





Kansas' natural attractions, including the Flint Hills at left, are showcased along the state's nine scenic byways.

Governor's Message



Businesses come to Kansas because we have great roads. The ability to transport goods across our state safely, quickly and efficiently is what keeps Kansas competitive.

This past year, despite incredible financial challenges, we still saw new companies locating or expanding in Kansas, in large part because of our great highway system.

Thousands of jobs were created by these companies, along with thousands of more jobs created by the road projects we began this year.

Moving forward, we need to do our best to protect this critical asset so the foundation of our economy remains strong for future generations.

Gov. Mark Parkinson

Hundreds of millions of dollars in goods are moved on the state's highways every year. Here a truck travels on U.S. 75 near Melvern.





The dynamic message sign on I-435 near 87th Street provides information for motorists on traffic conditions and Amber Alerts.



Welding work takes place on the existing U.S. 59 Amelia Earhart Bridge at Atchison.



Equipment Operator Bob Graham from the Clay Center Subarea helps direct traffic around maintenance work on K-80 east of Morganville.

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Front

Construction of the K-18 Kansas River bridge.

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A rainy afternoon on I-70.



Bob Malay (left), Equipment Operator Senior, and Doug Essenpries, Equipment Operator, both from the Speaker Road Subarea, repair barrier along I-670 in Kansas City.



Bridge inspection on an I-35 bridge in Kansas City.

Section One - 2009 Review

Message from the Secretary

Financial Update

Accomplishments

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Along the Gypsum Hills Scenic Byway in south central Kansas.

Secretary's Message



There will be a lot of talk in the next few months about a new Kansas transportation program and the debate will have a “feast or famine” quality to it: will there be a new program approved by the Legislature or not?

But maybe it's time to reframe the debate. It shouldn't be whether Kansas needs a new transportation program; it should focus on the fact that we always need to fund infrastructure at appropriate levels.

We will always need to maintain and preserve the system. Things that are in good shape today are going to wear out. Due to demographic and economic changes, we will have infrastructure needs that don't exist today, like new lanes or interchanges. We need a funding structure that allows us to meet emerging needs. And we need to determine the sensible level at which

to fund our infrastructure needs. Then we need to commit ourselves to maintaining that level of funding.

Unfortunately, our transportation funding doesn't sustain itself. That's the reason we end up talking about a new program like we're trying to do something new and big and different. All we're really trying to do is stay on top of our ongoing infrastructure needs.

This report details what we've achieved over the past decade through the strong support of Kansans and it describes some of the challenges and funding uncertainties Kansas transportation now faces. To continue to have the kind of system that will support the state's safety and economic goals in the future, we need new revenue sources. That's what the debate should be about and this report will be helpful as we have that discussion.



Equipment Operator Josh Hughes of the Atchison Subarea office performs preventative maintenance, which helps stretch KDOT's budget.

Financial Update



ARRA project on U.S. 69 in Overland Park.

ARRA Funding

The American Recovery and Reinvestment Act (ARRA) provided \$378 million in federal funding for state and local transportation projects in Kansas. Of that total, \$38 million went to the state's two largest urban areas - Kansas City and Wichita; \$30 million to rural and urban transit (some of this spending will enhance the agency's radio towers to provide better dispatching for transit providers); and \$10 million to transportation enhancement projects, which strengthen the cultural, aesthetic or environmental value of the transportation system. Of the remaining \$300 million, KDOT shared approximately \$35 million with local governments and allocated \$265 million to mostly large-scale projects on the state system. (See page 8 for more on the Recovery Act.)

Fiscal Uncertainty Continues

KDOT's fiscal outlook at the end of 2009 wasn't much different than what it was at the end of 2008 - uncertain. And the state and federal funding picture may not get any clearer for the next two fiscal years. This uncertainty is created by the delayed impact of the national recession on Kansas and unresolved transportation funding issues in Congress. And that uncertainty impacts the agency's ability to let construction projects.

State Funding Issues

While KDOT doesn't receive any direct support from the State General Fund, continued shortfalls in the fund have prompted actions that have negatively impacted the State Highway Fund. As a result of measures taken during the 2009 Legislative session and the Governor's budget cutbacks in July and November of 2009 and March of 2010, approximately \$257 million has been diverted from the highway fund to the State General Fund for fiscal year 2010. It is likely that trend will continue as the economic recession persists in the state.

Federal Funding Issues

Kansas, along with the rest of the nation, is in a holding pattern as to the amount of funding it can expect from the federal government, which is the state's second largest source of transportation funding. Since the most recent five-year federal transportation bill - SAFETEA-LU - expired Sept. 30, 2009, states have been operating under short-term extensions of that legislation. Congress, meanwhile, works to draft legislation for either a new multi-year program or reauthorizing legislation to further extend SAFETEA-LU funding levels. Until legislation is passed, it is uncertain what level of funding will be authorized for Kansas.



One of the final Comprehensive Transportation Program projects will expand this stretch of K-61 south of Inman into a four-lane road.

Financial Update

Highway Trust Fund Shortfall Continues

The Highway Trust Fund, or HTF, is the federal government's primary revenue source for reimbursing state and local governments for qualifying highway and transit expenditures. For a host of reasons - shortfall in motor fuel tax collections, a falloff in tax revenue from heavy truck sales and increased outlays in recent years to fund the recently-expired federal transportation bill - the HTF balance is projected to turn negative in federal fiscal year 2010. The HTF balance would have turned negative the past

two federal fiscal years if not for two separate infusions of approximately \$8 billion each into the fund by Congress in September 2008 and again in July 2009.

If the potential federal fiscal year 2010 deficit of approximately \$8 billion isn't addressed, every state will face reduced federal highway support. The estimated budget cut in federal fiscal year 2010 in Kansas would be \$160 million. KDOT's share of that would be \$108 million; the other \$52 million would come out of the budgets of local units of government in Kansas.



Equipment Operator Jason May from the Marion Area crew operates a heat lance while working on a crack sealing job on K-177 in Chase County.

Ray of Sunshine

A bright spot in the economic downturn is the lower-than-expected construction bids. As a result, the state has benefitted from lower-than-anticipated construction costs, which totaled \$122 million in savings during 2009 (see chart). Some of the savings has helped lessen the impact of diverting state highway funds for other state governmental purposes in state fiscal years 2009 and 2010.

2009 Estimated/Actual Construction Costs

	Estimate	Actual
Construction costs	\$812.4 million	\$690 million
Total savings: \$122.4 million		

Final Thoughts

Fiscal uncertainty for KDOT limits the agency's ability to take on important new projects. Until there are new funding programs at both the state and federal levels, preserving the existing system will be the top priority. While the federal stimulus package has allowed some projects to be built that otherwise wouldn't have,

the state's infrastructure needs cannot be addressed without appropriate funding. Transportation is one of the major forces that drive economic development. The difficult economic recovery of both the nation and Kansas will be exacerbated if transportation infrastructure, including highways, rail and aviation, is not preserved and expanded to meet demands.



The Kansas Wetlands and Wildlife National Scenic Byway received a national planning award in 2009.



Then Lt. Gov. Mark Parkinson announces the Recovery Act package Kansas received during a Feb. 20 news conference in Topeka.



Secretary Deb Miller celebrates the completion of the Comprehensive Transportation Program at an event June 8 in Hutchinson with speakers (from left to right) former Sen. Dave Kerr, Sen. Steve Morris, former Representative and State Treasurer Dennis McKinney, Rep. Paul Davis and Gov. Mark Parkinson.

Accomplishments of 2009

- Only three days after President Obama signed the American Recovery and Reinvestment Act (ARRA) of 2009, KDOT announced plans for distributing its funds to stimulate the economy. KDOT identified five major shovel-ready projects on the State Highway System and also announced how funds would be distributed to metro areas, local governments, and for public transit and transportation enhancement projects.
-
- The Kansas Wetlands and Wildlife National Scenic Byway, headquartered in Great Bend, received the 2009 Scenic Byways Award for Planning at the National Scenic Byways Conference. The 76-mile byway showcases the Cheyenne Bottoms Wildlife Area and Quivira National Wildlife Refuge.
 - A celebration to mark the successful completion of the Comprehensive Transportation Program took place in June with Gov. Mark Parkinson and state, city and county officials in attendance. More than 5,700 state and local projects were completed during the 10-year, \$13.2 billion transportation program.
 - KDOT launched one of the nation's first government-sponsored online communities, which exceeded expectations. In its initial year, K-TOC, the Kansas Transportation Online Community, had more than 900 registered members. K-TOC provides a professional networking site, a virtual meeting place and conversation center for the Kansas transportation community. (See page 10 for more on K-TOC.)



