



**Federal Transit Administration**  
901 Locust Street, Suite 404  
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816-329-3921 (fax)

**Federal Highway Administration**  
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Topeka, KS 66614-4271  
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**U.S. Department of Transportation**

July 11, 2016

Jerome T. Younger, P.E.  
Deputy Secretary and  
State Transportation Engineer  
Kansas Department of Transportation  
Topeka, KS 66603

Subject: FHWA/FTA Approval of an  
Amendment to the FY 2016-2019  
Kansas STIP

Dear Mr. Younger:

As requested by your July 7, 2016 letter, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have reviewed the proposed Amendment #6 to the FY 2016-2019 Kansas Statewide Transportation Improvement Program (STIP).

Based on our review, we find that this STIP Amendment is based on a statewide transportation planning process that substantially meets the requirements of 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, and 23 CFR 450. We also find that the referenced revisions to the metropolitan Transportation Improvement Programs (TIP) are consistent with the metropolitan transportation plans produced by the continuing, cooperative, and comprehensive transportation process carried out by the Metropolitan Planning Organization, the Kansas Department of Transportation (KDOT), and the public transportation operators in accordance with 23 U.S.C. 134 and 49 U.S.C. 5303.

This STIP Amendment is hereby approved.

If you have any questions or need additional information, please contact Paul Foundoukis of FHWA at (785) 273-2655 or Daniel Nguyen of FTA at (816) 329-3938.

Sincerely yours,

Mokhtee Ahmad  
Regional Administrator  
Federal Transit Administration

Richard E. Backlund, AICP  
Division Administrator  
Federal Highway Administration

Dwight D. Eisenhower State Office Building  
700 S.W. Harrison Street  
Topeka, KS 66603-3745

Mike King, Secretary  
Jerome T. Younger, P.E.,  
Deputy Secretary and  
State Transportation Engineer



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Sam Brownback, Governor

July 7, 2016

Mr. Mokhtee Ahmad  
Region Administrator  
FTA, Region VII  
901 Locust St., Suite 404  
Kansas City, MO 64106

Mr. Richard Backlund  
Division Administrator  
FHWA, Kansas Division  
6111 SW 29<sup>th</sup> St., Suite 100  
Topeka, KS 66611-2237

Dear Messrs. Ahmad and Backlund

RE: Amendment #6 to the 2016-2019 STIP

The Kansas Department of Transportation (KDOT) has approved an amendment to the Kansas 2016-2019 Statewide Transportation Improvement Program (STIP) which includes projects within the Lawrence and Topeka metropolitan areas, along with projects outside of the metropolitan areas. These items are enclosed for your review.

We are requesting your concurrence and approval of this amendment to the 2016-2019 STIP.

The public involvement activities conducted by the Lawrence-Douglas County Metropolitan Planning Organization (L-DCMPO) and the Metropolitan Topeka Planning Organization (MTPO) for the Transportation Improvement Program (TIP) serve to satisfy the requirements of 23 CFR §450.324.

Please forward any questions or comments regarding projects outside the metropolitan areas to Susie Lovelady, Bureau of Program and Project Management, at (785) 296-0281; and projects within the metropolitan areas to Allison Smith, Bureau of Transportation Planning, at (785) 296-0341.

Sincerely,

Jerome T. Younger, P.E.  
Deputy Secretary and  
State Transportation Engineer

Enclosures: 2016 July STIP Amendment List of Projects  
2016 STIP Amendment Cash Flow Report  
L-DCMPO 2015-2019 TIP Amendment Approval Request Letter  
MTPO 2015-2018 TIP Amendment Approval Request Letters and Related Documents

Messrs. Ahmad and Backlund

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July 7, 2016

cc: Mark Bechtel, FTA Region VII, Team Leader  
Daniel Nguyen, FTA Region VII, Community Planner  
Jeremiah Schuler, FTA Region VII, Community Planner  
Paul Foundoukis, FHWA-KS, Community Planner  
Davonna Moore, KDOT Transportation Planning  
Cory Davis, KDOT Transportation Planning  
Mike Spadafore, KDOT Transportation Planning  
Allison Smith, KDOT Transportation Planning  
Rene Hart, KDOT Transportation Planning  
Tod Salfrank, KDOT Local Projects  
Crystal Madrid, KDOT Local Projects  
David Marten, KDOT Local Projects  
Susie Lovelady, KDOT Program and Project Management  
Linda Fritton, KDOT Program and Project Management

JULY STIP AMENDMENT  
FEDERAL FISCAL YEAR 2016-2019 STIP

COUNTY	ROUTE	COUNTY	KDOT PROJECT NUMBER	DESCRIPTION	WORK TYPE	LENGTH (Miles)	F/A PROJECT NUMBER	FUND CAT CODE	PRO- RATA	WORK PHASE ESTIMATE (\$1,000's)	FUNDS EXPECTED		PLANNED YEAR OBLIGATION
											WORK PHASE	OBLIGATE (\$1,000's)	
Chg Cost		POTTAWATOMIE	C-4593-01	Flush Rd N of John Scott Rd Intersection	GRSU	0.2	C459(301)	HRRR	90.00	\$350	\$315	CONST	2016
Chg Cost		POTTAWATOMIE	C-4593-01	Flush Rd N of John Scott Rd Intersection	GRSU	0.2	C459(301)	C0075	10.00	\$350	\$35	CONST	2016
Chg FF		REPUBLIC	C-4618-01	Br over Republican Rv 1 Mi S & 1 Mi W of Republic	BRRPL	0.0	C461(801)	STP	80.00	\$1,733	\$1,387	CONST	2016
Chg FF		REPUBLIC	C-4618-01	Br over Republican Rv 1 Mi S & 1 Mi W of Republic	BRRPL	0.0	C461(801)	BRO	80.00	\$146	\$117	CONST	2016
Chg FF		REPUBLIC	C-4618-01	Br over Republican Rv 1 Mi S & 1 Mi W of Republic	BRRPL	0.0	C461(801)	U0079	20.00	\$1,879	\$376	CONST	2016
Chg Dscrp		MORTON	C-4686-01	Signing on Various Major Collectors in Morton Co	SIGN	0.0	C468(602)	HSIP	100.00	\$107	\$107	CONST	2016
Chg FF		JEFFERSON	C-4700-01	Local Rd over Crooked Cr 4.5 Mi E of Nortonville	BRRPL	0.0	C470(001)	BRO	80.00	\$11	\$9	CONST	2016
Chg FF		JEFFERSON	C-4700-01	Local Rd over Crooked Cr 4.5 Mi E of Nortonville	BRRPL	0.0	C470(001)	STP	80.00	\$667	\$534	CONST	2016
Chg FF		JEFFERSON	C-4700-01	Local Rd over Crooked Cr 4.5 Mi E of Nortonville	BRRPL	0.0	C470(001)	C0044	20.00	\$678	\$136	CONST	2016
Chg Cost		BARTON	C-4702-01	2.7 Mi E of Great Bend	BRRPL	0.0	C470(201)	STP	80.00	\$850	\$680	CONST	2016
Chg Cost		BARTON	C-4702-01	2.7 Mi E of Great Bend	BRRPL	0.0	C470(201)	C0005	20.00	\$850	\$170	CONST	2016
Chg Cost		ATCHISON	C-4706-01	Local Rd over Trib to MO Rv 2.5 Mi S & .5 Mi E of Atchison	BRRPL	0.0	C470(601)	STP	80.00	\$756	\$605	CONST	2016
Chg Cost		ATCHISON	C-4706-01	Local Rd over Trib to MO Rv 2.5 Mi S & .5 Mi E of Atchison	BRRPL	0.0	C470(601)	C0003	20.00	\$756	\$151	CONST	2016
Move In		RICE	C-4815-01	Signing on Major Collectors in Rice Co	SIGN	0.0	C481(501)	HSIP	100.00	\$93	\$93	CONST	2016
Chg FF	US-59	ATCHISON	K-8238-02	Amelia Earhart Br over the Missouri Rv in Atchison	BRRPL	0.6	K823(803)	KS/MO	100.00	\$29,155	\$29,155	CONST	2016
Chg FF	US-59	ATCHISON	K-8238-02	Amelia Earhart Br over the Missouri Rv in Atchison	BRRPL	0.6	K823(803)	BRF	100.00	\$28,070	\$28,070	CONST	2016
Chg FF	US-59	ATCHISON	K-8238-02	Amelia Earhart Br over the Missouri Rv in Atchison	BRRPL	0.6	K823(803)	NHPP	100.00	\$11,299	\$11,299	CONST	2016
Chg FF	US-59	ATCHISON	K-8238-02	Amelia Earhart Br over the Missouri Rv in Atchison	BRRPL	0.6	K823(802)	HPP	100.00	\$2,003	\$2,003	PE	2016
Chg FF	US-59	ATCHISON	K-8238-02	Amelia Earhart Br over the Missouri Rv in Atchison	BRRPL	0.6	K823(802)	KS/MO	100.00	\$1,808	\$1,808	PE	2016
Chg FF	US-59	ATCHISON	K-8238-02	Amelia Earhart Br over the Missouri Rv in Atchison	BRRPL	0.6	K823(802)	BRF	100.00	\$42	\$42	PE	2016
Chg FF	US-59	ATCHISON	K-8238-02	Amelia Earhart Br over the Missouri Rv in Atchison	BRRPL	0.6	K823(802)	NHPP	100.00	\$582	\$582	PE	2016
Chg FF	US-59	ATCHISON	K-8238-02	Amelia Earhart Br over the Missouri Rv in Atchison	BRRPL	0.6	K823(803)	HPP	100.00	\$5,007	\$5,007	ROW	2016
Chg FF	US-59	ATCHISON	K-8238-02	Amelia Earhart Br over the Missouri Rv in Atchison	BRRPL	0.6	K823(803)	KS/MO	100.00	\$1	\$1	ROW	2016
Chg FF	US-59	ATCHISON	K-8238-02	Amelia Earhart Br over the Missouri Rv in Atchison	BRRPL	0.6	K823(803)	BRF	100.00	\$3,887	\$3,887	ROW	2016
Chg FF	US-59	ATCHISON	K-8238-02	Amelia Earhart Br over the Missouri Rv in Atchison	BRRPL	0.6	K823(803)	NHPP	100.00	\$2,471	\$2,471	ROW	2016
Chg FF	US-59	ATCHISON	K-8238-02	Amelia Earhart Br over the Missouri Rv in Atchison	BRRPL	0.6	K823(802)	KS/MO	100.00	\$8	\$8	UTIL	2016
Chg FF	US-59	ATCHISON	K-8238-02	Amelia Earhart Br over the Missouri Rv in Atchison	BRRPL	0.6	K823(802)	BRF	100.00	\$1,092	\$1,092	UTIL	2016
Chg FF	US-59	ATCHISON	K-8238-02	Amelia Earhart Br over the Missouri Rv in Atchison	BRRPL	0.6	K823(802)	NHPP	100.00	\$287	\$287	UTIL	2016
Chg FF	US-54	KINGMAN	K-8244-10	3.2 Mi W of K-14 W Jct E to 1 Mi W of K-14 W Jct	GRBRS	2.2	K824(410)	NHS	100.00	\$7,453	\$7,453	CONST	2016
Chg FF	US-54	KINGMAN	K-8244-10	3.2 Mi W of K-14 W Jct E to 1 Mi W of K-14 W Jct	GRBRS	2.2	K824(410)	NHPP	100.00	\$3,510	\$3,510	CONST	2016
Chg FF	US-54	KINGMAN	K-8244-10	3.2 Mi W of K-14 W Jct E to 1 Mi W of K-14 W Jct	GRBRS	2.2	K824(410)	K	100.00	\$65	\$65	CONST	2016
Chg FF	K-143	SALINE	KA-0036-01	K-143 over Mulberry Cr Drng .5 Mi N of Jct US-40/K-143	BRRPL	0.0	A003(601)	BRF	100.00	\$941	\$941	CONST	2016
Chg FF	K-143	SALINE	KA-0036-01	K-143 over Mulberry Cr Drng .5 Mi N of Jct US-40/K-143	BRRPL	0.0	A003(601)	STP	100.00	\$296	\$296	CONST	2016
Chg FF	K-143	SALINE	KA-0036-01	K-143 over Mulberry Cr Drng .5 Mi N of Jct US-40/K-143	BRRPL	0.0	A003(601)	K	100.00	\$11	\$11	CONST	2016
Chg FF	K-143	SALINE	KA-0036-01	K-143 over Mulberry Cr Drng .5 Mi N of Jct US-40/K-143	BRRPL	0.0	A003(601)	BRF	100.00	\$244	\$244	PE	2016
Chg FF	K-143	SALINE	KA-0036-01	K-143 over Mulberry Cr Drng .5 Mi N of Jct US-40/K-143	BRRPL	0.0	A003(601)	K	100.00	\$3	\$3	PE	2016
Chg FF	K-143	SALINE	KA-0036-01	K-143 over Mulberry Cr Drng .5 Mi N of Jct US-40/K-143	BRRPL	0.0	A003(601)	K	100.00	\$48	\$48	ROW	2016
Chg FF	K-143	SALINE	KA-0036-01	K-143 over Mulberry Cr Drng .5 Mi N of Jct US-40/K-143	BRRPL	0.0	A003(601)	K	100.00	\$1	\$1	UTIL	2016
Chg FF	I-70	ELLSWORTH	KA-0730-01	.745 Mi W of K-14 (E Jct) E to EW/LC Co Ln	GRBRS	7.0	0704(085)	NHPP	100.00	\$11,029	\$11,029	CONST	2016
Chg FF	I-70	ELLSWORTH	KA-0730-01	.745 Mi W of K-14 (E Jct) E to EW/LC Co Ln	GRBRS	7.0	0704(085)	K	100.00	\$200	\$200	CONST	2016
Chg FF	I-70	ELLSWORTH	KA-0730-01	.745 Mi W of K-14 (E Jct) E to EW/LC Co Ln	GRBRS	7.0	0704(085)	NHPP	100.00	\$241	\$241	PE	2016
Chg FF	I-70	ELLSWORTH	KA-0730-01	.745 Mi W of K-14 (E Jct) E to EW/LC Co Ln	GRBRS	7.0	0704(085)	K	100.00	\$5	\$5	PE	2016

JULY STIP AMENDMENT  
FEDERAL FISCAL YEAR 2016-2019 STIP

COUNTY	ROUTE	COUNTY	KDOT PROJECT NUMBER	DESCRIPTION	WORK TYPE	LENGTH (Miles)	F/A PROJECT NUMBER	FUND CAT CODE	PRO- RATA	FUNDS		WORK PHASE	PLANNED YEAR OBLIGATION
										WORK PHASE ESTIMATE (\$1,000's)	TO EXPECTED OBLIGATE (\$1,000's)		
Move In	US-69	BOURBON	KA-1553-02	BB/CR Co Ln N to 2L/4L Section	GRBRS	6.0	A155(302)	ACNHP	80.00	\$28,480	\$22,784	CONST	2016
Move In	US-69	BOURBON	KA-1553-02	BB/CR Co Ln N to 2L/4L Section	GRBRS	6.0	A155(302)	K	20.00	\$28,480	\$5,696	CONST	2016
Move In	US-69	BOURBON	KA-1553-02	BB/CR Co Ln N to 2L/4L Section	GRBRS	6.0	A155(302)	NHPP	80.00	\$28,480	\$22,784	CONST	2019
Move In	US-69	BOURBON	KA-1553-02	BB/CR Co Ln N to 2L/4L Section	GRBRS	6.0	A155(302)	ACNHP	80.00	\$2,903	\$2,322	PE	2016
Move In	US-69	BOURBON	KA-1553-02	BB/CR Co Ln N to 2L/4L Section	GRBRS	6.0	A155(302)	K	20.00	\$2,903	\$581	PE	2016
Move In	US-69	BOURBON	KA-1553-02	BB/CR Co Ln N to 2L/4L Section	GRBRS	6.0	A155(302)	NHPP	80.00	\$2,903	\$2,322	PE	2019
Move In	US-69	BOURBON	KA-1553-02	BB/CR Co Ln N to 2L/4L Section	GRBRS	6.0	A155(302)	K	100.00	\$500	\$500	ROW	2016
Move In	US-69	BOURBON	KA-1553-02	BB/CR Co Ln N to 2L/4L Section	GRBRS	6.0	A155(302)	ACNHP	80.00	\$500	\$400	UTIL	2016
Move In	US-69	BOURBON	KA-1553-02	BB/CR Co Ln N to 2L/4L Section	GRBRS	6.0	A155(302)	K	20.00	\$500	\$100	UTIL	2016
Move In	US-69	BOURBON	KA-1553-02	BB/CR Co Ln N to 2L/4L Section	GRBRS	6.0	A155(302)	NHPP	80.00	\$500	\$400	UTIL	2019
Chg Cost	US-56	BARTON	KA-2051-01/02	Bridge #5, 6 Mi E of US-56/K-156 Jct and the City of Ellinwood	BRRPL	1.7	A205(101)	ACNHP	80.00	\$16,000	\$12,800	CONST	2016
Chg Cost	US-56	BARTON	KA-2051-01/02	Bridge #5, 6 Mi E of US-56/K-156 Jct and the City of Ellinwood	BRRPL	1.7	A205(101)	K	20.00	\$16,000	\$3,200	CONST	2016
Chg Cost	US-56	BARTON	KA-2051-01/02	Bridge #5, 6 Mi E of US-56/K-156 Jct and the City of Ellinwood	BRRPL	1.7	A205(101)	NHPP	80.00	\$16,000	\$12,800	CONST	2018
Chg FF	K-20	BROWN	KA-2054-01	K-27 over S Frk Wolf Rv 3.95 Mi NE of E Jct US-73/K-20	BRRPL	0.0	A205(401)	STP	100.00	\$1,618	\$1,618	CONST	2016
Chg FF	K-20	BROWN	KA-2054-01	K-27 over S Frk Wolf Rv 3.95 Mi NE of E Jct US-73/K-20	BRRPL	0.0	A205(401)	K	100.00	\$17	\$17	CONST	2016
Chg FF	K-20	BROWN	KA-2054-01	K-27 over S Frk Wolf Rv 3.95 Mi NE of E Jct US-73/K-20	BRRPL	0.0	A205(401)	STP	100.00	\$172	\$172	PE	2016
Chg FF	K-20	BROWN	KA-2054-01	K-27 over S Frk Wolf Rv 3.95 Mi NE of E Jct US-73/K-20	BRRPL	0.0	A205(401)	K	100.00	\$12	\$12	PE	2016
Chg FF	K-20	BROWN	KA-2054-01	K-27 over S Frk Wolf Rv 3.95 Mi NE of E Jct US-73/K-20	BRRPL	0.0	A205(401)	K	100.00	\$50	\$50	ROW	2016
Chg FF	K-20	BROWN	KA-2054-01	K-27 over S Frk Wolf Rv 3.95 Mi NE of E Jct US-73/K-20	BRRPL	0.0	A205(401)	STP	100.00	\$48	\$48	UTIL	2016
Chg FF	K-99	ELK	KA-2060-01	K-99 over S Frk Wildcat Cr 2.1 Mi N of EK/CQ Co Ln	BRRPL	0.0	A206(001)	STP	100.00	\$804	\$804	CONST	2016
Chg FF	K-99	ELK	KA-2060-01	K-99 over S Frk Wildcat Cr 2.1 Mi N of EK/CQ Co Ln	BRRPL	0.0	A206(001)	K	100.00	\$30	\$30	CONST	2016
Chg FF	K-99	ELK	KA-2060-01	K-99 over S Frk Wildcat Cr 2.1 Mi N of EK/CQ Co Ln	BRRPL	0.0	A206(001)	STP	100.00	\$222	\$222	PE	2016
Chg FF	K-99	ELK	KA-2060-01	K-99 over S Frk Wildcat Cr 2.1 Mi N of EK/CQ Co Ln	BRRPL	0.0	A206(001)	K	100.00	\$2	\$2	PE	2016
Chg FF	K-99	ELK	KA-2060-01	K-99 over S Frk Wildcat Cr 2.1 Mi N of EK/CQ Co Ln	BRRPL	0.0	A206(001)	K	100.00	\$11	\$11	ROW	2016
Chg FF	K-99	ELK	KA-2060-01	K-99 over S Frk Wildcat Cr 2.1 Mi N of EK/CQ Co Ln	BRRPL	0.0	A206(001)	STP	100.00	\$2	\$2	UTIL	2016
Chg FF	K-99	ELK	KA-2060-01	K-99 over S Frk Wildcat Cr 2.1 Mi N of EK/CQ Co Ln	BRRPL	0.0	A206(001)	K	100.00	\$2	\$2	UTIL	2016
Chg FF	K-94	FORD	KA-2061-01	K-94 over W Frk Rattlesnake Cr 2.11 Mi S of US-54	BRRPL	0.0	A206(101)	STP	100.00	\$524	\$524	CONST	2016
Chg FF	K-94	FORD	KA-2061-01	K-94 over W Frk Rattlesnake Cr 2.11 Mi S of US-54	BRRPL	0.0	A206(101)	K	100.00	\$8	\$8	CONST	2016
Chg FF	K-94	FORD	KA-2061-01	K-94 over W Frk Rattlesnake Cr 2.11 Mi S of US-54	BRRPL	0.0	A206(101)	STP	100.00	\$126	\$126	PE	2016
Chg FF	K-94	FORD	KA-2061-01	K-94 over W Frk Rattlesnake Cr 2.11 Mi S of US-54	BRRPL	0.0	A206(101)	K	100.00	\$3	\$3	PE	2016
Chg FF	K-94	FORD	KA-2061-01	K-94 over W Frk Rattlesnake Cr 2.11 Mi S of US-54	BRRPL	0.0	A206(101)	K	100.00	\$16	\$16	ROW	2016
Chg FF	K-94	FORD	KA-2061-01	K-94 over W Frk Rattlesnake Cr 2.11 Mi S of US-54	BRRPL	0.0	A206(101)	STP	100.00	\$22	\$22	UTIL	2016
Chg FF	US-24	POTTAWATOMIE	KA-2081-01	US-24 over College Cr .54 Mi E of K-63	BRRPL	0.0	A208(101)	STP	100.00	\$924	\$924	CONST	2016
Chg FF	US-24	POTTAWATOMIE	KA-2081-01	US-24 over College Cr .54 Mi E of K-63	BRRPL	0.0	A208(101)	K	100.00	\$6	\$6	CONST	2016
Chg FF	US-24	POTTAWATOMIE	KA-2081-01	US-24 over College Cr .54 Mi E of K-63	BRRPL	0.0	A208(101)	STP	100.00	\$231	\$231	PE	2016
Chg FF	US-24	POTTAWATOMIE	KA-2081-01	US-24 over College Cr .54 Mi E of K-63	BRRPL	0.0	A208(101)	K	100.00	\$1	\$1	PE	2016
Chg FF	US-24	POTTAWATOMIE	KA-2081-01	US-24 over College Cr .54 Mi E of K-63	BRRPL	0.0	A208(101)	K	100.00	\$25	\$25	ROW	2016
Chg FF	K-27	WALLACE	KA-2091-01	K-27 over S Frk Ladder Cr .87 Mi N of Greeley Co Ln	GRBRS	0.9	A209(101)	CMQ	100.00	\$2,567	\$2,567	CONST	2016
Chg FF	K-27	WALLACE	KA-2091-01	K-27 over S Frk Ladder Cr .87 Mi N of Greeley Co Ln	GRBRS	0.9	A209(101)	K	100.00	\$45	\$45	CONST	2016
Chg FF	K-27	WALLACE	KA-2091-01	K-27 over S Frk Ladder Cr .87 Mi N of Greeley Co Ln	GRBRS	0.9	A209(101)	CMQ	100.00	\$320	\$320	PE	2016
Chg FF	K-27	WALLACE	KA-2091-01	K-27 over S Frk Ladder Cr .87 Mi N of Greeley Co Ln	GRBRS	0.9	A209(101)	K	100.00	\$10	\$10	PE	2016
Chg FF	K-27	WALLACE	KA-2091-01	K-27 over S Frk Ladder Cr .87 Mi N of Greeley Co Ln	GRBRS	0.9	A209(101)	K	100.00	\$82	\$82	ROW	2016



JULY STIP AMENDMENT  
FEDERAL FISCAL YEAR 2016-2019 STIP

COUNTY	ROUTE	COUNTY	KDOT PROJECT NUMBER	DESCRIPTION	WORK TYPE	LENGTH (Miles)	F/A PROJECT NUMBER	FUND CAT CODE	PRO- RATA	FUNDS EXPECTED		WORK PHASE	PLANNED YEAR OBLIGATION
										WORK PHASE ESTIMATE (\$1,000's)	TO OBLIGATE (\$1,000's)		
Chg FF	K-27	WALLACE	KA-2091-01	K-27 over S Frk Ladder Cr .87 Mi N of Greeley Co Ln	GRBRS	0.9	A209(101)	CMQ	100.00	\$46	\$46	UTIL	2016
Add	K-23	GOVE	KA-3082-01	Brs #27 & #28 3.78 & 6.64 Mi N of 4th St in the City of Gove	BRRPL	0.0	A308(201)	ACSTP	80.00	\$2,006	\$1,605	CONST	2016
Add	K-23	GOVE	KA-3082-01	Brs #27 & #28 3.78 & 6.64 Mi N of 4th St in the City of Gove	BRRPL	0.0	A308(201)	K	20.00	\$2,006	\$401	CONST	2016
Add	K-23	GOVE	KA-3082-01	Brs #27 & #28 3.78 & 6.64 Mi N of 4th St in the City of Gove	BRRPL	0.0	A308(201)	STP	80.00	\$2,006	\$1,605	CONST	2022
Add	K-23	GOVE	KA-3082-01	Brs #27 & #28 3.78 & 6.64 Mi N of 4th St in the City of Gove	BRRPL	0.0	A308(201)	ACSTP	80.00	\$200	\$160	PE	2016
Add	K-23	GOVE	KA-3082-01	Brs #27 & #28 3.78 & 6.64 Mi N of 4th St in the City of Gove	BRRPL	0.0	A308(201)	K	20.00	\$200	\$40	PE	2016
Add	K-23	GOVE	KA-3082-01	Brs #27 & #28 3.78 & 6.64 Mi N of 4th St in the City of Gove	BRRPL	0.0	A308(201)	STP	80.00	\$200	\$160	PE	2022
Add	K-23	GOVE	KA-3082-01	Brs #27 & #28 3.78 & 6.64 Mi N of 4th St in the City of Gove	BRRPL	0.0	A308(201)	K	100.00	\$15	\$15	ROW	2016
Add	K-23	GOVE	KA-3082-01	Brs #27 & #28 3.78 & 6.64 Mi N of 4th St in the City of Gove	BRRPL	0.0	A308(201)	ACSTP	80.00	\$15	\$12	UTIL	2016
Add	K-23	GOVE	KA-3082-01	Brs #27 & #28 3.78 & 6.64 Mi N of 4th St in the City of Gove	BRRPL	0.0	A308(201)	K	20.00	\$15	\$3	UTIL	2016
Add	K-23	GOVE	KA-3082-01	Brs #27 & #28 3.78 & 6.64 Mi N of 4th St in the City of Gove	BRRPL	0.0	A308(201)	STP	80.00	\$15	\$12	UTIL	2022
Add	K-61	RENO	KA-3105-01	K-61 over N Frk Ninnescah Rv 1.678 Mi NE of K-61/K-11 Jct	BRRPL	0.0	A310(501)	ACNHP	80.00	\$1,787	\$1,430	CONST	2016
Add	K-61	RENO	KA-3105-01	K-61 over N Frk Ninnescah Rv 1.678 Mi NE of K-61/K-11 Jct	BRRPL	0.0	A310(501)	K	20.00	\$1,787	\$357	CONST	2016
Add	K-61	RENO	KA-3105-01	K-61 over N Frk Ninnescah Rv 1.678 Mi NE of K-61/K-11 Jct	BRRPL	0.0	A310(501)	NHPP	80.00	\$1,787	\$1,430	CONST	2022
Add	K-61	RENO	KA-3105-01	K-61 over N Frk Ninnescah Rv 1.678 Mi NE of K-61/K-11 Jct	BRRPL	0.0	A310(501)	ACNHP	80.00	\$210	\$168	PE	2016
Add	K-61	RENO	KA-3105-01	K-61 over N Frk Ninnescah Rv 1.678 Mi NE of K-61/K-11 Jct	BRRPL	0.0	A310(501)	K	20.00	\$210	\$42	PE	2016
Add	K-61	RENO	KA-3105-01	K-61 over N Frk Ninnescah Rv 1.678 Mi NE of K-61/K-11 Jct	BRRPL	0.0	A310(501)	NHPP	80.00	\$210	\$168	PE	2022
Add	K-61	RENO	KA-3105-01	K-61 over N Frk Ninnescah Rv 1.678 Mi NE of K-61/K-11 Jct	BRRPL	0.0	A310(501)	ACNHP	80.00	\$30	\$24	UTIL	2016
Add	K-61	RENO	KA-3105-01	K-61 over N Frk Ninnescah Rv 1.678 Mi NE of K-61/K-11 Jct	BRRPL	0.0	A310(501)	K	20.00	\$30	\$6	UTIL	2016
Add	K-61	RENO	KA-3105-01	K-61 over N Frk Ninnescah Rv 1.678 Mi NE of K-61/K-11 Jct	BRRPL	0.0	A310(501)	NHPP	80.00	\$30	\$24	UTIL	2022
Add	US-56	PAWNEE	KA-3265-01	From WCL of Garfield NE to ECL of Garfield	MILOV	0.9	A326(501)	RPS	80.00	\$2,506	\$2,005	CONST	2019
Add	US-56	PAWNEE	KA-3265-01	From WCL of Garfield NE to ECL of Garfield	MILOV	0.9	A326(501)	K	20.00	\$2,506	\$501	CONST	2019
Add	US-56	PAWNEE	KA-3265-01	From WCL of Garfield NE to ECL of Garfield	MILOV	0.9	A326(501)	K	20.00	\$4,006	\$801	CONST	2019
Add	US-56	PAWNEE	KA-3265-01	From WCL of Garfield NE to ECL of Garfield	MILOV	0.9	A326(501)	ACNHP	80.00	\$4,006	\$3,205	CONST	2019
Add	US-56	PAWNEE	KA-3265-01	From WCL of Garfield NE to ECL of Garfield	MILOV	0.9	A326(501)	NHPP	80.00	\$4,006	\$3,205	CONST	2021
Add	US-56	PAWNEE	KA-3265-01	From WCL of Garfield NE to ECL of Garfield	MILOV	0.9	A326(501)	K	100.00	\$380	\$380	PE	2016
Add	US-56	PAWNEE	KA-3265-01	From WCL of Garfield NE to ECL of Garfield	MILOV	0.9	A326(501)	K	100.00	\$63	\$63	ROW	2016
Add	US-56	PAWNEE	KA-3265-01	From WCL of Garfield NE to ECL of Garfield	MILOV	0.9	A326(501)	K	100.00	\$63	\$63	UTIL	2018
Add	K-49	SUMNER	KA-3886-01	K-49 over Chikaskia Rv Drng 6.11 Mi N of US-81	BRRPL	0.0	A388(601)	ACSTP	80.00	\$917	\$734	CONST	2016
Add	K-49	SUMNER	KA-3886-01	K-49 over Chikaskia Rv Drng 6.11 Mi N of US-81	BRRPL	0.0	A388(601)	K	20.00	\$917	\$183	CONST	2016
Add	K-49	SUMNER	KA-3886-01	K-49 over Chikaskia Rv Drng 6.11 Mi N of US-81	BRRPL	0.0	A388(601)	STP	80.00	\$917	\$734	CONST	2022
Add	K-49	SUMNER	KA-3886-01	K-49 over Chikaskia Rv Drng 6.11 Mi N of US-81	BRRPL	0.0	A388(601)	ACSTP	80.00	\$220	\$176	PE	2016
Add	K-49	SUMNER	KA-3886-01	K-49 over Chikaskia Rv Drng 6.11 Mi N of US-81	BRRPL	0.0	A388(601)	K	20.00	\$220	\$44	PE	2016
Add	K-49	SUMNER	KA-3886-01	K-49 over Chikaskia Rv Drng 6.11 Mi N of US-81	BRRPL	0.0	A388(601)	STP	80.00	\$220	\$176	PE	2022
Add	K-49	SUMNER	KA-3886-01	K-49 over Chikaskia Rv Drng 6.11 Mi N of US-81	BRRPL	0.0	A388(601)	K	100.00	\$25	\$25	ROW	2016
Add	K-49	SUMNER	KA-3886-01	K-49 over Chikaskia Rv Drng 6.11 Mi N of US-81	BRRPL	0.0	A388(601)	ACSTP	80.00	\$12	\$10	UTIL	2016
Add	K-49	SUMNER	KA-3886-01	K-49 over Chikaskia Rv Drng 6.11 Mi N of US-81	BRRPL	0.0	A388(601)	K	20.00	\$12	\$2	UTIL	2016
Add	K-49	SUMNER	KA-3886-01	K-49 over Chikaskia Rv Drng 6.11 Mi N of US-81	BRRPL	0.0	A388(601)	STP	80.00	\$12	\$10	UTIL	2022
Chg Scope/Cost		CRAWFORD	TE-0406-01	South Rose Ave in Pittsburg	GRSU	0.9	T040(601)	TA	70.00	\$943	\$660	CONST	2016
Chg Scope/Cost		CRAWFORD	TE-0406-01	South Rose Ave in Pittsburg	GRSU	0.9	T040(601)	U0570	30.00	\$943	\$283	CONST	2016
Chg Scope/Cost		CRAWFORD	TE-0406-01	South Rose Ave in Pittsburg	GRSU	0.9	T040(601)	U0570	100.00	\$3,427	\$3,427	CONST	2016
Chg Cost		MCPHERSON	TE-0410-01	Ped/Bike Path in the City of McPherson	PEDBI	0.0	T041(001)	TA	60.00	\$505	\$303	CONST	2016

