

## **2010 REAP South Central Kansas Regional Priority Projects for T-WORKS**

At the request of the REAP Legislative Committee, staff has compiled the following informational report that identifies projects of importance to the region. REAP also encourages members to become educated on the projects in our region and to make sure that we participate in the process, especially the local consult meeting in Hutchinson on October 28.

### ***Top Transportation Needs of Regional Significance to the REAP Region***

REAP endorses the transportation needs of regional significance from the listing as provided by KDOT in their South Central Region documents and compiled through a survey of REAP members and regional partners.

### **Proposed Regional Needs: Provided by Newton, Harvey County, Reno County, Hutchinson, Emporia, and South Hutchinson (pg. 2)**

The City of Newton, Harvey County, Reno County, Hutchinson, Emporia and South Hutchinson have put together a list of priorities that they would like to support. That list is attached to this report on page 2 and KDOT staff is doing an economic impact study of the list. The group tried to spread projects amongst multiple counties while paying attention to specific economic impact opportunity.

### **Proposed Regional Needs: Provided by WAMPO (pg. 3)**

The Wichita Area Metropolitan Planning Organization (WAMPO) has taken the list of priorities that relate to its jurisdictions through its process to determine two tiers for the projects. Those projects are attached to this document on page 3.

### **Proposed Regional Needs: Provided by Winfield (pg. 4)**

The City of Winfield provided an overview of the US 77 bypass project and requested the inclusion of this project in the overall regional needs listing. It was noted that this bypass/truck route development is consistent with the US-77 Corridor Management Plan completed in 2007 and serves as a point of connectivity to multiple states and regions. It is also noted that three Fortune 500 companies have manufacturing facilities located in Winfield that are dependent upon this Federal highway. The letter of support for this project is attached on page 4.

### **Proposed Regional Needs: Provided by Great Bend (pgs. 5-6)**

The City of Great Bend has reached out to REAP for support of the K-96 Corridor between Hutchinson and Great Bend (Northwest Passage). Information about this project is included in a two-page summary attached to this report on pages 5-6. Please note that the request is for the support of the K-96 Corridor Improvement from Hutchinson to Sterling as a part of the rural improvements being considered by KDOT.

### ***Additional Recommendations***

REAP is aware of funding difficulties that the State is facing, as well as those at the local and federal levels of government. REAP also applauds the efforts made by the State to encourage regional thinking. However, ***REAP encourages the state to fund regional projects that provide major economic connections that benefit the entire State of Kansas.*** This is a prioritization that should come from the State, not the local jurisdictions as it benefits the entire State.

*Please Remember: What matters is the quality of the project and the extent to which agreement has been developed within the community and within the region. KDOT is looking for projects that provide sound, regional benefits not the project that brings the largest delegation or is associated with the loudest voices. The focus should be on articulating why a project has value.*

T-Works South Central Region Priorities

10/13/2010

Totals By County

ID	Project Description	Scope Options	2016 Cost (M)	Length	County	Reno	Rice	Harvey	Kiowa	Pratt	Kingman	Sedgwick
1												
2												
3	K-96 Expansion: Hutchinson to Sterling	2 on 4 lane ROW	\$ 45	13	RN/RC	\$ 22.5	\$ 22.5					
4												
5												
6	US-50 from K-61 to Yoder	4 lane freeway	\$ 46		RN	\$ 46						
7	Yoder/Airport Rd Hutch to HV-RN city line	Passing Lanes	\$ 18		RN	\$ 18						
9	US-50 from Halstead to Newton	Passing Lanes	\$ 13	8	HV			\$ 13				
10	US-50 1 mile W. Anderson to Old Main	4-lane freeway	\$ 39	2	HV			\$ 39				
11	US-50 Newton to MN-HV Co. Line	4-Lane Expressway		10								
12	US-54 from FD-KW county line to Mullinville	Passing Lanes	\$ 11	6	KW				\$ 11			
13												
14	US-54 Expansion, through Greensburg	4-lane freeway		3								
15												
16	US-54 from Haviland to KW-PR county line	Passing Lanes	\$ 10	10	KW				\$ 10			
17												
18	US-54 Expansion, Pratt Bypass	2 on 4 lane ROW		10								
19	US-54 Expansion, PR Bypass to 1m E of Cairo	Passing Lanes	\$ 11	6	PR					\$ 11		
20	US-54 Byron Walker (E. of Cunn. to KG Bypass)	Passing Lanes	\$ 15	8	KG						\$ 15	
21	US-54 Expansion, Kingman Bypass	4-lane expressway	\$ 79	10	KG						\$ 79	
22	US-77 Winfield Bypass	2 on 4 lane ROW		8								
23	I-235/Kellogg Interchange Recon Wichita	Whole Interchange										
23	I-235/Kellogg Interchange Recon Wichita	Phase One	\$ 125		SG							\$ 125
24												
25	I-235 Expansion Broadway to I-135/K-254	Add Lanes		2								
26												
27												
28	US-54/Washington St. Inter. Expan											
29	US-54/400 Expansion, Goddard Freeway	4-lane freeway		5								
30	US-54/400 Exp NW Bypass to 151st St.	4-lane freeway		1								
31	US-54/400 Expansion 151st St. to 143rd	4-lane freeway		1								
32												
33	US-54/400 Expan.: KTA to E. Inter. To K96	4-lane freeway	\$ 125	3	SG							\$ 125
34	I-135/36th St. Interchange Reconstruction	Reconstruct	\$ 15		HV			\$ 15				
	<b>Total</b>		<b>\$ 552</b>			<b>\$86.5</b>	<b>\$22.5</b>	<b>\$ 67</b>	<b>\$21</b>	<b>\$11</b>	<b>\$94</b>	<b>\$250</b>