The Kansas highway system was ranked third most cost effective in the nation in 2009, according to a California research foundation. Above, motorists travel on I-70.



Secretary Deb Miller, center, cuts the ribbon for the new four-lane section of U.S. 69 in Linn County on July 22.



Safety messages, as well as road conditions, are displayed on electronic message signs along major Kansas roadways.

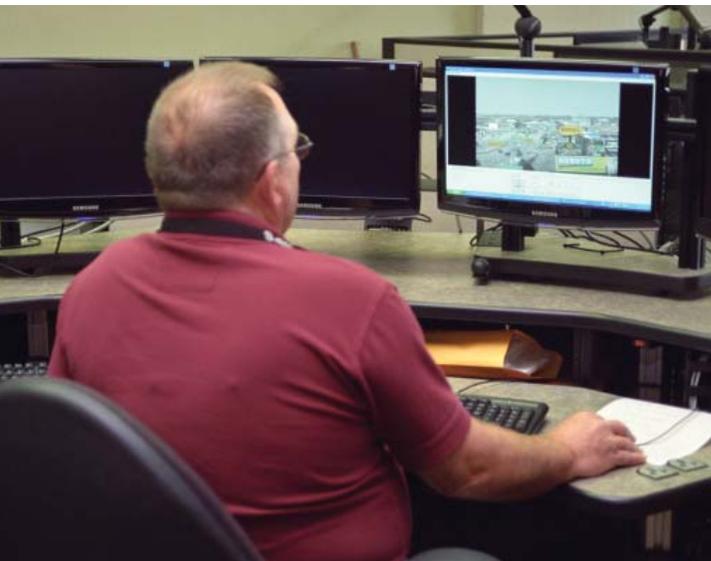
Accomplishments of 2009

- KDOT was recognized as operating the third most cost effective, state-owned road and highway system in the nation by a California research foundation. The Reason Foundation recognized KDOT following a study that measured the performance of state-owned roads and highways in 11 different categories. Kansas ranked first in the nation with the least number of rural interstate miles rated in poor condition.
- A four-lane U.S. 69 freeway between Louisburg and Fort Scott became a reality in July when officials gathered in Linn County to celebrate completion of the roadway. Construction began in 2002 on the first of eight projects to expand the 54-mile stretch of roadway. Construction cost of the expansion was more than \$250 million.
- KDOT launched KanDrive, a new online traveler information gateway. KanDrive is a portal that displays information from KDOT's highway cameras, electronic message signs and traffic management centers. It also provides traveler information - 511 phone, online and mobile, as well as Wi-Fi connections. Kiosks are planned for some rest areas and state parks.





Robert Stokes, Kansas State University Professor and American Society of Civil Engineers (ASCE) Region 7 Director, presents the Superior Employer Recognition Award to Secretary Deb Miller from the ASCE, Committee on Younger Members. Also pictured is Deputy Secretary Jerry Younger and Howard Lubliner, KDOT Road Design Leader.



Wichita's new Traffic Management Center began operation in 2009.



Motorists travel through the roundabout at 56th Avenue and Plum Street in Reno County.

Accomplishments of 2009

- After many years of planning, Wichita's Intelligent Transportation System (ITS) began with a test project that includes six closed circuit cameras at three high-traffic highway interchanges. Images are received at a Traffic Management Center co-located in the Sedgwick County 911 Center and staffed 55 hours per week by 911 operators. Six portable dynamic message signs are used to share information with drivers at strategic locations on three of Wichita's highways.
- KDOT received the Superior Employer Recognition Award from the American Society of Civil Engineers (ASCE), Committee on Younger Members. KDOT was honored because of the outstanding training and professional development opportunities it offers, such as tuition assistance, training, hands-on learning experiences, an internship program and rotational training program.
- A Reno County roundabout project administered by KDOT won the American Council of Engineering Companies (ACEC) of Kansas, County Public Improvement Award. It was selected first in the "over 10,000 population category" for benefits it provides to the community.
- KDOT and its partner, the Kansas Contractors Association (KCA), received a 2009 Education Excellence Award at the Associated General Contractors of America national convention. The award recognized the public-private partnership success of KDOT and KCA in its joint Construction Industry Training (CIT) Program. The program, now in its third year, provides training for the heavy highway construction industry, promotes a skilled, diverse workforce and raises the profile of construction industry careers.



The Recovery Act will fund the expansion of K-18 west of Manhattan, building on 2009 work on the 12th Street bridge over K-18 at Fort Riley.

American Recovery and Reinvestment Act

ARRA

The American Recovery and Reinvestment Act (ARRA) of 2009 provided Kansas \$378 million to help create and retain jobs, improve safety and encourage economic growth through investments in transportation projects.

KDOT selected five projects that will create and retain jobs and have a major impact on the state's economy. These were viewed as "game-changers" that couldn't have been built in the foreseeable future without the one-time stimulus funding.

The major projects selected by KDOT include:

- \$64.2 million for K-61 in McPherson County to expand a 15-mile corridor from two-lanes to four. This will enhance safety and provide a critical link to the interstate system in south central Kansas. The project is the last major CTP project to be let to construction.
- \$82.3 million for U.S. 69 in Overland Park from I-35 to 103rd Street to address congestion issues and support economic development.
- \$16.1 million for I-135/47th Street in Wichita for the reconstruction and upgrade of the interchange to remove a bottleneck and to provide access to an underutilized area.
- \$11 million for K-23 in Gove County to enhance safety on 16 miles of a narrow, 50-year-old road that lacks shoulders and has steep side slopes.
- An estimated \$84 million for the initial phase of expanding K-18 between Fort Riley and Manhattan to four lanes.

Substantial work is under way on the K-61, U.S. 69 and I-135/47th Street projects. The Gove County project will begin in the spring of 2010 and the K-18 project will be let for bid in March 2010.



Gov. Mark Parkinson gets the state's first American Recovery and Reinvestment Act project officially under way by unveiling a project sign near the McPherson/Reno county line on June 8.

Making the most of the funds

The agency has been able to stretch its ARRA dollars thanks to a favorable bidding climate. The four state highway projects let in 2009 came in an average of 25 percent under estimate. The money saved from the lower bids will go to the K-18 project.

The state received \$348 million for highway and bridge projects through ARRA, with \$38 million directed to the Kansas City and Wichita metro areas by federal formula.

The recovery money is also being shared with cities and counties according to the historical share applied to federal transportation funds the state receives. A total of 77 local projects were selected for funding in March.



Improvements to K-23 north of Gove will be funded under the American Recovery and Reinvestment Act.

American Recovery and Reinvestment Act

Breakdown of Kansas Recovery Act funding

Kansas total = \$378 million

State highways

\$265 million

Kansas City

\$22 million

Wichita

\$16 million

Local governments

\$35 million

Transportation enhancements

\$10 million

Urban transit providers

\$16 million

Rural providers

\$14 million

ARRA transit funds

The state received about \$30 million in ARRA transit funds, divided into rural and urban categories. The Federal Transit Administration (FTA) distributed \$16 million of that directly to urban transit providers that serve areas with populations of 50,000 or more.

Of the remaining \$14 million for rural transit, KDOT funded grants to 10 rural public transit providers, and provided funding to the Topeka and Lawrence transit agencies for new buses.

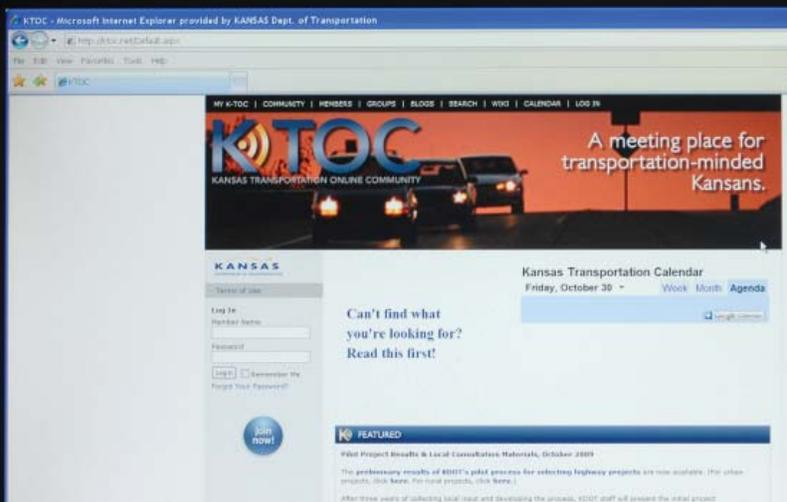
KDOT also allocated \$3.5

million to upgrade radio towers throughout the state. The communications improvements are key to KDOT's efforts to regionalize transit service. The improvements also will support local transit services and enable dispatchers to communicate with their vehicles over longer distances.