JULY STIP AMENDMENT  
FEDERAL FISCAL YEAR 2016-2019 STIP

COUNTY	ROUTE	COUNTY	KDOT PROJECT NUMBER	DESCRIPTION	WORK TYPE	LENGTH (Miles)	F/A PROJECT NUMBER	FUND CAT CODE	PRO- RATA	WORK PHASE ESTIMATE (\$1,000's)	FUNDS		PLANNED YEAR OBLIGATION
											TO OBLIGATE (\$1,000's)	WORK PHASE	
Chg Cost		MCPHERSON	TE-0410-01	Ped/Bike Path in the City of McPherson	PEDBI	0.0	T041(001)	U0480	40.00	\$505	\$202	CONST	2016
Chg Cost		MCPHERSON	TE-0410-01	Ped/Bike Path in the City of McPherson	PEDBI	0.0	T041(001)	U0480	100.00	\$502	\$502	CONST	2016
Chg Cost		EDWARDS	U-0233-01	Colony Ave over Coon Cr 150' S of US-50 in Kinsley	BRRPL	0.0	U023(301)	STP	80.00	\$422	\$338	CONST	2016
Chg Cost		EDWARDS	U-0233-01	Colony Ave over Coon Cr 150' S of US-50 in Kinsley	BRRPL	0.0	U023(301)	C0024	20.00	\$422	\$84	CONST	2016
Chg Cost		BOURBON	U-0476-01	Sidewalk & Pedestrian Improvements in Fort Scott	PEDBI	0.0	U047(601)	TA	80.00	\$250	\$200	CONST	2017
Chg Cost		BOURBON	U-0476-01	Sidewalk & Pedestrian Improvements in Fort Scott	PEDBI	0.0	U047(601)	U0210	20.00	\$250	\$50	CONST	2017
Chg Cost		BOURBON	U-0476-01	Sidewalk & Pedestrian Improvements in Fort Scott	PEDBI	0.0	U047(601)	U0210	100.00	\$244	\$244	CONST	2017
Add		MARSHALL	U-2303-01	Safe Routes to School Marysville USD 364	PE	0.0	U230(301)	SRTS	80.00	\$5	\$4	PE	2016
Add		MARSHALL	U-2303-01	Safe Routes to School Marysville USD 364	PE	0.0	U230(301)	U0470	20.00	\$5	\$1	PE	2016
Add		MONTGOMERY	U-2304-01	Safe Routes to School in the City of Coffeyville	PE	0.0	U230(401)	SRTS	80.00	\$15	\$12	PE	2016
Add		MONTGOMERY	U-2304-01	Safe Routes to School in the City of Coffeyville	PE	0.0	U230(401)	U0130	20.00	\$15	\$3	PE	2016
Chg FF/Cnvrt AC		CRAWFORD	X-2937-01	SK&O RR Xing & N Free Kings Hwy NE of Pittsburg	FLTSG	0.0	X293(701)	RRP	100.00	\$225	\$225	CONST	2016
Chg Cost		HARPER	X-2947-01	BNSF RR Xing & NW 80 Ave 2 Mi NE of Attica	FLTSG	0.0	X294(701)	ACHSP	100.00	\$673	\$673	CONST	2016
Chg Cost		HARPER	X-2947-01	BNSF RR Xing & NW 80 Ave 2 Mi NE of Attica	FLTSG	0.0	X294(701)	HSIP	100.00	\$673	\$673	CONST	2016
Add		DICKINSON	X-2974-01	BNSF RR Xing & 3400 Ave at Manchester	FLTSG	0.0	X297(401)	ACHSP	100.00	\$251	\$251	CONST	2016
Add		DICKINSON	X-2974-01	BNSF RR Xing & 3400 Ave at Manchester	FLTSG	0.0	X297(401)	HSIP	100.00	\$251	\$251	CONST	2017
Add		CLAY	X-2975-01	BNSF RR Xing & Cherokee Rd 2 Mi N of Longford	FLTSG	0.0	X297(501)	ACHSP	100.00	\$351	\$351	CONST	2016
Add		CLAY	X-2975-01	BNSF RR Xing & Cherokee Rd 2 Mi N of Longford	FLTSG	0.0	X297(501)	HSIP	100.00	\$351	\$351	CONST	2017
Add		CLOUD	X-2976-01	BNSF RR Xing & W Ash St at Miltonvale	FLTSG	0.0	X297(601)	ACHSP	100.00	\$251	\$251	CONST	2016
Add		CLOUD	X-2976-01	BNSF RR Xing & W Ash St at Miltonvale	FLTSG	0.0	X297(601)	HSIP	100.00	\$251	\$251	CONST	2017
Add		CLOUD	X-2977-01	BNSF RR Xing & Rock Rd SE of Concordia	FLTSG	0.0	X297(701)	ACHSP	100.00	\$276	\$276	CONST	2016
Add		CLOUD	X-2977-01	BNSF RR Xing & Rock Rd SE of Concordia	FLTSG	0.0	X297(701)	HSIP	100.00	\$276	\$276	CONST	2017
Add	K-99	ELK	X-2978-01	SK&O RR Xing & K-99 Near Moline in Elk Co	FLTSG	0.0	X297(801)	ACHSP	100.00	\$201	\$201	CONST	2016
Add	K-99	ELK	X-2978-01	SK&O RR Xing & K-99 Near Moline in Elk Co	FLTSG	0.0	X297(801)	HSIP	100.00	\$201	\$201	CONST	2017
Add		MONTGOMERY	X-2979-01	SK&O RR Xing & W Maple St in Independence	FLTSG	0.0	X297(901)	ACHSP	100.00	\$251	\$251	CONST	2016
Add		MONTGOMERY	X-2979-01	SK&O RR Xing & W Maple St in Independence	FLTSG	0.0	X297(901)	HSIP	100.00	\$251	\$251	CONST	2017
Add		CRAWFORD	X-2980-01	SK&O RR Xing & Atkinson Ave in Pittsburg	FLTSG	0.0	X298(001)	ACHSP	100.00	\$251	\$251	CONST	2016
Add		CRAWFORD	X-2980-01	SK&O RR Xing & Atkinson Ave in Pittsburg	FLTSG	0.0	X298(001)	HSIP	100.00	\$251	\$251	CONST	2017

## KDOT Cash-Flow Worksheet

KDOT - All Agency Funds					
(\$000)	2016	2017	2018	2019	FY 2016-2019
<b>BEGINNING BALANCE</b>	655,824	656,145	226,440	428,247	
<b>Resources</b>					
Motor Fuel Taxes	437,833	439,133	440,433	441,733	1,759,132
Sales & Compensating Tax	514,379	530,924	550,822	571,473	2,167,598
Registration Fees	206,000	206,000	206,000	206,000	824,000
Drivers Licenses Fees	7,090	7,090	7,090	7,090	28,360
Special Vehicle Permits	2,763	2,763	2,763	2,763	11,052
Interest on Funds	4,621	4,777	5,982	5,359	20,739
Misc. Revenues	18,843	14,920	10,487	10,530	54,780
Transfers:	4,813	21,201	1,401	1,401	28,816
Motor Carrier Property Tax	-	-	-	-	-
Transfers Out	(506,201)	(515,054)	(108,630)	(110,272)	(1,240,157)
Subtotal	690,141	711,754	1,116,348	1,136,077	3,654,320
<b>Federal and Local Construction Reimbursement</b>					
Federal Reimbursement - SHF	213,088	295,594	275,839	283,320	1,067,841
Local Construction - Federal	59,023	55,239	74,607	71,428	260,297
Local Construction - Local	19,121	18,088	33,019	24,392	94,620
Miscellaneous Federal Aid	33,147	36,866	36,525	36,730	143,268
Subtotal Federal & Local	324,379	405,787	419,990	415,870	1,566,026
Total before Bonding	1,014,520	1,117,541	1,536,338	1,551,947	5,220,346
<b>Bond Sales (par)</b>	488,243	-	-	-	488,243
Issue Costs/Premium/Discount/Acc Int.	-	-	-	-	-
Net from Bond Sales:	488,243	-	-	-	488,243
<b>Net TRF Loan Transactions</b>	5,074	5,087	2,974	2,660	15,795
<b>TOTAL RECEIPTS</b>	1,507,837	1,122,628	1,539,312	1,554,607	5,724,384
<b>AVAILABLE RESOURCES</b>	2,163,661	1,778,773	1,765,752	1,982,854	

The following revenue estimates are currently being used:

April 2016 State Consensus Revenue Estimating Group

November 2015 Highway Revenue Estimating Group

Debt Service updated December 2015



## KDOT Cash-Flow Worksheet

EXPENDITURES:	2016	2017	2018	2019	FY 2016-2019
<b>Maintenance</b>	131,586	136,235	136,832	140,253	544,906
<b>Construction</b>					
Preservation	323,250	369,729	277,530	377,715	1,348,224
Modernization	23,808	33,443	24,378	48,898	130,527
Expansion & Enhancements	301,388	304,962	167,228	140,626	914,204
CE & PE	98,040	95,537	91,845	95,723	381,145
Total Construction	746,486	803,671	560,981	662,962	2,774,100
<b>Modes</b>					
Aviation	7,711	5,954	5,336	5,118	24,119
Public Transit	35,543	38,028	38,028	38,028	149,627
Rail	13,944	9,083	7,410	6,850	37,287
Total Modes	57,198	53,065	50,774	49,996	211,033
<b>Local Support</b>					
SC&CHF	147,224	147,674	148,111	148,548	591,557
Local Federal Aid Projects	84,959	57,663	81,413	74,199	298,234
Local Partnership Programs	74,567	70,666	79,955	66,176	291,364
City Connecting Links	3,360	3,360	3,360	3,360	13,440
Agency Operations	7,306	7,243	7,307	7,489	29,345
Other	11,940	12,772	10,781	9,584	45,077
Total Local Support	329,356	299,378	330,927	309,356	1,269,017
<b>Administration &amp; Transportation Planning</b>	57,666	57,960	58,338	59,771	233,735
Buildings	6,188	7,128	7,435	7,621	28,372
Total	63,854	65,088	65,773	67,392	262,107
<b>TOTAL before Debt Service</b>	1,328,480	1,357,437	1,145,287	1,229,959	5,061,163
<b>Debt Service</b>	179,037	194,895	192,220	195,700	761,852
<b>TOTAL EXPENDITURES</b>	1,507,517	1,552,332	1,337,507	1,425,659	5,823,015
<b>ENDING BALANCE</b>	656,145	226,440	428,247	557,195	
<b>Minimum Ending Balance Requirement</b>	303,967	281,559	284,629	297,759	
<b>AVAILABLE ENDING FUND BALANCE:</b>	352,178	(55,119)	143,618	259,436	
	2016	2017	2018	2019	Total FY 2016-2019

**Required Ending Balances reflect:**

1. Amounts required to satisfy bond debt service requirements.
2. Funds allocated by statute for distribution to specific programs.
3. An amount necessary to provide for orderly payment of agency bills.

### STIP Amendment Disposition Key

Disposition	Definition
Add	The project/project phase is being added to the current year of the STIP.
Add AC	The state has elected to use the funding mechanism of 'Advance Construction' on the project/project phase.
Add FF	Federal Funds are being added to the project/project phase.
Cancel	The project/project phase has been cancelled.
Cnvrt AC	A project/project phase that was funded using the advance construction mechanism is being converted from Advance Construction to federal funding. In this way the project/ project phase becomes eligible for reimbursement with federal funds.
Chg AC Cnvrt Yr	A project/project phase funded using the advance construction mechanism has had a change in the anticipated conversion year to federal funding.
Chg Cost	The project/project phase estimate/cost is being revised.
Chg Cost/ Chg FF	The project/project phase estimate/cost has changed and the associated funding on the project has changed. (For example, there may have been a maximum federal participation on the project so the State percentage may have increased with the change in cost. etc).
Chg Dscrp	The project location description has undergone revision or is being corrected.
Chg FA#	The federal aid project number has changed or is being corrected.
Chg FF	The federal funding on the project/project phase has changed in some manner.
Chg Project #	The state project number has changed or is being corrected.
Chg Scp	The project scope has been revised or corrected.
Chg Scope/ Cost	The project scope has been revised and the project/ project phase cost has changed.
Chg WP	The disposition is for any change to a work phase other than Cancel.
Move In	The project/ project phase is moving into the current federal fiscal year of the STIP from another year.
Move Out	The project /project phase is moving out of the current Fiscal Year of the STIP.
Remove FF	Federal funding has been removed from the project/ project phase.

# MTPO

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## Metropolitan Topeka Planning Organization

620 SE Madison Street, Unit 11  
Topeka, Kansas 66607-1118  
Tel.: (785) 368-3728  
Fax: (785) 368-2535  
[www.topeka.org](http://www.topeka.org)

May 26, 2016

Cory Davis  
KDOT Urban Planning Unit Manager  
Kansas Department of Transportation  
700 SW Harrison Street  
Topeka, KS 66603

Dear Mr. Davis:

This letter is being sent to your office today to inform you that on May 26th 2016 the Metropolitan Topeka Planning Organization (MTPO) approved the enclosed Amendment to the **2015-2018 Transportation Improvement Program (TIP)**.

This Updated TIP was reviewed by MTPO staff and by the MTPO Technical Advisory Committee (TAC). Following a public review period this updated TIP was recommended for approval by the MTPO-Policy Board at their May 26<sup>th</sup> 2016 meeting. The approved TIP Amendment and resolution are enclosed with this letter.

I would appreciate it if you could review and approve this Updated TIP as soon as possible and forward a copy of it to the Federal Transit Administration and Federal Highway Administration for their approval. If you have any questions concerning this amendment please call me at (785) 368-3728. I appreciate your assistance with this matter.

Sincerely,



Bill Fiander  
MTPO Secretary

Enclosure: 2015-2018 TIP Amendment #5 and Resolution  
cc: Cory Davis, – MTPO Chairman

# MTPO

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### RESOLUTION

WHEREAS, the Metropolitan Topeka Planning Organization (MTPO) is designated as the Metropolitan Planning Organization (MPO) to carry out the Continuing, Cooperative and Comprehensive planning program (3C process), including transportation planning; and,

WHEREAS, the Transportation Improvement Program (TIP) of the MPO identifies its project programming objectives, the functional and financial responsibilities of all participating entities, and projects designed to address regional mobility issues raised and discussed in the MPO's Long Range Transportation Plan; and,

WHEREAS, a Transportation Improvement Program for the Topeka Area is required to be adopted at least once every four years, and must be amended when necessary, in accordance with the Moving Ahead for Progress in the 21st Century (MAP-21) and related laws and regulations as well as MTPO adopted policies.


NOW, THEREFORE BE IT RESOLVED, that in accordance with the provisions of 23 CFR Part 450.212(b), the Kansas Department of Transportation and the Metropolitan Topeka Planning Organization hereby agree that the public involvement activities carried out in response to the metropolitan planning requirements in 23 CFR 450.322(c) or 23 CFR 450.324(c) satisfy the public involvement requirements to add the projects in this Amendment #5 to the 2015-2018 TIP into the Statewide Transportation Improvement Program (STIP).

**Amendment #5 to the MTPO 2015-2018 TIP is included in the attachments to this Resolution.**



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Cory Davis, MTPO Chairperson



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Bill Fiander, MTPO Secretary



**METROPOLITAN TOPEKA  
PLANNING ORGANIZATION**  
620 SE MADISON | TOPEKA KS  
[www.topekamtpo.org](http://www.topekamtpo.org) | 785.368.3728

Transportation  
Improvement  
Program

**TIP**

**AMENDMENT  
PROJECT DATA SHEET**

**TIP Amendment # 2016-05**

TIP #: 3-13-08-6 KDOT#:

**Project Type:** Transportation Alternative

**Requested by:** Topeka Metro Transit Authority (TMTA)

**Project:** Parking Lot at Quincy Street Station

**Fiscal Year(s):** 2016

**Total Project Cost:** \$750,000

**PROJECT  
TYPES:**

Transportation Alternative  
Roadways & Bridges  
Transit/Paratransit

**EXPENSE SUMMARY**

FY	PHASE	Federal	State	Local	TOTAL COST
2016				\$750,000	\$750,000
2017					
2018					
<b>TOTAL</b>					<b>\$750,000</b>

**PROJECT SUMMARY AND JUSTIFICATION:**

The transfer center at Quincy Street Station has downspouts connected to a boot system; rainwater runs from the gutters to the downspouts to the boot, and then flows into a pipe network. The downspouts were not connected properly, allowing water to enter the subgrade under the pavement. The collection and flow of water over a period of several years has compromised the base material is has created pavement issues throughout the parking lot. Our engineering firm, CFS Engineers, recommends that we (1) repair the downspouts; (2) remove all existing pavement and subgrade; (3) install underdrain components; and, (4) replace subgrade and pavement. Topeka Metro has completed Step (1).

This project will be comprised of Steps (2) through (4), and will complete the parking lot replacement. Estimated cost of this project is \$750,000 - \$800,000.

**TAC RECOMMENDATION & COMMENTS:**

**TAC Review Data:** 4/14/2016; Motion was for approval; Vote was 5-0-0

**TAC Comments:** TAC Recommended approval.

**PUBLIC COMMENTS:**

**Out for Comment:** 4/14/2016 – 4/28/116

**Legal Advertising:** Published in Topeka Metro News – 4/18/2016 Edition

**Comments:** None

**Received:**





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Transportation  
Improvement  
Program

**TIP**

**AMENDMENT  
PROJECT DATA SHEET**

**TIP Amendment #** 2016-05  
**TIP #:** 3-13-08-6      **KDOT#:** ~~2016-0005~~  
**Project Type:** Transportation Alternative  
**Requested by:** Topeka Metro Transit Authority (TMTA)  
**Project:** Roof at Quincy Street Station  
**Fiscal Year(s):** 2016  
**Total Project Cost:** \$100,000

**PROJECT  
TYPES:**  
 Transportation Alternative  
 Roadways & Bridges  
 Transit/Paratransit

**EXPENSE SUMMARY**

FY	PHASE	Federal	State	Local	TOTAL COST
2016				\$100,000	\$100,000
2017					
2018					
<b>TOTAL</b>					<b>\$100,000</b>

**PROJECT SUMMARY AND JUSTIFICATION:**

The roof of the transfer center at Quincy Street Station was damaged by hail in 2012. There has been damage to the tiles and flashing. Topeka Metro has hired Tevis Architects to assess the damage, provide options for repair or replacement, provide a cost estimate, prepare specifications for work to be performed, and oversee the actual work on the roof. Estimated cost of this project is \$100,000 - \$125,000.

**TAC RECOMMENDATION & COMMENTS:**

**TAC Review Data:** 4/14/2016; Motion was for approval; Vote was 5-0-0  
**TAC Comments:** TAC Recommended approval.

**PUBLIC COMMENTS:**

**Out for Comment:** 4/14/2016 – 4/28/116  
**Legal Advertising:** Published in Topeka Metro News – 4/18/2016 Edition  
**Comments** None  
**Received:**

**Funding Summary Table 2015 through 2018**

**Amendment #5**

Metropolitan Topeka Planning Organization  
MTPO Metropolitan Planning Area

Kansas Department of Transportation, Shawnee County, City of Topeka, and the Topeka Metropolitan Transit Authority

**Anticipated Funding**

Year	Federal Total for Road, Bridge, Safety, and Enhancement Projects	State Total for Road, Bridge, Safety, and Enhancement Projects	Local Total for Road, Bridge, Safety, and Enhancement Projects	Federal Total for Urban Transit Projects	State Total for Urban Transit Projects	Local Total for Urban Transit Projects	Total of Anticipated Funding	Anticipated Minus Programmed
2015	\$35,402,975	\$18,304,200	\$8,209,300	\$3,044,000	\$711,171	\$6,374,168	\$72,045,814	\$0
2016	\$9,000,000	\$4,870,000	\$9,050,000	\$2,985,600	\$720,000	\$6,380,663	\$33,006,263	\$0
2017	\$255,858,100	\$53,512,500	\$3,988,000	\$2,203,416	\$720,000	\$6,240,459	\$322,522,475	\$0
2018	\$5,400,000	\$1,380,000	\$500,000	\$225,450	\$720,000	\$6,301,863	\$16,527,313	\$0
<b>Totals</b>	<b>\$305,661,075</b>	<b>\$78,066,700</b>	<b>\$21,747,300</b>	<b>\$8,458,466</b>	<b>\$2,871,171</b>	<b>\$25,297,153</b>	<b>\$444,101,865</b>	<b>\$0</b>

**Funding Programmed in the TIP**

Year	Federal Total for Road, Bridge, Safety, and Enhancement Projects	State Total for Road, Bridge, Safety, and Enhancement Projects	Local Total for Road, Bridge, Safety, and Enhancement Projects	Federal Total for Urban Transit Projects	State Total for Urban Transit Projects	Local Total for Urban Transit Projects	Total of Programmed Funding
2015	\$35,402,975	\$18,304,200	\$8,209,300	\$3,044,000	\$711,171	\$6,374,168	\$72,045,814
2016	\$9,000,000	\$4,870,000	\$9,050,000	\$2,985,600	\$720,000	\$6,380,663	\$33,006,263
2017	\$255,858,100	\$53,512,500	\$3,988,000	\$2,203,416	\$720,000	\$6,240,459	\$322,522,475
2018	\$5,400,000	\$1,380,000	\$500,000	\$225,450	\$720,000	\$6,301,863	\$16,527,313
<b>Totals</b>	<b>\$305,661,075</b>	<b>\$78,066,700</b>	<b>\$21,747,300</b>	<b>\$8,458,466</b>	<b>\$2,871,171</b>	<b>\$25,297,153</b>	<b>\$444,101,865</b>

**Notes for Anticipated Funding:**

County Annual estimates: STP Funds \$2,415,725; City Annual estimate: [STP Funds \$4,016,034]

Program Highway Safety Improvement Program (HSIP), and Transportation Alternative (TA) funds from the FHWA for locally sponsored projects.

This table includes an assumption that on average the region will receive annually \$150,000 in HES/HSIP funds and \$200,000 in TE funds based on recent history.

These estimates for Safety and TA funds were used in the Anticipated Funds amounts for all years.

This table includes the latest estimates from KDOT for sub-allocation amounts for STP and BR funding for Topeka and Shawnee County.

This table includes all federal, state and local funding that is anticipated for KDOT sponsored or administered roadway and bridge projects in the MTPO metropolitan planning area.

Projects using Advanced Construction are reimbursed with federal funds if and when available.

This table includes FTA Section 5307 Formula funds, Section 5309 Discretionary Capital funds,

and Section 5316 Job Access-Reverse Commute (JARC) funds for urban transit. (if applicable)

This table includes awarded FTA Section 5310 funds for projects in the MTPO metropolitan planning area. (if applicable)

This table includes State Operating Assistance for the TMTA that is at levels funded under the current Comprehensive Transportation Program. (if applicable)

This table includes local funding for transportation projects from various sources including general obligation bonds, sales taxes, property taxes, mill levies and other sources.

The local amounts include funding needed to match federal and/or state funds plus funds for locally funded projects that are regionally significant.

\*Includes federal funds for Shawnee County and Topeka advanced by KDOT Local Projects

**Notes for Funding Programmed in the TIP**

This table includes all of the forms of anticipated funding listed above including local funds in excess of what is needed to match federal and state funding sources.

Each proposed project for the TIP is placed into the TIP tables only after the project sponsor meets with the MTPO staff and identifies its funding sources.



# MTPO

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## Metropolitan Topeka Planning Organization

620 SE Madison Street, Unit 11  
Topeka, Kansas 66607-1118  
Tel.: (785) 368-3728  
Fax: (785) 368-2535  
[www.topeka.org](http://www.topeka.org)

June 23, 2016

Cory Davis  
KDOT Urban Planning Unit Manager  
Kansas Department of Transportation  
700 SW Harrison Street  
Topeka, KS 66603

Dear Mr. Davis:

This letter is being sent to your office today to inform you that on June 23rd 2016 the Metropolitan Topeka Planning Organization (MTPO) approved the enclosed Amendment to the **2015-2018 Transportation Improvement Program (TIP)**.

This TIP amendment was reviewed by MTPO staff and by the MTPO Technical Advisory Committee (TAC). Following a public review period this updated TIP was recommended for approval by the MTPO-Policy Board at their June 23rd 2016 meeting. The approved TIP Amendment and resolution are enclosed with this letter.

I would appreciate it if you could review and approve this Updated TIP as soon as possible and forward a copy of it to the Federal Transit Administration and Federal Highway Administration for their approval. If you have any questions concerning this amendment please call me at (785) 368-3728. I appreciate your assistance with this matter.

Sincerely,



Bill Fiander  
MTPO Secretary

Enclosure: 2015-2018 TIP Amendment #6 and Resolution  
cc: Cory Davis, – MTPO Chairman

# MTPO

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## Metropolitan Topeka Planning Organization

620 SE Madison Street, Unit 11

Topeka, Kansas 66607-1118

Tel.: (785) 368-3728

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### RESOLUTION

WHEREAS, the Metropolitan Topeka Planning Organization (MTPO) is designated as the Metropolitan Planning Organization (MPO) to carry out the Continuing, Cooperative and Comprehensive planning program (3C process), including transportation planning; and,

WHEREAS, the Transportation Improvement Program (TIP) of the MPO identifies its project programming objectives, the functional and financial responsibilities of all participating entities, and projects designed to address regional mobility issues raised and discussed in the MPO's Long Range Transportation Plan; and,

WHEREAS, a Transportation Improvement Program for the Topeka Area is required to be adopted at least once every four years, and must be amended when necessary, in accordance with the Fixing America's Surface Transportation Act (FAST Act) and related laws and regulations as well as MTPO adopted policies.

NOW, THEREFORE BE IT RESOLVED, that in accordance with the provisions of 23 CFR Part 450.212(b), the Kansas Department of Transportation and the Metropolitan Topeka Planning Organization hereby agree that the public involvement activities carried out in response to the metropolitan planning requirements in 23 CFR 450.322(c) or 23 CFR 450.324(c) satisfy the public involvement requirements to add the projects in this Amendment #6 to the 2015-2018 TIP into the Statewide Transportation Improvement Program (STIP).

**Amendment #6 to the MTPO 2015-2018. TIP is included in the attachments to this Resolution.**

  
\_\_\_\_\_  
Cory Davis, MTPO Chairperson

  
\_\_\_\_\_  
Bill Fiander, MTPO Secretary









**METROPOLITAN TOPEKA  
PLANNING ORGANIZATION**  
620 SE MADISON | TOPEKA KS  
[www.topekamtpo.org](http://www.topekamtpo.org) | 785.368.3728

Transportation  
Improvement  
Program

**TIP**

**AMENDMENT  
PROJECT DATA SHEET**

**TIP Amendment #** 2016-06  
**TIP #:** 3-13-08-6      **KDOT#:** TE-0306-01  
**Project Type:** Transportation Enhancement  
**Requested by:** Topeka  
**Project:** Shunga Trail Extension near 29th & Fairlawn  
**Fiscal Year(s):** 2015; 2016  
**Total Project Cost:** \$853,736

**PROJECT  
TYPES:**  
 Transportation Alternative  
 Roadways & Bridges  
 Transit/Paratransit

**EXPENSE SUMMARY (\$ x 1000)**

FY	PHASE	Source	Federal	State	Local	TOTAL COST
2015	PE	Local			\$1.0	1.0
2016	Const.	TE	\$372.8			\$372.8
2016	Const.	TE	\$61.7			\$9,000
2016	Const.	Local			\$190.3	\$190.3
2016	Const.	Local			\$15.4	\$15.4
<b>TOTAL</b>						<b>641.3</b>

**PROJECT SUMMARY AND JUSTIFICATION: (Please attach a site/location map separately)**

Administrative Amendment to clarify Federal maximum allocation of TE grant. Is 776,000. The current TIP listing showed the Federal contribution to be \$843,736. Thus, \$77,736 was reduced from the TE grant construction, and added to the Local construction contribution.

**TAC RECOMMENDATION & COMMENTS:**

**TAC Review Data:** Reviewed 6/9/2016  
**TAC Comments:** This project is one of a two part project that is split equally between TE-0306-01 and TE-0306-02. This split was necessary due to the project being divided between two contractors.

**PUBLIC COMMENTS:**

**Out for Comment:** 6/9 – 6/22/2016  
**Legal Advertising:** 6/13/2016 (deadline to Lewis Legal: 6/8/2016)  
**Comments Received:**



# Shunga Trail Extension near 29th & Fairlawn, TE-0306-01



Project location ●







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[www.topekamtpo.org](http://www.topekamtpo.org) | 785.368.3728

Transportation  
Improvement  
Program

**TIP**

**AMENDMENT  
PROJECT DATA SHEET**

**TIP Amendment #** 2016-06  
**TIP #:** 3-14-07-1      **KDOT#:** TE-0409-01  
**Project Type:** Transportation Alternative  
**Requested by:** City of Topeka  
**Project:** Bikeways Infrastructure; signs/pavement markings/multiuse trails & signal enhancements  
**Fiscal Year(s):** 2016  
**Total Project Cost:** \$366,337

**PROJECT  
TYPES:**  
 Transportation Alternative  
 Roadways & Bridges  
 Transit/Paratransit

**EXPENSE SUMMARY (\$ x 1000)**

FY	PHASE	Source	Federal	State	Local	TOTAL COST
2016	PE	Local			\$1.0	\$1.0
2016	Const.	Local			\$66.4	\$66.4
2016	Const.	TA	\$265.5			\$265.5
2016	CE	TA	\$26.8			\$26.8
2016	CE	Local	\$6.7			\$6.7
<b>TOTAL</b>						<b>\$366.337</b>

**PROJECT SUMMARY AND JUSTIFICATION: (Please attach a site/location map separately)**

This project is being amended reflect actual construction and CE cost. The total project cost has changed more than 25%, from \$278K to 366K, therefore requiring an amendment in the TIP. The let year has also moved from 2015 to 2016. Project includes Bikeways signage, pavement markings, multi-use trails & signal enhancements.

**TAC RECOMMENDATION & COMMENTS:**

**TAC Review Data:** Reviewed 6/9/2016  
**TAC Comments:** TAC requested that KDOT research whether or not there was a federal maximum for this project. There was not.

**PUBLIC COMMENTS:**

**Out for Comment:** 6/9 – 6/22/2016  
**Legal Advertising:** 6/13/2016 (deadline to Lewis Legal: 6/8/2016)  
**Comments Received:**

Funding Summary Table 2015 through 2018				Amendment #6				
Metropolitan Topeka Planning Organization								
MTPO Metropolitan Planning Area								
Kansas Department of Transportation, Shawnee County, City of Topeka, and the Topeka Metropolitan Transit Authority								
<b>Anticipated Funding</b>								
Year	Federal Total for Road, Bridge, Safety, and Enhancement Projects	State Total for Road, Bridge, Safety, and Enhancement Projects	Local Total for Road, Bridge, Safety, and Enhancement Projects	Federal Total for Urban Transit Projects	State Total for Urban Transit Projects	Local Total for Urban Transit Projects	Total of Anticipated Funding	Anticipated Minus Programmed
2015	\$35,402,975	\$18,304,200	\$8,209,300	\$3,044,000	\$711,171	\$6,374,168	\$72,045,814	\$0
2016	\$9,000,000	\$4,870,000	\$9,050,000	\$2,985,600	\$720,000	\$6,380,663	\$33,006,263	\$0
2017	\$255,858,100	\$53,512,500	\$3,988,000	\$2,203,416	\$720,000	\$6,240,459	\$322,522,475	\$0
2018	\$5,400,000	\$1,380,000	\$500,000	\$225,450	\$720,000	\$6,301,863	\$16,527,313	\$0
<b>Totals</b>	<b>\$305,661,075</b>	<b>\$78,066,700</b>	<b>\$21,747,300</b>	<b>\$8,458,466</b>	<b>\$2,871,171</b>	<b>\$25,297,153</b>	<b>\$444,101,865</b>	<b>\$0</b>
<b>Funding Programmed in the TIP</b>								
Year	Federal Total for Road, Bridge, Safety, and Enhancement Projects	State Total for Road, Bridge, Safety, and Enhancement Projects	Local Total for Road, Bridge, Safety, and Enhancement Projects	Federal Total for Urban Transit Projects	State Total for Urban Transit Projects	Local Total for Urban Transit Projects	Total of Programmed Funding	
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2016	\$9,000,000	\$4,870,000	\$9,050,000	\$2,985,600	\$720,000	\$6,380,663	\$33,006,263	
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<b>Totals</b>	<b>\$305,661,075</b>	<b>\$78,066,700</b>	<b>\$21,747,300</b>	<b>\$8,458,466</b>	<b>\$2,871,171</b>	<b>\$25,297,153</b>	<b>\$444,101,865</b>	
<b>Notes for Anticipated Funding:</b>								
County Annual estimates: STP Funds \$2,415,725; City Annual estimate: [STP Funds \$4,016,034]								
Program Highway Safety Improvement Program (HSIP), and Transportation Alternative (TA) funds from the FHWA for locally sponsored projects.								
This table includes an assumption that on average the region will receive annually \$150,000 in HES/HSIP funds and \$200,000 in TE funds based on recent history.								
These estimates for Safety and TA funds were used in the Anticipated Funds amounts for all years.								
This table includes the latest estimates from KDOT for sub-allocation amounts for STP and BR funding for Topeka and Shawnee County.								
This table includes all federal, state and local funding that is anticipated for KDOT sponsored or administered roadway and bridge projects in the MTPO metropolitan planning area.								
Projects using Advanced Construction are reimbursed with federal funds if and when available.								
This table includes FTA Section 5307 Formula funds, Section 5309 Discretionary Capital funds, and Section 5316 Job Access-Reverse Commute (JARC) funds for urban transit. (if applicable)								
This table includes awarded FTA Section 5310 funds for projects in the MTPO metropolitan planning area. (if applicable)								
This table includes State Operating Assistance for the TMTA that is at levels funded under the current Comprehensive Transportation Program. (if applicable)								
This table includes local funding for transportation projects from various sources including general obligation bonds, sales taxes, property taxes, mill levies and other sources.								
The local amounts include funding needed to match federal and/or state funds plus funds for locally funded projects that are regionally significant.								
*Includes federal funds for Shawnee County and Topeka advanced by KDOT Local Projects								
<b>Notes for Funding Programmed in the TIP</b>								
This table includes all of the forms of anticipated funding listed above including local funds in excess of what is needed to match federal and state funding sources.								
Each proposed project for the TIP is placed into the TIP tables only after the project sponsor meets with the MTPO staff and identifies its funding sources.								





