



PURPOSE

This T-Works Modernization/Expansion project includes major improvements to K-96/K-14 in Rice and Reno counties. **The goal of the project is to provide for efficient regional mobility, improve roadway safety, and enhance local community vitality.**

Initial construction will be a 2-lane freeway that also accommodates possible future expansion to a 4-lane freeway with grass median. The improvements will provide access to area communities, support potential development, and accommodate local traffic crossings at several locations. The Corridor Location Study evaluated several alternatives for a new K-96/K-14 highway, and arrived at a selected location that received environmental approval. The design phase refines the selected alignment from the Corridor Location Study and develops construction plans that incorporate major features of the Selected Alternative.

It is anticipated that construction plans will be completed for an October 2016 bid letting with construction activities beginning shortly thereafter. A more detailed timeline is shown at right.

TIMELINE

December 2010	Finished Location Study
January 2012	Began Phase 2, Design
December 2013	Field Check
March 2014	Right Of Way Plans
June 2016	Final Plans
October 2016	Letting
January 2017	Estimated Construction Begin
June 2018	Estimated Construction End

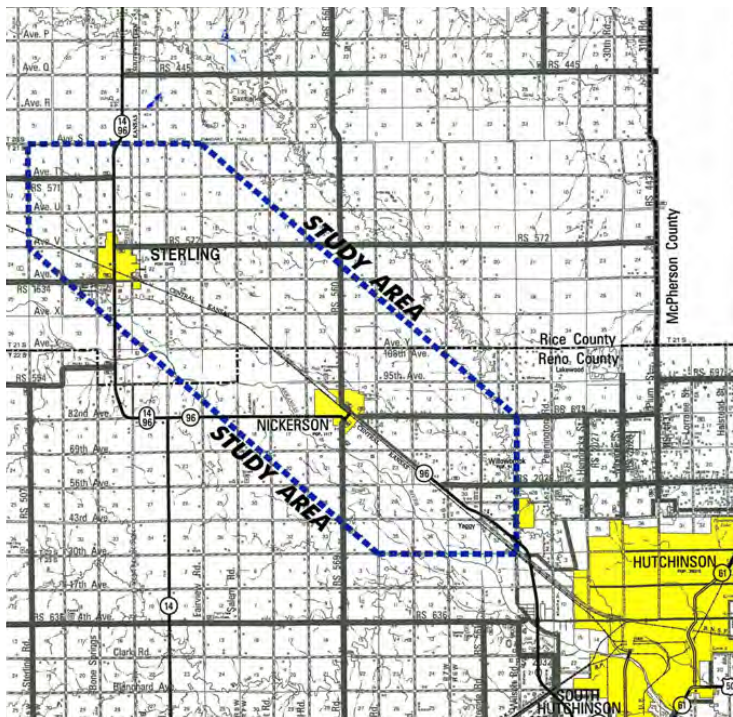
NEED

The primary needs that this corridor must address include:

- Provide safe and efficient regional travel and mobility;
- Accommodate local and regional growth;
- Accommodate oversized freight on state highways;
- Reduce regional and freight traffic flows/demands on locally owned and maintained roadways;
- Provide predictable travel times for facility users;
- Improve emergency vehicle response times; and
- Maintain freeway level of access control (i.e. highway access is provided only at selected interchange locations).

The area encompassed by the study begins southeast of Nickerson, then continues northwesterly for approximately 15 miles to north of Sterling. The study examined a six-mile wide area roughly centered on a diagonal line extended through the communities of Nickerson and Sterling. This area is shown below.

The location study developed and examined feasible locations for a four-lane highway. A range of alternatives were analyzed including the No Build alternative and several new corridor alignments. Primary components of the alternative evaluations included identification of appropriate bypasses around established communities, and the selection of appropriate locations for access to the highway.