Based on Federal Highway Administration estimates, 10,000 jobs are expected to be created or sustained in Kansas through the ARRA projects, generating hundreds of millions of dollars in annual economic output during construction.

Vice President Joe Biden, second from left, spoke about the importance of the ARRA-funded U.S. 69 project in Johnson County on June 11. Other dignitaries included, from left, Gov. Mark Parkinson, Biden, contractor Bill Clarkson Jr., former Governor and U.S. Health and Human Services Secretary Kathleen Sebelius and U.S. Transportation Secretary Ray LaHood.





The K-TOC Web site allows members of the online community to communicate one-on-one or within defined discussion groups on various transportation topics.

K-TOC

Twitter is a tool the agency is using to enhance its communication. Twitter is a free social networking and micro-blogging service using text-based posts of up to 140 characters in length.

Public Affairs Managers in Topeka, Wichita, Chanute and Garden City have been providing Twitter messages (tweets) to followers interested in traffic situations, construction or maintenance lane closures, KDOT news and other information of transportation-related issues.

KDOT became even more accessible in 2009 thanks to the emergence of several technological opportunities.

Last January, the agency launched the Kansas Transportation Online Community (K-TOC), one of the first government-sponsored online communities in the country. K-TOC allows people to find one another and communicate one-on-one or within defined discussion groups.

K-TOC features blogs, daily transportation news stories and a transportation calendar that highlights upcoming events. The community, www.ktoc.net, is a meeting place and conversation center not only for transportation-minded professionals but anyone in the public who has an interest in transportation policy.

Material on the K-TOC site is available for visitors to download even if they aren't registered members of the community. Registered members have the additional ability to post comments and questions to K-TOC in the community's many discussion groups.



K-TOC had more than 900 registered members by the end of the year, a figure that far surpassed even the best-case estimates offered at the time of the community's launch. Discussion group activity is up sharply as a result of project selection outreach and hundreds of people have downloaded copies of material posted to the community.

K-TOC Community Manager Patrick Quinn, seated second from right, keeps followers informed on Twitter when Vice President Joe Biden visited the U.S. 69 project in Johnson County on June 11.



Bridge Squad Leader Dominique Shannon buckles her daughter, Judea, into a car safety seat. Child passenger safety laws have been strengthened in recent years.

Performance Measures: Safety

Safety Belt Usage Rate

MEASURE	Target	2005	2006	2007	2008	2009
Kansas Safety Belt Rate	4 percent annual increase	69%	73%	75%	77%	77%
U.S. Safety Belt Rate	90%	82%	81%	82%	83%	84%

Traffic Safety

Traffic fatalities in 2008, the last year for which numbers are available, dropped to their lowest level since statistics were first kept in 1949. And the fatality rate of 1.29 per 100 million also was the lowest ever. But there is still work to do since 385 people died on roadways in Kansas.

Former Gov. Kathleen Sebelius signs the Graduated Driver's License bill into law on March 27 in front of safety partners.



Important steps have been taken in recent years to increase safety, including passage of child passenger safety legislation, tougher DUI penalties and stricter teen driving regulations. But Kansas still has yet to enact a primary safety belt law, which has been proven to reduce fatalities in other states.

Traffic Safety Quick Facts

- KDOT contracts with nearly 200 organizations and agencies to improve safety on Kansas roads through education, awareness and enforcement.
- Kansas safety belt usage has increased 16 percent since 2000.
- Motorcycle crashes continue to increase in Kansas. Forty-five people were killed and 1,086 people injured in motorcycle crashes during 2008.

Crash Fatalities and Rate

MEASURE	Target	2004	2005	2006	2007	2008
Kansas Fatalities	—	459	428	468	416	385
Kansas Fatalities Rate	0.05 Annual Reduction	1.44	1.43	1.54	1.37	1.29
U.S. Fatalities Rate	—	1.57	1.46	1.42	1.37	1.27



Grading takes place on U.S. 59 south of Lawrence as part of a four-lane expansion between Lawrence and Ottawa.

Performance Measures: Program and Project Delivery



Construction of the new Amelia Earhart bridge in Atchison.

Program and Project Delivery

The 10-year Comprehensive Transportation Program was the largest public works program ever undertaken in the state and delivering it on time and within budget was a major challenge for KDOT.

All scheduled projects had been let to construction by the time the CTP officially ended in June. KDOT kept a promise to Kansas taxpayers and delivered a program that improved the State Highway System, enhanced safety as well as opened the door for economic opportunities.

Despite formidable roadblocks such as inflation, recessions, natural disasters and budget reductions, KDOT managed to keep the program moving forward.



All of the detailed planning and creativity paid off for the state as KDOT exceeded three of its four Program and Project Delivery performance measures and was very close to target on the fourth measure.

An inspector performs an air content test on a concrete sample on U.S. 54/400 in Wichita.



A KDOT crew installs guard rail on K-80 near Morganville.

Program and Project Delivery

Program and Project Delivery Quick Facts

- During the CTP, work was performed on 15,866 miles of roadway and 893 bridges.
- The Bureau of Right of Way acquired an average of 490 tracts per year during the CTP.



Engineering Technician Larry Kells takes a sample of the U.S. 50/U.S. 400 road base near Garden City to help assure the future road will have a good foundation.

Program and Project Delivery		
Program Focus Area	Target	CTP
CTP Road Miles 862 out of 892.5 planned miles let to construction	100%	97%
CTP Bridges 233 bridges let to construction; 217 originally planned	100%	107%
CTP Core Program (major projects) \$3.055 billion baseline budget	Within 10% of baseline	7.7% above baseline
CTP Total Program (major projects and substantial maintenance) \$5.5 billion baseline budget	Within 10% of baseline	3.6% below baseline



Traffic moves along U.S. 54/400 in Wichita.

Performance Measures: System Modernization



Ramp metering at locations on I-435 in southern Johnson County enhances safety and lessens congestion issues.

Over the past two decades, the state has significantly invested in highway improvements that enhance safety and reduce travel times. But congestion remains an issue in urban areas and, to a lesser extent, on some rural highways.

The Governor's transportation task force has recommended that the state's next transportation program focus on expansion/enhancement projects. Since adding lanes is very expensive, upwards of \$12 million a mile in urban areas, KDOT must be strategic with its limited funds.

To maximize the efficiency of the existing highway system, KDOT employs various technological tools as an alternative to constructing new lanes. Those tools include electronic message boards, online camera images of road conditions, the 511 traveler information system, electronic snow gates and ramp metering (see next page).

In rural areas, KDOT has built hundreds of miles of shoulders, added passing lanes and started a program of less-expensive practical improvements on lesser-traveled roads.

System Modernization/Congestion												
Program Focus Area		Target	2004	2005	2006	2007	2008					
Percent of Rural Miles with Sufficient Shoulder Widths for Class B Routes (average daily traffic of 5,100 vehicles)		Under Development	97%	97%	98%	98%	98%					
Percent Rural Miles with Sufficient Shoulder Widths for Class C Routes (average daily traffic of 3,800 vehicles)		Under Development	87%	87%	89%	90%	91%					
Percent of Urban Highway Miles Congested		Under Development	20%	18%	20%	19%	19%					
Percent of Rural Highway Miles Congested		Under Development	9%	7%	7%	7%	7%					
Program Focus Area	Target Shown by Quarter	Q1 2007	Q2 2007	Q3 2007	Q4 2007	Q1 2008	Q2 2008	Q3 2008	Q4 2008	Q1 2009	Q2 2009	Q3 2009
Time Required to Clear Incidents in Minutes	Under Development	41	41	40	41	36	40	38	38	38	36	38



A new K-61 bridge south of McPherson begins to take shape as part of the four-lane expansion between McPherson and Hutchinson.

System Modernization

System Modernization Quick Facts

- “Quick clearance” legislation was passed during the 2009 legislative session, that allows motorists and authorities to quickly remove wrecked vehicles from roadways to reduce the time needed to reopen all lanes of traffic.
- During the winter of 2009, ramp metering was deployed on I-435 at interchanges from Metcalf to the Missouri state line. Using red and green signals, ramp meters safely and efficiently regulate the release of vehicles from entrance ramps to highways to lessen congestion.
- At current investment levels, the number of urban miles that are congested is projected to increase more than two times, from 105 miles to 265 miles, by the year 2030.
- The 511 Traveler Information system received its two millionth call in 2009.



I-35 in Johnson County is one of the most traveled roads in the state and is congested during commute hours.