City of Lawrence  
Douglas County  
PLANNING & DEVELOPMENT SERVICES

6 East 6<sup>th</sup> St.  
P.O. Box 708  
Lawrence, KS 66044

[www.lawrenceks.org/pds](http://www.lawrenceks.org/pds)

Phone 785-832-3150  
Tdd 785-832-3205  
Fax 785-832-3160

July 5, 2016

Mr. Cory Davis  
Comprehensive Transportation Planning Unit Manager  
Kansas Department of Transportation  
Bureau of Transportation Planning  
700 SW Harrison  
Topeka, KS 66603

Dear Mr. Davis:

I'm sending this letter to inform you that on July 5, 2016 the Lawrence-Douglas County Metropolitan Planning Organization (L-DC MPO) approved Amendment #5 to the 2015-2019 Transportation Improvement Program. This amendment includes the addition and updates to several projects from the City of Lawrence, Eudora, Douglas County and KDOT. These TIP changes were recommended for approval by the L-DC MPO Technical Advisory Committee on June 23, 2016. The MPO approved amended TIP is enclosed with this letter.

I would appreciate it if you could review and approve this TIP Amendment and forward a copy of them to the Federal Transit Administration and Federal Highway Administration for their approval. If you have any questions concerning this revised TIP please call me at (785) 832-3155.

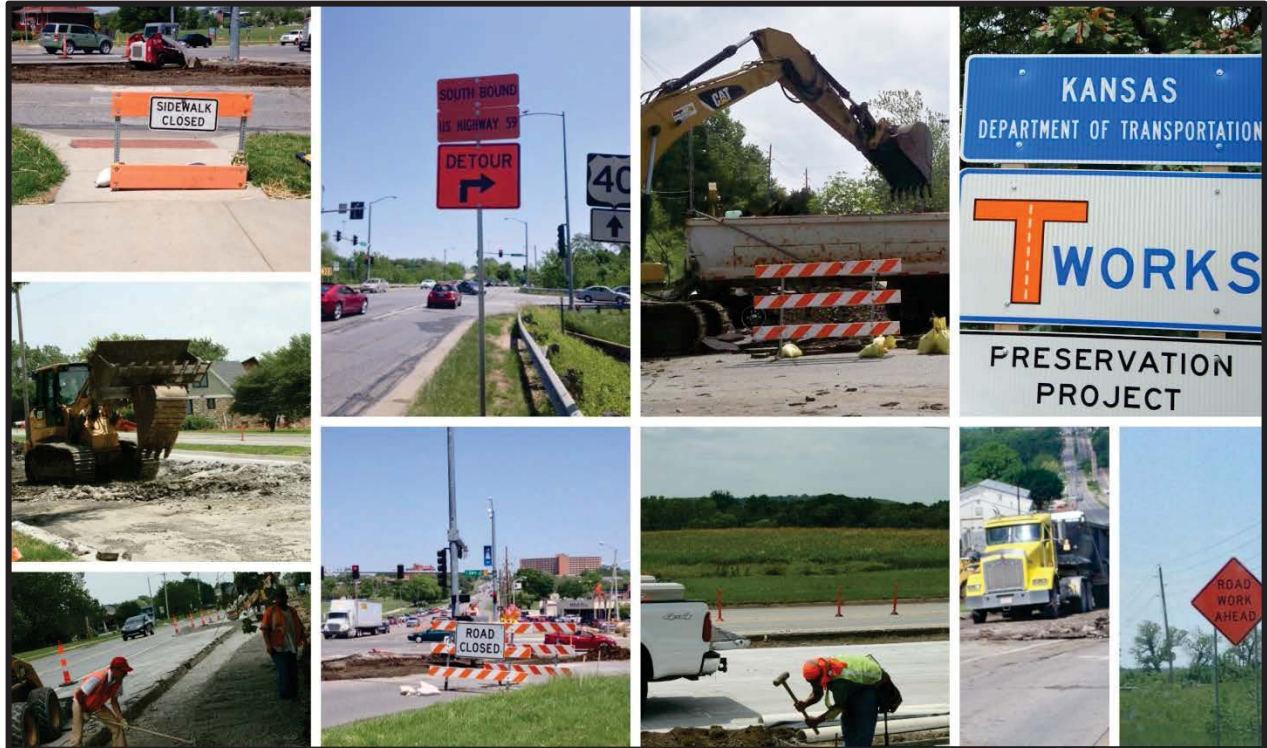
Sincerely,

Jessica Mortinger  
Senior Transportation Planner

Enclosures: 2015-2019 TIP Amendment #5

cc: Daniel Nguyen, FTA  
Paul Foundoukis, FHWA





Adopted: October 16, 2014  
 Amended: December 18, 2014  
 Amended: August 20, 2015  
 Amended: January 21, 2016  
 Amended: April 28, 2016  
 Amended: July 5, 2016

**Funding Note:**

This report was funded in part through grant[s] from the Federal Highway Administration [and Federal Transit Administration], U.S. Department of Transportation. The views and opinions of the authors [or agency] expressed herein do not necessarily state or reflect those of the U. S. Department of Transportation.

**Title VI Note:**

The L-DC MPO hereby gives public notice that it is the policy of the agency to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related statutes and regulations in all programs and activities. Title VI requires that no person in the United States of America shall, on the grounds of race, color, sex, or national origin, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which the L-DC MPO receives federal financial assistance. Any person who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with the L-DC MPO. Any such complaint must be in writing and filed with the L-DC MPO's Title VI Coordinator within one hundred and eighty (180) days following the date of the alleged discriminatory occurrence. For more information, or to obtain a Title VI Discriminatory Complaint Form, please see our website at [www.lawrenceks.org/MPO](http://www.lawrenceks.org/MPO).

## 2015-2019 TIP– Amendment #5

### Project Additions

MPO#: 243 KDOT#: KA-4365-01 US-56 Improvements from Eisenhower St (US-56) to 1<sup>st</sup> St  
Improvements to US-56 – realign Eisenhower St and construct 3 lane US-56 in Baldwin City. Program \$1,675,000 of State funding for Construction in FY2017. Total project cost: \$1,675,000.

MPO#: 401 KDOT#: Independence Inc.: FTA 5311 Operating & Capital  
Program operating funding for Independence Inc. paratransit services in FY2017. \$53,930 of FTA 5311 funds, \$11,425 of State funds, and \$23,480 of Local funds. Total project cost: \$327,000.

MPO#: 410 KDOT#: Lawrence Multi-Modal Center  
Construct a five-level parking and multi-modal transit facility. Program \$1,000,000 of Local funding for Preliminary Engineering in FY2017. Program \$1,000,000 of Local funding for Construction in FY2018. Program \$2,000,000 of Local funding for Construction in FY2019. Total project cost: \$4,000,000.

MPO#: 411 KDOT#: Independence Inc.: FTA 5310 Capital  
Purchase a full size van. Program \$47,000 of FTA 5310 funding and \$12,000 of Local funding in FY2017. Total project cost: \$59,000.

MPO#: 503 KDOT#: TE-0437-01 Eudora South Trail Phase 2  
Construct a 10' wide shared use path that will have ADA ramps and create safe access for residents of all ages from Eudora High School to Eudora Middle School. Program \$26,000 of Local funds for Preliminary Engineering in FY2016. Program \$44,000 of TA funding for Construction Engineering, \$11,000 of Local funding for Construction Engineering, \$218,000 of TA funding for Construction, and \$55,000 of Local funding for Construction in FY2017. Total project cost: \$354,000.

MPO#: 504 KDOT#: Lawrence Safe Routes to School TA  
The project will add sidewalks along designated safe routes for two schools (Liberty Memorial Central Middle School and Woodlawn Elementary School) on arterial roadways with sidewalk on one side and residential roadways with no sidewalk on either side. It will also add ten (10) Rectangular Rapid Flashing Beacons at existing school crossings without a crossing guard present. \$189,000 of TA and \$47,000 of Local funding for Construction in FY2016.

### Project Changes:

MPO#: 200 KDOT#: K-8392-04 South Lawrence Trafficway  
Reprogram from FY2015 with \$9,049,300 of STP/NHPP funding for Preliminary Engineering in FY2016, program \$18,742,800 of STP/NHPP funding for Utilities in FY2016, program \$143,662,000 of STP/NHPP for Construction/Construction Engineering in FY2016, program \$4,030,400 of State funding for Preliminary Engineering/Right of Way/Utilities/Construction/Construction Engineering. Total project cost is \$175,484,500. Revise the source of local match to the use of toll credits. Federal amount of NHPP and STP funds reflect the change to toll credits. The state amount reflects the non-participating amount of the project.

MPO#: 204 KDOT#: Kasold Reconstruction  
Reprogram \$420,000 of Local funding for Construction from FY2015 to FY2017 and reprogram \$5,000,000 of Local funding for Construction from FY2016 to FY2017. Total project cost is not changing: \$5,920,000.

MPO#: 212 KDOT#: 9<sup>th</sup> Street Reconstruction  
Reprogram \$3,000,000 of Local funding for Construction from FY2016 to FY2018 and reprogram \$300,000 of Local funding for Utilities from FY2016 to FY2018. Total project cost is not changing: \$3,600,000.

MPO#: 229 KDOT#: 19<sup>th</sup> Street Reconstruction, O'Connell to Harper  
Reprogram \$250,000 of Local funding for Right of Way from FY2016 to FY2018, reprogram \$250,000 of Local funding for Preliminary Engineering from FY2017 to FY2018, reprogram \$2,500,000 of Local funding for Construction from FY2017 to FY2018. Total project cost is not changing: \$3,000,000.

MPO#: 230 KDOT#: Queens Road, 6<sup>th</sup> to North City Limits  
Reprogram \$3,000,000 of Local funding for Construction from FY2016 to FY2017. Total project cost is not changing: \$7,200,000.

MPO#: 244 KDOT#: K-7888-01 FR-DG Co Line, N to 2L/4L Div  
Reprogram from FY2009 with \$5,290,500 of STP funding for Preliminary Engineering in FY2016. Program \$23,491,800 of State funding for Preliminary Engineering/Right of Way/Construction/Construction Engineering in FY2016 (\$74,400 for PE, \$21,705,400 for ROW, \$1,712,000 for Const/CE), program \$1,681,100 of STP funding for Utilities in FY2016, program \$61,884,300 of STP funding for Construction/Construction Engineering in FY2016. Total project cost is \$92,347,700. Revise the source of State match to the use of toll credits. Federal amount of STP reflects the change to toll credits. The state amount reflects the non-participating amount of the project. Old TIP number was STHWY\_61 found in the FY2008 TIP at <http://lawrenceks.org/assets/mpo/tip/2008-2012-TIP-R2.pdf>.

## 2015-2019 TIP– Amendment #5

MPO#: 300      KDOT#: KA-2394-01      23<sup>rd</sup> Street Traffic Signal Coordination  
Reprogram \$150,000 of State funding for Preliminary Engineering from FY2015 to FY2016 and reprogram \$30,000 of Local funding for Preliminary Engineering from FY2015 to FY2016. Total project cost is not changing: \$180,000.

MPO#: 301      KDOT#: KA-3597-01      West Lawrence Traffic Signal Timing  
Reprogram \$129,000 of State funding for Construction from FY2015 to FY2016 and reprogram \$400,000 of Local funding for Construction from FY2015 to FY2016. Total project cost is not changing: \$529,000.

MPO#: 502      KDOT#: U-0464-01      Lawrence Safe Routes to School Master Plan  
Remove this project from the TIP because funding from KDOT was not spent or reimbursed.

TIP public comments can be viewed at [www.lawrenceks.org/mpo/tip/comments](http://www.lawrenceks.org/mpo/tip/comments).

## 2015-2019 TIP– Amendment #5

### Currently Approved:

#### Estimated Expenditures by Year and Funding Source (in thousands)

Funding Source	FFY 2015	FFY 2016	FFY 2017	FFY 2018	Total
FTA 5307	\$ 2,122	\$ 2,122	\$ 2,122	\$ 2,122	\$ 8,488
FTA 5309	\$ 699	\$ -	\$ -	\$ -	\$ 699
FTA 5310	\$ -	\$ 101	\$ -	\$ -	\$ 101
FTA 5311	\$ 48	\$ 90	\$ -	\$ -	\$ 138
FTA 5317	\$ 39	\$ 15	\$ -	\$ -	\$ 54
JARC	\$ 248	\$ -	\$ -	\$ -	\$ 248
NHPP	\$ 35,038	\$ -	\$ -	\$ -	\$ 35,038
HRRR	\$ -	\$ 36	\$ -	\$ -	\$ 36
HSIP	\$ 1,025	\$ 500	\$ 1,500	\$ 1,070	\$ 4,095
STP	\$ 24,677	\$ -	\$ -	\$ -	\$ 24,677
TE/TA	\$ 15	\$ -	\$ -	\$ -	\$ 15
Other	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ 3,739	\$ 17,497	\$ 800	\$ 800	\$ 22,836
State AC Conversion*	\$ (59,943)	\$ (500)	\$ (500)	\$ (500)	\$ (61,443)
KTA	\$ -	\$ 94	\$ -	\$ -	\$ 94
Local	\$ 10,781	\$ 20,571	\$ 22,397	\$ 13,299	\$ 67,048
<b>Total</b>	<b>\$ 18,488</b>	<b>\$ 40,526</b>	<b>\$ 26,319</b>	<b>\$ 16,791</b>	<b>\$ 102,124</b>

\*State AC Conversions are negative because the State is receiving federal reimbursement for funds spent in previous years (as noted in the project listing).

#### Estimated Revenues by Year and Funding Source (in thousands)

Funding Source	FFY 2015	FFY 2016	FFY 2017	FFY 2018	Total
FTA 5307	\$ 2,122	\$ 2,122	\$ 2,122	\$ 2,122	\$ 8,488
FTA 5309	\$ 699	\$ -	\$ -	\$ -	\$ 699
FTA 5310	\$ -	\$ 101	\$ -	\$ -	\$ 101
FTA 5311	\$ 48	\$ 90	\$ -	\$ -	\$ 138
FTA 5317	\$ 39	\$ 15	\$ -	\$ -	\$ 54
JARC	\$ 248	\$ -	\$ -	\$ -	\$ 248
NHPP	\$ 35,038	\$ -	\$ -	\$ -	\$ 35,038
HRRR	\$ -	\$ 36	\$ -	\$ -	\$ 36
HSIP	\$ 1,025	\$ 500	\$ 1,500	\$ 1,070	\$ 4,095
STP	\$ 24,677	\$ -	\$ -	\$ -	\$ 24,677
TE/TA	\$ 15	\$ -	\$ -	\$ -	\$ 15
Other	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ 3,739	\$ 17,497	\$ 800	\$ 800	\$ 22,836
State AC Conversion*	\$ (59,943)	\$ (500)	\$ (500)	\$ (500)	\$ (61,443)
KTA	\$ -	\$ 94	\$ -	\$ -	\$ 94
Local	\$ 10,781	\$ 20,571	\$ 22,397	\$ 13,299	\$ 67,048
<b>Total</b>	<b>\$ 18,488</b>	<b>\$ 40,526</b>	<b>\$ 26,319</b>	<b>\$ 16,791</b>	<b>\$ 102,124</b>

\*State AC Conversions are negative because the State is receiving federal reimbursement for funds spent in previous years (as noted in the project listing).

### Proposed Amendment #5

#### Estimated Expenditures by Year and Funding Source (in thousands)

Funding Source	FFY 2015	FFY 2016	FFY 2017	FFY 2018	Total
FTA 5307	\$ 2,122	\$ 2,122	\$ 2,122	\$ 2,122	\$ 8,488
FTA 5309	\$ 699	\$ -	\$ -	\$ -	\$ 699
FTA 5310	\$ -	\$ 101	\$ 47	\$ -	\$ 148
FTA 5311	\$ 48	\$ 90	\$ 54	\$ -	\$ 192
FTA 5317	\$ 39	\$ 15	\$ -	\$ -	\$ 54
JARC	\$ 248	\$ -	\$ -	\$ -	\$ 248
NHPP	\$ -	\$ -	\$ -	\$ -	\$ -
HRRR	\$ -	\$ 36	\$ -	\$ -	\$ 36
HSIP	\$ 1,025	\$ 500	\$ 1,500	\$ 1,070	\$ 4,095
STP	\$ 6,704	\$ 68,856	\$ -	\$ -	\$ 75,560
TE/TA	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ 3,460	\$ 45,728	\$ 2,486	\$ 800	\$ 52,474
State AC Conversion*	\$ (6,932)	\$ (500)	\$ (500)	\$ (500)	\$ (8,432)
KTA	\$ -	\$ 94	\$ -	\$ -	\$ 94
Local	\$ 9,931	\$ 9,094	\$ 29,168	\$ 43,099	\$ 91,292
<b>Total</b>	<b>\$ 17,344</b>	<b>\$ 126,136</b>	<b>\$ 34,877</b>	<b>\$ 46,591</b>	<b>\$ 224,948</b>

\*State AC Conversions are negative because the State is receiving federal reimbursement for funds spent in previous years (as noted in the project listing).

#### Estimated Revenues by Year and Funding Source (in thousands)

Funding Source	FFY 2015	FFY 2016	FFY 2017	FFY 2018	Total
FTA 5307	\$ 2,122	\$ 2,122	\$ 2,122	\$ 2,122	\$ 8,488
FTA 5309	\$ 699	\$ -	\$ -	\$ -	\$ 699
FTA 5310	\$ -	\$ 101	\$ 47	\$ -	\$ 148
FTA 5311	\$ 48	\$ 90	\$ 54	\$ -	\$ 192
FTA 5317	\$ 39	\$ 15	\$ -	\$ -	\$ 54
JARC	\$ 248	\$ -	\$ -	\$ -	\$ 248
NHPP	\$ -	\$ -	\$ -	\$ -	\$ -
HRRR	\$ -	\$ 36	\$ -	\$ -	\$ 36
HSIP	\$ 1,025	\$ 500	\$ 1,500	\$ 1,070	\$ 4,095
STP	\$ 6,704	\$ 68,856	\$ -	\$ -	\$ 75,560
TE/TA	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ 3,460	\$ 45,728	\$ 2,486	\$ 800	\$ 52,474
State AC Conversion*	\$ (6,932)	\$ (500)	\$ (500)	\$ (500)	\$ (8,432)
KTA	\$ -	\$ 94	\$ -	\$ -	\$ 94
Local	\$ 9,931	\$ 9,094	\$ 29,168	\$ 43,099	\$ 91,292
<b>Total</b>	<b>\$ 17,344</b>	<b>\$ 126,136</b>	<b>\$ 34,877</b>	<b>\$ 46,591</b>	<b>\$ 224,948</b>

\*State AC Conversions are negative because the State is receiving federal reimbursement for funds spent in previous years (as noted in the project listing).



## Estimated Revenues and Expenditures Tables For TIP Projects by Year and Funding Source

The table below displays the fiscal breakdown by funding source for all roadway and transit projects listed in the first four years (2015-2018) of this five-year TIP.

<b>Estimated Expenditures by Year and Funding Source (in thousands)</b>						
Funding Source	FFY 2015	FFY 2016	FFY 2017	FFY 2018	Total	
Federal Funds	FTA 5307	\$ 2,122	\$ 2,122	\$ 2,122	\$ 2,122	\$ 8,488
	FTA 5309	\$ 699	\$ -	\$ -	\$ -	\$ 699
	FTA 5310	\$ -	\$ 101	\$ 47	\$ -	\$ 148
	FTA 5311	\$ 48	\$ 90	\$ 54	\$ -	\$ 192
	FTA 5317	\$ 39	\$ 15	\$ -	\$ -	\$ 54
	JARC	\$ 248	\$ -	\$ -	\$ -	\$ 248
	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -
	HRRR	\$ -	\$ 36	\$ -	\$ -	\$ 36
	HSIP	\$ 1,025	\$ 500	\$ 1,500	\$ 1,070	\$ 4,095
	STP	\$ 6,704	\$ 68,856	\$ -	\$ -	\$ 75,560
	TE/TA	\$ -	\$ -	\$ -	\$ -	\$ -
	Other	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ 3,460	\$ 45,728	\$ 2,486	\$ 800	\$ 52,474	
State AC Conversion*	\$ (6,932)	\$ (500)	\$ (500)	\$ (500)	\$ (8,432)	
KTA	\$ -	\$ 94	\$ -	\$ -	\$ -	
Local	\$ 9,931	\$ 9,094	\$ 29,168	\$ 43,099	\$ 91,292	
<b>Total</b>	<b>\$ 17,344</b>	<b>\$ 126,136</b>	<b>\$ 34,877</b>	<b>\$ 46,591</b>	<b>\$ 224,948</b>	

\*State AC Conversions are negative because the State is receiving federal reimbursement for funds spent in previous years (as noted in the project listing).

<b>Estimated Revenues by Year and Funding Source (in thousands)</b>						
Funding Source	FFY 2015	FFY 2016	FFY 2017	FFY 2018	Total	
Federal Funds	FTA 5307	\$ 2,122	\$ 2,122	\$ 2,122	\$ 2,122	\$ 8,488
	FTA 5309	\$ 699	\$ -	\$ -	\$ -	\$ 699
	FTA 5310	\$ -	\$ 101	\$ 47	\$ -	\$ 148
	FTA 5311	\$ 48	\$ 90	\$ 54	\$ -	\$ 192
	FTA 5317	\$ 39	\$ 15	\$ -	\$ -	\$ 54
	JARC	\$ 248	\$ -	\$ -	\$ -	\$ 248
	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -
	HRRR	\$ -	\$ 36	\$ -	\$ -	\$ 36
	HSIP	\$ 1,025	\$ 500	\$ 1,500	\$ 1,070	\$ 4,095
	STP	\$ 6,704	\$ 68,856	\$ -	\$ -	\$ 75,560
	TE/TA	\$ -	\$ -	\$ -	\$ -	\$ -
	Other	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ 3,460	\$ 45,728	\$ 2,486	\$ 800	\$ 52,474	
State AC Conversion*	\$ (6,932)	\$ (500)	\$ (500)	\$ (500)	\$ (8,432)	
KTA	\$ -	\$ 94	\$ -	\$ -	\$ -	
Local	\$ 9,931	\$ 9,094	\$ 29,168	\$ 43,099	\$ 91,292	
<b>Total</b>	<b>\$ 17,344</b>	<b>\$ 126,136</b>	<b>\$ 34,877</b>	<b>\$ 46,591</b>	<b>\$ 224,948</b>	

\*State AC Conversions are negative because the State is receiving federal reimbursement for funds spent in previous years (as noted in the project listing).

\*\*KDOT is currently allocating JARC, 5309, 5317 and HRRR funds which are old SAFETEA-LU funds, they will be depleted soon

**TRANSPORTATION IMPROVEMENT PROGRAM PROJECT  
LISTING**

**(Includes the Program of Projects for the  
Lawrence Transit System)**

**FY 2015 to FY 2019 L-DC MPO TIP Projects (Cost in 1000's)**

**Project Sponsor:** KDOT                      **MPO#:** 200                      **KDOT#:** K-8392-04                       **Advanced Construction**                      **Grand Total:** \$175,485                      **Date added:** 10/2014

**Project Name:** South Lawrence Trafficway                      **Project Scope:**                      **Comments:** Last Revised: 7/2016

**Route (to/from location):** SO Junct US 59/K10 E to K10                      Linked to Project L-8392-01.                      Revise the source of local match for the use of toll credits- Fed amount of NHPP/STP reflect change to toll credits. State \$ reflects non-participating amount of project.

**Project Type:** Road                      **Project - Work Type:** Special Work, Right of Way

**Length:** 5.96

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
				STP/NHPP	PE	\$9,049													
				STP/NHPP	Utilities	\$18,743													
				STP/NHPP	Const/CE	\$143,662													
				State	PE/R/U/C	\$4,030													

**Project Sponsor:** Douglas County                      **MPO#:** 201                      **KDOT#:**                       **Advanced Construction**                      **Grand Total:** \$5,020                      **Date added:** 10/2014

**Project Name:** Route 458 3-R Improvements                      **Project Scope:**                      **Comments:** Last Revised: 8/2015

**Route (to/from location):** Route 458 between E 800 Rd & N 1175 Rd Douglas County                      3-R Improvements (restoration, resurfacing, reconstruction).                      Const in 2017.

**Project Type:** Road                      **Project - Work Type:** Surfacing, Reconstruction

**Length:** 4.3

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
Local	PE	\$480		Local	ROW	\$300		Local	Const	\$5,900									
				Local	Utilities	\$200													

**Project Sponsor:** Douglas County                      **MPO#:** 202                      **KDOT#:** C-4640-01                       **Advanced Construction**                      **Grand Total:** \$1,622                      **Date added:** 10/2014

**Project Name:** Route 1055 from Route 12 to Vinland                      **Project Scope:**                      **Comments:** Last Revised: 10/2014

**Route (to/from location):** Route 1055 from Route 12 (N 400 Rd.) to Route 460 (N 700 Rd.)                      Roadside Safety Improvements: Culvert replacements/extensions, tree removal in ROW

**Project Type:** Road                      **Project - Work Type:** Safety

**Length:** 3.0

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
Local	Const	\$900																	
HSIP	Const	\$525																	

**FY 2015 to FY 2019 L-DC MPO TIP Projects (Cost in 1000's)**

**Project Sponsor:** Lawrence      **MPO#:** 203      **KDOT#:**       Advanced Construction      **Grand Total:** \$2,000      Date added: 10/2014

**Project Name:** 19th Street: Naismith to Iowa Reconstruction      **Project Scope:**      **Comments:** Last Revised: 10/2014

**Route (to/from location):** 19th St from Iowa to Naismith      Reconstruction of street will include subgrade treatment, surfacing, storm sewer, geometric improvements and multimodal facilities.

**Project Type:** Road      **Project - Work Type:** Grading, Surfacing

**Length:** .5

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
												Local	PE	\$200		Local	Const	\$1,800	

**Project Sponsor:** Lawrence      **MPO#:** 204      **KDOT#:**       Advanced Construction      **Grand Total:** \$5,920      Date added: 10/2014

**Project Name:** Kasold Reconstruction      **Project Scope:**      **Comments:** Last Revised: 7/2016

**Route (to/from location):** Kasold Drive: Harvard Road to Bob Billings Pkwy      Reconstruction of street will include subgrade treatment, concrete pavement and multi-modal facilities.

**Project Type:** Road      **Project - Work Type:** Grading, Surfacing

**Length:** .5

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
Local	Utilities	\$500						Local	Const	\$420									
								Local	Const	\$5,000									

**Project Sponsor:** KDOT      **MPO#:** 205      **KDOT#:** K-9667-01       Advanced Construction      **Grand Total:** \$1,103      Date added: 10/2014

**Project Name:** K-10 Access Point Consolidation      **Project Scope:**      **Comments:** Last Revised: 1/2016

**Route (to/from location):** K-10 from US9 (Iowa St.) E to O'Connell Rd.      Consolidation of Access Points      2016 Local funding for PE(\$67,000) & ROW(\$123,000)

**Project Type:** Road      **Project - Work Type:** Access Management

**Length:** 3

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
				Local	Util	\$25													
				Local	CE	\$101													
				State	Const	\$110													
				Local	Const	\$677													
				Local	PE/ROW	\$190													

**FY 2015 to FY 2019 L-DC MPO TIP Projects (Cost in 1000's)**

**Project Sponsor:** KDOT                      **MPO#:** 206                      **KDOT#:** KA-1826-01                       **Advanced Construction**                      **Grand Total:** \$23,641                      **Date added:** 10/2014

**Project Name:** K-10/15th St./Bob Billings Pkwy Interchange                      **Project Scope:**                      **Comments:** Last Revised: 10/2014

**Route (to/from location):** K-10/15th Street/Bob Billings Pkwy                      Construct Interchange                      2010 PE State funds(\$669) converted to 2014 STP.  
2013 Utilities State funds(\$699) converted to 2014 STP. 2014 CE/Construction State funds(\$344/\$9,000) converted to 2014 STP.

**Project Type:** Interchange                      **Project -** Interchange                      **Work Type:**

**Length:** .5

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019				
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	
STP	CE		\$1,066																	
STP	Const		\$5,366																	

**Project Sponsor:** KDOT/Douglas County                      **MPO#:** 207                      **KDOT#:** KA-2817-01                       **Advanced Construction**                      **Grand Total:** \$773                      **Date added:** 10/2014

**Project Name:** Baldwin City: US56 & High Street Realignment                      **Project Scope:**                      **Comments:** Last Revised: 10/2014

**Route (to/from location):** High Street and US 56 Intersection                      Realign High Street in intersect at 90 degrees with US 56 and add left turn lanes.

**Project Type:** Intersection                      **Project -** Geometric/Intersection                      **Work Type:** Improvements

**Length:** .25

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019				
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	
State	Const	\$773																		

**Project Sponsor:** Douglas County                      **MPO#:** 208                      **KDOT#:**                       **Advanced Construction**                      **Grand Total:** \$1,440                      **Date added:** 10/2014

**Project Name:** Route 1055 at North 700 Curve                      **Project Scope:**                      **Comments:** Last Revised: 8/2015

**Route (to/from location):** Route 1055 from 725 North to 1675 East                      Reconstruct curve, replace two bridges and one culvert

**Project Type:** Road                      **Project -** Geometric Improvement, Bridge                      **Work Type:** Replacement

**Length:** .5

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019				
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	
				Local	ROW	\$300														
				Local	PE	\$140														



**FY 2015 to FY 2019 L-DC MPO TIP Projects (Cost in 1000's)**

**Project Sponsor:** Lawrence      **MPO#:** 210      **KDOT#:**       Advanced Construction      **Grand Total:** \$530      Date added: 10/2014  
**Project Name:** Bob Billings Pkwy & George Williams Way Intersection Signal      **Project Scope:**      **Comments:** Last Revised: 10/2014  
 New Traffic Signal      FY14 PE \$30,000  
**Route (to/from location):** Bob Billings Pkwy & George Williams Way Intersection  
**Project Type:** Intersection      **Project - Work Type:** Intersection, Signal  
**Length:**

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
Local	Const	\$500																	

**Project Sponsor:** Lawrence      **MPO#:** 211      **KDOT#:**       Advanced Construction      **Grand Total:** \$2,080      Date added: 10/2014  
**Project Name:** Bob Billings Pkwy: Wakarusa to Foxfire Dr Reconstruction      **Project Scope:**      **Comments:** Last Revised: 10/2014  
 FY14 PE \$80,000  
**Route (to/from location):** Wakarusa to Foxfire Road  
**Project Type:** Road      **Project - Work Type:** Reconstruction  
**Length:**

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
Local	Const	\$2,000																	

**Project Sponsor:** Lawrence      **MPO#:** 212      **KDOT#:**       Advanced Construction      **Grand Total:** \$3,600      Date added: 10/2014  
**Project Name:** 9th Street Reconstruction      **Project Scope:**      **Comments:** Last Revised: 7/2016  
 Reconstruction of street will include subgrade treatment, surfacing, storm sewer, geometric improvements and multimodal facilities.  
**Route (to/from location):** Massachusetts St to Delaware St  
**Project Type:** Road      **Project - Work Type:** Grading, Surfacing  
**Length:** .45

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
Local	PE	\$300										Local	Const	\$3,000		Local	Util	\$300	

**FY 2015 to FY 2019 L-DC MPO TIP Projects (Cost in 1000's)**

**Project Sponsor:** Lawrence

**MPO#:** 213

**KDOT#:**

Advanced Construction

**Grand Total:** \$3,650

Date added: 10/2014

**Project Name:** Wakarusa Reconstruction (North)

**Project Scope:**

**Comments:**

Last Revised: 10/2014

**Route (to/from location):** North of Inverness/Legends to 6th St

Reconstruction of street will include subgrade treatment, surfacing, storm sewer, geometric improvements and multimodal facilities.

**Project Type:** Road

**Project - Work Type:** Grading, Surfacing

**Length:** .5

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
				Local	PE	\$150		Local	Const	\$3,500									

**Project Sponsor:** Lawrence

**MPO#:** 214

**KDOT#:**

Advanced Construction

**Grand Total:** \$2,600

Date added: 10/2014

**Project Name:** Wakarusa Reconstruction (South)

**Project Scope:**

**Comments:**

Last Revised: 10/2014

**Route (to/from location):** Research Parkway to 18th Street

Reconstruction of street will include subgrade treatment, surfacing, storm sewer, geometric improvements and multimodal facilities.