## WAMPO Priority Projects for T-WORKS

The following identifies the WAMPO Transportation Policy Body's (TPB) priority projects for the T-WORKS program.

### FIRST TIER PROJECTS

The top tier projects address the most pressing transportation issues in the region. These top tier projects are in priority order and are as follows:

- 1. Kellogg & I-235: Phase 1**
  - Phase 1 includes construction of ramps from southbound I-235 to eastbound US-54, and northbound I-235 to westbound US-54.
- 2. East Kellogg: Cypress to Wiedemann**
  - Freeway conversion including interchanges at KTA and Webb.
- 3. Kellogg & I-235: Phase 2**
  - Phase 2 includes construction of a ramp from eastbound US-54 to northbound I-235, and the through movements of northbound I-235, southbound I-235, and eastbound US-54.
- 4. East Kellogg: Wiedemann to 127th St. E.**
  - Freeway conversion including an interchange at Greenwich.
- 5. West Kellogg: 111th St. W. to 143rd St. W**
  - Freeway conversion including interchanges at 119th St. W. and 135th St. W.
- 6. North Junction (I-135/I-235/K-254): Phase 1**
  - There is no current study that identifies phases for this project. Based on discussion at the September 27, 2010 TPB workshop, it was assumed that this interchange could be phased similar to the Kellogg & I-235 interchange.
- 7. West Kellogg: 143rd St. W. to ½ mile west of 151st St. W.**
  - Freeway conversion including an interchange at 151st St. W.
- 8. Kellogg & I-235: Phase 3**
  - Phase 3 includes construction of ramps from westbound US-54 to northbound I-235, westbound US-54 to southbound I-235, and the through movement of westbound US-54.

### SECOND TIER PROJECTS

The TPB identified the following projects as second tier projects as priorities for the region. However, they are not as pressing as the top tier and are in no priority order.

**Kellogg & I-235: Phase 4 (I-235: Kellogg to Central)**

**I-235: Central to Zoo**

**East Kellogg: 127<sup>th</sup> St. E. to ½ mile west of 159<sup>th</sup> St. E.**

**East Kellogg: ½ mile west of 159<sup>th</sup> St. E. to 159<sup>th</sup> St. E.**

**West Kellogg: ½ mile west of 151<sup>st</sup> St. W. to Northwest Bypass**

**West Kellogg: Northwest Bypass to 263<sup>rd</sup> St. W. (Goddard Freeway)**

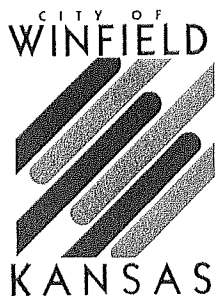
**North Junction (I-135/I-235/K-254): Phase 2**

**I-235: Broadway to I-135**


**Northwest Bypass (right-of-way only)**

**13<sup>th</sup> St. N. Floodway Crossing**

**Kellogg & Washington St.**



To: Joe Yager  
REAP

From: Warren Porter  
City Manager 

Subject: Transportation Project

September 23, 2010

The City of Winfield supports the development of the US 77 bypass/truck route development on the west side of Winfield as the main traffic and highway improvement project within our region.

US 77 Highway is a Federal highway that provides connectivity to multiple states and regions within Kansas. It is the lifeblood of many regional industries, including those located within Cowley County. Currently three Fortune 500 companies have manufacturing facilities located in Winfield---General Electric; Newell-Rubbermaid; and, MWV-Calmar. These industries are located adjacent to US 77 Highway or connected by K-360 in Winfield.

The development of this route is consistent with the US-77 Corridor Management Plan completed in 2007. The Plan identified future connectivity on the west side of Winfield, which provides access to Highway 160 and US 77 to the North. The Plan was a project funded by KDOT, Cowley County and the cities of Arkansas City and Winfield. This was a study of the transportation opportunities from K-360 to the KS/OK state line.