The new Kansas River Bridge in Riley County will accommodate additional traffic on K-18 expected from the expansion of Fort Riley and development of the National Bio and Agro-Defense Facility in Manhattan.





Administrative Assistant Bonnie Bryant of Winfield.

Performance Measures: Workforce Priorities



Assistant Cartography Manager Fred Holthaus, left, and Dennis Smith of the Division of Printing examine the new state map.

In 2009, KDOT continued to offer many training and educational opportunities for workers. Classes not only provide Kansas a better-trained transportation workforce, but also serve as an important retention tool. More online training was implemented to give more workers the chance to participate in classes and at the same time hold down travel costs.

The second year of the revived Rotational Training Program for new engineers again proved successful. Ten engineers were placed in permanent positions through the program, which gives the newcomers the opportunity to rotate through various jobs for a year before listing their top choices for permanent placement. This benefits the agency by placing engineers in offices where their skills may best be utilized.

The total number of KDOT employees continued to decrease in 2009. The turnover rate of the entire workforce stabilized and the rate for engineers decreased for the first time in at least five years. Engineering jobs are considered critical positions and are in high demand by private firms. At the end of 2009, KDOT had 2,862 full time employees.

Workforce Development						
Program Focus Area	Target	2005	2006	2007	2008	2009
Number of Full Time Equivalent (FTE's)		2,993	2,982	2,911	2,895	2,862
Annual percentage of vacancies in KDOT's positions	None Set	7%	6.9%	7.3%	6.4%	6.4%
Annual percentage of turnovers at KDOT - Overall	None Set	9.7%	10.3%	10.5%	9.4%	6.6%
Annual percentage of turnovers at KDOT - Engineers	None Set	17.5%	15.4%	12.8%	10.9%	5.7%



Robbie Weishaar of the Atchison Subarea office answers questions about a project.

Workforce Priorities

Workforce Development Quick Facts

- KDOT's Organizational Development Unit offered 117 training classes in 2009 and trained 1,700 agency employees.
- KDOT implemented the Peer Recognition In Developing Excellence (PRIDE) Award that allows staff a way to formally recognize the excellence of co-workers. A total of 320 awards were issued from May through October 2009.
- Twenty-nine percent of KDOT's workforce is eligible to retire within five years.



Winfield Area crew members Matt Groene, left, and Stan Schwantes construct a new fill spout for a salt dome.

KDOT employees stand out

Dear David Marsh (Area Supervisor in Syracuse):

I felt I really needed to write and say a personal thank you for staying with us on Highway 50 on that day after Thanksgiving (after their vehicle was damaged). You certainly didn't need to turn around - but you did. You didn't need to wait in the cold until the State Patrol came - but you did. You indeed made our day easier to deal with.

*Again, thank you,
Gary and Velva Addington*

Dear KDOT:

I wanted to compliment your highway crews on getting the highways cleared after last week's snow and ice storm.

Your crews work in bad conditions and probably get little appreciation. I have always known that Kansas DOT gets out and works roads in bad weather. Thanks to each one of your workers.

*Cordially,
Doyle Mayse, Larned*

A Heartfelt Thank You:

This note is to say "Thank You" to the maintenance crew working on eastbound U.S. 24 near Goodyear Road in Topeka on June 26. I was riding in a limo that was leading a funeral procession.

As we approached, the crew members stopped their work and stood silently in a show of respect. One gentleman even dismounted the machine he was driving.

On behalf of the grieving family and friends, please extend my heartfelt thanks to the road crew for their kindness to so many strangers. Their gesture was deeply appreciated.

*Ron Kaufman
Topeka*



KDOT maintains thousands of acres of roadside right of way, including this stretch near Olathe.

Performance Measures: Preservation and Maintenance



A KDOT crew removes snow from U.S. 160 in Comanche County.

Preservation and Maintenance

Kansans have invested billions of dollars in roads and bridges, and preservation of that system is a top priority. KDOT measures pavement smoothness, monitors the underlying pavement structure, conducts regular bridge inspections and more to understand the system's condition and to help guide spending decisions. Kansans' strong commitment to transportation has allowed KDOT to build, protect and preserve a system that is safe for travelers and sustains the economy.

Maintenance operations keep the system navigable in inclement weather and enhance traveler safety throughout the year. More than 1,300 workers operating some 600 snow plows work round the clock during winter storms to remove snow and ice and make roads safe for travel. During warm weather months, those crews mow thousands of right of way acres to provide good visibility and a place for drivers to pull off the road if necessary.

Interstate, Non-Interstate and Bridge Condition Ratings

MEASURE	Target	2005	2006	2007	2008	2009
Pavement Condition during CTP - Percent of Interstate miles in highest condition	85%	97%	94%	97%	96%	97%
Pavement Condition during CTP - Percent of Non-Interstate miles in highest condition	80%	88%	86%	89%	83%	86%
Bridge Condition during CTP - Percent of Bridges in good condition	85%	83%	84%	85%	85%	86%

Pavement and Preservation Quick Facts:

- KDOT spent \$11.1 million for snow and ice removal in 2009 and has averaged \$14.7 million annually the past five years.

- KDOT spent approximately \$6 million to mow highway right of way in 2009.
- KDOT is responsible for maintaining 9,496 miles on the State Highway System, which

includes all Interstate, U.S. and Kansas routes.

- Kansas ranks third in the nation in the total number of public road miles (includes city and county roads) with 140,271.

Section Two -

CTP Overview



KANSAS COMPREHENSIVE TRANSPORTATION PROGRAM
Planned. Executed. Delivered.



The Single Point Urban Interchange (SPUI) at the I-35/87th interchange in Lenexa greatly reduces congestion.

CTP Overview - Northeast Kansas (District One)

Examples of CTP improvements in northeast Kansas:

- ◆ Four-lane replacement of existing Amelia Earhart Missouri River Bridge
- ◆ U.S. 59 expansion in Douglas County
- ◆ K-7 and U.S. 24/U.S. 40 interchange improvements in Wyandotte County
- ◆ I-435 reconstruction in Johnson County
- ◆ K-18/K-113 interchange in Manhattan
- ◆ U.S. 75 realignment in Brown County
- ◆ 87th Street and I-35/U.S. 69 interchange in Johnson County
- ◆ I-35 reconstruction in Osage County
- ◆ U.S. 36 grade separation project in Marysville
- ◆ I-70 reconstruction in Shawnee County
- ◆ I-70 reconstruction in Wabaunsee County
- ◆ U.S. 75 reconstruction in Shawnee County
- ◆ I-70/I-635 reconstruction in Wyandotte County
- ◆ East Topeka interchange construction
- ◆ U.S. 36 reconstruction in Doniphan County; reconstruction and interchange in Brown County
- ◆ I-70 reconstruction in Riley County
- ◆ U.S. 36/UPRR at-grade crossing project east of Seneca
- ◆ Ridgeview/Santa Fe/Park/Loula & BNSF tracks grade separation project in Olathe

District Engineer overview

Kansas's investments in northeast Kansas during the CTP eased congestion in urban areas, enhanced the safety of rural roads and made improvements that support both local and state economic goals. Innovative projects like the award-winning 87th Street and I-35/U.S. 69 interchange cut commuter times in Johnson County, and other projects like the I-70 reconstruction west of Topeka gave travelers a smoother road on which to drive.



Clay Adams
District One
Engineer

Our success couldn't have happened without the strong partnerships developed between KDOT, communities, contractors and others. The Marysville grade separation project is a great example of how good relationships benefit communities. The city of Marysville was plagued with two at-grade railroad crossings over which a large number of coal trains passed daily. By working with the city, railroad, Corps of Engineers, FHWA and others we were able to put together an award-winning project to realign the highway, build bridges over the railroad tracks, relocate the tracks, address flood control issues and eliminate a bottleneck in downtown Marysville.

Strong partnerships will continue to be one of the keys to our future success.



The U.S. 36 grade separation project is a major improvement for motorists and train traffic in Marysville.



Work takes place on the K-7/U.S. 24 interchange in Bonner Springs in 2008.