**Project Type:** Road

**Project - Work Type:** Grading, Surfacing

**Length:** .22

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
								Local	PE	\$100		Local	Const	\$2,500					

**Project Sponsor:** Lawrence

**MPO#:** 215

**KDOT#:** U-0318-01

Advanced Construction

**Grand Total:** \$617

Date added: 11/2014

**Project Name:** Lawrence KLINK: Selected portions of US-59

**Project Scope:**

**Comments:**

Last Revised: 11/2014

**Route (to/from location):** US-59 from 6th St to Harvard Rd and from Irving Hill Rd to 21st St

Mill and Overlay

**Project Type:** Road

**Project - Work Type:** Surfacing

**Length:** 1.01

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
				Local	CE	\$40													
				State	Const	\$200													
				Local	Const	\$377													

**FY 2015 to FY 2019 L-DC MPO TIP Projects (Cost in 1000's)**

**Project Sponsor:** Douglas County      **MPO#:** 216      **KDOT#:**       Advanced Construction      **Grand Total:** \$343      Date added: 8/2015

**Project Name:** Route 1055 3-R Improvements North of Waka R      **Project Scope:**      **Comments:** Last Revised: 8/2015

**Route (to/from location):** Rte 1055 from Waka. R. Bridge to relocated Haskell construction      Extend typical section and concrete pavement from south end of relocated Haskell to north end of Wakarusa River bridge      Construct in Fall 2015 when KDOT closes Rte 1055 for tie-in of relocated Haskell to Rte 1055

**Project Type:** Road      **Project - Work Type:** Grading, Surfacing

**Length:** .17

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
Local	Const	\$342																	

**Project Sponsor:** Douglas County      **MPO#:** 217      **KDOT#:**       Advanced Construction      **Grand Total:** \$1,009      Date added: 8/2015

**Project Name:** Route 1055 Pavement Rehabilitation, Rte 12 to N700 Rd      **Project Scope:**      **Comments:** Last Revised: 8/2015

**Route (to/from location):** Rte 1055 from Rte 12 to N 700      Reconstruction from N 500 Rd north .55 mi; remaining pavement rehabilitated

**Project Type:** Road      **Project - Work Type:** Pavement Milling, Surfacing, Reconstruction

**Length:** 3

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
Local	Const	\$1,009																	

**Project Sponsor:** Douglas County      **MPO#:** 218      **KDOT#:**       Advanced Construction      **Grand Total:** \$869      Date added: 8/2015

**Project Name:** Bridge 0507-1700 Replacement      **Project Scope:**      **Comments:** Last Revised: 8/2015

**Route (to/from location):** Rte 1055 .07 mi north of N500 Rd      Replace bridge, stabilize channel      Construction contract tied to contract for Rte 1055 pavement rehabilitation from Rte 12 to N700 Rd.

**Project Type:** Bridge      **Project - Work Type:** Bridge Replacement

**Length:** .1

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
Local	PE	\$9																	
Local	ROW	\$8																	
Local	Const	\$787																	

**FY 2015 to FY 2019 L-DC MPO TIP Projects (Cost in 1000's)**

**Project Sponsor:** Douglas County      **MPO#:** 219      **KDOT#:**       Advanced Construction      **Grand Total:** \$1,200      Date added: 8/2015

**Project Name:** Route 458 Improvements, E1500 to E1600      **Project Scope:**      **Comments:** Last Revised: 8/2015

**Route (to/from location):** E1500 to E1600      Construct paved shoulders; replace narrow culvert; flatten roadside slope

**Project Type:** Road      **Project - Work Type:** Grading, Surfacing

**Length:** 1

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
								Local	ROW	\$30		Local	Util	\$40		Local	Const	\$1,130	

**Project Sponsor:** Douglas County      **MPO#:** 220      **KDOT#:**       Advanced Construction      **Grand Total:** \$2,000      Date added: 8/2015

**Project Name:** Route 1055 Improvements, N1000 to N1180      **Project Scope:**      **Comments:** Last Revised: 4/2016

**Route (to/from location):** N1000 to N1180      Construct paved shoulders; replace narrow culvert; flatten roadside slope

**Project Type:** Road      **Project - Work Type:** Grading, Surfacing

**Length:** 1.8

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
								Local	ROW	\$45		Local	Const	\$1,885					
								Local	Util	\$70									

**Project Sponsor:** Douglas County      **MPO#:** 221      **KDOT#:**       Advanced Construction      **Grand Total:** \$2,000      Date added: 8/2015

**Project Name:** Route 1055 Improvements, Vinland to Rte 458      **Project Scope:**      **Comments:** Last Revised: 8/2015

**Route (to/from location):** Vinland to Rte 458      Construct paved shoulders; replace narrow culvert; flatten roadside slope      Construct in 2020; project exceptions - N890 to N970 and N700 curve

**Project Type:** Road      **Project - Work Type:** Grading, Surfacing

**Length:** 3

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
												Local	ROW	\$50		Local	Util	\$80	

**FY 2015 to FY 2019 L-DC MPO TIP Projects (Cost in 1000's)**

**Project Sponsor:** Douglas County      **MPO#:** 222      **KDOT#:**       Advanced Construction      **Grand Total:** \$944      Date added: 8/2015

**Project Name:** Bridge 1000-1638 Replacement      **Project Scope:**      **Comments:** Last Revised: 4/2016

**Route (to/from location):** Rte 458 .38 mi east of Rte 1055      Replace Rte 458 bridge over Coal Creek      Includes replacing Br No. 1001-1649; PE completed 2014' ROW/Utilities completed 2015

**Project Type:** Bridge      **Project - Work Type:** Bridge Replacement

**Length:** .17

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
Local	ROW	\$8		Local	Const	\$800													

**Project Sponsor:** Douglas County      **MPO#:** 223      **KDOT#:**       Advanced Construction      **Grand Total:** \$346      Date added: 8/2015

**Project Name:** Bridge 1186-1500 Rehabilitation      **Project Scope:**      **Comments:** Last Revised: 8/2015

**Route (to/from location):** Rte 1055 at Wakarusa River      Modify South abutment; reset bearing devices; repair deteriorated concrete; polymer concrete overlay      Construct during Rte 1055 closure for tie-in of relocated Haskell

**Project Type:** Bridge      **Project - Work Type:** Bridge Rehabilitation

**Length:** .1

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
Local	Const	\$330																	

**Project Sponsor:** Douglas County      **MPO#:** 224      **KDOT#:**       Advanced Construction      **Grand Total:** \$685      Date added: 8/2015

**Project Name:** Bridge 0064-0550 Replacement      **Project Scope:**      **Comments:** Last Revised: 4/2016

**Route (to/from location):** Rte 1029 .6 mi North of N1 Rd      Replace Bridge

**Project Type:** Bridge      **Project - Work Type:** Bridge Replacement

**Length:** .1

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
Local	PE	\$65		Local	ROW	\$10		Local	Const	\$600									
				Local	Util	\$10													



**FY 2015 to FY 2019 L-DC MPO TIP Projects (Cost in 1000's)**

**Project Sponsor:** Douglas County      **MPO#:** 225      **KDOT#:**       Advanced Construction      **Grand Total:** \$540      Date added: 8/2015  
**Project Name:** Culvert 1500-1624 Replacement      **Project Scope:**      **Comments:** Last Revised: 4/2016  
 Replace narrow culverts, channel improvements      South half N1500 Rd in City Limits  
**Route (to/from location):** N 1500 Rd/E 15th St. at E 1625 Rd Intersection  
**Project Type:** Road      **Project - Work Type:** Grading, Surfacing  
**Length:** .1

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
Local	ROW	\$10		Local	Util	\$20		Local	Const	\$500									
				Local	ROW	\$10													

**Project Sponsor:** Lawrence      **MPO#:** 226      **KDOT#:** U-0561-01       Advanced Construction      **Grand Total:** \$797      Date added: 8/2015  
**Project Name:** Harvard & Wakarusa Roundabout      **Project Scope:**      **Comments:** Last Revised: 8/2015  
 Convert All Way Stop controlled intersection to single lane roundabout      PE/ROW are each estimated at 10% of Construction Costs  
**Route (to/from location):** Harvard & Wakarusa Intersection  
**Project Type:** Intersection      **Project - Work Type:** Geometric/Intersection Improvements  
**Length:**

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
State	PE	\$6		Local	ROW	\$62		Local	PE	\$62									
								HSIP	Const	\$564									
								Local	Const	\$63									
								HSIP	CE	\$36									
								Local	CE	\$4									

**Project Sponsor:** Lawrence      **MPO#:** 227      **KDOT#:** U-0544-01       Advanced Construction      **Grand Total:** \$616      Date added: 8/2015  
**Project Name:** Kasold & Harvard Roundabout      **Project Scope:**      **Comments:** Last Revised: 8/2015  
 Convert All Way Stop controlled intersection to single lane roundabout      PE/ROW are each estimated at 10% of Construction Costs  
**Route (to/from location):** Kasold & Harvard Intersection  
**Project Type:** Intersection      **Project - Work Type:** Geometric/Intersection Improvements  
**Length:**

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
				Local	ROW	\$61		HSIP	CE	\$7									
				Local	PE	\$61		Local	CE	\$37									
				State	PE	\$7		HSIP	Const	\$393									
								Local	Const	\$50									

**FY 2015 to FY 2019 L-DC MPO TIP Projects (Cost in 1000's)**

**Project Sponsor:** Lawrence

**MPO#:** 228

**KDOT#:**

Advanced Construction

**Grand Total:** \$2,400

Date added: 8/2015

**Project Name:** Bob Billings Parkway Improvements, Kasold to Wakarusa

**Project Scope:**

**Comments:**

Last Revised: 8/2015

**Route (to/from location):** Kasold to Wakarusa

Major resurfacing, traffic control & sidewalks.

PE/ROW are each estimated at 10% of Construction Costs

**Project Type:** Road

**Project -** Surfacing

**Length:** 1.5

**Work Type:**

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
Local	ROW	\$200		Local	PE	\$200													
				Local	Const	\$2,000													

**Project Sponsor:** Lawrence

**MPO#:** 229

**KDOT#:**

Advanced Construction

**Grand Total:** \$3,000

Date added: 8/2015

**Project Name:** 19th Street Reconstruction, O'Connell to Harper

**Project Scope:**

**Comments:**

Last Revised: 7/2016

**Route (to/from location):** O'Connell to Harper

Reconstruct & tie into venture park, roundabout at 19th & harper, construct sidewalk & bike lanes

PE/ROW are each estimated at 10% of Construction Costs

**Project Type:** Road

**Project -** Reconstruction

**Length:** .54

**Work Type:**

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
								Local	ROW	\$250									
								Local	PE	\$250									
								Local	Const	\$2,500									

**Project Sponsor:** Lawrence

**MPO#:** 230

**KDOT#:**

Advanced Construction

**Grand Total:** \$7,200

Date added: 8/2015

**Project Name:** Queens Road, 6th to North City Limits

**Project Scope:**

**Comments:**

Last Revised: 7/2016

**Route (to/from location):** 6th Street to North City Limits

Construct Queens Road, roundabout at Overland & Wakarusa, construct sidewalk & bike lanes

PE/ROW are each estimated at 10% of Construction Costs

**Project Type:** Road

**Project -** Reconstruction

**Length:** .75

**Work Type:**

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
Local	ROW	\$600		Local	PE	\$600		Local	Const	\$3,000									
								Local	Const	\$3,000									

**FY 2015 to FY 2019 L-DC MPO TIP Projects (Cost in 1000's)**

**Project Sponsor:** Lawrence      **MPO#:** 231      **KDOT#:** KA-4039-03       Advanced Construction      **Grand Total:** \$440      Date added: 8/2015

**Project Name:** US 40/6th Street & Champion Lane Signalization      **Project Scope:** Construct traffic signal      **Comments:** Last Revised: 8/2015  
PE/ROW are each estimated at 10% of Construction Costs

**Route (to/from location):** US 40/6th Street & Champion Lane Intersection

**Project Type:** Intersection      **Project - Work Type:** Intersection Improvements

**Length:**

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
				Local	PE	\$40													
				State	Const	\$250													
				Local	Const	\$150													

**Project Sponsor:** Lawrence      **MPO#:** 232      **KDOT#:**       Advanced Construction      **Grand Total:** \$3,000      Date added: 8/2015

**Project Name:** 23rd & Ousdahl Storm Sewer Improvements      **Project Scope:** Geometric Improvements & Storm Sewer      **Comments:** Last Revised: 8/2015  
PE/ROW are each estimated at 10% of Construction Costs

**Route (to/from location):** 23rd & Ousdahl Intersection

**Project Type:** Intersection      **Project - Work Type:** Intersection Improvements

**Length:**

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
				Local	ROW	\$250		Local	PE	\$250		State	Const	\$300					
								Local	Const	\$2,500		Local	Const	\$300					

**Project Sponsor:** Lawrence      **MPO#:** 234      **KDOT#:**       Advanced Construction      **Grand Total:** \$7,200      Date added: 8/2015

**Project Name:** 23rd Street Reconstruction, Haskell to East City Limits      **Project Scope:**      **Comments:** Last Revised: 8/2015  
PE/ROW are each estimated at 10% of Construction Costs

**Route (to/from location):** Haskell to East City Limits

**Project Type:** Road      **Project - Work Type:** Reconstruction

**Length:** 2.01

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
								Local	ROW	\$600		Local	PE	\$600					
												Local	Const	\$6,000					

**FY 2015 to FY 2019 L-DC MPO TIP Projects (Cost in 1000's)**

**Project Sponsor:** Lawrence      **MPO#:** 235      **KDOT#:** 23 U-0617-01       Advanced Construction      **Grand Total:** \$870      Date added: 1/2016

**Project Name:** KLINK US 59 (Iowa St)      **Project Scope:**      **Comments:** Last Revised: 4/2016

**Route (to/from location):** US-59 (31st to 23rd Street)      Mill & overlay of Iowa Street between 31st and 23rd St with full depth patching and new pavement markings.

**Project Type:** Road      **Project - Work Type:** Pavement Milling/Overlay

**Length:** 1.004

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
								Local	PE	\$20									
								Local	CE	\$40									
								State	Const	\$300									
								Local	Const	\$510									

**Project Sponsor:** KDOT      **MPO#:** 236      **KDOT#:** KS-3634-02       Advanced Construction      **Grand Total:** \$4,200      Date added: 1/2016

**Project Name:** SLT/K-10 West Leg in Douglas County      **Project Scope:**      **Comments:** Last Revised: 4/2016

**Route (to/from location):** I-70/K10 Junction South to 3500 ft N of K-10/US-40 Junction      Add 2 lanes to existing 2 lanes for a 4 lane freeway section. This will include reconstruction of existing interchange @ KTA (I-70). A mainline ORT (open road tolling) toll plaza on K-10 is included in reconstruction of interchange @ I-70.      Project is authorized for PE only. The total project cost, including all work phases, is estimated at \$73,775 K. This estimate should be used for planning purposes only.

**Project Type:** Road/Interchange      **Project - Work Type:** Interchange/Reconstruction

**Length:** 1.2

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
				State	PE	\$4,200													

**Project Sponsor:** KDOT      **MPO#:** 237      **KDOT#:** KA-3634-03       Advanced Construction      **Grand Total:** \$10,800      Date added: 1/2016

**Project Name:** SLT/K-10 West Leg in Douglas County      **Project Scope:**      **Comments:** Last Revised: 4/2016

**Route (to/from location):** 3500 ft N of K-10/US-40 Junction, to K-10 US-59/Iowa St Junction      Add 2 lanes to existing 2 lanes for a 4 lane freeway section. Includes existing interchanges @ US-40, bob Billings, Clinton & US-59. New interchange approx. .8 mi east of Wakarusa/27th St intersection. Kasold Drive intersection will be closed.      Project is authorized for PE only. The total project cost, including all work phases, is estimated at \$159,800 K. This estimate should be used for planning purposes only.

**Project Type:** Road/Interchange      **Project - Work Type:** Interchange/Reconstruction

**Length:** 7

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
				State	PE	\$10,800													



**FY 2015 to FY 2019 L-DC MPO TIP Projects (Cost in 1000's)**

**Project Sponsor:** KDOT

**MPO#:** 238

**KDOT#:** K-9667-06

**Advanced Construction**

**Grand Total:** \$112

**Date added:** 1/2016

**Project Name:** K-10: Approximately 500ft W of Harper St.

**Project Scope:**

**Comments:**

**Last Revised:** 1/2016

Consolidation of access points (Orschlen's) & construction of right turn lane.

**Route (to/from location):**

**Project Type:** Road

**Project - Work Type:** Access Management

**Length:** <1

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
				State	Const	\$25													
				Local	Const	\$88													

**Project Sponsor:** KDOT

**MPO#:** 239

**KDOT#:** K-9667-07

**Advanced Construction**

**Grand Total:** \$51

**Date added:** 1/2016

**Project Name:** Improvements on K-10 West of Naismith Dr.

**Project Scope:**

**Comments:**

**Last Revised:** 1/2016

Median treatment to allow right out only near Natural Grocers.

**Route (to/from location):** K-10 Improvements to median

**Project Type:** Road

**Project - Work Type:** Safety

**Length:** .5

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
				State	Const	\$38													
				Local	Const	\$13													

**Project Sponsor:** KDOT

**MPO#:** 240

**KDOT#:** K-9667-08

**Advanced Construction**

**Grand Total:** \$30

**Date added:** 1/2016

**Project Name:** Access Consolidation on K-10- West of Alabama St (Jiffy Lube)

**Project Scope:**

**Comments:**

**Last Revised:** 1/2016

Access Improvements

**Route (to/from location):** K-10 W of Alabama St.

**Project Type:** Road

**Project - Work Type:** Access Management

**Length:** .5

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
				State	Const	\$23													
				Local	Const	\$8													

**FY 2015 to FY 2019 L-DC MPO TIP Projects (Cost in 1000's)**

**Project Sponsor:** KDOT                      **MPO#:** 241                      **KDOT#:** K-9667-09                       Advanced Construction                      **Grand Total:** \$30                      Date added: 1/2016  
**Project Name:** Access Consolidation on K-10 West of Alabama St (Chipotle)                      **Project Scope:**                      **Comments:** Last Revised: 1/2016  
 Access Improvements  
**Route (to/from location):** K-10 W of Alabama St.

**Project Type:** Road                      **Project - Work Type:** Access Management  
**Length:** .5

<u>FY 2015</u>				<u>FY 2016</u>				<u>FY 2017</u>				<u>FY 2018</u>				<u>FY 2019</u>			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
				State	Const	\$23													
				Local	Const	\$8													

**Project Sponsor:** KDOT                      **MPO#:** 242                      **KDOT#:** K-9667-10                       Advanced Construction                      **Grand Total:** \$80                      Date added: 1/2016  
**Project Name:** Access Consolidation on K-10 West of Ousdahl Rd                      **Project Scope:**                      **Comments:** Last Revised: 1/2016  
 Access Improvements  
**Route (to/from location):** K-10 W of Ousdahl Rd.

**Project Type:** Road                      **Project - Work Type:** Access Management  
**Length:** .5

<u>FY 2015</u>				<u>FY 2016</u>				<u>FY 2017</u>				<u>FY 2018</u>				<u>FY 2019</u>			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
				State	Const	\$60													
				Local	Const	\$20													

**Project Sponsor:** KDOT                      **MPO#:** 243                      **KDOT#:** KA-4365-01                       Advanced Construction                      **Grand Total:** \$1,675                      Date added: 7/2016  
**Project Name:** US-56 Improvements from Eisenhower St (US-56) to 1st St                      **Project Scope:**                      **Comments:** Last Revised: 7/2016  
 Improvements to US-56 - Realign Eisenhower and construct 3 lane US-56  
**Route (to/from location):** Eisenhower to 1st St

**Project Type:** Road                      **Project - Work Type:** Other/Reconstruction  
**Length:** .3

<u>FY 2015</u>				<u>FY 2016</u>				<u>FY 2017</u>				<u>FY 2018</u>				<u>FY 2019</u>			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
								State	Const	\$1,675									

**FY 2015 to FY 2019 L-DC MPO TIP Projects (Cost in 1000's)**

**Project Sponsor:** KDOT

**MPO#:** 244

**KDOT#:** K-7888-01

**Advanced Construction**

**Grand Total:** \$92,348

**Date added:** 7/2016

**Project Name:** FR-DG Co Line, N to 2L/4L Div

**Project Scope:**  
Bridge Replacement and grading

**Comments:** Last Revised: 7/2016

**Route (to/from location):** Franklin-Douglas County Line N to 2L/4L Div

Revise the source of State match to the use of toll credits. Federal amount of STP reflects the change to toll credits. The state amount reflects the non-participating amount of the project. Old TIP number was STHWY\_61 found in FY2008 TIP.

**Project Type:** Road

**Project - Work Type:** Bridge Replacement

**Length:**

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
				STP	PE	\$5,291													
				State	PE/R/C/C	\$23,492													
				STP	Util	\$1,681													
				STP	Const/CE	\$61,884													

**Project Sponsor:** KDOT

**MPO#:** 300

**KDOT#:** KA-2394-01

**Advanced Construction**

**Grand Total:** \$180

**Date added:** 10/2014

**Project Name:** 23rd Street Traffic Signal Coordination

**Project Scope:**  
Install fiber optic cables & video detection systems

**Comments:** Last Revised: 7/2016

**Route (to/from location):** Lawrence

**Project Type:** ITS

**Project - Work Type:** ITS

**Length:**

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
				State	PE	\$150													
				State	PE	\$30													

**Project Sponsor:** KDOT/Lawrence

**MPO#:** 301

**KDOT#:** KA-3597-01

**Advanced Construction**

**Grand Total:** \$529

**Date added:** 8/2015

**Project Name:** West Lawrence Traffic Signal Timing.

**Project Scope:**  
Adaptive traffic signal system - new controllers, PTZ cameras & cabinet modifications

**Comments:** Last Revised: 7/2016  
Installation of equipment at 12 intersections along 6th St/Wakarusa/Clinton Parkway to enhance traffic flow & safety.

**Route (to/from location):** 6th St, Wakarusa, Clinton Pkwy

**Project Type:** ITS

**Project - Work Type:** Other

**Length:**

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
				State	Const	\$129													
				Local	Const	\$400													

**FY 2015 to FY 2019 L-DC MPO TIP Projects (Cost in 1000's)**

**Project Sponsor:** DCSS Inc.      **MPO#:** 400      **KDOT#:**       Advanced Construction      **Grand Total:** \$108      Date added: 10/2014  
**Project Name:** Douglas County Senior Services Inc: FTA 5317 Operating      **Project Scope:**      **Comments:** Last Revised: 8/2015

**Route (to/from location):** Lawrence

**Project Type:** Transit/Paratransit      **Project - Work Type:** Operating

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
5317	OPRT	\$39		5317	OPRT	\$15													
Local	OPRT	\$39		Local	OPRT	\$15													

**Project Sponsor:** Independence Inc.      **MPO#:** 401      **KDOT#:**       Advanced Construction      **Grand Total:** \$327      Date added: 10/2014  
**Project Name:** Independence Inc.: FTA 5311 Operating & Capital      **Project Scope:**      **Comments:** Last Revised: 7/2016

**Route (to/from location):** Lawrence

**Project Type:** Transit/Paratransit      **Project - Work Type:** Operating/Capital

2015 - 5311 Fed Admin - \$4,338; Local Admin \$1,084 2016- 5311 Fed Admin- \$14,487; Local Admin \$3,621; 2017 - 5311 Fed Admin - \$25,366 & 5311 Local Admin - \$6,341

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
5311	OPRT	\$48		5311	OPRT	\$60		5311	OPRT	\$54									
State	OPRT	\$17		State	OPRT	\$27		State	OPRT	\$11									
Local	OPRT	\$27		Local	OPRT	\$22		Local	OPRT	\$23									
				5311	CAP	\$30													
				Local	CAP	\$7													

**Project Sponsor:** Lawrence Transit      **MPO#:** 402      **KDOT#:** 5307-KS-90       Advanced Construction      **Grand Total:** \$13,618      Date added: 10/2014  
**Project Name:** Operating Funds      **Project Scope:**      **Comments:** Last Revised: 10/2014

**Route (to/from location):** Lawrence

**Project Type:** Transit/Paratransit      **Project - Work Type:** Operating

Operating and Preventative Maintenance activities. Federal Transit 5307 Funds. 2013-2015 amounts based on 2011 levels projected.

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
5307	OPRT	\$2,122		5307	OPRT	\$2,122		5307	OPRT	\$2,122		5307	OPRT	\$2,122		5307	OPRT	\$2,122	
Local	OPRT	\$1,616		Local	OPRT	\$1,616		Local	OPRT	\$1,616		Local	OPRT	\$1,616		Local	OPRT	\$1,616	



**FY 2015 to FY 2019 L-DC MPO TIP Projects (Cost in 1000's)**

**Project Sponsor:** Lawrence Transit      **MPO#:** 403      **KDOT#:** PT-0701       Advanced Construction      **Grand Total:** \$2,198      Date added: 10/2014  
**Project Name:** Transit Capital Assistance      **Project Scope:**      **Comments:** Last Revised: 8/2015

**Route (to/from location):** Lawrence      Comprehensive Transportation Program. Purchase of replacement paratransit vehicles.

**Project Type:** Transit/Paratransit      **Project - Work Type:** Special Work  
**Length:**

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
StateCT	CAP	\$500		StateCTP	CAP	\$500													
StateCT	OPRT	\$558		StateCTP	OPRT	\$640													

**Project Sponsor:** Lawrence Transit      **MPO#:** 404      **KDOT#:** KS-90-X139       Advanced Construction      **Grand Total:** \$310      Date added: 10/2014  
**Project Name:** JARC Small Urban Funds      **Project Scope:**      **Comments:** Last Revised: 10/2014

**Route (to/from location):** Lawrence      FFY 2009 Small Urban JARC funds passed thru from KDOT. 80/20 split.      Purchase vehicles.

**Project Type:** Transit/Paratransit      **Project - Work Type:** Capital  
**Length:**

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
JARC	CAP	\$248																	
Local	CAP	\$62																	

**Project Sponsor:** Lawrence Transit      **MPO#:** 405      **KDOT#:** KS-03-0044       Advanced Construction      **Grand Total:** \$631      Date added: 10/2014  
**Project Name:** Transit 5309 Funds      **Project Scope:**      **Comments:** Last Revised: 10/2014

**Route (to/from location):** Lawrence      FFY 2008 Capital 83% Fixed Route Bus Replacement

**Project Type:** Transit/Paratransit      **Project - Work Type:** Capital  
**Length:**

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
5309	CAP	\$527																	
Local	CAP	\$104																	

**FY 2015 to FY 2019 L-DC MPO TIP Projects (Cost in 1000's)**

**Project Sponsor:** Lawrence Transit      **MPO#:** 406      **KDOT#:** KS-04-0010       Advanced Construction      **Grand Total:** \$107      Date added: 10/2014  
**Project Name:** Transit 5309 Funds      **Project Scope:**      **Comments:** Last Revised: 10/2014  
 FFY 2008 Capital- Bus & Bus Facilities -- Fleet Replacement 83%  
**Route (to/from location):** Lawrence  
**Project Type:** Transit/Paratransit      **Project - Work Type:** Capital  
**Length:**

<u>FY 2015</u>				<u>FY 2016</u>				<u>FY 2017</u>				<u>FY 2018</u>				<u>FY 2019</u>			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
5309	CAP	\$147																	
Local	CAP	\$30																	

**Project Sponsor:** Lawrence Transit      **MPO#:** 407      **KDOT#:** KS-04-0044       Advanced Construction      **Grand Total:** \$1,145      Date added: 10/2014  
**Project Name:** Transit 5309 Funds      **Project Scope:**      **Comments:** Last Revised: 10/2014  
 FFY 2009 Capital 83% Fixed Route Bus Replacement  
**Route (to/from location):** Lawrence  
**Project Type:** Transit/Paratransit      **Project - Work Type:** Capital  
**Length:**

<u>FY 2015</u>				<u>FY 2016</u>				<u>FY 2017</u>				<u>FY 2018</u>				<u>FY 2019</u>			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
5309	CAP	\$25																	
Local	CAP	\$5																	

**Project Sponsor:** Bert Nash Inc.      **MPO#:** 408      **KDOT#:** PT-0079-15       Advanced Construction      **Grand Total:** \$60      Date added: 8/2015  
**Project Name:** Bert Nash Inc.: FTA 5310 Capital Funds      **Project Scope:**      **Comments:** Last Revised: 8/2015  
 14 Passenger- Small Transit Bus  
**Route (to/from location):** Lawrence  
**Project Type:** Transit/Paratransit      **Project - Work Type:** Capital  
**Length:**

<u>FY 2015</u>				<u>FY 2016</u>				<u>FY 2017</u>				<u>FY 2018</u>				<u>FY 2019</u>			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
				5310	CAP	\$48													
				Local	CAP	\$12													

**FY 2015 to FY 2019 L-DC MPO TIP Projects (Cost in 1000's)**

**Project Sponsor:** Cottonwood Inc.      **MPO#:** 409      **KDOT#:**       Advanced Construction      **Grand Total:** \$66      Date added: 8/2015  
**Project Name:** Cottonwood Inc.: FTA 5310 Capital Funds      **Project Scope:**      **Comments:** Last Revised: 8/2015  
 Route (to/from location): Lawrence      14 Passenger- Small Transit Bus  
**Project Type:** Transit/Paratransit      **Project - Work Type:** Capital  
 Length:

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
				5310	CAP	\$53													
				Local	CAP	\$13													

**Project Sponsor:** Lawrence Transit      **MPO#:** 410      **KDOT#:**       Advanced Construction      **Grand Total:** \$4,000      Date added: 7/2016  
**Project Name:** Lawrence Multi-Modal Center      **Project Scope:**      **Comments:** Last Revised: 7/2016  
 Route (to/from location):      Transit facility  
**Project Type:** Transit/Paratransit      **Project - Work Type:** Capital  
 Length:

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
								Local	PE	\$1,000		Local	Const	\$1,000		Local	Const	\$2,000	

**Project Sponsor:** Independence Inc.      **MPO#:** 411      **KDOT#:**       Advanced Construction      **Grand Total:** \$59      Date added: 7/2016  
**Project Name:** Independence Inc.: FTA 5310 Capital Funds      **Project Scope:**      **Comments:** Last Revised: 7/2016  
 Route (to/from location): Lawrence      Full size van  
**Project Type:** Transit/Paratransit      **Project - Work Type:** Capital  
 Length:

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
								5310	CAP	\$47									
								Local	CAP	\$12									

**FY 2015 to FY 2019 L-DC MPO TIP Projects (Cost in 1000's)**

**Project Sponsor:** Lawrence      **MPO#:** 500      **KDOT#:** 23TE-0373-01       Advanced Construction      **Grand Total:** \$1,442      Date added: 10/2014  
**Project Name:** Santa Fe Depot Restoration      **Project Scope:** Revitalize the Santa Fe Depot site and building      **Comments:** Last Revised: 4/2016  
**Route (to/from location):** 413 East 7th Street, Lawrence, KS      TA funding to pay 80% of eligible costs.

**Project Type:** Enhancement      **Project - Work Type:** Special Work  
**Length:**

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
				Local	PE	\$1													
				TA	Const	\$1,065													
				Local	Const	\$266													
				TA	CE	\$88													
				Local	CE	\$22													

**Project Sponsor:** Baldwin City      **MPO#:** 501      **KDOT#:** TE-0424-01       Advanced Construction      **Grand Total:** \$260      Date added: 10/2014  
**Project Name:** Baldwin City Depot Railscape      **Project Scope:** Extend the length of the brick boarding platform, cover the platform and install lighting, install native prairie landscaping and three additional ADA parking spaces to complete the Depot Railscape      **Comments:** Last Revised: 4/2016  
**Route (to/from location):**      2014 KDOT Transportation Alternatives Project

**Project Type:** Enhancement      **Project - Work Type:** Other  
**Length:**

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
				Local	PE	\$1													
				Local	Const	\$83													
				TA	Const	\$169													
				Local	CE	\$2													
				TA	CE	\$5													

**Project Sponsor:** Eudora      **MPO#:** 503      **KDOT#:** TE-0437-01       Advanced Construction      **Grand Total:** \$354      Date added: 7/2016  
**Project Name:** Eudora South Trail Phase 2      **Project Scope:** 10' wide shared use path that will have ADA ramps and create a safe access for residents of all ages.      **Comments:** Last Revised: 7/2016  
**Route (to/from location):** South Eudora from Eudora High School to Eudora Middle School

**Project Type:** Safety      **Project - Work Type:** Pedestrian & Bicycle Paths  
**Length:** .66

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
				Local	PE	\$26		TA	CE	\$44									
								Local	CE	\$11									
								TA	Const	\$218									
								Local	Const	\$55									



**FY 2015 to FY 2019 L-DC MPO TIP Projects (Cost in 1000's)**

**Project Sponsor:** Lawrence      **MPO#:** 504      **KDOT#:**       Advanced Construction      **Grand Total:** \$236      Date added: 7/2016

**Project Name:** Lawrence Safe Routes to School TA      **Project Scope:**      **Comments:** Last Revised: 7/2016

**Route (to/from location):** Various sidewalk in 3 locations, RRFB at aprox. 10 locations      The project will add sidewalks along designated safe routes for 2 schools (LMCMS/WES) on arterial roadways w/sidewalk on 1 side & residential roadways w/no sidewalk on either side. It will also add RRFBs at existing school crossings w/o a crossing guard

**Project Type:** SRTS      **Project - Work Type:** Pedestrian & Bicycle Paths      The SRTS funding is an 80/20 (KDOT/City) cost share with KDOT contributing \$189,156 with a city match of \$47,289

**Length:**

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
				TA	Const	\$189													
				Local	Const	\$47													

**Project Sponsor:** KDOT      **MPO#:** 600      **KDOT#:**       Advanced Construction      **Grand Total:** \$2,500      Date added: 10/2014

**Project Name:** Various Railroad Safety Projects in the Region      **Project Scope:**      **Comments:** Last Revised: 10/2014

**Route (to/from location):**      Safety improvements along railroads in region as identified by KDOT. These funds may be used to benefit the region by working to correct or improve identified safety hazards at public railway-highway crossing in a proactive manner.      This is a master project that would include any safety projects selected in region. State funds (SF) Conversions: 2015 SF to 2016 HISP, 2016 SF to 2017 HSIP, 2017 SF to 2018 HSIP, 2018 SF to 2019 HSIP, 2019 SF to 2020 HSIP.