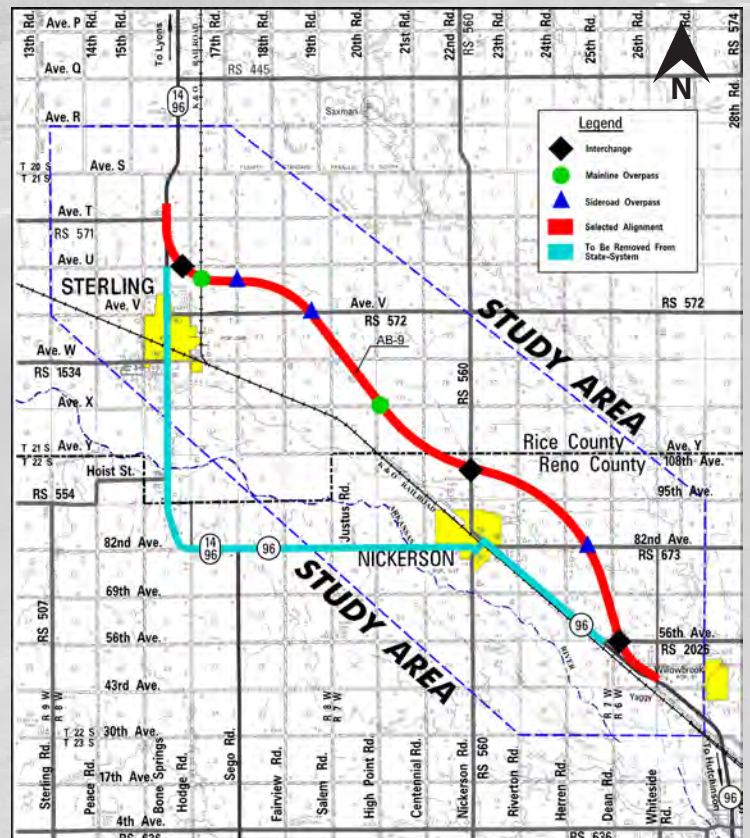
SELECTED ALTERNATIVE

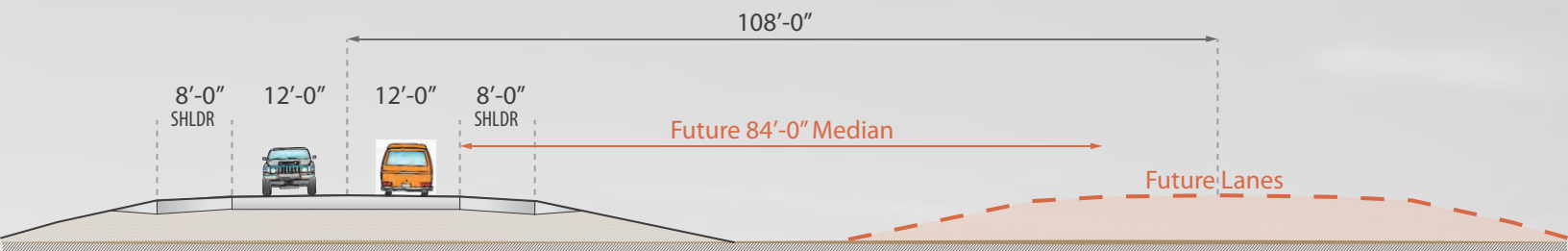
Through a series of refinements and evaluations, a recommended corridor was developed by the study team. Public input from the Community Advisory Group and citizens over a two-year period helped to determine the 1,000 foot corridor within which the proposed highway will be located.

CORRIDOR LOCATION & DESCRIPTION

A general description of the selected corridor location is shown below, following the corridor from southeast (Nickerson vicinity) to northwest (Sterling vicinity). There are a total of seven crossing locations available over the length of the new highway corridor (including three at interchanges).

- The new route will diverge northward from existing K-96 at Yaggy Road.
- A grade-separated interchange at 56th Avenue (RS 2026) will serve the Yaggy Road and Willowbrook areas and also provide a convenient route (RS 2026) to highway K-61 northeast of Hutchinson. 56th Avenue will be carried over K-96/K-14.
- A side road overpass (no access) will carry 82nd Avenue (an east-west road) over the highway between Dean Road and Herren Road.
- North of 82nd Avenue, the new route curves west.
- A grade-separated interchange with the north-south Nickerson Road (RS 560) will provide access for the city of Nickerson between 95th Avenue and 108th Avenue. Nickerson Road will be carried over K-96/K-14. (Note: Existing K-96/K-14 will remain in place, usable as a local road from Nickerson Road to 56th Avenue).
- The route proceeds northwest, crossing over Avenue X with a side road underpass.
- The route proceeds northwest and a side road overpass will carry Avenue V over K-96/K-14 between 18th Road and 19th Road.
- The route proceeds westward and a side road overpass will carry 17th Road over K-96/K-14 between Avenue V and Avenue U.
- At the K&O Railroad, a mainline overpass will carry K-96/K-14 over the railroad tracks.
- The route proceeds westward to a grade-separated interchange slightly north and east of Sterling, just south of Avenue U, between existing K-96/K-14 and 16th Road. The side road will be carried over K-96/K-14.
- The route continues north to tie into existing K-96/K-14 just north of Avenue T.