District One - CTP Overview

CTP accomplishments in northeast Kansas

WORK TYPE/ INVESTMENT/ RESULT

- Highway Preservation & Repair - **\$887.4 Million**
 - Rehabilitation - \$403.4 Million (3,509 Miles of Highway, 358 Bridges)
 - Reconstruction - \$484 Million (66 Miles of Highway, 157 Bridges)

- Highway Modernization - **\$63.5 Million**
 - 20 Miles of Highway, Signals, Access Control, Guard Fence Upgrade, Lighting and Intersection Improvements

- Highway Expansion & Enhancement- **\$659.2 Million**
 - 40 Miles of Highway; 7 Interchanges; Closed Loop Traffic Signal System with Camera Monitoring; Dynamic Message Signs, Radar and Ramp Metering Signal Systems

- Local Roads - **\$1.15 Billion**
 - Local Partnership Projects-\$540 Million
 - Special City County Highway Fund-\$600.1 Million
 - City Connecting Links-\$8.8 Million

- Transit- **Federal: \$15.3 Million**
 37.9 Million Rides **State: \$29.8 Million**

- Aviation- **\$3.4 million**
 Improvements at 9 Airports

- Bicycle/Pedestrian - 44 Miles **\$28.4 Million**

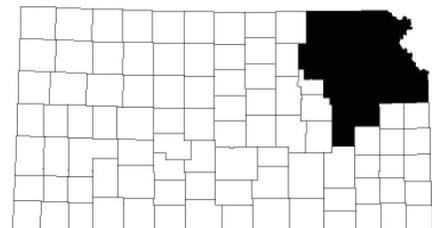
- Rail - **\$121 Million**
 - 117 Crossings and Separations
 - 15 Miles of Track Improvements

Total CTP Investment - \$2.96 Billion

"The U.S. 59 and 31st Street intersection improvement project was so important to Douglas County and Lawrence economic development. The improvements to the intersection have led to hundreds of jobs and this area becoming a huge asset to the Lawrence community. The area used to be a trailer park and vacant lots, and now it is the hub of Lawrence. It allowed us to add turning lanes so that people can go about their business safely and efficiently."

Chuck Soules,
 Director of Public Works,
 City of Lawrence

Counties in District One: Atchison, Brown, Doniphan, Douglas, Jackson, Jefferson, Johnson, Leavenworth, Lyon, Marshall, Nemaha, Osage, Pottawatomie, Riley, Shawnee, Wabaunsee and Wyandotte.





Cement is poured on the new I-70 lanes east of Salina.

CTP Overview - North Central Kansas (District Two)

Examples of CTP improvements within north central Kansas:

- ♦ K-18 expansion in Geary County
- ♦ I-70 improvements in Junction City area
- ♦ K-61 expansion in McPherson County
- ♦ U.S. 36 resurfacing in Jewell, Republic and Washington counties
- ♦ K-18 expansion in Geary County from I-70 to the Geary/Riley county line
- ♦ Super-two highway construction on K-156 from Ellsworth to Holyrod
- ♦ U.S. 81 expansion in Republic County
- ♦ U.S. 77/U.S. 56 reconstruction and new bridge over Cottonwood River in Marion County
- ♦ U.S. 81 rehabilitation in Saline County
- ♦ I-135 reconstruction in Saline County
- ♦ U.S. 77 construction in Marion County
- ♦ K-15 rehabilitation in Dickinson County
- ♦ I-135 Waterwell Road interchange construction
- ♦ I-70 reconstruction in Saline and Dickinson counties
- ♦ Improvements at Abilene, Beloit, Ellsworth and Herington airports
- ♦ K-14 bridge replacement in Ellsworth County
- ♦ K-150 rehabilitation/reconstruction in Marion and Chase counties
- ♦ New airport runway lights and beacon at Lincoln airport

District Engineer overview

While many miles of north central Kansas roads and bridges were reconstructed or replaced during the CTP, including a long stretch of I-70, major investments also were made in other modes of transportation. These investments support local economies and contribute to the health and well-being of thousands of Kansans.

Important projects at 16 airports, including runway reconstruction and important technological enhancements, gave many small communities access to air ambulance service for the first time. Investment in public transit facilities and services, such as Salina's OCK Regional Transportation Center, provided a way for many aging or disabled citizens to get to doctor's appointments or the grocery store without having to rely on relatives - or move from their home into a group facility. And major funding for rail crossings and track improvements enhanced safety and sustained the region's main industry - agriculture.

In addition to the CTP's long-term benefits, an immediate economic boost for dozens of communities was also provided. During construction, motel rooms were rented, restaurants



Randy West
District Two
Engineer

served thousands of meals and fuel was purchased from many local businesses.



Expansion of K-61 is under way in McPherson County.



The final reconstruction project on I-70 between Salina and Topeka nears completion.

District Two - CTP Overview

CTP accomplishments in north central Kansas

WORK TYPE/ INVESTMENT/ RESULT

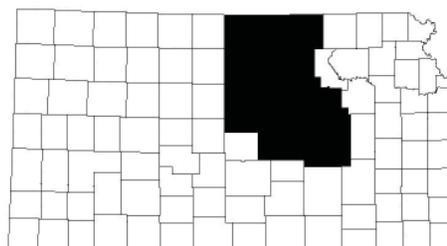
- Highway Preservation & Repair - **\$415.5 Million**
 Rehabilitation - \$243.6 Million (3,696 Miles of Highway, 157 Bridges)
 Reconstruction - \$171.9 Million (34 Miles of Highway, 85 Bridges)
 - Highway Modernization - **\$108.4 Million**
 85 Miles of Highway
 - Highway Expansion & Enhancement– **\$155.4 Million**
 33 Miles of Highway, 2 Interchanges, 11 Dynamic Message Signs, 5 Cameras
 - Local Roads - **\$229.4 Million**
 Local Partnership Projects– \$93.9 Million
 Special City County Highway Fund– \$132.5 Million
 City Connecting Links– \$3 Million
 - Transit– **Federal: \$11.4 Million**
 3 Million Rides **State: \$4.2 Million**
 - Aviation– **\$5.6 million**
 Improvements at 16 Airports
 - Rail - **\$36 Million**
 111 Crossings and Separations
 136 Miles of Track Improvements
- Total CTP Investment - \$965.8 Million**

The 10-year CTP was the largest public works program in the history of Kansas.

“The upgrade of U.S. 81 in Cloud County to a four-lane expressway is continually proving to be a very positive enhancement to the rural economy of Cloud County. We are convinced that the 81 Expressway is a key reason traffic counts are increasing, sales tax collections are up and retail trade pull factors are stronger. We are annually closing on new business deals and now experiencing economic development prospects regularly calling us about locating in Cloud County.”

Kirk Lowell, Executive Director, CloudCorp

Counties in District Two: Chase, Clay, Cloud, Dickinson, Ellsworth, Geary, Jewell, Lincoln, Marion, McPherson, Mitchell, Morris, Ottawa, Republic, Saline and Washington.





Grading takes place on a project to realign K-27 in Sherman County.

CTP Overview - Northwest Kansas (District Three)

Examples of CTP improvements within northwest Kansas:

- ♦ U.S. 24 bridge work in Graham County
- ♦ Replacement of the Saline River Bridge on U.S. 183 in Ellis County
- ♦ K-27 reconstruction in Sherman County
- ♦ U.S. 183 widening from I-70 north to 55th Street in Hays
- ♦ U.S. 36 construction on new alignment and new bridge in Norton County
- ♦ K-383 improvements in Decatur County
- ♦ I-70 reconstruction in Russell, Ellis, Trego and Thomas counties
- ♦ Construct runway on new alignment, new taxiway, at Smith Center Airport
- ♦ U.S. 283 reconstruction in Graham County
- ♦ K-25 intersection reconstruction in Colby
- ♦ U.S. 281 bridge replacements in Russell County
- ♦ U.S. 40 reconstruction in Logan and Gove counties
- ♦ U.S. 36 reconstruction in Rawlins County
- ♦ Reconstruct runway and ramps at Norton Airport
- ♦ Seal runway and maintenance actions at WaKeeney Airport
- ♦ Reconstruct runway, new AWOS at St. Francis Airport



The new U.S. 183 Saline River Bridge will replace the narrow structure in the background.

District Engineer overview

Under the CTP, we modernized more than 160 miles of highways in northwest Kansas. But there are more to improve. Many District Three roads have almost no shoulders and we know truck traffic is going to increase. Northwest Kansans want these roads to receive the same kind of improvements that K-27 received during the CTP.



Jeff Stewart
District Three
Engineer

K-27 in Sherman County is an important road for the region's leading industry - agriculture. When the road was first built, farm trucks and equipment weren't as large or heavy as they are today. The improvements to the road during the CTP included widening, which accommodates the larger vehicles and enhances the safety of all who travel it.

District Three is rural and doesn't get many of the glamorous projects that KDOT builds. But the projects we build in northwest Kansas matter to our communities, as does our routine maintenance work such as snow removal. We do our best for the people we serve, but we can only do what funding will allow.



APAC Kansas, Inc. pours cement along Vine Street (U.S. 183) north of Hays.