The project will provide significant growth and development opportunities. Since the completion of the K-360 bypass in Winfield in 1996, the community has developed over 1.3 million square feet of new industrial facilities. We sold out of the original Winfield Industrial Park during this period and opened and promptly fully developed another 40 acre industrial park. We are currently in need of available land to develop for another industrial park. The City of Winfield took full advantage of the economic development opportunities afforded by new highways and created employment and economic opportunities for many Kansans. We believe we would do the same if we were selected for another project.

The development of this route would improve transportation safety and speed as regional traffic would no longer be sent through the Main Street of Winfield and being regulated by six traffic lights on US 77 Highway within the city limits.

We believe that the enhancement of US 77 would be beneficial to the economic and transportation program for the State of Kansas, the regional Kansas economy, Cowley County and the City of Winfield.

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## **K-96 Corridor Improvements from Hutchinson to Sterling Information for REAP**

### **History and Regional Community Support:**

- Communities along the K-96 Corridor between Hutchinson and Great Bend have supported the concept of a K-96 Corridor (Northwest Passage) for many years as evidenced by the number of studies undertaken on the project
- The idea of the corridor was to connect Wichita to I-70 by way of Hutchinson and Great Bend – a portion of the project has been completed – a broader vision dreamed of a corridor reaching from Denver to Memphis
- The group of communities involved in this effort were instrumental in supporting the improvements to Wichita and also the improvements made to Highway 400 going southeast out of Wichita during the Comprehensive Highway Program
- Our group has also lobbied in Topeka to receive the funding for transportation
- The corridor improvements between Hutchinson and Sterling (what is also known as the K-96 Location Study) deserve to be a top priority of KDOT District 5 – an upper tier rural project – it truly deserves to be a first tier project
- During the November 15, 2006 Kansas Long Range Transportation Regional Workshop in Hutchinson, the project from Hutchinson to Sterling was rated as the top rural priority for District 5
- At the September 23, 2008 Local Consultation meeting, with T-LINK members present, KDOT's web site reported "participants at the Hutchinson meeting said the region's biggest transportation priorities were building a Northwest Passage Highway to connect Wichita to I-70 by way of Hutchinson and Great Bend..."
- At the November 17, 2009 T-LINK Meeting, a map was handed out that showed the K-96 Corridor project between Hutchinson to Sterling as an "upper tier project". K-LINK member Mary Birch, who lives in Johnson County, even mentioned the positive nature of the regional support shown for this project
- The communities that are currently supporting and promoting this corridor project include; Reno County, Rice County, Barton County, Hutchinson, Nickerson, Sterling, Lyons, Chase, Ellinwood, and Great Bend

### **Improvements to the Corridor:**

- Anyone who has traveled K-96 from Sterling to Nickerson can attest to the fact that it just does not measure up to the expectations that Kansans have for their state highways – this would be replace the worst section of the corridor
- Many people take alternative routes due to safety concerns – this places more traffic on county roads and by nature they are not expected to be as safe as state highways – a new alignment would increase the safety greatly
- According to the KDOT's area engineers the section of roadway between Sterling and Nickerson has lived its useful life and needs to be replaced

- The existing roadway does not have adequate shoulders and is therefore very unsafe
- A new diagonal alignment between Nickerson and Sterling should eliminate 2 river bridges and 1 rail road crossing
- A look at a state highway map shows how natural a continuation of the diagonal road between Wichita and Sterling would be
- We are mindful of the tight financial resources for projects throughout the state and feel the roadway should be 2 lane super two on 4 lane right-of-way

**Economic Benefits to the Wichita Regional Area:**

- The new alignment would cut considerable time off of travel between I-70 and Wichita – it is estimated at approximately 15 minutes
- An improved corridor from I-70 to Wichita would benefit higher education institutions including Wichita State University, Hutchinson Community College, Sterling College, Barton Community College and Fort Hays State University
- The economic impact for the area between Wichita and I-70 would be huge as more businesses would utilize the route along with people with shopping interests as they would be more likely to travel the route to Wichita
- There is a natural flow of commerce between Great Bend, Hutchinson and Wichita and all of the communities along that route, the reduction in travel time along that corridor would enhance regional economic development
- The new ethanol plant in the area is just one example of the need for improvements to the roadway
- The new Siemens facility in Hutchinson will see traffic flowing in all directions and we have been told one of the first deliveries will be to the state of Washington
- The improved highway would benefit many segments of the economy, including; medical services, agricultural interests, the oil industry, the trucking industry, emergency medical ground transfer of patients, local and regional businesses and many others – the new ethanol plant creates a lot of additional truck traffic

**Request for REAP Support:**

- In sum, we would urge REAP to support the K-96 Corridor Improvement from Hutchinson to Sterling as a part of the rural improvements being considered by KDOT under their Local Consultation Meeting being held in Hutchinson on October 28, 2010
- Your web site includes in the section relating to other partners the “K-96 Corridor Development Association” so it certainly fits your mission to continue to extend and improve the improvements from Hutchinson to Sterling
- Your consideration and support will be appreciated