-36 without adequate shoulders and sight distance. Local officials indicated that it's regionally important to complete the corridor improvements. This section spans 30 miles, so part of the preliminary design work will be to break the corridor into multiple projects and prioritize the projects for improvements.
9. **US-69 from south of Pittsburg to I-44, including the US-400 connection.** Under the CTP, Kansas has invested more than \$250 million to develop US-69 as a 4-lane corridor

from Johnson County to Fort Scott, and it's important to complete the corridor for regional economic development. KDOT began expanding the corridor from the north to the south and with this project we'll examine southern linkages from Pittsburg south. The actual alignment will be the subject of the study and the goal is to create a connection between US-69 and US-400 to I-44. While many projects were discussed in the southeast Kansas local consultation meetings, there was wide support for a project that serves both US-400 and US-69.

10. **K-96 from southeast of Nickerson to north of Sterling.** The pavement on this section of K-96 is in poor condition, and the sharp right angle was the subject of considerable local concern. These factors led to a discussion of constructing a new diagonal between Nickerson and Sterling during the local consult meeting. Because there is significant regional interest in a "Northwest Passage," the study will be conducted in a way so that any improvements would not preclude future work on a broader concept like the Northwest Passage.
11. **US 83 from Sublette to Scott City.** This 70-mile corridor needs to be studied to identify and prioritize segments for improvement. In addition to pavement and capacity problems, local officials raised concerns about increased truck traffic from ethanol plants and limited passing opportunities. The study will determine whether the scope should focus on passing lanes or a four-lane improvement
12. **Gardner Interchange.** There's clearly a need for preliminary work to begin on a new interchange to serve the BNSF intermodal facility and warehousing/logistics park. Up to 4,000 additional trucks per day and an additional 1,900 vehicles per day for employees associated with the facility and logistics park are projected in the next few years.
13. **Northwest Wichita Bypass & US-54 through Goddard** – This project would improve access to growing development on the west side of Wichita and would provide important regional economic impacts. It would also alleviate increasing congestion and traffic concerns – design work underway and some ROW purchased
14. **US-54, Pratt to Kingman.** This project builds on previous investments by continuing the 10 miles of 4-lane expressway constructed under the CTP. With more than 1,000 trucks traveling this corridor daily, this project will serve an important freight route. Design work is nearly complete and right of way is being purchased.
15. **I-235, Interchanges at Kellogg & Central Ave in Wichita.** The existing interchange, which carries more than 45,000 vehicles per day, is highly congested and experiences a high crash rate due to its current configuration. New interchanges would alleviate congestion and improve safety in the area. Preliminary design has already begun to reduce these factors.

- 16. US-69 around Pittsburg.** The existing route carries nearly 10,000 vehicles per day including 1,200 trucks, which has created a capacity issues. Preliminary design has begun for the bypass which will alleviate congestion and allow for further development on the west side of Pittsburg. This improvement builds on work completed during the CTP to 4-lane US-69.
- 17. US-69, Johnson County, 119<sup>th</sup> to I-435.** With more than 70,000 vehicles and nearly 4,000 trucks traveling this section of US-69, it is one of the busiest corridors in the state. This project will connect to improvements that already underway from I-435 to 75<sup>th</sup> Street. Local residents have identified this as a top regional priority. Design work is nearly complete on this project.
- 18. I-70 Polk Quincy Viaduct.** The existing viaduct structure is approaching its design life and is requiring continual maintenance. It also contains a fairly sharp curve that is not common for interstate roadways and causes a safety concern. This section carries over 37,000 vehicles and 4,500 trucks per day. Preliminary design work has begun that will incorporate aspects related to the City of Topeka's future riverfront development.
- 19. K-18 Ogden to Manhattan.** ARRA funds will be utilized to build a portion of this 4-lane expansion; additional funds will be needed to finish the project. More than 19,000 vehicles travel this seven-mile section every day, and that is anticipated to grow substantially with the Big Red One's return to Fort Riley. The existing expressway has geometric concerns and experiences a high accident rate. The new alignment will alleviate these factors and will allow expansion of the Manhattan Airport. Design work is complete and right-of-way is being purchased.
- 20. US-50 Newton from Anderson Ave., to Old Main Street.** This project will complete the 4-lane gap in Newton and includes the construction of a new interchange at Anderson Avenue, the main connection to the south side of Newton, which has been experiencing significant growth. This section of US-50 currently has a high accident rate and carries up to 10,000 vehicles per day with 1,600 trucks. The design is nearly complete and right-of-way has been purchased.
- 21. US-50 Hutchinson from K-61 to Airport Road.** This project will extend the recently completed 4-lane expansion from Hutchinson to K-61 and address issues create by recent economic development in the region. With more than 5,000 vehicles and 1,500 trucks traveling this section every day, this project will alleviate congestion. And the new interchange at Airport Road will address the safety concerns at this major intersection. The design work is nearly complete.