District Three - CTP Overview

CTP accomplishments in northwest Kansas

WORK TYPE/ INVESTMENT/ RESULT

- Highway Preservation & Repair - **\$323.1 Million**
 Rehabilitation - \$286.7 Million (2,761 Miles of Highway, 78 Bridges)
 Reconstruction - \$36.4 Million (3 Miles of Highway, 44 Bridges)

- Highway Modernization - **\$190.1 Million**
 162 Miles of Highway, Signals and Access Control

- Highway Expansion & Enhancement- **\$15.7 Million**
 2 Miles of Highway, Dynamic Message Signs, Camera, and Local Projects

- Local Roads - **\$156.8 Million**
 Local Partnership Projects- \$72.3 Million
 Special City County Highway Fund- \$82.9 Million
 City Connecting Links- \$1.6 Million

- Transit- **Federal: \$5.7 Million**
 1.9 Million Rides **State: \$1.8 Million**

- Aviation- **\$8.5 million**
 Improvements at 16 Airports

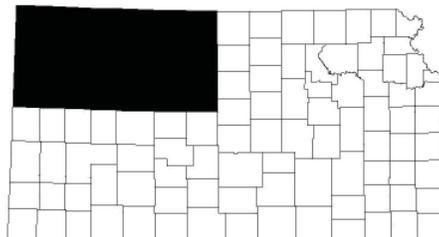
- Rail - **\$9 Million**
 49 Crossings and Separations
 228 Miles of Track Improvements

- Total CTP Investment - \$710.8 Million**

"I have traveled between my two optometric practices in Hill City and Norton twice a week since 1996, so I drove the old Highway 283 for several years. The lanes were narrow and there was no paved shoulder. This meant in windy, snowy conditions it was difficult to maintain lane position. Now, the wider lanes and paved shoulders on U.S. 283 are a real blessing in bad weather or when another driver decides to pass at the wrong time. I have seen a time or two when the new highway prevented an accident by allowing three vehicles abreast. Wow! That gave me real peace of mind. This has been a much needed improvement and a wise expenditure of taxpayer dollars."

**Karen S. Aldridge, O.D.,
 Prairie Wind Eyecare**

Counties in District Three:
 Cheyenne, Decatur, Ellis,
 Gove, Graham, Logan,
 Norton, Osborne, Phillips,
 Rawlins, Rooks, Russell,
 Sheridan, Sherman, Smith,
 Thomas, Trego and Wallace.





The runway at the Allen County Airport was widened from 75 to 100 feet thanks to a Kansas Airport Improvement Program (KAIP) matching grant.

CTP Overview - Southeast Kansas (District Four)

Examples of CTP improvements within southeast Kansas:

- ♦ U.S. 59 expansion in Franklin County
- ♦ U.S. 169 expansion and interchange at U.S. 169/U.S. 166 east of Coffeyville
- ♦ Eight projects along a 54-mile stretch of U.S. 69 from Louisburg to Fort Scott to expand the highway to a four-lane freeway
- ♦ K-7 reconstruction in Crawford County
- ♦ I-35 reconstruction in Miami County
- ♦ I-35 reconstruction in Franklin County
- ♦ U.S. 400 bypass around north side of Parsons
- ♦ U.S. 169 expansion in Miami County
- ♦ U.S. 75 rehabilitation in Wilson County
- ♦ K-47 reconstruction in Wilson County
- ♦ U.S. 54 rehabilitation in Allen County
- ♦ K-99 reconstruction in Elk County
- ♦ Neosho River Bridge replacement on K-39 in Neosho County
- ♦ Verdigris River Bridge replacement on U.S. 54 in Greenwood County
- ♦ Railroad overpass construction on U.S. 69 south of Columbus
- ♦ Sedan, Fort Scott and Allen County airport improvements



Expansion of U.S. 69 to a four-lane controlled access facility from Louisburg to Fort Scott includes this section south of K-31 in Bourbon County.

District Engineer overview

There is no doubt we made a lot of progress under the CTP. Through a variety of construction projects, we were able to restore, rehabilitate, modernize, expand or enhance many miles of the state highway system.

The importance of improving and maintaining the system can be illustrated by the fact that the state highway system is only 7.3 percent of the public road system in Kansas, yet carries 52 percent of the daily miles traveled. The CTP also made possible many improvements to local roads and bridges.

It is important to continue the progress made under the CTP. We need to preserve the investment we have made in our transportation system. We want to continue to have the benefits of a good transportation system and to have the flexibility to meet the ever-changing needs of both our rural and urban communities. A well-functioning system of state and local roads is a vital part of living and working in Kansas.



Mike Stringer
District Four
Engineer



The railroad overpass on K-39 in downtown Chanute was a deteriorating structure from the 1930s. It was replaced by a new bridge that includes both railroad and pedestrian tunnels.

District Four - CTP Overview

CTP accomplishments in southeast Kansas

WORK TYPE/ INVESTMENT/ RESULT

- Highway Preservation & Repair - **\$378.7 Million**
 Rehabilitation - \$188.4 Million (2,261 Miles of Highway, 227 Bridges)
 Reconstruction - \$190.3 Million (40 Miles of Highway, 188 Bridges)
- Highway Modernization - **\$95.4 Million**
 47 Miles of Highway; Lighting, Guard Fence Upgrades, Signals, Roadway Improvements
- Highway Expansion & Enhancement - **\$468.1 Million**
 115 Miles of Highway, 2 Interchanges
- Local Roads - **\$281.1 Million**
 Local Partnership Projects - \$114.2 Million
 Special City County Highway Fund - \$162.1 Million
 City Connecting Links - \$4.8 Million
- Transit - **Federal: \$12 Million**
 5 Million Rides **State: \$3.5 Million**
- Aviation - **\$5.9 million**
 Improvements at 15 Airports
- Bicycle/Pedestrian - 9 Miles **\$1.9 Million**
- Rail - **\$42.9 Million**
 148 Crossings and Separations
 293 Miles of Track Improvements

Total CTP Investment - \$1.29 Billion

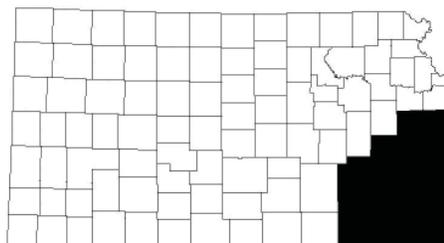
CTP: By the numbers

- ♦ **Transit: Increased ridership from 2 million to 10 million annually**
- ♦ **Rail: 1,058 miles of track rehabilitated**
- ♦ **Aviation: 209 airport improvement projects**

"When you have improvements like that on K-7 and K-126, it's so much safer for the community and people visiting. You've got to have that good highway infrastructure leading from community to community because we're all in this together. Let's face it, we're not going to have the traffic counts, but safety is just as important to us just as is the potential for economic growth."

Girard Mayor Maurice Hartley

Counties in District Four: Allen, Anderson, Bourbon, Chautauqua, Cherokee, Coffey, Crawford, Elk, Franklin, Greenwood, Labette, Linn, Miami, Montgomery, Neosho, Wilson and Woodson.





The U.S. 54/400 project in Kingman and Pratt counties includes more than 10 miles of four-lane roadway, a bypass and interchange at Cunningham and a railroad overpass just east of Cunningham.

CTP Overview - South Central Kansas (District Five)

Examples of CTP improvements within south central Kansas:

- ♦K-61 expansion in Reno County
- ♦I-135/U.S. 54 interchange improvements in Wichita
- ♦U.S. 50/K-61 expansion around Hutchinson, South Hutchinson
- ♦U.S. 160 bridge over Elm Creek improvements in Barber County
- ♦U.S. 54 reconstruction in Kingman and Pratt counties
- ♦U.S. 50 improvements in Reno County
- ♦U.S. 77 reconstruction, new bridges in Butler County
- ♦I-135 reconstruction in Wichita metro area
- ♦U.S. 77 reconstruction in Butler County
- ♦U.S. 54 reconstruction in Butler County
- ♦I-135 reconstruction in Harvey County
- ♦U.S. 77 Southeast Ark City bypass
- ♦I-135/I-235 interchange reconstruction in Wichita
- ♦K-96 bypass in Reno County
- ♦K-156 rehabilitation in Barton County
- ♦Improvements at Great Bend, Rose Hill and Larned airports
- ♦Overlay runway at LaCrosse Rush County airport
- ♦K&O Railroad track improvements from Great Bend to Ness City
- ♦Benton airport improvements
- ♦Wichita downtown rail overpass construction

District Engineer overview

The CTP was a commitment to our local stakeholders. The projects that we completed were very much appreciated by the public. The cities and counties have given us so many compliments - it's really been a great thing.