- In the vicinity of the new Sterling interchange, a new local road will connect existing K-96/K-14 and 16th Road. (See figure on page 2).
- Avenue U will be routed through the interchange via the new connector road on each side of the Sterling interchange. (See figure on page 2).

HIGHWAY TYPE

The proposed improvement will consist of a two-lane highway on four-lanes of right-of-way. A majority of the project is located on a new alignment. The future four-lane highway will maintain a minimum 84-foot wide median as shown above. The projected 2035 design year traffic volumes on the new highway are estimated to range between 7,000 vehicles-per-day east of Sterling and 8,700 vehicles-per-day southeast of Nickerson. A four-lane divided highway would provide a Level of Service A through the design year. It is anticipated that a two-lane highway will operate at a Level of Service C or better at this time. In the future, if traffic volumes increase and approach the 2035 design year estimate, an updated Level of Service analysis may be necessary for the two-lane highway. No funds are programmed at this time for future expansion to four-lanes.

Level-of-Service (LOS)	
A	LOS A can describe free-flow operations. Traffic flows at or above the posted speed limit and all motorists have complete mobility between lanes.
B	LOS B describes reasonable free-flow operations. Free-flow (LOS A) speeds are maintained, maneuverability within the traffic stream is slightly restricted.
C	LOS C describes at or near free-flow operations. However, there may be a noticeable amount of time following another vehicle while the highway is two-lanes.

RIGHT-OF-WAY ACQUISITION PROCESS

The following is a schedule estimate of right-of-way (ROW) activities for this project.

Date	Milestone
March 2014	Plans to Right-of-way (ROW). Official ROW plans to be sent to KDOT ROW department.
January 2015	Property Appraisals Complete. Appraisals to be completed and reviewed.
October 2015	Negotiations Complete. Property to be acquired or sent to legal department for condemnation.
April 2016	Property Cleared. Property to be cleared and ready for construction bid letting.

'TURN BACK' PROCESS

When KDOT opens the new K-96/K-14 highway some of the existing highway will be removed from the State-system and turned over to the Local Public Authorities (Rice County, Reno County, Sterling, and Nickerson) who will be responsible for future maintenance on that stretch of roadway. KDOT will work with these Local Public Authorities (LPAs) to mutually agree on a scope of work to address the existing roadway condition prior to the transfer. The map on the bottom of page 2 illustrates the segment of roadway that will be removed from the State Highway System and turned back to the LPAs.

PUBLIC INVOLVEMENT

Public comment and participation played a key role in determining the selected corridor alternative and highway type. The public's input was solicited in a number of ways including:

- Interviews with community leaders;
- Community Advisory Group (CAG);
- Technical Advisory Committee (TAC);
- Project website;
- Media releases; and
- Public information meetings.

These public involvement methods will continue to play an important role as this project progresses forward. Comments received through the public involvement process will help to influence minor design considerations. Additional public involvement strategies to be incorporated in this phase of the project include:

- Public officials outreach;
- Newsletters;
- Kitchen table meetings*; and a
- Public meeting.

** Kitchen Table Meetings. The project team will meet individually with each affected landowner to review the alignment. This will occur at approximately 50% of plans complete. While some minor design changes may occur at this stage, the location of the highway, side roads, and identified right-of-way needs will have been largely determined. Property owners will be sent a letter of invitation requesting an RSVP. The meetings will occur over a one week period. The project team will furnish an aerial view of the property and the proposed improvements. The goals of these individual meetings are to:*

- *provide project background and confirm current issues;*
- *develop awareness of project goals;*
- *identify potential areas of concern or special needs relative to the project and the community; and*
- *inform property owners regarding the right-of-way process.*

UPCOMING MEETINGS

Beginning in February 2013 the Project Team will meet with members of the Community Advisory Group (CAG), Technical

Advisory Committee (TAC), and Public Officials to discuss future upcoming activities associated with the project.

CONTACT INFORMATION

Should you have additional questions or comments you may contact Martin Miller, KDOT Public Affairs Manager or Vanessa Spartan, public involvement consultant.

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PROJECT WEBSITE

Kansas Department of Transportation (KDOT) T-Works websites are provided for this project. There are two websites which are divided by county; Reno and Rice Counties.

Reno County



<http://tinyurl.com/7arkl84>

Rice County



<http://tinyurl.com/btrdkys>

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