**Project Type:** Safety      **Project - Work Type:**

**Length:**

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
StateAC	Const	\$500		StateAC	Const	\$500		StateAC	Const	\$500		StateAC	Const	\$500		StateAC	Const	\$500	
HSIP	Const		\$500	HSIP	Const		\$500	HSIP	Const		\$500	HSIP	Const		\$500	HSIP	Const		\$500

**Project Sponsor:** Douglas County      **MPO#:** 601      **KDOT#:**       Advanced Construction      **Grand Total:** \$876      Date added: 1/2016

**Project Name:** Rte 458 HRRR      **Project Scope:**      **Comments:** Last Revised: 4/2016

**Route (to/from location):** Rte 458 E 1800 Rd. to E 2000 Rd.      Replace nine narrow culverts and remove roadside trees to improve roadside safety.

**Project Type:** Safety      **Project - Work Type:** Grading

**Length:** 2

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
				Local	PE	\$48		Local	Util	\$75		HSIP	Const	\$570					
								Local	ROW	\$75		Local	Const	\$63					
												Local	CE	\$45					

**FY 2015 to FY 2019 L-DC MPO TIP Projects (Cost in 1000's)**

**Project Sponsor:** Douglas County      **MPO#:** 602      **KDOT#:**  Advanced Construction      **Grand Total:** \$40      Date added: 1/2016

**Project Name:** Local Road Safety Plan      **Project Scope:**      **Comments:** Last Revised: 1/2016

**Route (to/from location):** County road network      Safety study of county road network (major collectors) to identify needed safety improvements.

**Project Type:** Safety      **Project - Work Type:** Safety

**Length:**

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
				HRRR		\$36													
				Local		\$4													

**Project Sponsor:** KDOT      **MPO#:** 700      **KDOT#:** KA-3634-01       Advanced Construction      **Grand Total:** \$1,675      Date added: 10/2014

**Project Name:** South Lawrence Trafficway Widening Study      **Project Scope:**      **Comments:** Last Revised: 8/2015

**Route (to/from location):** K-10 West Leg in Douglas County US 59/K10/Iowa to I70/KTA/K10 Junction      Study to provide a 4-lane freeway section, review area issues, current transport needs, impacts on current projects, interchange configurations, reevaluate the evrn docs for preferred improvements.

**Project Type:** Other      **Project - Work Type:** Road Widening

**Length:** 8.43

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
State	ROW	\$175																	

**Project Sponsor:** KDOT      **MPO#:** 701      **KDOT#:** K-8392-06       Advanced Construction      **Grand Total:** \$705      Date added: 8/2015

**Project Name:** K-10 Permanent Seeding      **Project Scope:**      **Comments:** Last Revised: 8/2015

**Route (to/from location):** S. Junction US-59 & K-10 to East K-10      Permanent Seeding

**Project Type:** Other      **Project - Work Type:** Seeding

**Length:** 6

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
State	Const	\$656																	
State	CE	\$49																	

**FY 2015 to FY 2019 L-DC MPO TIP Projects (Cost in 1000's)**

**Project Sponsor:** KDOT

**MPO#:** 702

**KDOT#:** K-7888-07

Advanced Construction

**Grand Total:** \$498

Date added: 8/2015

**Project Name:** US-59 Seeding Project

**Project Scope:**  
Permanent Seeding

**Comments:** Last Revised: 8/2015  
Tied to project K-7888-01

**Route (to/from location):** Douglas Co Line N to 2L/4L divided

**Project Type:** Other

**Project - Work Type:** Seeding

**Length:** 4.2

<u>FY 2015</u>				<u>FY 2016</u>				<u>FY 2017</u>				<u>FY 2018</u>				<u>FY 2019</u>			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
STP	CE	\$33																	
State	CE	\$32																	
STP	Const	\$239																	
State	Const	\$194																	

**Project Sponsor:** KDOT

**MPO#:** 703

**KDOT#:** KA-2362-02

Advanced Construction

**Grand Total:** \$188

Date added: 1/2016

**Project Name:** Toll Feasibility Study for the SLT & K-10 Corridors

**Project Scope:**  
Study for the feasibility of tolling in the SLT & K-10 Corridors in Douglas and Johnson County. This study will include a determination of which tolling scenarios are most feasible at a sketch planning level for implementing corridor improvements.

**Comments:** Last Revised: 1/2016  
Study completed by 2016. Project also included in MARC TIP.

**Route (to/from location):** I-10(KTA)/K-10 Junction to I-435/K-10 Junction

**Project Type:** Other

**Project - Work Type:** Special Work

**Length:** 38

<u>FY 2015</u>				<u>FY 2016</u>				<u>FY 2017</u>				<u>FY 2018</u>				<u>FY 2019</u>			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion
				State	PE	\$94													
				KTA	PE	\$94													

# Appendix 1 - Latest Federal Fiscal Year - List of Obligated Projects

The purpose of this listing is to illustrate the progress of federal aid transportation projects in the region as they move through the years in the TIP projects table and onto the recently obligated projects list. Projects are listed based on the year the federal funds were obligated, not necessarily the year the construction of the project began. The federal amount represents the federal funds spent on the project.

The table below describes projects listed in the TIP that were obligated in the previous Federal Fiscal Year (FFY). A listing of projects with federal aid obligated in the previous FFY are presented to the MPO each year for review either as part of a TIP approval or amendment or as a separate memo.

The listing will be made available on the MPO website and sent to the Kansas Department of Transportation who will then distribute the listing to the FHWA and the FTA for informational purposes.

Lawrence-Douglas County MPO Area - List of Project for Which Federal Funds Were Obligated to in FFY 2015 (Cost in \$1,000's)													
MPO #	KDOT #	Project Name	Responsible Party	Route or Service Area / Project Location	Project Description	Work Description	Federal Funding Source	Federal Funds Requested in TIP	Federal Funds Obligated in FFY 2015	Federal Funds Obligated To Date	Federal Funds Remaining	Bike & Ped Elements	Project Status
400		Operating	Douglas County Senior Services, Inc.	Based in Lawrence - Douglas County & nearby counties as needed	Paratransit Service for DG Co senior citizens	Paratransit services for seniors & various trip types/purposes	5317	39	15	15	0	No	Active
408	PT-0079-15	Capital -14 Passenger lift equipped bus	Bert Nash Community Mental Health Center	Lawrence	Purchase 14 Passenger - Small Transit Bus	Purchase 14 Passenger - Small Transit Bus	5310	48	44	44	0	No	Active
401		Capital - Ramp Accessible Minivan	Independence, Inc	Based in Lawrence - Douglas County	Capital - Ramp Accessible Minivan	Purchase ramp accessible minivan	5339	48	44	44	0	No	Active
402	KS-90-X152	Transit - Operating Assistance	Lawrence	Citywide	Transit - Operating Assistance	Urban Fixed Route & Paratransit	5307	2,122	858	2,022	100	No	Active
402	KS-90-X154	Transit - Operating Assistance	Lawrence	Citywide	Transit - Operating Assistance	Urban Fixed Route & Paratransit	5307	2,107	755	755	1,352	No	Active
404	KS-90-X019 JARC	Transit - Capital Assistance	Lawrence	Citywide	Transit - Capital Assistance	Vehicle Procurement	5307	497	48	497	0	Yes	Closed
407	KS-04-0044	Transit - Capital Assistance	Lawrence	Citywide	Transit - Capital Assistance	Vehicle Procurement	5309	950	25	925	0	Yes	Closed
405	KS-03-0044	Transit - Capital Assistance	Lawrence	Citywide	Transit - Capital Assistance	Vehicle Procurement	5309	881	527	881	0	Yes	Closed
406	KS-04-0010	Transit - Capital Assistance	Lawrence	Citywide	Transit - Capital Assistance	Vehicle Procurement	5309	147	147	147	0	Yes	Closed
404	KS-90-X139 JARC	Transit - Capital Assistance	Lawrence	Citywide	Transit - Capital Assistance	Vehicle Procurement	5307	248	248	248	0	Yes	Closed
202	C-4640-01	Route 1055 from Route 12 to Vinland	Douglas County	Route 1055 from Route 12 (N 400 Rd.) to Route 460 (N 700 Rd.)	Roadside Safety Improvements: Culvert replacements/extensions, tree removal in ROW	Grading and Culverts	HSIP	525	499	499	26	No	Complete
101	K-6813-01	Bridge Replacement on US-59	KDOT	US 59 BR 017, Wakarusa Rv. 6.1 miles n/o US 56	Br 017, Wakarusa River Drg. 6.1 Mile North of Junction US-56	Bridge replacement based on a 44 ft. roadway	BRF	380	(18)	444	(64)	No	Closed
224	K-7888-02	Franklin-Douglas County Line, North to 2L/4L Divided	KDOT	Franklin-Douglas county Line, North to 2L/4L Divided	Franklin-Douglas County Line, North for 7.3 Miles	Concrete Surfacing for 4-Lane Freeway construction in accordance with Project No. 59-106 K-6318-01 (APE Study) recommendations. Grading and bridges will be constructed on Project No. 59-23 K-7888-01. Note: Guardrail, lighting, permanent signing and pavement marking for this project will be completed in Project No. 59-23 K-7888-06	STP	16,720	(44)	10,930	5,790	No	Closed
702	K-7888-07	US-59 Seeding Project	KDOT	Douglas Co Line N to 2L/4L divided	Permanent seeding	Permanent seeding	STP	272	162	271	1	No	Closed
200	K-8392-04	South Lawrence Trafficway	KDOT	SO Junct US 59/K10 E to K10	K-10 Connection, from South Junction US-59/K-10 East to K-10, South Lawrence Trafficway (SLT)	Construct a 4-Lane Freeway Section with interchanges at US-59, Haskell Avenue and K-10.	NHPP & STP	140,179	54,011	140,239	(60)	Yes	Active
100	KA-0685-01	K-10 Highway/ 23rd Street Bridge Project	KDOT	K-10 Highway/ 23rd Street Bridge (023) over BNSF Railroad	Bridge Replacement for K-10 highway over BNSF line near Haskell University.	Bridge Replacement based on a 5-Lane section, 67 Ft Back to Back of curb.	STP & BRF	5,988	342	6,332	(344)	No	Closed
220	KA-1826-01	K-10/15th St./Bob Billings Pkwy Interchange	KDOT	K-10/15th Street/Bob Billings Pkwy	K-10 (South Lawrence Trafficway)/Bob Billings Pkwy on West Side of Lawrence	A current interchange configuration has been developed as part of the K-10, South Lawrence Trafficway Corridor (Proj. No. K-3359-01). This project will construct the interchange.	STP	17,144	6,432	17,143	1	Yes	Active
503	TE-0372-01	Breezedale Monument Restoration	Lawrence	South of the intersection of K-10 and 23rd Street	Southeast and Southwest corner of Kansas Highway 10 (23rd Street) and Massachusetts Street in Lawrence	Repair metal sculptures, masonry, and benches - remove growth and pollution staining - replace lettering on monument	TE	95	95	95	0	No	Active
500	TE-0373-01	Santa Fe Depot Restoration	Lawrence	413 East 7th Street, Lawrence, KS	Preservation of Santa Fe Station located at 413 E 7th Street, Lawrence	Preservation of historic features, improvements to the exterior (doors, roof, chimney and windows), interior improvements (doors, walls, ADA compliance, restoration of original finishes and furnishings), and mechanical/electrical systems (heating and cooling systems, light fixtures, fire suppression system, emergency lighting)	TE	1,272	1,108	1,108	164	No	Active
502	TE-0390-01	Haskell Rail Trail	Lawrence	E23rd Street & E23rd Street Frontage Rd to E29th Street	Ped/bike path: continuation of the existing Burroughs Creek Rail Trail at 23rd St to the proposed South Lawrence Trafficway Trail	Pave existing Haskell Rail Trail from 23rd Street to 29th Street: 10ft concrete trail	TE	182	(13)	169	13	Yes	Active
501	U-0075-01	Lawrence Safe Routes to Schools Education	Douglas County CHIP	Citywide	Creating an Educational Program	SRTS - Phase 1 Planning Grant. Douglas County Community Health Improvement Partnership Pedestrian Safety Education Project	SRTS	10	(2)	8	2	Yes	Closed
502	U-0464-01	Lawrence Safe Routes to School Master Plan	Lawrence	Lawrence	City of Lawrence	Preliminary Engineering to develop Safe Routes to School Master Plan	TE	15	15	15	0	Yes	Active

**Legend**  
 5307 - FTA Section 5307 - Operating Assistance, Preventive Maintenance, Program Administration, & Security and Capital  
 5309 - FTA Section 5309 - Capital Bus and Bus Facilities  
 5310 - FTA Section 5310 - Elderly and Disabled  
 5317 - FTA Section 5317 - New Freedom  
 5339 - FTA Section 5339 - Bus and Bus Facilities  
 BRF - Bridge Replacement Funds  
 HSIP - Highway Safety Improvement Program  
 NHPP - National Highway Performance Program  
 SFP - Surface Transportation Program  
 SRTS - Safe Routes to School  
 TE - Transportation Enhancement



### Appendix 2 - TIP Project Submission Form

Project Sponsor: \_\_\_\_\_

Project Name: \_\_\_\_\_

Route (to/from location): \_\_\_\_\_

Length: \_\_\_\_\_ KDOT #: \_\_\_\_\_

Project Type (choose from available options on TIP Appendix 5): \_\_\_\_\_

Work Type (choose from available options on TIP Appendix 5): \_\_\_\_\_

Project Scope:

Comments:

Does this project use Advanced Construction? Yes    No

Will the project occur in more than one year? Yes    No

Is the project in the Current MTP's Fiscally Constrained List of Recommended Projects? Yes    No

Is the project listed in the MTP as an Illustrative Project? Yes    No

Does the project address a transport system issue discussed or noted in the MTP? Yes    No

If so, please list the issue(s): \_\_\_\_\_

Is the project regionally significant as defined by the L-DC MPO? Yes    No

Is the project identified as a TCM in the SIP? Yes    No

Does this project have any ITS elements? Yes    No

If yes, are the elements consistent with the approved ITS Plan? Yes    No

Is the project listed and/or described in other documents or plans? Yes    No

If so, list the documents:

---

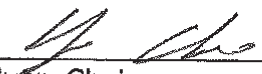
Total Project Cost (all years, all phases in \$1,000's): \_\_\_\_\_



### Appendix 3 - MPO Self-Certification

The Kansas Department of Transportation (KDOT) and the Lawrence - Douglas County Metropolitan Planning Organization (MPO) certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including the following:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart; All core documents are current:
  - ✓ MTP
  - ✓ TIP
  - ✓ UPWP
  - ✓ PPP
2. In nonattainment and maintenance areas, Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 USC 7504, 7506 (c) and (d)) and 40 CFR Part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR Part 21;
  - ✓ Title VI Plan
  - ✓ LEP Plan
4. 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
  - ✓ Title VI Plan
  - ✓ LEP Plan
5. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
  - ✓ DBE Payment Information submitted to KDOT
6. 23 CFR Part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts,
  - ✓ Title VI Plan
  - ✓ EJ Analysis Completed (as part of the MTP or TIP)
7. The provisions of the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.) and 49 CFR Parts 27, 37, and 38;
  - ✓ Title VI Plan
8. The Older Americans Act, as amended (42 USC 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
  - ✓ Title VI Plan
9. Section 324 of Title 23 USC regarding the prohibition of discrimination based on gender; and
  - ✓ Title VI Plan
10. Section 504 of the Rehabilitation Act of 1973 (29 USC 794) and 49 CFR Part 27 regarding discrimination against individuals with disabilities.
  - ✓ Title VI Plan

  
 \_\_\_\_\_  
 Bryan Culver, Chair  
 Lawrence-Douglas County MPO

  
 \_\_\_\_\_  
 Jerry Younger, Deputy Secretary/State Transportation Engineer  
 Kansas Department of Transportation

## **Appendix 4 - Major Projects and Significant Delay - Definitions**

### **Roadways (including intersections and bridges)**

The major roadway projects include projects located on a roadway classified by the MPO as a Major Collector or higher, with construction costs of at least \$2.0 million, and that have at least one of the following attributes:

- Designed to increase roadway capacity and/or decrease traffic congestion
- Designed to improve safety
- Designed to replace aging infrastructure and bring it up to current standards
- Results in significant delay and/or detours during construction

Major projects do not include the following types of projects that are considered to be routine maintenance projects: mill & overlay, micro-abrasion, micro-surfacing, crack sealing, concrete rehabilitation, curb repairs, sweeping, mowing, spot repairs, and interim measures on detour routes.

### **Transit Facilities and Services**

The major transit projects include projects that need to be listed in the TIP because they use federal funding and/or are regionally significant, have a total cost of at least \$1.0 million, and meet at least one of the following criteria:

- Acquisition of three or more new transit vehicles
- Addition or expansion operations and/or maintenance buildings
- Initiation of new transit service or expansion of transit services into territory not previously served

Major transit projects do not include the following types of projects that are considered to be routine: preventive maintenance on transit vehicles; purchase of spare parts, shop supplies and fuel; annually received formula based operating assistance; purchase of bus stop signs, shelters and related items; scheduled purchases of one or two transit vehicles; staff training and recruitment; and other routine operational activities.

### **Bikeway and Pedestrian Facilities**

The major bikeway and pedestrian projects includes projects that need to be listed in the TIP because of federal funding and/or regional significance, and meet at least one of the following criteria:

- Total project cost of at least \$ 500,000
- Construction of bikeway or pedestrian facility (or extension of existing facility) into a location where a bicycle/pedestrian facility did not exist before

Major bikeway/pedestrian projects do not include the following types of projects that are considered to be routine maintenance projects: patching, crack sealing, curb repairs, sweeping, mowing, spot repairs, landscaping maintenance, sign replacements, and other routine operational activities.

### **Significant Delay**

The term significant delay will be defined as two years or more from the year first listed for the project in the previous TIP.

## Major Projects from the Previous 2012-2015 TIP

Using the definitions listed above the following major projects from the previous 2012-2015 TIP were implemented between the start of 2012 and the approval date for this new 2015-2019 TIP. This current TIP covers 2015 to 2019 so some 2015 projects could be listed in both the previous and current TIP documents.

### Roadway Projects (including intersections and bridges)

- K-10 Highway/23<sup>rd</sup> Street Bridge Project #100 - 23<sup>rd</sup> street over the BNSF Railroad, 2012-13, \$6.72 million
- US-59 Turnback Improvements Project #102 - Franklin-Douglas County Line north to 4-lane section, 2013, \$2.49 million
- US-56 Taury Creek Drainage Bridge Project #103 - 1.95 miles east of US-59/US-56 junction, 2012-14, \$3.32 million
- US-56 Taury Creek Drainage Bridge Project – East Fork #104 - 2.7 miles east of US-59/US-56 junction, 2012-13, \$2.17 million
- CR 1057 Bridge over Wakarusa River Project #105 - Route 1057 over Wakarusa River, 2012, \$3.05 million
- South Lawrence Trafficway Project #200 - US-59 to K-10, 2012-15, \$175.33 million
- US-59 Road Improvements Project #202 - Franklin/Douglas County Line north to 4-lane section, 2012, \$23.67 million
- CR 1055/6<sup>th</sup> Street Reconstruction Project #204 - US-56 north to CR 12, 2012, \$4.31 million
- CR 1055 Reconstruction Project #207 - E 1700 Road north to CR 458, 2012-15, \$ 4.78 million
- CR 458 Improvements Project #208 - E 800 Road to N 1175 Road, 2014-15, \$5.02 million
- Iowa Street Reconstruction Project #210 - Yale to Irving Hill Road, 2013, \$7.24 million
- 19th Street Reconstruction Project #211 - Naismith to Iowa Street, 2013-14, \$3.86 million
- Kasold Drive Reconstruction Project #212 - Bob Billings Parkway to Harvard Road, 2014-15, \$5.00 million
- 31st Street Construction Project #214 - Haskell to O'Connell, 2013, \$6.21 million
- K-10/Bob Billings Parkway Interchange Project #220 - K-10 Highway and Bob Billings Parkway, 2013-15, \$20.7 million
- 23rd Street/Iowa Intersection Project #222 - 23rd/K-10 and Iowa/US-59, 2014, \$4.93 million
- 6th Street/Iowa Intersection Project #223- 6th Street/US-40 and Iowa/US-59, 2013-14, \$2.51 million
- Bob Billings Parkway Reconstruction Project #235 - Wakarusa Drive to Foxfire Road, 2013, \$3.5 million
- South Lawrence Trafficway – Environmental Mitigation Project #602 - US-59 to K-10, 2012, \$12.0 million

### Transit Facilities and Services Projects

- Lawrence Transit – Bus Replacements –#407 - Citywide urban transit services, 2012, \$1.15 million
- Lawrence Transit – Bus Replacements #408 - Citywide urban transit services, 2012, \$1.00 million
- Lawrence Transit Vehicle Replacement Project #403 - Paratransit vehicles, 2012-15, \$2.55 million

**Bicycle and Pedestrian Facilities Projects** - None

## Major Projects from the 2012-2015 TIP That Were Significantly Delayed

The following major projects from the previous TIP were significantly delayed.

### Roadway Projects (including intersections and bridges)

- South Lawrence Trafficway Project #200 – construction delayed from the 2013 construction completion listed in the original TIP entry in October 2011 to the amended 2016 construction completion date listed in the TIP in July 2014 - US-59 to K-10, 2012-13, \$175.33 million

**Transit Facilities and Services Projects** - None

**Bikeway and Pedestrian Facilities Projects** - None



## Appendix 5 - Explanation of TIP Project Listings

The project listings in the TIP list each project as a single entry with yearly allocations defined for larger and/or more complex projects that cover more than one year. The graphic shown below is a blank project listing template that details the layout of how project information is shown in the TIP. The following notes list the possible entries for each cell in that project listing template and may define and/or clarify what information is needed to complete a TIP project entry.

Project Sponsor: \_\_\_\_\_ MPO#: \_\_\_\_\_ KDOT#: \_\_\_\_\_  Advanced Construction Grand Total: \_\_\_\_\_

Project Name: \_\_\_\_\_ Project Scope: \_\_\_\_\_ Comments: \_\_\_\_\_

Route (to/from location): \_\_\_\_\_

Project Type: \_\_\_\_\_ Work Type: \_\_\_\_\_

Length: \_\_\_\_\_

FY 2015				FY 2016				FY 2017				FY 2018				FY 2019			
Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion	Fund Source	Phase	Obligation	AC Conversion

### Project Sponsors:

KDOT  
 Eudora  
 Lawrence Transit  
 Douglas County Senior Services Inc. (DCSS)  
 USD 497

Douglas County  
 Baldwin City  
 Cottonwood Inc.  
 Services Inc. (DCSS)

Lawrence  
 Lecompton  
 Independence Inc.  
 Bert Nash Community Mental Health Center

**Project Name:** The project name is the general name given to identify the project.

**MPO #:** The MPO number is assigned by the MPO staff; it indicates the category of the project and is solely for MPO identification purposes.

**KDOT #:** The KDOT number is assigned by KDOT to a project. These numbers are provided to the MPO by KDOT for each state administered and/or funded project (including projects for which KDOT provides federal money to the local government).

**Route (to/from location):** The route identifies the starting and ending point of a project.

**Length:** The length measures the length or distance of the project in miles.

### Project Types:

Road  
 Transit/Paratransit  
 Traffic Signal

Bridge  
 Enhancement  
 Safety

Interchange  
 Safe Routes To Schools (SRTS)  
 Other

Intersection  
 ITS

### Work Types:

Access Management  
 Bridge Replacement  
 Geometric Improvement  
 Interchange  
 Other  
 Operating  
 Pavement Markings  
 Redeck Bridge  
 Safety  
 Signal  
 Surfacing

Bridge Rehabilitation  
 Fabrication  
 Grading  
 Pavement Milling  
 Overlay  
 Pedestrian & Bicycle Work  
 Reconstruction  
 Seeding  
 Signage  
 Special Work  
 Vehicle Replacement

**Advanced Construction (AC):** Advance Construction provides KDOT with flexibility in managing federal highway funds. The primary benefit of AC is that it allows the state to accelerate transportation projects using non-federal funds while maintaining eligibility to be reimbursed with federal funds at a later date. Projects that use AC will be indicated by a check in the AC box.

**AC Conversion:** AC Conversion values are project funds planned for conversion from local or state funds to federal funds; they are allocated the year the conversion is to take place.

**Grand Total:** A total cost allocated for the project from start to finish. This number may not equal the total project costs listed in the detailed yearly data because it could include allocations before or after the TIP years programmed in the current version of the TIP.

**Fund Sources:**

Major USDOT Highway Programs under MAP-21

- National Highway Performance Program (NHPP)
- Surface Transportation Program (STP)
- Highway Safety Improvement Program (HSIP)
- Railway-Highway Crossings (set-aside from HSIP)
- Transportation Alternatives (TA) – includes Transportation Enhancement and Safe Routes To School funding
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)

Major USDOT Transit Programs under MAP-21

- Urban Area Formula Grants (5307)
- Rural Area Formula Grants (5311)
- Enhanced Mobility of Seniors and Individuals with Disabilities (5310)
- Bus and Bus Facilities (5339) Program

State of Kansas Funding Programs (State)

- KDOT funding of roadway and bridge project on and off the State system, and funding of transit through the T-Works Program and other approved sources

Local Government Funding Programs (Local)

- County and City funds from various sources including local property and sales taxes

**Phases:**

PE	Preliminary Engineering
ROW	Right of Way
CE	Construction Engineering
CONST	Construction
CAP	Capital
OPRT	Operating
Utilities	Utilities

**Project Scope:** Project Scope is a brief definition of the range of the project's work and tasks included.

**Comments:** Comments include notes or observations about the project, not included in the other detailed categories.

## TIP Public Comments

This page documents the public comments received during TIP Amendments

### **2015-2019 Transportation Improvement Program Amendment #5**

[7/5/16 - MPO Response](#)

[7/1/16 - Comments submitted by Brook Creek Neighborhood Association](#)

[7/1/16 - Comments submitted by Steve Evans](#)

[6/30/16 - Comments submitted by Bonnie Uffman](#)

[6/29/16 - Phone call inquiring about design for project #204 MPO staff referred caller to the project sponsor: Lawrence Public Works.](#)

[6/22/16 - Comments submitted by Michael Kelly](#)

SUBJECT: 2015-2019 Transportation Improvement Program—Amendment #5 and Program of Projects for the Lawrence Transit System

TO: Lawrence-Douglas County Metropolitan Planning Organization (MPO)

1. Thank you for the opportunity to be heard. These views are my own and are not vetted by any other individual or group mentioned in the text

2. **General comment:** Public comments on completed projects in planning documents are usually superfluous. Some projects listed in the subject document are complete. These projects should have “Placed in Service” dates shown in the comments section. MPO #206 and MPO #211 are two examples of such completed projects.

3. **General comment:** Replacement projects should show project rationale in comments section. For example, MPO #224 is a bridge replacement. Is the replacement due to lack of capacity for projected traffic, failure to meet modern safety design standards, lengthy time-in-service related structural deficiencies or a combination of reasons?

4. **General comment: Safe Routes to School (SRTS)** positive impact can be used to provide additional justification to many non-SRTS projects in the TIP. Listing the impacted schools with other non-SRTS specific projects would be helpful.

5. The following list of MPO projects may positively (or in some cases negatively) impact SRTS designated routes for nearby schools. If so, the comments section and more detailed project planning documentation should so state. In certain instances a useful comment would be “No SRTS impact per (insert name of cognizant authority.)”

MPO #	Potential Safe Routes to _____ Impact
211	Langston Hughes ES
226	Free State HS
229	Kennedy ES
230	Free State HS, Langston Hughes ES, and Quail Run ES
234	Kennedy ES*, New York ES*, and Cordley ES*
235	South MS, Broken Arrow ES, and Schwegler ES
239	Schwegler ES
242	Schwegler ES
300	Lawrence HS, South MS, Schwegler ES, and Prairie Park ES
301	Lawrence HS, Southwest MS, Schwegler ES, Sunflower ES, Raintree Montessori, and Bishop Seabury Academy
410	All schools with students using multi-modal transit facility
502	All private and public schools within USD 497 boundary
504	To be determined (See paragraphs 9 and 10 below.)
*	Potential for <i>negative</i> SRTS impact due to increased motorized traffic volume.

6. **RE MPO #500:** The “Santa Fe Depot” is used every day by AMTRAK for passenger rail service to northeast Kansas residents and by out-of-state visitors to our region. The project description should indicate this is an active passenger facility and not merely a conversion of a former passenger depot to some other worthy public purpose. “AMTRAK” should appear in the project title to denote the current active use of this facility.

7. **RE MPO # 600:** Where is the documented list of hazards to be addressed under this project? Who determines the priority among different hazardous sites? What is the prioritization rubric? How is public input sought and used in governance of this project? The document as written is not sufficient to answer these fundamental questions.

8. **RE MPO #502:** It is unclear that private schools are involved in the SRTS planning process. They should be! For example, SRTS projects that support Liberty Memorial Central Middle School students may also have utility for St. John Catholic School students. Likewise, SRTS projects in service of Southwest Middle School and Sunflower Elementary School students may also have utility for Raintree Montessori School and Bishop Seabury Academy students. Undoubtedly, there are other examples of the need for private school facility input similar to these.

9. **RE MPO #502:** As residential patterns change due to rezoning and subsequent development, Safe Routes to School infrastructure projects must be reevaluated. In northwest Lawrence there are dozens of new residences under construction that were not considered when the current SRTS funds were granted to L-DC Health Department. Accordingly, the SRTS routes designated two or more years ago in northwest Lawrence are obsolete and incomplete. Further, the opposition of developers, USD 497, and Lawrence Planning Department and the Planning Commission to requests for code-compliant plat refinements to permit improved student pedestrian access to Langston Hughes Elementary School (LHES) from the west and unused pedestrian easements from the north to LHES must be explicitly considered and remediated in future SRTS project planning and prioritization.

10. **RE MPO #504 (and similar follow on efforts):** Through Ordinance 7106, Lawrence sought public advice on Pedestrian and Bicycle Issues. The 7106 Task Force recommended a consolidated change in the local advisory process for transportation matters. ***That recommended change has been presented to but has not been implemented or rejected by local political leadership.*** In the interim, there is no defined process for pedestrian friendly projects (such as Safe Routes to School) to be championed through the local resource allocation decision making as is the case for bicycle facility projects through the Lawrence-Douglas County Bicycle Advisory Committee. Recommend the MPO address this shortfall to Lawrence City officials to ***implement a permanent advisory process for pedestrian-intensive transportation matters such as SRTS. In the interim, the City should direct SRTS advisory matters to the L-DC Bicycle Advisory Committee. In this interim role, BAC should invite input from private schools as well as USD 497 staff on SRTS matters.*** As a courtesy to home rule principle, other than



Lawrence-appointed BAC members would voluntarily recuse themselves from Lawrence-only SRTS advisory decision votes but their views would be welcome in the deliberative phase of the process.

11. My thanks to MPO staff member Jessica Mortinger for her expertise and professionalism. Lawrence and Douglas County are well served by her efforts.

Michael K. Kelly  
1123 Brynwood Court  
Lawrence KS 66049

job4mike6@aol.com

## Jessica Mortinger

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**From:** Bonnie Uffman <bonuff@gmail.com>  
**Sent:** Thursday, June 30, 2016 12:41 PM  
**To:** bcculver@gmail.com; Jessica Mortinger  
**Subject:** Lawrence Multi-Modal Center and 19th Street Connection Harper to O'Connell

Mr. Culver:

I am writing as a resident of the Barker neighborhood, to express my concern about the prospect of 19th Street, which intersects my neighborhood, becoming a crosstown thoroughfare.

I hear about a transit hub planned just north of 19th and Naismith. This sounds like a major traffic generator on 19th Street and it concerns me. It seems much more appropriate that this be planned next to a major arterial rather than in a residential neighborhood.

I hear of plans to connect 19th Street with O'Connell Road and Venture Park. Again, because of the traffic which this would add to 19th, a narrow street going through residential neighborhoods, this concerns me. In fact, I would say that I am definitely opposed to this change. (Public input has been gathered concerning this change. To me it feels like this input is being totally ignored).

I am requesting that before any changes take place at either end, the city do a traffic impact study of the entire length of 19th Street. Any changes done to 19th Street at either end affect all of the neighborhoods in it's path.

Sincerely,

Bonnie Uffman  
408 Johnson Avenue  
Lawrence KS 66044

**From:** [Steve Evans](#)  
**To:** [Jessica Mortinger](#)  
**Subject:** FW: UPNA Transit Hub Survey  
**Date:** Friday, July 01, 2016 8:33:15 AM  
**Attachments:** [image001.png](#)  
[UPNA Survey Transit Hub June 2016.pdf](#)  
[2016TIGERinfo\\_Lawrence-KU.PDF](#)

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Jessica,

Please see my original message and comments below that were sent to several people as you can see on June 15 regarding the Multi-Modal Center planned for Lot 90 at KU. Our neighborhood, University Place south of campus, has many issues with this project including the potential for more congestion on 19<sup>th</sup> Street due to increased bus traffic that is projected. I have attached the survey results from University Place along with the TIGER Grant documents we received from KU and the City of Lawrence. This project certainly affects the immediate area adjacent to our neighborhood, 19<sup>th</sup> Street between Louisiana and Naismith Drive, but we share other neighborhood's concerns further to the east that will be affected also. Although improvements are on the horizon for 19<sup>th</sup> Street between Iowa and Naismith Drive and we understand that a traffic impact study is underway for 19<sup>th</sup> Street between Naismith Drive and Louisiana Street, we think it is critical that a traffic impact study be done for the entire length of 19<sup>th</sup> Street in the context of not only the transit hub at Lot 90 but other considerations including the reconstruction from O'Connell to Harper. This complete traffic study of 19<sup>th</sup> Street should be complete with environmental impacts identified prior to any final decision for budget approvals for these projects.