Robert Cook
District Five
Engineer

The economic benefit of the CTP can't be overstated. It's very important to get goods from farm to market, from producer to consumer, and it's important that those goods be moved efficiently. The CTP has allowed us the opportunity to preserve the system as well as enhance the system for the future. So the economic benefits are just outstanding.

The final CTP project in our district is the K-61 expansion between Hutchinson and McPherson. It was a little touch and go for a while due to budget reductions, but it's under way and everyone is really excited.



These photos show the Rose Hill airport before improvement and now.



Repairs to this bridge from U.S. 54/400 to the Mid-Continent Airport in Wichita includes concrete patching, new approaches, improved supports and resurfacing.

District Five - CTP Overview

CTP accomplishments in south central Kansas

WORK TYPE/ INVESTMENT/ RESULT

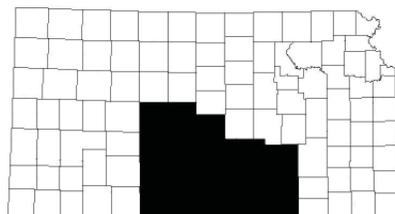
- Highway Preservation & Repair - **\$472.8 Million**
 Rehabilitation - \$311.5 Million (3,431 Miles of Highway, 285 Bridges)
 Reconstruction - \$161.3 Million (29 Miles of Highway, 133 Bridges)
- Highway Modernization - **\$79.5 Million**
 64 Miles of Highway, Signals, Lighting, Roadway
 Improvements and Access Control
- Highway Expansion & Enhancement– **\$266.6 Million**
 31 Miles of Highway, 5 Interchanges, Traffic Management
 Center, Dynamic Message Signs and Cameras
- Local Roads - **\$779.2 Million**
 Local Partnership Projects– \$344.3 Million
 Special City County Highway Fund– \$426.9 Million
 City Connecting Links– \$8 Million
- Transit– Federal: **\$19.7 Million**
 32.5 Million Rides State: **\$16.3 Million**
- Aviation– **\$9.2 million**
 Improvements at 20 Airports
- Bicycle/Pedestrian - 60 Miles **\$37.1 Million**
- Rail - **\$145.9 Million**
 212 Crossings and Separations
 250 Miles of Track Improvements

Total CTP Investment - \$1.83 Billion

“Our community of Hutchinson/Reno County believes the KDOT projects of the past several years are positioning us for a renewed period of growth and vitality. The Bob Dole Bypass around the west side of Hutchinson has greatly reduced in-town congestion and the risk of accidents involving over-the-road trucks. Improvements to U.S. 50 interchanges south of South Hutchinson and the in-progress four-laning of K-61 to McPherson are Comprehensive Transportation Program funded projects that will significantly improve our ability to attract and retain quality jobs.”

Dave Kerr, President, Hutchinson/Reno County Chamber of Commerce

Counties in District Five: Barber, Barton, Butler, Comanche, Cowley, Edwards, Harper, Harvey, Kingman, Kiowa, Pawnee, Pratt, Reno, Rice, Rush, Sedgwick, Stafford and Sumner.





A CTP project on U.S. 54 in Seward County expands the two-lane roadway to a four-lane expressway from the Oklahoma state line to Liberal.

CTP Overview - Southwest Kansas (District Six)

Examples of CTP improvements within southwest Kansas:

- ◆ U.S. 50/U.S. 400 expansion east of Holcomb
- ◆ U.S. 400 construction of Southwest Bypass in Dodge City
- ◆ U.S. 83 resurfacing from Garden City to Scott City
- ◆ U.S. 54 expansion from the Kansas/Oklahoma state line to Liberal
- ◆ U.S. 283 improvements in Jetmore
- ◆ U.S. 50/400 expansion in Finney County
- ◆ U.S. 56 reconstruction in Stevens County
- ◆ K-23 bridge replacements in Meade County
- ◆ K-27 reconstruction in Morton County
- ◆ U.S. 56 rehabilitation/reconstruction in Morton County
- ◆ K-25 bridge replacement in Kearney County
- ◆ K-27 bridge construction/bypass in Morton County
- ◆ U.S. 50 reconstruction in Hamilton and Kearny counties
- ◆ U.S. 56 bridge work in Ford County
- ◆ New runway at Montezuma Airport
- ◆ Improvements including a new runway at Syracuse Airport
- ◆ U.S. 83 and Cimarron Valley Railroad crossing reconstruction
- ◆ Track rehabilitation on K & O Railway in Lane and Scott counties
- ◆ Track rehabilitation on the Cimarron Valley Railroad

District Engineer overview

While we don't have large volumes of traffic in southwest Kansas, we do have a high percentage of truck traffic. That's a concern to people who drive out here. We've been able to address some of these issues during the CTP. Over the years we've produced major projects on 106 miles of the state highway system in southwest Kansas, really improving the ability of people to travel throughout the region.



Larry Thompson
District Six
Engineer

We also have benefited from the Kansas Airport Improvement Program. Sixteen of the 19 counties in southwest Kansas received funding through the program. We have improved everything from taxiways, pavement markings, new concrete and overlays to automated weather systems. We've really made these airports useable.

It's extremely critical to continue to maintain the infrastructure we have. We just can't let it deteriorate.



Construction on U.S. 50 in Finney County includes bridges over the short line Great Western Railway near Garden City.



U.S. 400 was routed around the southwest side of Dodge City by this Ford County bypass project.

District Six - CTP Overview

CTP accomplishments in southwest Kansas

WORK TYPE/ INVESTMENT/ RESULT

- Highway Preservation & Repair - **\$193.5 Million**
 Rehabilitation - \$168.7 Million (2,929 Miles of Highway, 63 Bridges)
 Reconstruction - \$24.8 Million (1 Mile of Highway, 19 Bridges)
- Highway Modernization - **\$86.7 Million**
 109 Miles of Highway, Lighting, Guard Fence Upgrade, and Roadway Improvements
- Highway Expansion & Enhancement- **\$124.3 Million**
 21 Miles of Highway, 1 Interchange
- Local Roads - **\$200.2 Million**
 Local Partnership Projects- \$88.7 Million
 Special City County Highway Fund- \$108.9 Million
 City Connecting Links- \$2.6 Million
- Transit- **Federal: \$5 Million**
 1.1 Million Rides **State: \$1.1 Million**
- Aviation- **\$9 million**
 Improvements at 18 Airports
- Bicycle/Pedestrian - 11 Miles **\$2.9 Million**
- Rail - **\$8.6 Million**
 44 Crossings and Separations
 48 Miles of Track Improvements

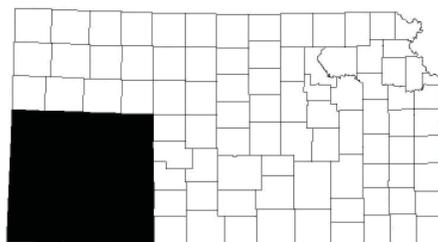
Total CTP Investment - \$631.1 Million

More than 3,890 highway projects were let to construction during the CTP.

"Greeley County benefited greatly from the Comprehensive Transportation Program. The first project was major improvements to K-27 from Tribune north to the county line, which resulted in wider traffic lanes, smoother pavement, and most importantly elimination of two deadly and accident-creating curves at the county line. The second project was complete reconstruction of the airport runway. This project eliminated a narrow runway which limited aircraft and emergency aircraft from using the runway at times. The new runway has greatly improved the use by flight for life, local, and cross county pilots who use this facility. These projects have helped keep our small community viable."

Brock W. Sloan, Public Works Director, Unified Greeley County

Counties in District Six:
 Clark, Finney, Ford, Grant, Gray, Greeley, Hamilton, Haskell, Hodgeman, Kearny, Lane, Meade, Morton, Ness, Scott, Seward, Stanton, Stevens and Wichita.





Students walk to Brookwood Elementary School in Johnson County as part of a walk-to-school-day event in conjunction with the Safe Routes to School initiative.

Other Modes

The CTP provided funding for three fixed route transit providers, including CityGo bus service in Salina.



CTP accomplishments for public transit in Kansas:

- Additional support for urban fixed route systems in Kansas City, Johnson County, Lawrence, Topeka and Wichita, which has increased services
- Implementation of fixed route transit services in Garden City, Hutchinson and Salina
- Construction of transit maintenance facilities in Hays, Garden City, Salina, Girard and Hutchinson

CTP accomplishments for aviation in Kansas:

- Average runway pavement condition index improved from 49 (fair) in 1999 to 76 (very good) in 2009
- 242 projects totaling \$42 million were completed at 93 airports
- 34 additional airports were made accessible to air ambulances
- 25 automated weather reporting stations constructed
- 10 new runways built
- Runway lights installed at 27 airports, enabling around-the-clock accessibility

In 2008, short line railroads in Kansas hauled approximately 178,000 carloads, an equivalent of 712,000 semi truckloads.