Please share this information with the MPO for consideration of the 25015-2019 TIP, Amendment #5 and Program of Projects for the Lawrence Transit System.

Thanks much.



Steve Evans  
1729 Mississippi Street  
Lawrence, KS 66044

d 785.424.7688  
c 785.393.9597  
[scevans704@gmail.com](mailto:scevans704@gmail.com)

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**From:** Steve Evans [mailto:[scevans704@gmail.com](mailto:scevans704@gmail.com)]  
**Sent:** Wednesday, June 15, 2016 1:02 PM  
**To:** 'Lisa Larsen' <[llarsen@lawrenceks.org](mailto:llarsen@lawrenceks.org)>; 'Leslie Soden' <[lsoden@lawrenceks.org](mailto:lsoden@lawrenceks.org)>; 'Mike Amyx' <[mikeamyx515@hotmail.com](mailto:mikeamyx515@hotmail.com)>; 'Stuart Boley' <[sboley@lawrenceks.org](mailto:sboley@lawrenceks.org)>; 'Matthew Herbert' <[matthewjherbert@gmail.com](mailto:matthewjherbert@gmail.com)>; 'Tom Markus' <[tmarkus@lawrenceks.org](mailto:tmarkus@lawrenceks.org)>

**Cc:** 'Robert Nugent' <rnugent@lawrenceks.org>; 'Danny Kaiser' <dkaiser@ku.edu>

**Subject:** FW: UPNA Transit Hub Survey

Hello Everyone,

Although there may be plenty of time ahead to get into the weeds on the Lot 90 Transit Facility issue, we've reach a critical point in the discussion within University Place and I wanted to be sure to share this with you. My summary of the recently completed survey was sent to Nikki, Bob and Danny as you can see in the message below along with the attached survey results and TIGER Grant Information Sheet. Hope this is helpful for everyone and let me know if you want to share any thoughts at this stage.

Thanks much.



Steve Evans

1729 Mississippi Street  
Lawrence, KS 66044

d 785.424.7688

c 785.393.9597

[scevans704@gmail.com](mailto:scevans704@gmail.com)

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**From:** Steve Evans [<mailto:scevans704@gmail.com>]

**Sent:** Wednesday, June 15, 2016 10:28 AM

**To:** Nikki Wentling <[nwentling@ljworld.com](mailto:nwentling@ljworld.com)>; 'Robert Nugent' <[rnugent@lawrenceks.org](mailto:rnugent@lawrenceks.org)>; 'Danny Kaiser' <[dkaiser@ku.edu](mailto:dkaiser@ku.edu)>

**Subject:** UPNA Transit Hub Survey

Hi Nikki, Danny and Bob,

Attached is our complete survey of UPNA residents regarding the Transit Facility Hub in Lot 90 at KU. The survey is unedited so you have the actual results and comments provided by the respondents. I am going to provide my thoughts and comments in this message using some information that Bob has provided in the past. Although we may have unlike opinions on the project and survey results, I would ask that Bob correct any "facts/data" I provide and Nikki has my permission to use Bob's corrections. It would be great to have a collaborative article written summarizing the current state of the project from both perspectives, UPNA and The City.

Here are my comments:

1. As a refresher, University Place is bounded by the east side of Louisiana including Edgehill Road, Sunnyside Avenue, the east side of Arkansas and 19<sup>th</sup> Street. There are approximately 250

residences within these boundaries including a few multi-family buildings on Arkansas, Missouri and Maine. Our survey had 128 respondents which leads me to conclude it confidently represents “how the neighborhood feels” without precise statistical documentation.

2. I’ve attached the TIGER Grant Application information Sheet that was provided to us in April and distributed to everyone that took the survey. Without a graphic attached to a public article, I think it will be difficult at best for the project to be well-understood with written information only. My two cents, but I think it is time for the public to see the project as it is presented conceptually. I fully understand what conceptual means and Bob and his partners have made it clear the detail of the design can change as it develops.
3. Here are my comments on the survey itself:
  - a. Of the 125 responses (must have been some inadvertent skips) received, 107 or 86% do not support the plan as proposed. As you can see from the plan, three bus lanes (one exiting and two entering) are shown on 18<sup>th</sup> Street. It is my understanding from Bob that the hub will be built to accommodate 14 buses maximum, each on 30 minute routes resulting in 56 buses per hour entering or exiting lot 90 via 18<sup>th</sup> Street. The residents of UPNA that live in our “Panhandle Area” (roughly from Arkansas east to and including Alabama) have been very vocal about this and rightfully so. Clearly the neighborhood has rallied behind these folks and I believe the Lawrence community should do the same. I am personally 100 percent opposed to the current configuration and route of the conceptual design bus lanes.
  - b. The next two questions ask if one’s opinion would be different if 1) buses do not enter and exit Lot 90 via 18<sup>th</sup> Street and 2) the building itself was relocated to the west side of Lot 90 and adjacent to Naismith Drive with no direct interaction with 18<sup>th</sup> Street. The survey speaks for itself so please take a look; the “no’s” are still in the majority but not without an increase in the “yes’s” and “not sure’s”. This would be an opportunity for Bob to comment as I understand there will be considerations for bus lane realignment and possible building relocation. It is my understanding from Bob and Danny that the current KU Master Plan shows building development on east side of Naismith Drive between the new business school and Naismith Hall. I can attest that the master planning process has served the university over decades resulting in the beauty of a place we all feel part of. Additionally, times change and master plans have to adapt to change in current conditions responsibly. I’ve also seen many well-designed parking structures that would serve as aesthetic complements to the Naismith corridor in this area.
  - c. The rest of the survey is more subjective with many comments, some overlapping of course, that make for good conversation and perhaps debate. Certainly lots of stuff for Nikki to quote, please feel free to call me if any of the comments are not clear and I’ll do my best to help. The comments do provide some themes to consider:
    - i. There are a considerable number of commenters that simply would prefer the transit hub be placed in another location in Lawrence. Given the past sites studied by the City with locations either on or near Iowa Street, it seems to most people that locating a facility with this function near a major arterial and away from residential areas makes the most sense.
    - ii. There is much concern about the effects of additional bus traffic on 19<sup>th</sup> Street.




Bob has shared that preliminary studies indicate an increase of bus traffic between Louisiana and Naismith from 4 buses per hour to 16 and between Naismith and Iowa from 12 to 20. Not only do University Place residents use 19<sup>th</sup> Street regularly but a majority of Lawrence residents do the same. It is already too congested so the logic of adding more buses can only mean more problems. Note the existence of Lawrence High School within this zone and Cordley Grade School a little farther east. We are starting to hear from neighborhoods east of Massachusetts including Barker and Brook Creek that already are overwhelmed by traffic on 19<sup>th</sup> Street. Residents in the Centennial and Schwegler neighborhoods have weighed in also. I look forward to receiving the Final Environmental Impact Statement that includes a Traffic Analysis and Study Report. My understanding from Bob is that the traffic analysis will address the “immediate impact area” only. Honestly, I do not know how that is defined but would believe the entire Lawrence community would be concerned with the impact on the entire 19<sup>th</sup> Street corridor at least.

- iii. You would expect the University Place residents to be very concerned of an increase in the cut-through traffic north from 19<sup>th</sup> Street directly on Illinois and Indiana Streets to Sunnyside Avenue. If this occurs it will impact every street in the neighborhood, every walker, bike-rider, jogger and school kid headed to and from Cordley and LHS. As you know, the issue of traffic calming devices is before us now and I believe we can make good judgement as a neighborhood on what is best based on what we experience now. Not knowing the impact from the transit hub makes this extremely difficult.

The comments are considerable and there for you to read, these are my highlights only and there are certainly more key issues to note. I hope this is helpful in Nikki’s next article and that Bob and Danny will add their insight and knowledge to the discussion; they have both been fantastic in responding to our questions to date.

Nikki, please call at your convenience if you want to discuss more detail.

Thanks much.

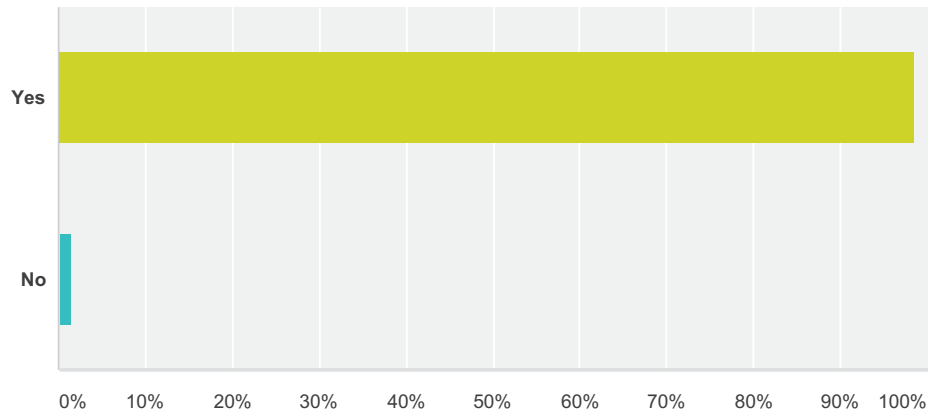


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**Q1 This survey is intended only for residents of the University Place neighborhood, as bordered by Arkansas, Louisiana, 19th Street and Sunnyside Avenue. Each University Place neighborhood resident is welcome to submit one survey. Do you live inside the University Place neighborhood boundaries?**

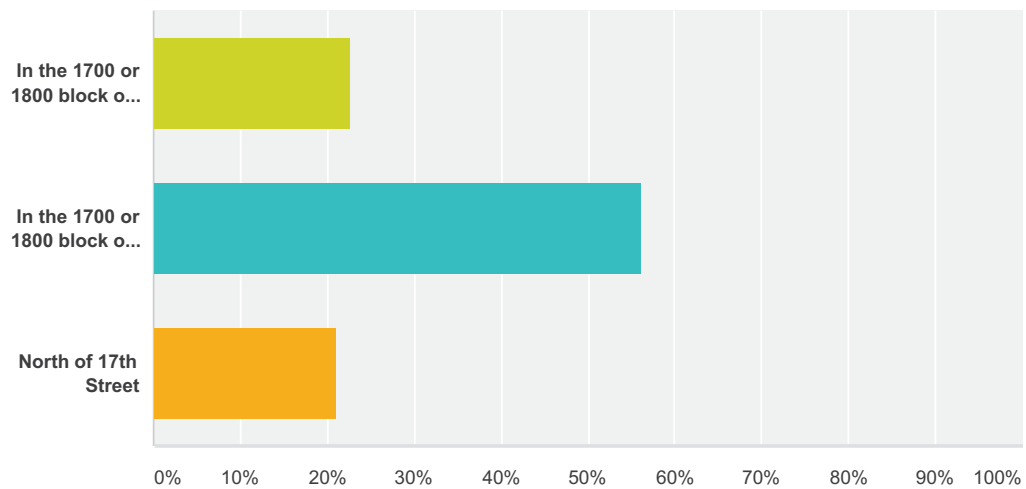
Answered: 128 Skipped: 0



Answer Choices	Responses
Yes	98.44% 126
No	1.56% 2
<b>Total</b>	<b>128</b>

## Q2 Specifically, in what part of the neighborhood do you live?

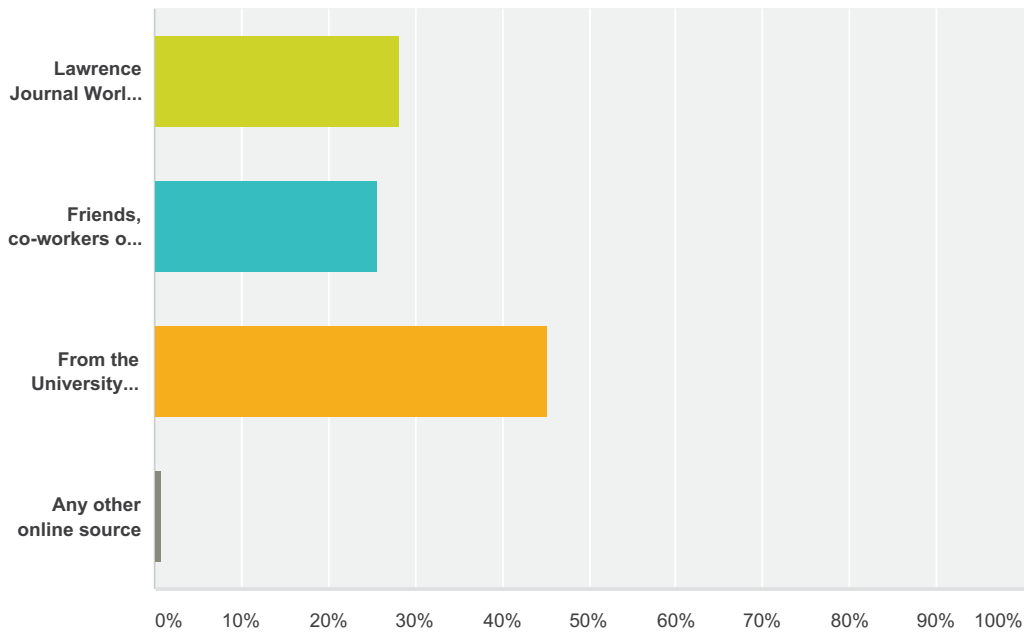
Answered: 128 Skipped: 0



Answer Choices	Responses
In the 1700 or 1800 block of Alabama, or the 1800 block of Arkansas, Missouri, or Maine	22.66% 29
In the 1700 or 1800 block of Illinois, Mississippi, Indiana, or Louisiana	56.25% 72
North of 17th Street	21.09% 27
<b>Total</b>	<b>128</b>

### Q3 How did you \*first\* hear about the project?

Answered: 128 Skipped: 0

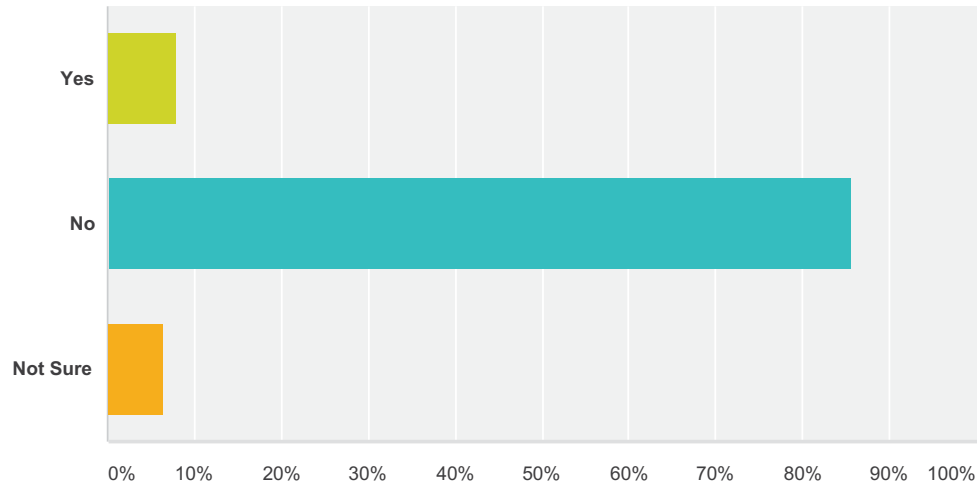


Answer Choices	Responses
Lawrence Journal World (including print and digital)	28.13% 36
Friends, co-workers or neighbors	25.78% 33
From the University Place Neighborhood Association	45.31% 58
Any other online source	0.78% 1
<b>Total</b>	<b>128</b>

#	Comment	Date
1	I own 3 duplexes in the 1800 block of Missouri street	6/14/2016 1:59 PM
2	KU kept their plans a well guarded secret - along with the City of Lawrence. Very disappointed with the city for not taking their tax payers opinions before supporting the project.	6/14/2016 12:27 PM
3	We got a flier	6/13/2016 8:28 PM
4	my neighbors are awesome! I hate loud buses!	6/13/2016 7:08 PM
5	I first heard of the transportation hub project in the Lawrence Journal World digital edition. I first heard of this proposed placement of the transportation hub location from the flier.	6/12/2016 9:48 PM
6	Flyer	6/12/2016 8:05 PM
7	Grateful to UNPA for the heads up!	6/11/2016 9:21 AM
8	It was shocking that something so impactful doesn't receive more coverage.	6/10/2016 2:00 PM
9	I attended one of the earliest presentations to the city commission on this project.	6/3/2016 9:46 AM

**Q4 KU and Lawrence Transit have provided conceptual designs for the multi-modal transit facility hub. According to these plans, potentially 56 buses enter and exit the south end of Lot 90 via 18th Street. Do you support the plan as proposed?**

Answered: 125 Skipped: 3



Answer Choices	Responses
Yes	8.00% 10
No	85.60% 107
Not Sure	6.40% 8
<b>Total</b>	<b>125</b>

#	Please explain further if you like.	Date
1	Having a bus terminal in a residential area instead of a business area is not the best choice. People need to have a place to transfer buses and buy snacks, hang out, etc. I worry about people coming into our neighborhood and making it more crowded than it already is during a KU school/work day.	6/14/2016 2:43 PM
2	The neighborhood is already difficult to get in and out of. The addition of bus traffic and cars/pedestrians will create a nightmare for residents.	6/14/2016 12:36 PM
3	Traffic in front of my house (16th & Alabama) is atrocious 6 of 7 days of the week during the school year and 5 of 7 days during the summer. People are parked in front of our house from 6AM to 7-10 PM depending on the season everyday but Sunday. I cannot imagine how having that many people getting on and off buses in our neighborhood is going to affect the parking situation and how it is going to increase an already steady amount of foot traffic in our neighborhood. We already provide a very public turn-around area (our private driveway) for all of the students and staff who park in our neighborhood and I am not interested in having increased foot traffic and parking added to this issue. We also have the added foot traffic and parking for basketball games, some football fans, the legions of people who bring their kids to Robinson for all of the tournaments EVERY weekend and the steady flow of people in our neighborhood who are going to the Rec center. I think that our neighborhood has accommodated the University with a lot of parking and we have put up with a lot of increased activities in the neighborhood over the years. Add the daily traffic in and out of LHS and the fact that 29th street is a major street thru town, and I'd say that University Place has met (and exceeded) it's limit for vehicles and traffic (both auto and foot). The bus hub would add a lot of traffic and noise pollution to our neighborhood.	6/13/2016 9:21 PM

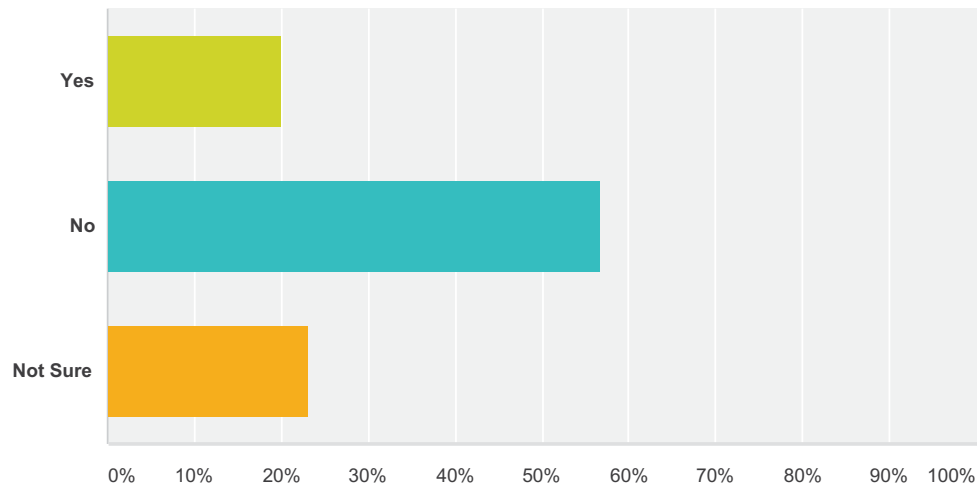


4	18th street has a lot of pedestrians, especially during KU basketball games creating unsafe conditions.	6/13/2016 8:41 PM
5	Bus depots are nasty places and it will bring bus traffic to 19, LA., and Naismith streets	6/13/2016 7:30 PM
6	18 st is already backed up every day in the mornings and afternoons.	6/13/2016 7:10 PM
7	Please leave our neighborhood alone and also eliminate all the silly roundabouts./	6/13/2016 5:13 PM
8	Missouri st is super narrow, already not enough room for 2-way traffic while cars are parked on the side. Bus traffic would block an already busy, cramped st and make it nearly impossible for me and my neighbors to park, back out of our driveways, reach our homes by car or by foot.	6/13/2016 10:22 AM
9	We are definitely not interested in increased traffic, noise pollution or smog in our neighborhood. Increased congestion on 19th street will force traffic into our neighborhood. All of these things will combine to reduce quality of life and neighborhood values in our neighborhood.	6/13/2016 7:27 AM
10	I don't believe that the costs (both monetary and the negative externalities associated with the project) do not outweigh the benefits	6/12/2016 11:33 PM
11	I understand the need for a garage and the bus hub. I don't like the proposed location.	6/12/2016 10:38 PM
12	I would not support buses entering and exiting on the east end of 18th street (south of Lot 90).	6/12/2016 10:24 PM
13	I partly would support this plan if the traffic diverter along 18th St between Maine St and Missouri St were removed permanently. If it ever was necessary in the first place, the diverter long since has outlived its need. It only serves to direct more traffic that does not know or forgets that 18th St is not currently a continuing street between Louisiana St and Naismith Ave instead down the one block of Maine St. That traffic frequently speeds around the curve created by the diverter and down the residential block of 1800 Maine St -- a block that is terminates at both ends and is not designed to handle such traffic levels -- only to turn west on 19th St. With the long since added stop signs and traffic circles on 18th St, concerns over excess "cut through" traffic on 18th St seem overblown, and 18th St with few houses facing it and the aforementioned stop signs and traffic circles is better equipped to handle that traffic. Rather, the 1800 block of Maine St bears the brunt. Now, if any buses were to be directed through the residential block of 1800 Maine St, I absolutely would oppose this plan.	6/12/2016 10:10 PM
14	There is too much traffic now. A transit system would make it a lot worse	6/12/2016 10:00 PM
15	19th St will be heavily impacted & is ALREADY congested on weekdays during the school year. With the new KU entrance at 19th & Ousdahl, it will get worse. The bus hub & car parking garage can only make it much worse on top of that. And 19th St in that stretch is only 2 lanes, no turn lane to access side streets.	6/12/2016 9:30 PM
16	I am opposed because this will go through a neighborhood and by two schools--an elementary and the high school. It is already so busy on 19th street before and after school and very dangerous with only 2 lanes of traffic. i work at LHS and have witnessed cars running up on the north side of 19th street -fortunately no one was on the sidewalk. i am appalled that the city and Ku would choose to build this hub in the center of university place and also near centennial neighborhood. i am aware that one of the commissioners lives in centennial neighborhood and that one commissioner used to own a home in UP neighborhood. We do not want the noise, pollution and the traffic for our schools, children and neighborhood. Please move it to a site where it is off a main corridor such as 23rd or 6th; Iowa or Wakarusa.	6/12/2016 8:56 PM
17	too much traffic on an already busy (and not well maintained streetS) and too close to high school	6/12/2016 5:20 PM
18	My support is contingent on 18th Street remaining blocked between Maine and Missouri.	6/12/2016 11:03 AM
19	It is not appropriate to route that many busses down 18th street, which is residential.	6/12/2016 10:37 AM
20	This will be a huge negative impact on our otherwise quiet residential neighborhood.	6/12/2016 9:16 AM
21	This plan puts a lot of traffic on 19th St which is already a busy street. It also puts a lot of noise and pollution there near residential neighborhoods.	6/11/2016 9:28 AM
22	First of all I and all my three neighbors are not even informed by this decision. Secondly this traffic will cause delays in your schedule and creates a huge unconvience in our lives.	6/10/2016 6:40 PM
23	I strongly urge the transit be moved to the other side of campus or community where access to commerical businesses such as resturants, grocery stores, and services such as the hospital make for strengthening the community and providing access to those riding the bus.	6/10/2016 5:44 PM
24	No, and it's a hell of a lot more than 56 buses entering and exiting; it's hundreds of buses to this area of the City.	6/10/2016 2:05 PM
25	Heck no! It will be very horrible for us especially at 1800 block of Missouri.	6/7/2016 8:31 PM
26	We are most concerned about the extra traffic on 19th Street. 19th cannot handle the additional traffic.	6/7/2016 7:17 AM
27	My main concern is with the potentially increased traffic on 19th Street.	6/6/2016 8:03 AM

28	18th is a very small street! There are residences right on that block of 18th that will be unlivable if 56 buses/hour are on the street.	6/6/2016 12:27 AM
29	It belongs on the west campus	6/5/2016 9:14 PM
30	A facility of this magnitude does not belong next to a historic neighborhood. Clearly, it should be located in an area with wider roads and access all around -- such as Iowa and 23rd Street. This facility has the potential to destroy the quality of life in the neighborhood -- air pollution, noise pollution, and simple bus traffic.	6/5/2016 7:15 PM
31	Buses entering and exiting south to and from 18th Street is not acceptable.	6/5/2016 4:36 PM
32	Buses should enter via Naismith. They should not enter via 18th St, which is a residential neighborhood and which should not be subjected to this number of buses.	6/4/2016 11:47 AM
33	A best scenario would be placing the hub across Iowa on KU property, with exits onto Iowa Street, away from residential neighborhoods. At a very minimum, if the hub must be place so near to our neighborhood, all entry and exit should be onto and off of Naismith and Schwegler.	6/3/2016 9:50 AM
34	traffic on 19th too heavy	6/3/2016 9:47 AM
35	The lot 90 area is too close to a neighborhood and too congested. The hub should be on West Campus.	6/2/2016 7:49 PM
36	If concerns about noise, traffic congestion, and home value were allayed, I probably would be for it.	6/2/2016 4:04 PM

### Q5 Would you support this plan if buses did not enter and exit Lot 90 via 18th Street?

Answered: 125 Skipped: 3



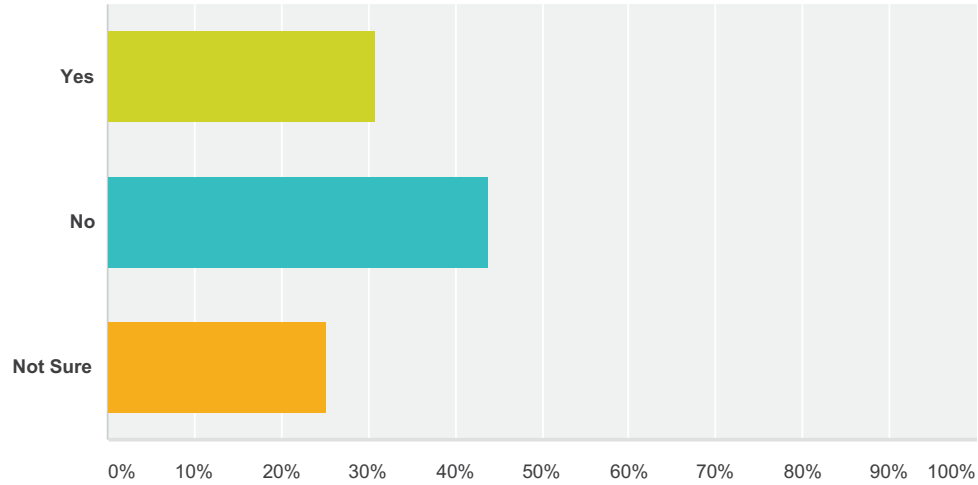
Answer Choices	Responses
Yes	20.00% 25
No	56.80% 71
Not Sure	23.20% 29
<b>Total</b>	<b>125</b>

#	Please explain further if you like.	Date
1	I am concerned about the traffic on 19th St. It can be difficult at certain times of day to get into and out of University Place using 19th St. as it is, but add bus traffic, and it could be nearly impossible. Also, dozens of kids in our neighborhood walk to school at LHS, LMCMS and Cordley. I worry about them interacting with increased bus traffic. Also, kids walk from all directions to Cordley, which sits on 19th St., and that crosswalk (at 19th and Vermont) has a difficult time functioning as it is now.	6/14/2016 2:43 PM
2	Constant bus traffic in a residential neighborhood? The city has already blocked off 18th street between Missouri and Maine to decrease traffic .... Why add more traffic and noise to an already highly congested neighborhood?	6/14/2016 12:36 PM
3	No, it is all the buses going around (surrounding) the neighborhoods that make this plan so awful.	6/13/2016 7:30 PM
4	I don 't think the 18th St. access is the issue, but rather where the buses would go after they've left 18th St.	6/13/2016 10:48 AM
5	It would depend on where it was moved to.	6/13/2016 7:27 AM
6	I think the ideal spot would be on the other side of Iowa	6/12/2016 11:33 PM
7	Don't want the transit near the neighborhood	6/12/2016 10:46 PM
8	Increased traffic on 19th Street is still a major concern for me.	6/12/2016 10:24 PM
9	Do not like the location	6/12/2016 10:00 PM
10	Buses & cars of KU employees & students will still use 19th St in much larger numbers than at present.	6/12/2016 9:30 PM
11	We would still have the noise and pollution and the traffic in front of Cordley and LHS. How does our town then promote walking and biking and healthy options in neighborhoods. This would not be accepted by Quail Run or Langston Hughes schools.	6/12/2016 8:56 PM
12	would if VERY few were on 19th, therefore accessing from Naismith	6/12/2016 5:20 PM

13	I am familiar with numerous towns with bus hubs (mostly not in the US). Most typically, such hubs are located near the main business/shopping district. With this system, all busses transit through the town center. Such a system has a clear economic and social logic. What is the logic of placing a bus hub in Lot 90, which is not a destination for many people at all? Why not keep the bus hub downtown? Or locate it near a grocery store?	6/12/2016 10:37 AM
14	No bus hub so far from major roadways. Proponents are just creating congestion and pollution where we don't need it.	6/12/2016 10:32 AM
15	Depends on where they would go. 19th Street is a better option. Naismith or Iowa even better.	6/12/2016 9:16 AM
16	I think that larger traffic and commercial streets are a better location for a bus hub. KU could run shuttles from that location onto campus.	6/11/2016 9:28 AM
17	I still believe the transit station is in an area that makes no sense.	6/10/2016 5:44 PM
18	No, no support what-so-ever for buses en masse onto non-arterial streets	6/10/2016 2:05 PM
19	If this plan unfortunately succeeds YES I definately would rather have busses entering and leaving aywhere other than 18th street especially when its right in front of my home. I am against this entire plan, the timing of the studies (mainly the traffic study) as I do not see how it could possibly reflect anything of accuracy this time of year for example-post basketball season, pre KU masterplan completion etc. the list goes on.	6/8/2016 2:02 PM
20	It would certainly be better than coming down Missouri St.	6/7/2016 8:31 PM
21	We are most concerned about the extra traffic on 19th Street. 19th cannot handle the additional traffic.	6/7/2016 7:17 AM
22	There is entirely too much traffic congestion in this area already without adding more to it.	6/6/2016 7:50 AM
23	Traffic on 19th street is already a complete MESS. Backed up from Mass. to Iowa a couple times/day. Adding all that bus traffic would be madness. Transit hub should be located on major arterial roads i.e. 15th or 23rd/Iowa.	6/6/2016 12:27 AM
24	Again, a facility of this size has no business being in the proposed location.	6/5/2016 7:15 PM
25	I would support this plan if buses exited directly to the west of the building and onto Naismith Drive or north of the building onto Schwegler Drive.	6/5/2016 4:36 PM
26	The neighborhood was not consulted about this plan. We have had no input. The plan argues that it will not affect the neighborhood because the recreation center is between it and the neighborhood. Much of the neighborhood will be affected.	6/4/2016 11:47 AM
27	That would help.	6/3/2016 9:50 AM
28	traffic on 19th too heavy	6/3/2016 9:47 AM
29	Not a good place for a transit hub.	6/3/2016 9:06 AM
30	I would support a small bus transfer facility here (1/4 this size), if exit were not via 18th, and primary facility were located on Iowa Street.	6/3/2016 6:51 AM
31	The lot 90 area is too close to a neighborhood and too congested. The hub should be on West Campus.	6/2/2016 7:49 PM
32	It still impacts 19th Street.	6/2/2016 5:16 PM
33	Entering/exiting other than 18th St. would be preferred.	6/2/2016 4:04 PM
34	Depend on what alternative is proposed	6/2/2016 3:57 PM
35	The issue I have is not so much 18th street as an egress, but that the proposed site will increase bus traffic in and around 19th street, which is already congested. If 19th street traffic increases, as it likely will, people will use University Place streets as a short cut to bypass congestion. Also, the significant increase in buses will also add environmental noise (buses are loud!). A multimodal transit facility also does not make sense in Lawrence. For example, who is going to drive their cars to this transit hub and use a city bus. If you are driving from any part of town to this site, you have already driven half the distance to your final destination. This makes no sense at all and is a waste of tax payer dollar, both federal and local.	6/2/2016 3:48 PM

### Q6 Would you support this plan if the transit facility hub was located on the west side of Lot 90, adjacent to Naismith Drive and buses did not enter and exit Lot 90 via 18th Street?

Answered: 123 Skipped: 5



Answer Choices	Responses
Yes	30.89% 38
No	43.90% 54
Not Sure	25.20% 31
<b>Total</b>	<b>123</b>

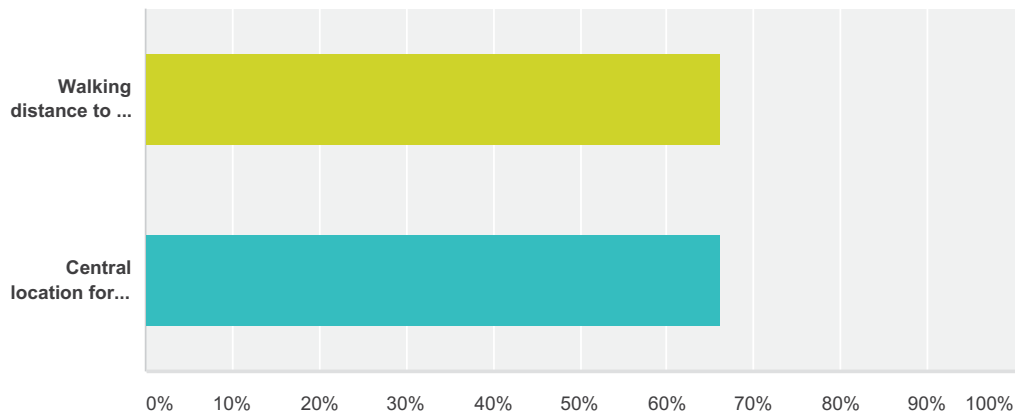
#	Please explain further if you like.	Date
1	The CITY bus hub does not belong at KU. It needs to be somewhere in the city that is good for businesses and riders.	6/14/2016 2:43 PM
2	KU has ample space and parking spaces in their parking lot south of 23 and Iowa. Why can't KU use it?	6/14/2016 12:36 PM
3	No, only if they built a mile long tunnel to the west and discharged the buses onto Iowa St at the top of Daisy Hill	6/13/2016 7:30 PM
4	same traffic problem: congestion from Mass to Iowa	6/13/2016 7:10 PM
5	Same logic as above	6/13/2016 10:48 AM
6	The effects would be similar.	6/13/2016 7:27 AM
7	Don't think lot 90 is the best place for a transit station	6/12/2016 10:46 PM
8	I don't think the hub should be located in lot 90, but this proposal makes much more sense. Why enter via 18th? Why ruin the view of the new business school? Why ruin the view of the student funded rec center? The flow of pedestrian traffic between those buildings, campus, and the surrounding neighborhood will be impaired and awkward. This is a more logical and pedestrian friendly proposal.	6/12/2016 10:38 PM
9	Increased traffic on 19th Street is still a major concern for me.	6/12/2016 10:24 PM
10	It will not look nice for the campus.	6/12/2016 10:00 PM
11	Buses & cars of KU employees & students will still use 19th St in much larger numbers than at present.	6/12/2016 9:30 PM
12	This hub should be in a commercial district, but if it must be here, it would be better to be on the West Side of lot 90.	6/12/2016 9:30 PM



13	Absolutely not for the same above reasons. It would still include increased bus traffic through neighborhoods and 19th street, which affects LHS and Cordley. Why make this quiet area a major corridor.	6/12/2016 8:56 PM
14	sorry, can' t quite picture that.	6/12/2016 5:20 PM
15	It would still use the same streets which are neighborhood collector or side streets	6/12/2016 11:37 AM
16	That placement would vastly improve the plan, but still does not address the question of what makes lot 90 an appropriate location for a bus hub in the first place. Shifting the site away from 18th street would help preserve that part of the neighborhood, but the overall increase of bus traffic on 19th street, in particular, is concerning, especially in light of the fact that there are two schools on 19th to which many children walk, often unaccompanied by adults. In addition, there are many new drivers at LHS, and any increase in traffic at school start and end time may increase the risk of accidents. Finally, traffic on 19th street already seems to be very high, particularly between 7-9 am and from 3-6 pm. It does not seem wise to further increase traffic.	6/12/2016 10:37 AM
17	Same reason as stated above.	6/12/2016 10:32 AM
18	Buses should not enter our neighborhood on a residential street.	6/12/2016 9:16 AM
19	I think this is BETTER but still think is preferable to locate on larger streets.	6/11/2016 9:28 AM
20	Having a transit station without commerical support makes no sense to me. people who ride the bus are left off in an area where there is no resturants, shopping or services.	6/10/2016 5:44 PM
21	No, no support what-so-ever for buses en masse onto non-arterial streets	6/10/2016 2:05 PM
22	Definately would be a plus as this is the logistical detail of my greatest concern, However I can not say I would support this plan because I (somebody who has lived here a very long time) have many other areas of logistical concern involving this project as a whole	6/8/2016 2:02 PM
23	It would certainly be better than coming down Missouri St.	6/7/2016 8:31 PM
24	We are most concerned about the extra traffic on 19th Street. 19th cannot handle the additional traffic.	6/7/2016 7:17 AM
25	A hub west of Iowa makes more sense.	6/6/2016 7:50 AM
26	I still think WAY too many buses would be added to 19th street congestion; the buses would cause traffic problems with emergency vehicles from the fire station on Stewart, with Lawrence High School 2x/day traffic congestion	6/6/2016 12:27 AM
27	This would be the best option if the facility is to be located in Lot 90 and should be as far away from 18th Street as possible.	6/5/2016 4:36 PM
28	I would prefer the bus hub to not be in this lot at all. But it would be much better if it was located on the west side of lot 90, which puts it more in the university. Buses definitely should not enter and exit via 18th St.	6/4/2016 11:47 AM
29	Possibly	6/3/2016 10:02 AM
30	A much better plan!	6/3/2016 9:50 AM
31	still think traffic too heavy on 19th from the east to the proposed transit hub	6/3/2016 9:47 AM
32	Needs to be accessible from a major connector, such as Iowa Street or possibly 31st Street.	6/3/2016 9:06 AM
33	I would support a small bus transfer facility here (1/4 this size), if exit were not via 18th, and primary facility were located on Iowa Street.	6/3/2016 6:51 AM
34	Maybe. Tell me more....	6/2/2016 7:49 PM
35	Both 5&6 are "less bad" but do not change the fact that a transit hub needs to have immediate access to one or more arterial roadways.	6/2/2016 5:21 PM
36	I'd be much more inclined to	6/2/2016 4:44 PM
37	More likely to support if enter and exit on West side.	6/2/2016 4:04 PM
38	Probably, although depends on how LHS and CMS are protected from the great traffic increase	6/2/2016 3:57 PM
39	A facility of this nature should be located on a major artery like 15th street or 23rd street. The density of housing near the university is also greater than other sites owned by KU, so development will impact more people compared to say a facility on 15th street, west of Iowa..	6/2/2016 3:48 PM

### Q7 What aspect(s) of the project do you believe are positive?

Answered: 71 Skipped: 57



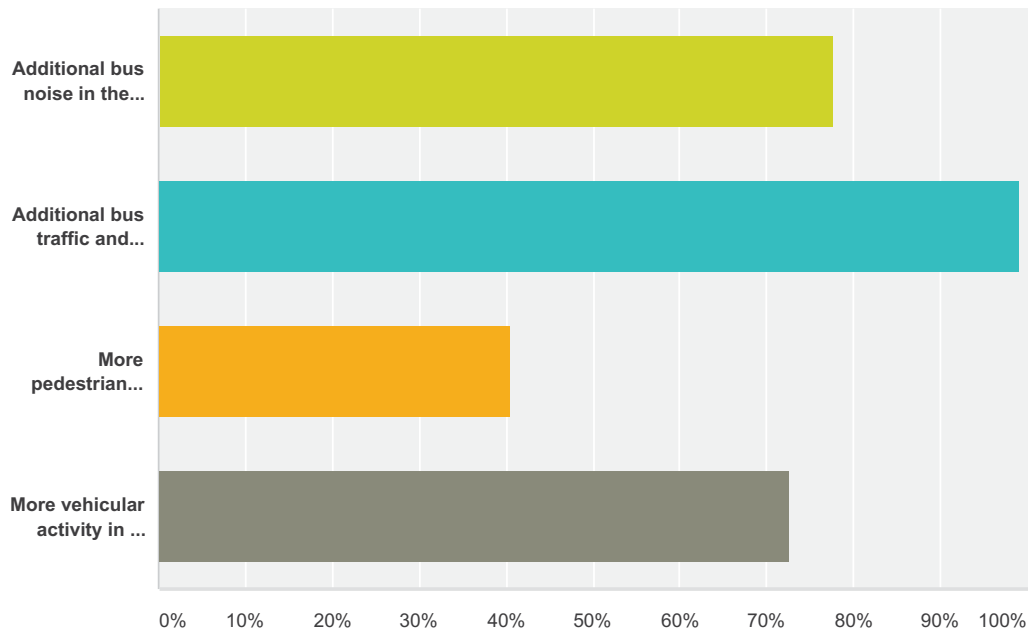
Answer Choices	Responses
Walking distance to a multi-modal transportation hub.	66.20% 47
Central location for transit center in city promoting efficiency of operations in community.	66.20% 47
<b>Total Respondents: 71</b>	

#	Add other positive aspects if you like.	Date
1	I think our bus system is broken.	6/14/2016 1:30 PM
2	No positive aspects. None. KU owns a commuters lot already - why not use it?	6/14/2016 12:53 PM
3	May be efficient for students, but no one else.	6/13/2016 8:45 PM
4	There are no positive aspects	6/13/2016 8:32 PM
5	no positive aspects	6/13/2016 7:12 PM
6	None of the above	6/13/2016 5:14 PM
7	None	6/13/2016 2:40 PM
8	Efficiency in and of itself is not necessarily a positive, especially if quality of life is eroded and/or increased tax assessments are produced.	6/13/2016 1:01 PM
9	No positives at this proposed site	6/12/2016 10:48 PM
10	KU needs more parking.	6/12/2016 9:38 PM
11	None.	6/12/2016 9:31 PM
12	no positives--The town has grown further west and north so this is not the central area. West campus could be considered as more central. Suggestions of other sites with 4 lane roads and no schools right near road: Iowa and 15th or 23rd and west campus: or Iowa and 19th where KU has other land.	6/12/2016 9:05 PM
13	hub a necessary idea, concept	6/12/2016 5:23 PM
14	I don't see any positive aspects	6/12/2016 11:37 AM
15	None. Regarding these two pts. in Q. 7: We can already ride and connect with buses and it doesn't furnish as much congestion in the neighborhood. A central location may be desirable for Transits plan but the right location just may not exist, ever. So change the plan.	6/12/2016 10:39 AM
16	Increased access to basic transportation for those not socioeconomically privileged	6/12/2016 10:30 AM

17	not sure.	6/11/2016 3:24 PM
18	Considered 2 transit centers with a shuttle between?	6/11/2016 9:30 AM
19	None	6/11/2016 12:23 AM
20	None - i believe a city transit center should be located on a main artery not in a quiet secured neighborhood. Having a bus stop at this location would be helpful but not a hub.	6/10/2016 5:59 PM
21	There are no positives to this in this area. It lacks almost ALL urban planning and transit values.	6/10/2016 2:10 PM
22	I beleive city buses are a plus in realistic perspective to our city. It is just hard for me to see anything positive about this project when convenience, central location, and efficiency warrant putting the bus hub on our neighborhood, in front of my home where adjoining routes are clogged with constant sporadic gridlock. This leaving me to question the possibility of buses running on time via widened 19th and running efficiently. As far as walking distance to the bus hub? I would rather walk to a bus stop to get to the hub than have the hub in the area proposed.	6/8/2016 5:45 PM
23	None	6/6/2016 10:43 AM
24	This plan would enhance the quality of public transportation in Lawrence--much needed!	6/6/2016 8:08 AM
25	Selfishly, I would like to be walking distance to city-wide transportation. But the site would not allow for efficiency or growth.	6/6/2016 12:35 AM
26	None	6/5/2016 9:22 PM
27	Again, I feel a west campus location would be a better location. Access to both Iowa and 23rd St.	6/5/2016 9:16 PM
28	I do believe a bus stop would be positive. However, a bus stop is a long way from a multi-modal transportation hub. I do not see any positive attributes of this being in the proposed location	6/5/2016 7:29 PM
29	None	6/5/2016 6:15 PM
30	If a bus hub is actually needed in Lawrence then it should be located near an arterial street and commercial areas. The location proposed in 2014 near The Merc at 9th and Centennial was idea.	6/5/2016 4:40 PM
31	None	6/4/2016 11:52 AM
32	I do not see the proposed location as "central".	6/3/2016 9:54 AM
33	To my mind, there are no positive aspects to locating the transit hub in Lot 90. I have throught about this a lot, and I can't come up with even one.	6/3/2016 9:09 AM
34	Parking garage replacing lot 90 -- more efficient	6/3/2016 6:54 AM
35	None of the above.	6/2/2016 7:51 PM
36	Potential for fewer high schoolers parking in neighborhood, increased property values, benefit for elderly who cannot drive	6/2/2016 6:19 PM
37	This looks like a win-win for the University and the Lawrence community more broadly.	6/2/2016 4:42 PM
38	Increased home value?	6/2/2016 4:22 PM
39	I don't use the bus system due to it's time inefficiency. A city bus hub should be located on a major arterial road.	6/2/2016 3:49 PM
40	Bus service is useful for those who cannot drive.	6/2/2016 3:40 PM

### Q8 What aspect(s) of the project do you believe are problematic?

Answered: 121 Skipped: 7



Answer Choices	Responses
Additional bus noise in the neighborhood.	77.69% 94
Additional bus traffic and congestion on streets adjacent to the neighborhood.	99.17% 120
More pedestrian activity in the neighborhood.	40.50% 49
More vehicular activity in the neighborhood.	72.73% 88
<b>Total Respondents: 121</b>	

#	Add other problematic aspects if you like.	Date
1	All of the above, plus kids walking and playing around noise and traffic and possibly bus riders who decide to stroll in the neighborhood.	6/14/2016 2:45 PM
2	Concern about street & curb maintenance. Streets & curbs have significant deferred maintenance as they stand today. I'd like to understand what the City's commitment to this maintenance would be if the transit hub is built.	6/14/2016 1:38 PM
3	Increased pollution in a residential neighborhood. Increased foot traffic leading to increased neighborhood criminal activity. Decreased safety for residents (especially the children who want to play outside).	6/14/2016 12:53 PM
4	Increased noise, increased trash problems- I already clean up enough trash thrown on my lawn and in front of my house by the students. I am not interested in picking up other people's trash.	6/13/2016 9:25 PM
5	More people in the neighborhood bringing potential for increased crime.	6/13/2016 8:45 PM
6	Get rid of the roundabouts too	6/13/2016 8:32 PM
7	It's a multi-modal transit facility hub -- it will bring tremendous traffic to neighborhood streets	6/13/2016 7:35 PM
8	Additional traffic would make 19th street more unsafe for the grade school, high school and college students in the area.	6/13/2016 12:12 PM
9	to locate a major transit hub without arterial streets (like Iowa and 23rd) to absorb the traffic is truly shortsighted. The ideal place for the hub is across Iowa at 23rd where the large KU making lot already exists.	6/13/2016 10:56 AM

10	The placement of this hub is directly in front of the business school and the rec center, two of the busiest buildings on campus. I worry about student pedestrian traffic around those buildings and the neighborhood with 400 buses entering the area per day.	6/12/2016 10:41 PM
11	Congestion on 19th street; danger to Cordley schoolchildren and Lawrence High School students	6/12/2016 9:31 PM
12	Very negative for the schools --LHS and Cordley.	6/12/2016 9:05 PM
13	Nothing in immediate vicinity for people to do who are not KU students besides wander campus or the neighborhood. Should be somewhere with access to shopping/dining, etc.	6/12/2016 7:11 PM
14	by neighborhood, I'm including 19th St. and our neighbors,LHS	6/12/2016 5:23 PM
15	Adding additional congestion to LHS and Cordley traffic is problematic on many levels.	6/12/2016 4:57 PM
16	These all say "in the neighborhood" but what about "around the neighborhood" and other neighborhoods?	6/12/2016 10:49 AM
17	Also, I don't regard this location as 'central'.	6/12/2016 10:41 AM
18	Cost. This went from a \$3M city bus transfer station to a \$19.5M taxpayer supported project because KU has dangled a land opportunity in front of the City so taxpayers can help build KU a new parking garage.	6/12/2016 10:39 AM
19	19th	6/12/2016 10:24 AM
20	More trash in the neighborhood. Loss of property value and the neighborhood becomes even more of a drive-through for KU. Loss of safety.	6/12/2016 9:17 AM
21	Not having sidewalks in this area.	6/11/2016 2:22 PM
22	All and so many more than listed	6/11/2016 12:23 AM
23	This project jeopardizes the quality of life of University Place. It is not a city thoroughfare but a neighborhood. Nothing the city does should destroy the quality of life in a neighborhood. Rather the transit hub needs to be located in a commercial area where both the city and the owners can benefit from its presence. The quality of sound and air, additional traffic congestion are just a small part of the problem. The large traffic flow of buses lowers the value of homes in the neighborhood which is currently a viable community of mixed ages and interests - home owners and renters that live in harmony. To me this project will destroy the integrity of this neighborhood.	6/10/2016 5:59 PM
24	The City going along with the University to snatch federal transportation funds to buy the KU a parking garage for Allen fieldhouse	6/10/2016 2:10 PM
25	Additional bus traffic for streets IN the neighborhood, 18th & Missouri, people loitering, pollution even from buses that run on batteries, I hear they still have diesel. Loss of parking for residents on Missouri St. to keep the street 2-way traffic. Also,this project has not been presented to the PUBLIC at large >> it has a very large tax bill when we are already struggling to balance the books.	6/7/2016 8:36 PM
26	Walking to/from LHS and Cordley will be more difficult and dangerous. Sidewalks on 19th are not safe. 23rd and Louisiana is already congested. Location of hub will add delays to city residents travelling by bus (location is not efficient because it is far from arterials).	6/7/2016 7:24 AM
27	A transit hub should be in a commercial area.	6/6/2016 10:43 AM
28	19th Street is already overused around the high school on weekdays at 8 and 3, and after ball games.	6/6/2016 8:08 AM
29	Parking garage will not relieve congestion of cars seeking free parking on UPNA neighborhood streets; traffic would instead INCREASE	6/6/2016 12:35 AM
30	19th St is a mess already at certain times of the day. This will only expand on that problem.	6/5/2016 9:16 PM
31	Safety issues with children walking to and from the schools. Really, as well safety issues for all pedestrians. The integrity of this historic pocket of homes will be forever altered. There is no going back from this project once it's done. The city of Lawrence covets Mass Street and the historic downtown and works to preserve it. There are only a handful of historic areas that aren't run down by heavy traffic and high percentage of rental houses. This facility will lower the quality of life here and lower property values. Additionally, air pollution, noise pollution and possible water pollution with the very high water table here is a risk.	6/5/2016 7:29 PM
32	It is totally unacceptable for buses to exit and enter along any part of 18th Street; this is a problem for most of the neighborhood not just the homes on 18th Street between Arkansas and Alabama.	6/5/2016 4:40 PM

33	On 19th Street are two schools, Cordley and Lawrence High School. Cordley is a neighborhood school and children walk to school. 19th St. is very difficult to navigate now. It will be impossible with all these buses. There are also many highschool drivers and walkers on 19th.	6/4/2016 11:52 AM
34	Noise pollution, air pollution, potential property devaluation	6/3/2016 9:54 AM
35	Traffic and congestion are primary problem.	6/3/2016 6:54 AM
36	19th already gets very backed up during peak times, adding all these buses will make it much worse	6/2/2016 11:17 PM
37	Safety for school students and faculty and families. Congestion is already significant	6/2/2016 10:06 PM
38	Lowering of property values; difficulty using 19th street; lack of safety; Can't walk my kid to school	6/2/2016 7:51 PM
39	Assumed reduction of property values, increase of rental property which reduces value of homes as that is partially due to the city does do code enforcement more violations with more rental and reduces value of our property. Streets are not designed to handle the traffic which increases traffic in UPNA to get around the back log, environmental impact including noise and air pollution etc., potential hangout location which increases trash and possible crime, personal safety, bus numbers keep increasing - buses stored in and now outside hub, just too big of project for the area, I don't think the city is looking ahead with adequate footprint this site will be too small - how will or what will they look to do to correct? I fear it will damage our wonderful neighborhood beyond repair.	6/2/2016 6:20 PM
40	Traffic on 19th street is already a problem at certain times of day; 19th street will need to be widened between Naismith and Harper to accommodate more trafficto deal appropriately with traffic	6/2/2016 6:19 PM
41	Safety of pedestrians on and crossing 19th street. This is especially true of children going to and from Cordley - which has no current safe path to/from UPN. The additional bus traffic to/from Naismith from/to Massachusetts will greatly exacerbate this already unsafe condition.	6/2/2016 5:21 PM
42	Possible negative effect on home value.	6/2/2016 4:22 PM
43	Additional foot traffic and bus traffic near an elementary school (Cordley) and this high school seems like a bad idea. It is already difficult enough for the kids to get to their schools safely. Let's not add to the problems on 19th.	6/2/2016 3:53 PM
44	Taxpayers already contribute too much in order to subsidize the transit system. Putting more money into the transit system in financially irresponsible	6/2/2016 3:49 PM
45	Environmental concerns	6/2/2016 3:42 PM



## Q9 Do you have any further comments about this project?

Answered: 64 Skipped: 64

#	Responses	Date
1	I hope the city will listen to all sides of this!	6/14/2016 2:45 PM
2	I believe there is already so much congestion in the area . How about the park and ride lot ?	6/14/2016 2:02 PM
3	I'm disappointment that City Hall has approved this project with no significant study or understanding of neighborhood and infrastructure impact.	6/14/2016 1:38 PM
4	I have two young children, who walk to school at Cordley Elementary and it is concerning to me that there would be more traffic in the neighborhood for them to navigate	6/14/2016 1:30 PM
5	If the city is going to spend our tax payer money on this project they should let tax payers vote on the issue. What is wrong with the city commissioners and planners? We already have problems with traffic in the neighborhood - why create a dangerous situation that will decrease property values for property owners? Is KU attempting to decrease the property values in the neighborhood so they can force residents out and use our properties for additional parking or dorms? I'm am so disappointed with KU and the city for making this decision without consulting its residents and considering the effects it will have on our neighborhood.	6/14/2016 12:53 PM
6	I am for a bus hub and transfer station but I find it ridiculous that one would be planned so close to several neighborhoods, all of which are already over-capacity in terms of traffic and activities.	6/13/2016 9:25 PM
7	The streets in the neighborhood are narrow. Off street parking is a challenge and the bus hub would add to the congestion in the neighborhood and on 19th street.	6/13/2016 8:45 PM
8	This does not belong in any neighborhood. Put it west of Iowa on KU property	6/13/2016 8:32 PM
9	There are no positive aspects that I can really think of. For the \$20 million dollar taxpayer contribution that this project has we could buy the citizens of Lawrence Uber rides free of charge for 25 years AND no hub needed.	6/13/2016 7:35 PM
10	west campus would be a possible alternative	6/13/2016 7:12 PM
11	19th street is usually at a standstill around rush hour making it nearly impossible to onto my block ( Alabama) Adding a transit hub would exacerbate the issue.	6/13/2016 6:16 PM
12	I hope KU and the City revisit their decision to locate a transportation hub near 18th and Naismith. I can clearly foresee the problems this hub would cause. They would be more than we could handle.	6/13/2016 4:52 PM
13	The proposed plan is extraordinarily poorly designed, was proposed with virtually no in-put from the people and property owners who would be most affected (adversely) by the plan, and dramatically ratchets up the level of congestion (noise, people, vehicles, and pollution) in the site area and adjoining neighborhoods. A new site (or sites) should and must be proposed.	6/13/2016 1:01 PM
14	The main campus is too congested already.	6/13/2016 12:55 PM
15	Explore the fields on the northwest corner of 23 and Iowa for the project.	6/13/2016 12:12 PM
16	It is very important that the planners provide a full traffic study. The implications for 19th street are very troubling, especially 19th and Louisiana for school traffic.	6/13/2016 12:00 PM
17	See previous comments. Not interested in this project for our neighborhood in any form.	6/13/2016 7:29 AM
18	I've also heard that widening 19th will be problematic when it comes to sidewalks and walking to school.	6/12/2016 11:33 PM
19	Would like to see it NOT be built in lot 90	6/12/2016 10:48 PM
20	Please see my comments about the negative effects of the inefficient 18th St traffic diverter on the 1800 block of Maine St and the relevance, if any, to this plan.	6/12/2016 10:14 PM
21	I do not support this project at all.	6/12/2016 10:01 PM
22	Disappointed that this project seems to be being railroaded through by KU & the city. The location is bad for non-KU transit passengers - almost all will have to take at least 2 buses to reach a non-KU destination.	6/12/2016 9:38 PM
23	Fuck busses	6/12/2016 9:11 PM

24	When I heard about the project, I was very upset to hear that nothing was said to home owners or parents of school children in either of these schools. I thought it was quietly slipped into an agenda without many people hearing about it. Nothing was given to the school board or parents of either school. Also it seems to be conveniently slipped into agendas as schools are let out for the summer.	6/12/2016 9:05 PM
25	The thought of 400 buses daily going through a neighborhood means noise and air pollution to an extraordinary degree!	6/12/2016 8:35 PM
26	Bring it on! Looks like a great project. Keep it up Lawrence and KU.	6/12/2016 8:07 PM
27	Seems to be good for KU, but not Lawrence residents as a whole.	6/12/2016 7:11 PM
28	It will increase noise and reduce property values immensely.	6/12/2016 6:32 PM
29	hub should be located out on west campus where all those parking lots are already established.	6/12/2016 5:23 PM
30	Buses are unclean things with greater pollution rates. Bringing more "around the neighborhoods" will not help with anything, not even traffic.	6/12/2016 10:49 AM
31	We already have traffic problems in this neighborhood and I am concerned that more traffic on 19th street will lead even more people to try to cut through.	6/12/2016 10:41 AM
32	This is a terrible proposal that if realized will have City leaders or their successors dealing with mitigation of the bus traffic along 19th, Naismith, and Louisiana Streets for years to come.	6/12/2016 10:39 AM
33	They should look at the Iowa Street alternative option .	6/11/2016 3:24 PM
34	It would be good if the streets weren't so tight and if there was sidewalks for the people to walk on and stand on to wait for the buses.	6/11/2016 2:22 PM
35	please no more busses on my 18th & Missouri street, it is already congested enough with people exiting during school time. I hear too much noise on this street as it is and do not need busses.	6/11/2016 12:31 AM
36	It belongs at 23rd and Iowa, not 18th and Naismith Dr.	6/11/2016 12:23 AM
37	There is already an atrocious amount of noise every day from the emergency vehicles, construction vehicles and regular cars. My walls and windows rattle when the construction vehicles drive down 19th and they are so loud. I don't want another noise maker. I'VE HAD ENOUGH!	6/10/2016 6:46 PM
38	I really can not imagine 400 buses coming a day on Missouri, which is not a big street and it will be terrible everyone(bikers or pedestrians)	6/10/2016 6:43 PM
39	I urge the city and University to reconsider this project in its present location. Bus terminals are essential and when well placed enhance our quality of life.Traveling by bus needs to be convenient and cost effective. But this location leaves riders without access to many community services commuters need to desire to ride a bus. This location does not accomplish any of the goals for enhancing and enriching our lives or our neighborhood.	6/10/2016 5:59 PM
40	Lots, but I'm not interested in being a part of this collaboration any further.	6/10/2016 2:10 PM
41	I am for buses running EFFICIENTLY and PUNCTUAL. In regards to the CENTRAL LOCATION topic, Wouldnt it be more cost effective, efficient with effective bus ETAs, and less stress on the bus drivers to even have a not so central location by arteries that could support this operation? Utilizing a small to connect the city bus hub to KU buses on lot 90 for convenience if needed. Putting it in the middle of a sporatic gridlock traffic jungle that cannot be possibly accurately reflected via traffic study at this time(post basketball season, pre KU Masterplan completion off W 19th etc.) As far as the convenience of walking to the bus hub? Walking in general can be stressful without the onslaught of hundreds of buses traversing in front of my house and my neighborhood. So please! If and when this plan cashes in more emphasis on the buses staying off 18th St will be greatly appreciated!! If only the supposed widening of 19th st, and the roundabout @ 18th and Naismith could make me feel better about this!	6/8/2016 5:45 PM
42	I am very upset that supposedly a few UPNA residents were asked what they thought about this project and I was told they were OK w/ it but the people most adversely impacted by bus traffic were not asked. This is not the "transparency" that Lisa Koch was glowing about. It feels like our property is being devalued by a TIGER grant.	6/7/2016 8:36 PM
43	The university is trying to get the city to pay for its parking garage.	6/6/2016 10:43 AM
44	I would like to see this project succeed, but with sensitivity and accommodation to concerns of neighborhood and the amount of traffic on 19th St.	6/6/2016 8:08 AM
45	KU Park & Ride is the obvious location for a project this size, not a small residential neighborhood.	6/6/2016 12:35 AM
46	This project will dramatically change the ambiance of this great little neighborhood. And not for the better.	6/5/2016 9:22 PM

47	It's heart-breaking the university and the city would consider putting this project here, when it clearly belongs someplace else. If Roosevelt hadn't put the National Park System in place, surely these special places would be developed and ruined. Far from the same scale, though you surely see my point. The quality of life in a community is based on several factors. University Place Neighborhood is a special, quiet pocket here in old Lawrence. The facility will forever change it for the worse. In closing, this project is a nightmare and if allowed to move forward will not only bring negative impact to the neighborhood, but will destroy one of the loveliest areas to walk in around this city. Once you pave paradise , there's no un-doing it. Need examples? Look at Noland Road in Independence, Missouri -- Metcalf Avenue, in Overland Park -- Santa Fe in Olathe. Those city leaders sold out and now those areas are the armpits of the community. We'd like to preserve this little haven, which is a feather in Lawrence's cap, and the university.	6/5/2016 7:29 PM
48	Don't lower my property values.	6/5/2016 6:15 PM
49	The traffic analysis should evaluate the impact for the entire 19th Street corridor; i.e. Iowa to Venture Park and future connections to the east. Many neighborhoods and the entire Lawrence community are affected by this potential impact.	6/5/2016 4:40 PM
50	The traffic on 19th Street now is terrible as it is a major exit for KU students from the campus. This bus traffic will make navigating this street impossible.	6/4/2016 11:52 AM
51	I would like the city commission and KU to seriously consider moving the hub at least to the west side of Naismith or across Iowa.	6/3/2016 9:54 AM
52	I am not against the proposed KU parking facility, only against pairing it with the bus transfer hub.	6/3/2016 9:09 AM
53	A major transit hub needs to be located on a major street, preferably Iowa Street.	6/3/2016 6:54 AM
54	Adding this traffic to 19th street and particularly high school pedestrian, vehicular traffic that occurs for over 1000 persons plus families and event attendees	6/2/2016 10:06 PM
55	Stop this project. Get it away from University Neighborhood. It belongs on West Campus where there is abundant land and it will not affect neighborhood culture, livelihood and property values.	6/2/2016 7:51 PM
56	As this is a direct impact to our homes; this is not a political office vote I would support a resolution from UPNA to openly oppose.	6/2/2016 6:20 PM
57	I welcome the idea of the transit facility in our neighborhood; it will be a benefit to the whole of Lawrence; I hope those few houses which are actually on the routes of the buses will be compensated for their sacrifices for the good of the city	6/2/2016 6:19 PM
58	This neighborhood has, over the years been largely ignored and mistreated with regard to HSW issues by the city. There have been two notable exceptions to this (the raised pedestrian crossing across Louisiana and the traffic barrier on 18th street near KU Rec bldg). The traffic calming devices have helped some with traffic speed, but have never been made permanent. They look like no one cares. So in spite of residents being held responsible for mowing their lawns, keeping their property tidy, and their sidewalks clear of snake and debris, the City can place temporary obstacles in the middle of the road that are not maintained. This sends a message. That message is that no one cares about this neighborhood's environment. Just a follow up - the aforementioned traffic calming devices were installed with the City's assurance that they would be the first thing on the street department's to-do list. That was many years and major street projects all over town ago.	6/2/2016 5:21 PM
59	No	6/2/2016 4:42 PM
60	How will noise and air pollution be controlled?	6/2/2016 4:22 PM
61	Any Lawrence neighborhood should be free from having to defend itself from this sort of assault	6/2/2016 4:00 PM
62	This project is a bad idea. It is simply a way for KU to have a parking garage constructed near Allen Field House. Lawrence is a small town and the benefits of a facility of this type don't make sense in this location or city. This is a waste of tax payer dollars and a detriment to our University Place neighborhood. I can't believe that this entire project has made it this far without any voice from the neighborhoods that will be affected.	6/2/2016 3:53 PM
63	The city of Lawrence does not have the population density required to support a traditional fixed route bus service. There are more cost, environmental and time efficient ways to provide transit to the community.	6/2/2016 3:49 PM
64	We moved into this neighborhood a little more than a year ago and have thoroughly enjoyed walking our dog in a safe, peaceful and quiet environment (I also feel safe running in the early morning hours in our neighborhood). I'm genuinely concerned this project will have a negative impact on the safety and walkability of our streets, not to mention the negative impact on our property value.	6/2/2016 3:42 PM



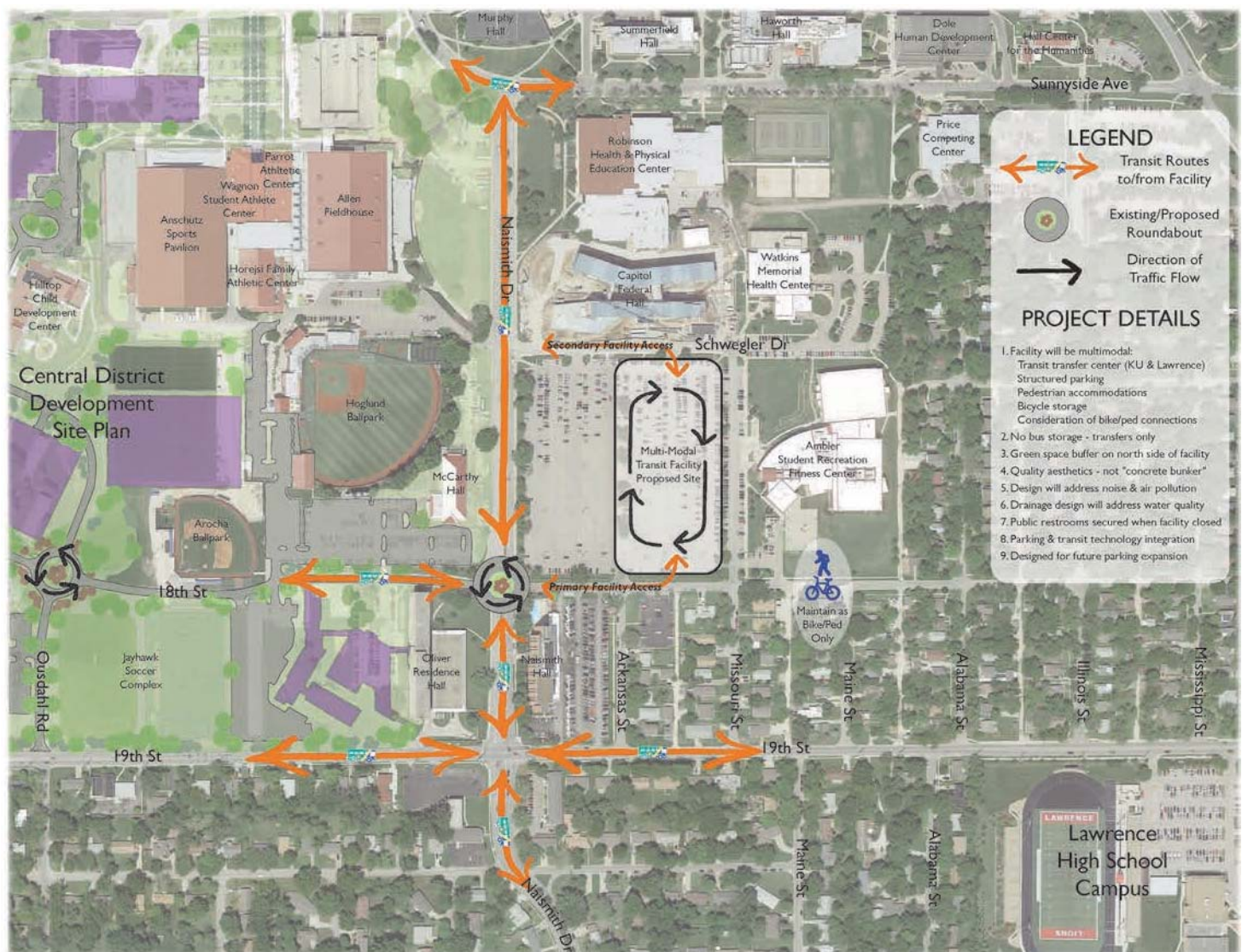
# THE FUNDING OPPORTUNITY

Lawrence Transit and KU on Wheels have submitted a joint application for a **T**ransportation **I**nvestment **G**enerating **E**conomic **R**ecovery grant. TIGER is a discretionary grant program administered by the US Department of Transportation. More information about the TIGER program can be found at [www.transportation.gov/tiger](http://www.transportation.gov/tiger).