CTP accomplishments for rail in Kansas:

- 43 rehabilitation projects in all regions of Kansas
- Approximately 450,000 crossties and 260,000 tons of ballast installed
- Approximately 900 tons of rail laid
- \$13.45 million was loaned for improvement projects, \$3.54 million was granted



Track rehabilitation during the CTP improved rail lines throughout Kansas. Above, the Kyle Railroad near Lebanon.



The commute on U.S. 69 in Johnson County will be improved through a Recovery Act expansion project.



A pilot car carries traffic through a K-177 work zone near Strong City.

Section Three - Planning for the Future

Looking Forward



Secretary Deb Miller announces 2010-2012 projects and discusses funding uncertainties under the Polk-Quincy Viaduct in Topeka on July 23.

Looking Forward

2010-2012 projects

It's not a matter of if, but when Kansans will begin to see the highway system deteriorate because of scaled back funding. So the focus of road projects for the foreseeable future is preservation.

In July, a list of projects for fiscal years 2010 through 2012 was released. As Secretary Deb Miller said, these aren't glamorous projects. They are intended to preserve the state's investment through work such as resurfacing, bridge replacement and pavement reconstruction.

The expected 2010-12 funding levels don't allow for the expansion of the system - not on the U.S. 54 corridor between Pratt and Kingman,

the U.S. 69 corridor in Southeast Kansas, U.S. 83 in Southwest Kansas, the I-135/235/K-254 interchange in Wichita, or elsewhere. The funding isn't sufficient to address emerging needs with huge price tags such as the Polk-Quincy Viaduct in Topeka or the Johnson County chokepoint where K-10, I-435 and I-35 come together.

The 2010-12 projects are funded primarily from federal sources. So when congressional extension of the federal funding bill was slow in coming, KDOT was forced to delay some projects to assure there would be enough money to pay contractors. The agency's financial experts continue to monitor congressional budget discussions and projects may have to be delayed again.

Because bid prices continue to come in below the estimated costs, it is important that projects are put out for bid as soon as possible to take advantage of the savings.

In the pipeline

Because the economic crisis won't last forever, KDOT staff continue to work on the initial stages of projects that will take multiple years to develop. Five new highway projects have been added to the development pipeline, as have smaller bridge replacement projects that will continue the agency's preservation efforts.

Projects Planned for FY 2010 - FY 2012

Type of Work	Fiscal Year		
	2010	2011	2012
Bridge Replacement	17	5	7
Interchange	1	-	1
Roadway	5	4	3



Equipment Operator Thomas Mallon Jr. of the Gardner Subarea repairs pavement failures on I-435 with a spray patcher.

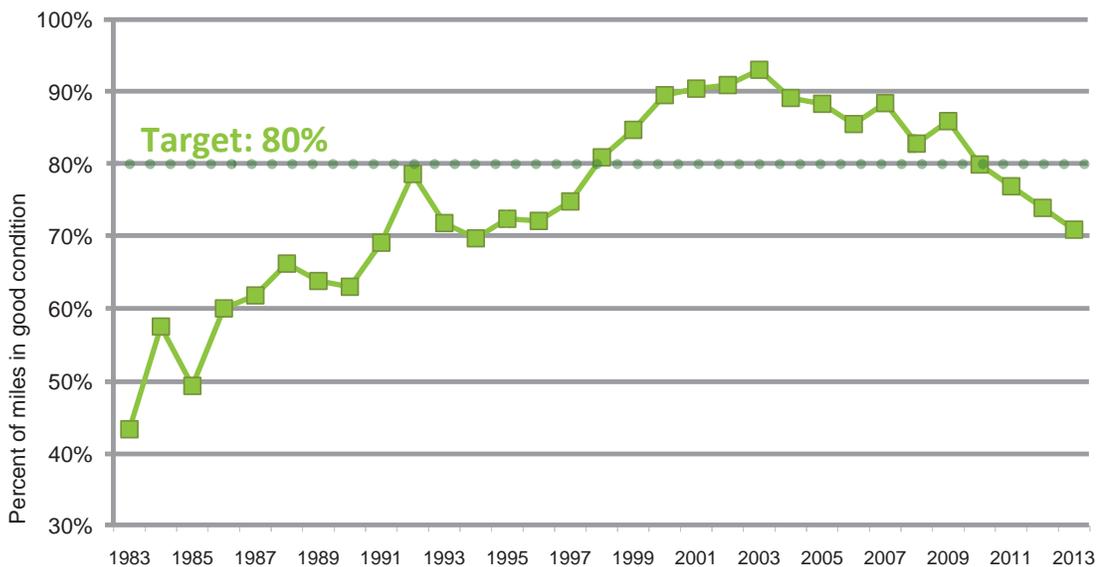
Looking Forward

Future of Smooth Roads

Pavement conditions on Kansas highways meet KDOT's target that was set using both an engineering cost analysis and extensive surveys to determine the expectations of travelers. Without a new funded transportation program, KDOT will not have enough funding to maintain this target level.

KDOT pavement models indicate the condition will drop an average of 3 percent per year into the foreseeable future without a new program. It's also important to note that KDOT's current revenue could be susceptible to legislative cuts, as it was in 2009. If cuts are made to current revenues, the condition of the state's highways will drop even faster.

Pavement Condition



This graph shows Kansas' pavement condition since 1983 and the projected decline in future years if there is no new funded transportation program.



Director of Public Affairs Julie Lorenz explains a new project selection process during an Oct. 7 meeting in Abilene with representatives of local communities. Assisting are KDOT employees Mike Floberg, facing camera at far left, and Joe Palic.

Looking Forward

Expanded selection process

For the last 20 years, KDOT has primarily used “priority formulas” to select highway projects. The system worked well to select projects that preserve the system. But the formulas were complicated and didn’t give weight to things many people consider important. For the past three years, KDOT has conducted dozens of meetings throughout the state and communicated with hundreds of people about project selection. As a result, KDOT is piloting a new process for selecting transportation projects.

This process was crafted by T-LINK, a 35-member taskforce comprising business and government leaders from across the state. Instead of relying solely on engineering factors (like roadway condition and traffic data), the new process also gives weight to regional priorities and the project’s potential economic impact (see chart).

Project Selection Pilot

	Engineering	Regional Priorities	Economic Impact
Proposed weighting - Expansion Projects *	50%	25%	25%
Proposed weighting - Modernization projects **	80%	20%	—

* Includes interchanges, additional lanes

** Includes shoulders, reduction of curves/hills

To assess economic impact, the agency also is piloting a computer modeling package that can estimate increases in jobs, income and economic output for a region due to a transportation improvement. Because there are limitations to all computer models, KDOT’s area engineers also talked with local officials to gather information about each potential project. Information from the local officials, which is posted on www.ktoc.net, will be used to help run the economic impact model.



The new selection was well received across the state. As expected, staff were asked many questions about specific project scores during the statewide pilot meetings in fall 2009. As a result, KDOT is reanalyzing some project scores and will analyze additional projects not included in the initial analysis.

The importance of economic impact in project selection is discussed at a Local Consultation meeting in Topeka.



The scenic beauty of the Kansas landscape is on display along K-181 near Hunter.

Appendix Available

This Annual Report has an appendix that contains additional transportation information including:

- Financial compliance
- Project Selection Criteria
- Project list detailing projects scheduled for improvement during FY 2010-2012, projects completed in FY 2009 and projects under construction as of October 31, 2009. Also list of aviation, rail and public transit projects.
- Transportation Revolving Fund
- Modal information

The 2010 Annual Report and the appendix are available on KDOT's Internet site at www.ksdot.org/publications.asp under the 2010 Annual Report listing.

If you would like a copy of either publication, please contact KDOT's Bureau of Transportation Information office at 785-296-3585, or send an e-mail to publicinfo@ksdot.org.

According to Senate Bill 357 from the 2007 legislative session, state agencies should only print a limited number of paper copies of annual reports for those individuals who request paper copies and copies that would be needed for historical and archival purposes.

NOTE: This information is available in alternative accessible formats. To obtain an alternative format, contact Transportation Information, Eisenhower Building, 700 SW Harrison, 2nd Floor West, Topeka, Kan., 66603-3754, or (785) 296-3585 (Voice)/Hearing Impaired - 711.