If successful, the grant will fund design and construction of a \$30.6 million Multimodal Transfer Facility. The application requests \$15.6 million, which will be matched by \$15 million in local funds. The City will contribute \$4 million generated from a half-cent sales tax and KU will bond the remaining \$11 million in matching funds.

## PROJECT OVERVIEW

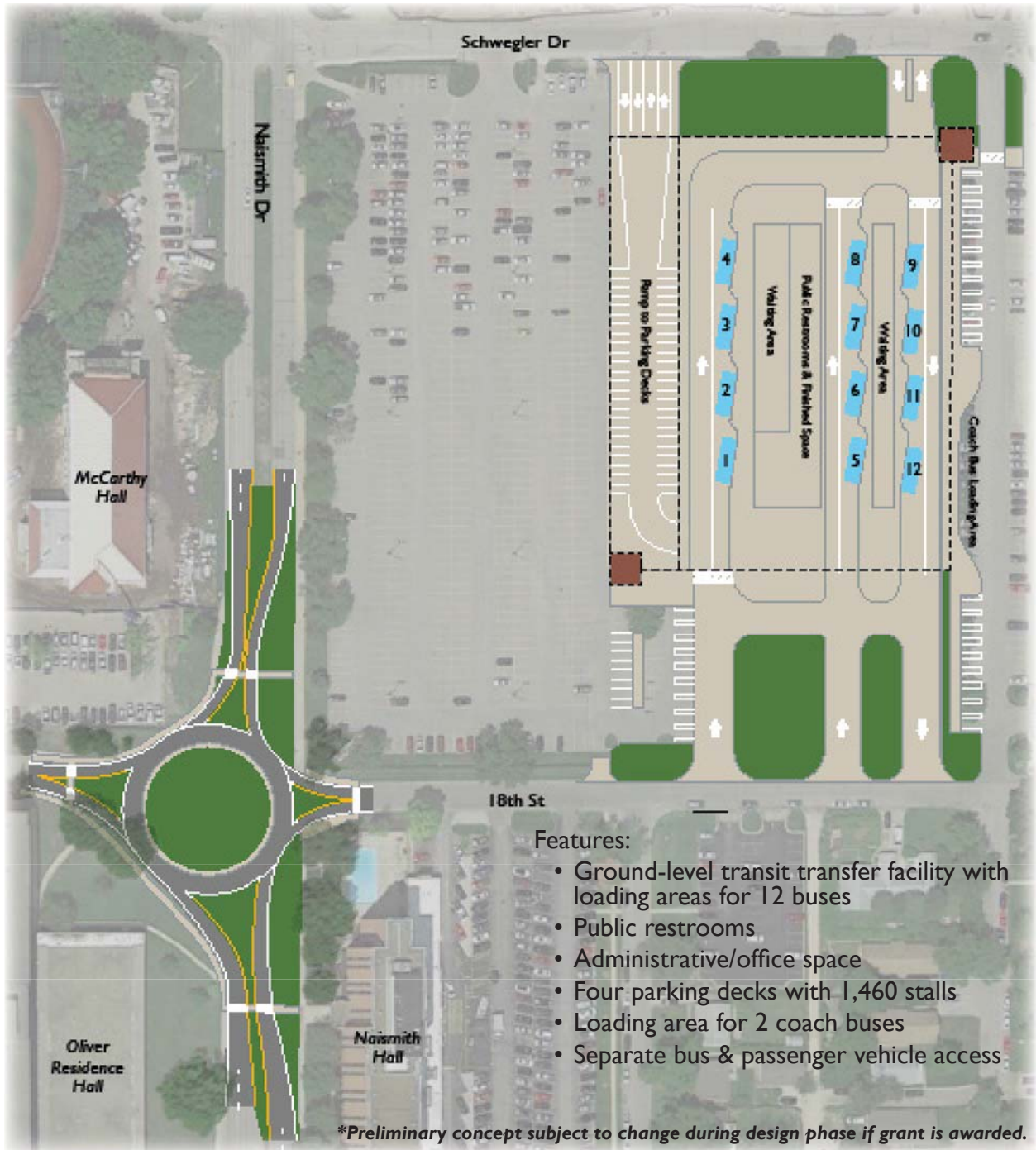
The proposed site is in KU Lot 90 at 18th Street and Naismith Drive. A roundabout at this intersection will provide site access. All buses will access the site using streets where transit routes currently run. The ground floor of the five-level structure will provide a permanent centralized facility for transit transfers. Parking decks will be located on the upper levels. A traffic impact study and environmental study are underway.



Click on the image above to download a copy of the overview graphic



PRELIMINARY CONCEPT PLAN\*



[Click on the image above to download a copy of the concept plan](#)

PROJECT TIMELINE



FOR MORE INFORMATION CONTACT: Robert Nugent • [rnugent@lawrenceks.org](mailto:rnugent@lawrenceks.org) • 785.832.3462



**From:** [Almon, Michael](#)  
**To:** [Culver, Bryan](#)  
**Cc:** [Jessica Mortinger](#); [Fahrenbruch, Melissa](#)  
**Subject:** Brook Creek Neighborhood opposition to E 19th/O'Connell Rd connection  
**Date:** Friday, July 01, 2016 10:11:59 AM  
**Attachments:** [19th St Harper-VBP MPO #229 BCNA opposition in TIP 1July2016.pdf](#)  
[O'Connell Rd made a Main Trafficway Ord8660 15Aug11.pdf](#)  
[Venture Business Park Plat Map 5Nov13.pdf](#)  
[Brook Creek Neighborhood vote on O'Connell Rd. link to 19th St 2Sept15.pdf](#)

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Hello Chairman Culver:

Please find attached a letter from the Brook Creek Neighborhood Association (BCNA) stating our opposition to MPO Project #229 in the TIP. BCNA has voiced opposition at several public meetings since 2011, and recently submitted formal opposition in the Lawrence Capital Improvement Plan. In conjunction to the City plan to connect O'Connell Rd. to East 19th St., BCNA is concerned that 19th St. seems slated to become a major cross town corridor.

We likewise feel that the Lawrence Multi-Modal Center should be located on a major arterial rather than just off 19th St. and Naismith Drive. Before any of these projects are approved at any regulatory level, or given any consideration for funding, we request that the MPO initiate a traffic impact study for the full length of 19th St.

Please review our attached letter (and attachments) that explains that the 19th St. reconstruction and connection to O'Connell Rd. is not only detrimental to our neighborhood, but also is not justified by the traffic objectives stated by the City.

thank you,  
Michael Almon, Secretary  
Brook Creek Neighborhood Association





## Brook Creek Neighborhood Association

Melissa Fahrenbruch, President  
1322 Maple Lane, Lawrence KS 66044  
Telephone: 970-534-7987

e-mail: [brookcreekna@gmail.com](mailto:brookcreekna@gmail.com); [meljofah@gmail.com](mailto:meljofah@gmail.com)

Bryan Culver, Chair  
Lawrence-Douglas County MPO Policy Board  
P.O. Box 708  
Lawrence, KS 66044

1 July 2016

re: MPO Project #229: 19th Street Reconstruction, Harper St. to O'Connell Rd.

Mr. Culver:

The Brook Creek Neighborhood Association respectfully urges the Metropolitan Planning Organization to abandon draft plans for a curb-and-gutter concrete upgrade of E. 19th St. from Harper St. to the Venture Business Park. This proposed project adjoins our neighborhood and would have a detrimental traffic impact for us. We are particularly opposed to any connection of East 19th St. to O'Connell Rd.

At a regular meeting of the Brook Creek Neighborhood Association (BCNA) on 2 September 2015, a pre-announced discussion was held and a vote taken. Eleven members were in attendance including all four Officers. We voted unanimously for the four points in the following position statement:

1. O'Connell Rd. shall not be connected to East 19th Street.
2. Ordinance 8660 shall be amended to declassify O'Connell Rd. from designation as a "Main Trafficway" extending north of 23rd St. to an intersection with 19th St.
3. The Venture Business Park plat shall be amended to vacate the right of way leg off O'Connell Rd. extending 251 feet west to the 19th St. right of way.
4. The O'Connell Rd. pavement shall be removed from where it meets the 19th St. right of way eastward to the southern end of the curve on O'Connell Rd.

You have this item before you in the TIP Amendment #5, specifically to reprogram all funding and activity to FY 2018. This is because BCNA formally opposed it in the Lawrence 2017 CIP Budget process, and the City Commission defunded the project for 2017, and delayed it to 2018. But BCNA wants the project canceled, not just delayed. Here are our reasons why.

E. 19th St. from Harper St. to Venture Business Park is now a 2-lane, crown-and-ditch, macadam street with storm water drainage by means of the side ditches draining into intermittent streams. Like a number of other streets in Brook Creek Neighborhood, we want it to stay that way. At numerous occasions over the past several decades, we have made it clear to both Public Works and Parks & Recreation that such open ditches carry upwards to seven times the volume of water than would a culvert placed in the ditch and covered over. BCNA wants to retain all our crown-and-ditch streets.

E. 19th St. from Harper St. to Venture Business Park had been inappropriately classified in 2013 by Public Works as a Major Collector (not only that, they presumptuously classified it as such all the way east to Franklin Rd., even though this segment and the Franklin Rd. segment were neither platted nor built). While traffic volumes on 19th St. west of Harper St. may justify such a classification, the road east of Harper serves only a church, the animal shelter, two auto salvage businesses, and two modular home parks. This segment of 19th Street is functionally a residential street – not even a minor collector. There is no through traffic because E. 19th St. dead ends at Venture Business Park. BCNA wants to keep it that way.



Public Works has major plans to increase the traffic capacity of 19th St. west of Massachusetts St., including improved traffic lanes, center turn lanes, and intersection channelization. These plans are to accommodate Lawrence High School traffic, increased Louisiana St. traffic, K.U. game day traffic, plans for a transit hub at Naismith Dr., the new K.U. Central District at Ousdahl Rd., and the K.U. Master Plan expansion west of 19th and Iowa. The simultaneous plans for W. 19th St. and the linking of E. 19th St. with O'Connell Rd. amount to a defacto corridor. BCNA does not want the linkup of E. 19th St. with O'Connell Rd.; we question the rationale for a transit hub not adjacent to a major arterial; and we do not want 19th St. to become that arterial.

Public works claims the E. 19th St./O'Connell Rd. connection is needed to to serve the Venture Business Park. BCNA disputes that claim, and finds it secondary to other major traffic generators. What Public Works isn't revealing is that if O'Connell Rd. is connected to E. 19th St., there will be several traffic generators dumping far more traffic onto E. 19th St. than will Venture Business Park. The south end of O'Connell Rd. now connects with E. 31st St. extended, a convenient fact already discovered by South Iowa shoppers; and the E. 19th St./O'Connell Rd. link will complete that circuit. With the new K-10 configuration, commuters can no longer exit on to Noria Rd. to skirt around congestion on 23rd St.; so the next available choice will be O'Connell Rd. if it is connected to 19th St. Even now, K.U. game day crowds take 19th St. via Haskell Ave., but will quickly learn how to cut over O'Connell Rd. And on top of that is the internal traffic from Venture Business Park.

Is this potential traffic generation on E. 19th St. hyperbole? No. On 15 August 2011, by Ordinance 8660, the City Commission designated O'Connell Rd. from 23rd St. north to 19th St. as a "Main Trafficway", "the primary function of which is the movement of through traffic between areas of concentrated activity within the city" (definition in KSA12-685). Judging by that fact, not only is increased traffic anticipated but it is intended. BCNA does not want the consequences of such plans.

Finally, is the E. 19th St./O'Connell Rd. link needed to serve the Venture Business Park? No. Unlike other industrial areas such as the N. Iowa/Lakeview industries, the Lyon St./N. 9th St. industries, the N.W. Farmer's Turnpike industries, the 19th St./Delaware St. industries, and the S. Haskell Ave industries, the Venture Business Park enjoys direct access to a divided highway and Principal Arterial (along with its partner the East Hills Business Park). These industries access K-10 at O'Connell Rd. (E. 1600 Rd.), at East Hills Dr. (E. 1700 Rd.), and at E. 1900 Rd. via Noria Rd. If a fourth access point is needed as Public Works claims, it already exists, though not acknowledged by Public Works. Franklin Rd. right of way has been platted to connect Venture Park Dr. directly to K-10 at Franklin Rd. (E. 1650 Rd.), halfway between O'Connell Rd. and East Hills Dr.

We request the Metropolitan Planning Organization take the following actions:

1. Remove permanently from the TIP the 19th Street reconstruction, O'Connell to Harper, MPO#229.
2. Add to the TIP constructing Franklin Rd. on platted right of way between Venture Park Dr. and 23rd St.
3. Recommend amending ordinance 8660 to declassify O'Connell Rd. from being a "Main Trafficway" extending north of 23rd St. to an intersection with 19th St.
4. Recommend vacating the right of way leg off the north end of O'Connell Rd. extending 251 feet west to the 19th St. right of way.
5. Reclassify 19th St. from Harper to Venture Business Park as a local street.
6. Do not classify any section of 19th St. anywhere over its full length as a Main Trafficway.

Sincerely,



Melissa Fahrenbruch, President

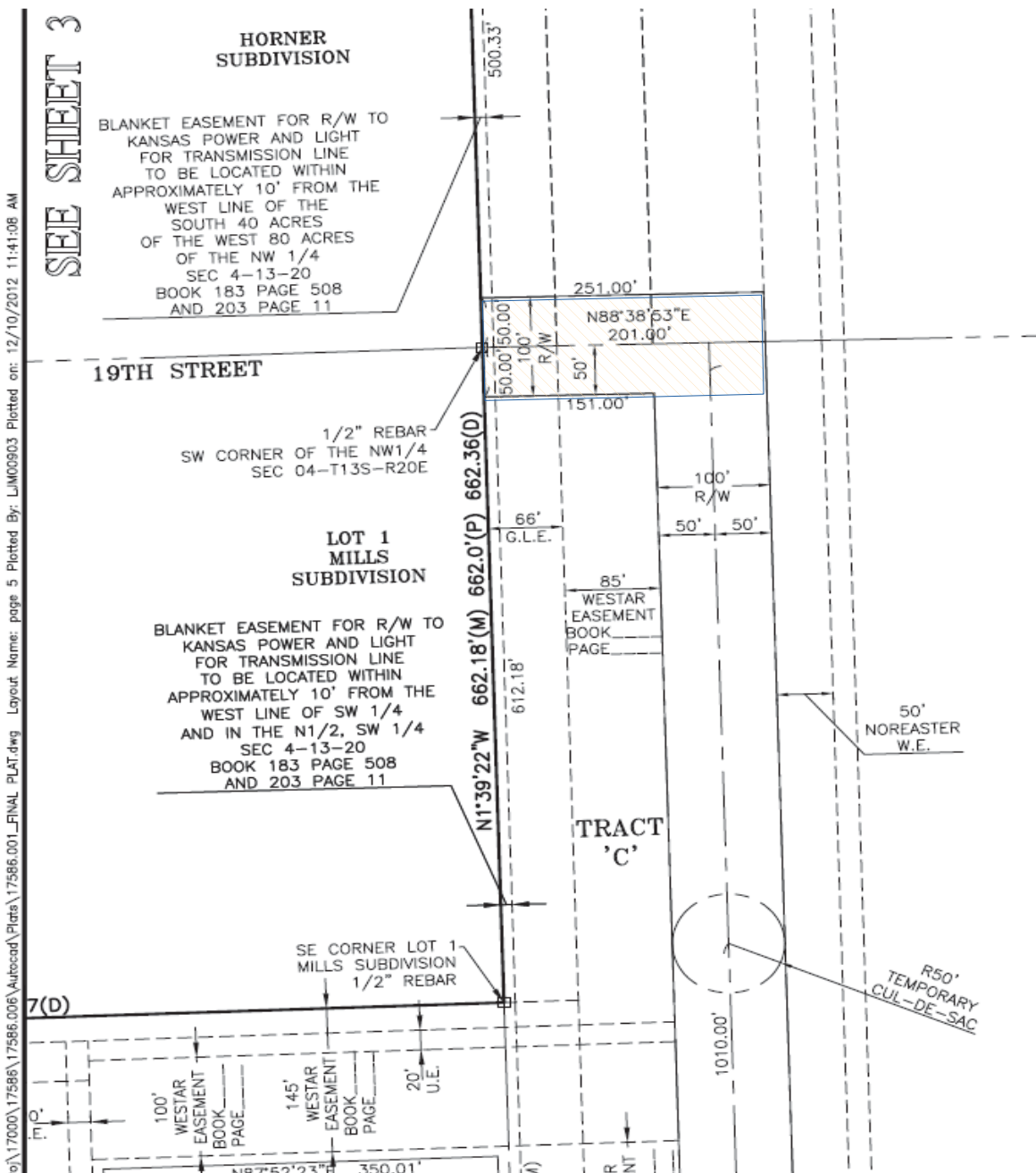
attachments: Ordinance #8660; plat map of Venture Business Park; vote by BCNA on 2 Sept 2015

# Brook Creek Neighborhood vote on O'Connell Rd. link to 19th St.

2 September 2015

The Brook Creek Neighborhood Association has adopted the following position:

1. O'Connell Rd. shall not be connected to East 19th Street
2. Ordinance 8660 shall be amended to declassify O'Connell Rd. from a "Main Trafficway" extending north of 23rd St. to an intersection with 19th St.
3. The Venture Business Park plat shall be amended to remove the right of way leg off O'Connell Rd. extending 251 feet west to the 19th St. right of way
4. The O'Connell Rd. pavement shall be removed from where it meets the 19th St. right of way eastward to the southern end of the curve on O'Connell Rd.





ORDINANCE NO. 8660

**AN ORDINANCE DESIGNATING CERTAIN STREETS AS MAIN TRAFFICWAYS.**

**WHEREAS**, K.S.A. 12-685 *et seq.* (the "Act"), authorizes the governing body of the City of Lawrence, Kansas (the "City"), to designate and establish any existing or proposed street as a main trafficway, the primary function of which is or shall be the movement of through traffic between areas of concentrated activity within the City or between such areas within the City and traffic facilities outside the City performing the function of a major trafficway; and

NOW, THEREFORE, BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF LAWRENCE, KANSAS:

**Section 1.** The following streets are hereby designated and established, pursuant to the Act, as main trafficways:

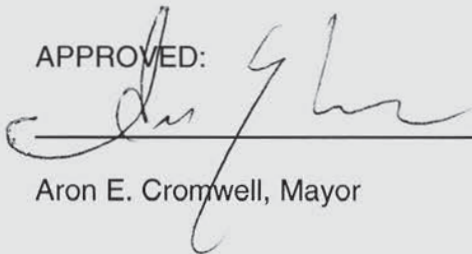
Delaware Street, from 8<sup>th</sup> Street to **22<sup>nd</sup> Terrace**

A street, to be named, located north of the northern terminus of O'Connell Road at 23<sup>rd</sup> Street, north to an intersection with 19<sup>th</sup> Street

**Section 2.** This ordinance shall take effect and be in full force from and after its passage and approval by the governing body of the City and its publication in the official City newspaper.

**PASSED** by the Governing Body of the City of Lawrence, Kansas, on August 23rd, 2011 and **SIGNED** by the Mayor.

APPROVED:



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Aron E. Cromwell, Mayor

ATTEST:



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Jonathan M. Douglas, City Clerk



## MPO response to Comments received on TIP Amendment #5 – Sorted by project

New Project - MPO#: 410 - Lawrence Multimodal Center

Construct a five-level parking and multimodal transit facility. Program \$1,000,000 of Local funding for Preliminary Engineering in FY2017. Program \$1,000,000 of Local funding for Construction in FY2018. Program \$2,000,000 of Local funding for Construction in FY2019. Total project cost: \$4,000,000.

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The Lawrence City Commission has directed City staff to pursue a TIGER grant for development of a Multimodal Center. As part of the planning process, addition of this project to the TIP is required with the federal grant review. Federal funding has not been committed to this project and project location design and planning are still underway. This listing does not identify a specific location for the proposed Multimodal Center. Amendments to this listing would be required to add additional funding or funding categories, currently this project only has available local funding. Opportunities for public engagement will occur at the local level before a final decision is made. Final decisions for location and design will be made by the Lawrence City Commission.

After consultation with the local project sponsor, MPO staff recommends no changes to the proposed TIP Amendment #5.

Project Changes - MPO#: 229 - 19th Street Reconstruction, O'Connell to Harper

Reprogram \$250,000 of Local funding for Right of Way from FY2016 to FY2018, reprogram \$250,000 of Local funding for Preliminary Engineering from FY2017 to FY2018, reprogram \$2,500,000 of Local funding for Construction from FY2017 to FY2018. Total project cost is not changing: \$3,000,000.

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19th Street Reconstruction, O'Connell to Harper is currently identified as a Major Collector on the 2016 MPO-KDOT-FHWA Roadway Functional Classification Map and as a Minor Arterial on the T2040 Major Thoroughfares Map. These maps are developed as part of a long range planning process to identify major corridors for future roadway improvements and its future intended role in the network.

The Maps can be accessed online at:

- 2016 MPO-KDOT-FHWA Roadway Functional Classification Map Lawrence-Douglas County (approved by the MPO Policy Board on January 21, 2016) <http://lawrenceks.org/assets/mpo/T2040/fcnclass2016.pdf>
- T2040 Major Thoroughfares Map (approved by the MPO Policy Board as part of T2040 on March 21, 2013) <http://lawrenceks.org/assets/mpo/T2040/Thoroughfares.pdf>

Final decisions for design and schedule will be made by the Lawrence City Commission.

After consultation with the local project sponsor, MPO staff recommends no changes to the proposed TIP Amendment #5.



SUBJECT: 2015-2019 Transportation Improvement Program—Amendment #5 and Program of Projects for the Lawrence Transit System

**MPO responses in Red.**

2. **General comment:** Public comments on completed projects in planning documents are usually superfluous. Some projects listed in the subject document are complete. These projects should have “Placed in Service” dates shown in the comments section. MPO #206 and MPO #211 are two examples of such completed projects.

The TIP currently lists projects that have been completed from the previous TIP in the “Major Projects from the Previous 2012-2015 TIP” section. The MPO currently generates a new TIP every two years and tracks project completion at that time. The MPO’s role in quarterly TIP administration is not project tracking, but to ensure appropriate projects and funding is included in the TIP. The TAC determined that the existing tracking is sufficient to meet the TIP role.

3. **General comment:** Replacement projects should show project rationale in comments section. For example, MPO #224 is a bridge replacement. Is the replacement due to lack of capacity for projected traffic, failure to meet modern safety design standards, lengthy time-in-service related structural deficiencies or a combination of reasons?

Project details and justification for a project typically occurs in the process before the project is incorporated into the TIP. The local project sponsor follows a locally identified process for selecting and programming projects and submits them for inclusion in the TIP. Additional project details can be added at the discretion of the local project sponsors. As project selection occurs locally through the Capital Improvement Plan (CIP) process prior to incorporation into the TIP, the TIP document is not the appropriate place to comment on project selection.

After consultation with the local project sponsor, there has been no requested change to the TIP.

4. **General comment: Safe Routes to School (SRTS)** positive impact can be used to provide additional justification to many non-SRTS projects in the TIP. Listing the impacted schools with other non-SRTS specific projects would be helpful.

Project details and justification for a project occurs in the process before the project is incorporated into the TIP. The local project sponsor follows a locally identified process for selecting and programming projects and submits them for inclusion in the TIP.

As a part of TIP amendment 5, “Safe Routes to School” and “students” were incorporated into the Planning Factors, which are utilized in conjunction with Engineering Factors to determine if a project is appropriate for inclusion in the TIP.

After consultation with the local project sponsor, there has been no requested change to the TIP.

5. The following list of MPO projects may positively (or in some cases negatively) impact SRTS designated routes for nearby schools. If so, the comments section and more detailed project planning documentation should so state. In certain instances a useful comment would be “No SRTS impact per (insert name of cognizant authority.)”

MPO #	Potential Safe Routes to _____	Impact
211	Langston Hughes ES	
226	Free State HS	
229	Kennedy ES	
230	Free State HS, Langston Hughes ES, and Quail Run ES	
234	Kennedy ES*, New York ES*, and Cordley ES*	
235	South MS, Broken Arrow ES, and Schwegler ES	
239	Schwegler ES	
242	Schwegler ES	
300	Lawrence HS, South MS, Schwegler ES, and Prairie Park ES	
301	Lawrence HS, Southwest MS, Schwegler ES, Sunflower ES, Raintree Montessori, and Bishop Seabury Academy	
410	All schools with students using multi-modal transit facility	
502	All private and public schools within USD 497 boundary	
504	To be determined (See paragraphs 9 and 10 below.)	
*	Potential for <i>negative</i> SRTS impact due to increased motorized traffic volume.	

It is difficult to systematically determine which schools would be affected by certain projects and specific Safe Routes to School are subject to change, therefore, this information is not appropriate to be required in the TIP. However, additional project details can be added at the discretion of the local project sponsors.

After consultation with the local project sponsor, there has been no requested change to the TIP.

6. **RE MPO #500:** The “Santa Fe Depot” is used every day by AMTRAK for passenger rail service to northeast Kansas residents and by out-of-state visitors to our region. The project description should indicate this is an active passenger facility and not merely a conversion of a former passenger depot to some other worthy public purpose. “AMTRAK” should appear in the project title to denote the current active use of this facility.

These comments were forwarded to the local project sponsor: City of Lawrence Public Works. Changes to the project listing would be made at the discretion of the local project sponsor.

After consultation with the local project sponsor, there has been no requested change to the TIP.

7. **RE MPO # 600:** Where is the documented list of hazards to be addressed under this project? Who determines the priority among different hazardous sites? What is the prioritization rubric? How is public input sought and used in governance of this project? The document as written is not sufficient to answer these fundamental questions.

These comments were forwarded to the local project sponsor: KDOT. Changes to the project listing would be made at the discretion of the local project sponsor.

KDOT provided the following response:

MPO #600 is a grouped project. For RR safety projects funded with HSIP funds, FHWA allows us to put a historical average of HSIP funding spent in each region into the TIP. We do this for each MPO area. It is more of a placeholder as projects may or may not be needed in the metro area in any given year. When these RR safety projects arise, KDOT has a responsibility to respond to the identified need as efficiently and quickly as possible. This agreed upon TIP practice allows us to do this. KDOT reevaluates the amount needed in the TIP during each update of the document.

After consultation with the local project sponsor, there has been no requested change to the TIP.

8. **RE MPO #502:** It is unclear that private schools are involved in the SRTS planning process. They should be! For example, SRTS projects that support Liberty Memorial Central Middle School students may also have utility for St. John Catholic School students. Likewise, SRTS projects in service of Southwest Middle School and Sunflower Elementary School students may also have utility for Raintree Montessori School and Bishop Seabury Academy students. Undoubtedly, there are other examples of the need for private school facility input similar to these.

These comments were forwarded to the local project sponsor: City of Lawrence Public Works. After consultation with the local project sponsor, it has been requested that Project #502 be removed from the TIP as part of Amendment #5. The project funding from KDOT was not spent or reimbursed and this project is no longer a valid listing.

9. **RE MPO #502:** As residential patterns change due to rezoning and subsequent development, Safe Routes to School infrastructure projects must be reevaluated. In northwest Lawrence there are dozens of new residences under construction that were not considered when the current SRTS funds were granted to L-DC Heath Department. Accordingly, the SRTS routes designated two or more years ago in northwest Lawrence are obsolete and incomplete. Further, the opposition of developers, USD 497, and Lawrence

Planning Department and the Planning Commission to requests for code-compliant plat refinements to permit improved student pedestrian access to Langston Hughes Elementary School (LHES) from the west and unused pedestrian easements from the north to LHES must be explicitly considered and remediated in future SRTS project planning and prioritization.

These comments were forwarded to the local project sponsor: City of Lawrence Public Works. After consultation with the local project sponsor, it has been requested that Project #502 be removed from the TIP as part of Amendment #5. The project funding from KDOT was not spent or reimbursed and this project is no longer a valid listing.

10. **RE MPO #504 (and similar follow on efforts):** Through Ordinance 7106, Lawrence sought public advice on Pedestrian and Bicycle Issues. The 7106 Task Force recommended a consolidated change in the local advisory process for transportation matters. ***That recommended change has been presented to but has not been implemented or rejected by local political leadership.*** In the interim, there is no defined process for pedestrian friendly projects (such as Safe Routes to School) to be championed through the local resource allocation decision making as is the case for bicycle facility projects through the Lawrence-Douglas County Bicycle Advisory Committee. Recommend the MPO address this shortfall to Lawrence City officials to ***implement a permanent advisory process for pedestrian-intensive transportation matters such as SRTS. In the interim, the City should direct SRTS advisory matters to the L-DC Bicycle Advisory Committee. In this interim role, BAC should invite input from private schools as well as USD 497 staff on SRTS matters.*** As a courtesy to home rule principle, other than Lawrence-appointed BAC members would voluntarily recuse themselves from Lawrence-only SRTS advisory decision votes but their views would be welcome in the deliberative phase of the process.

The MPO staff is participating in the coordinated SRTS and pedestrian/bicycle issues task force planning process. City staff are working on implementing the taskforce recommendations for a coordinated transportation advisory body, which will be sent to the Lawrence City Commission for final decision making. At this time, MPO staff does not believe it would be practical to assign pedestrian issues into the BAC purview for two reasons. First, the BAC origination resolution and bylaws do not include this scope of work for SRTS (they are only directed to work on bicycle issues). Secondly, there is ongoing work to generate a multimodal decision making body.

Additional comment received 7/1/2016

Thank you for updating me on the status of my earlier comments. I hope the comments posed by Bonnie Uffman and Steve Evans related to the potential of additional traffic on 19th ST are also reviewed from the SRTS impact perspective for KU, Kennedy, Schwegler, LHS, Cordley and perhaps New York schools. Additional traffic on 19th ST will drive the need for additional student pedestrian safety measures, especially for Cordley and Kennedy

ES. Cost of these additional SRTS-related improvements would need to be folded into project costs for those projects slated to increase traffic along 19th ST.

Thanks for consideration of these additional comments.

These comments will be forwarded to the local project sponsor: City of Lawrence Public Works. Consideration for design and additional built environment improvements will be made by the local project sponsor as part of the ongoing planning process.