



# SOUTH CENTRAL

## Modernization & Expansion Projects

Type	Selected Project Description	Miles	Construction Cost Estimate (in millions)	Economic Impact (in millions)	Let Year
E	<p><b>I-135: reconstruct interchange at 36th Street in Newton</b></p> <p>The interchange improvements provide significant economic benefits to the region by opening access to the new industrial area and accommodating increasing over-length trucks associated with the wind turbine development. Design work is already underway.</p>	-	\$14	\$220	2014-2020*
E	<p><b>I-235: US-54 (Kellogg) Interchange: construct I-235 southbound flyover and US-54 eastbound flyover</b></p> <p>This project helps improve east-west connections in Wichita and is one of Wichita's two, top priorities. The existing interchange is an old design and safety issues grow with increasing traffic. There is good regional support for this project and Wichita supports reconstructing only a portion of the interchange to address the most pressing operational and safety concerns. Sedgwick County will contribute \$11.6 million towards construction of this project.</p>	2	\$116	\$88	2014-2020*
E	<p><b>US-50: 4-lane freeway, new interchange from 1 mile west of Anderson Rd to Old Main in Newton</b></p> <p>KDOT has already begun design work and buying right-of-way for this project due to the development along the corridor. This is one of the region's top priorities.</p>	1	\$31	\$11	2012
E	<p><b>US-50: reconstruct to 4 lane with interchanges K-61 east to Airport/Yoder Rd. in Reno County</b></p> <p>This project was announced in February. It will support traffic associated with industrial park area, including the Siemens Wind Turbine plant. It will be let to construction in June 2011.</p>	3	\$50	\$133	2011
E	<p><b>US-54 reconstruct 4-lane with Webb Rd. interchange from Cypress to Wiedemann in Sedgwick County</b></p> <p>This is one of Wichita's two top priorities. It extends the 4-lane of US-54 which is critical to addressing growing congestion and supports economic development in the region. The economic impacts associated with this project are strong when compared to the cost. Wichita will provide \$15.6 million toward construction and \$63 million for project development to be utilized on this project and the one listed below.</p>	1	\$82	\$260	2014-2020*
E	<p><b>US-54: reconstruct 4- lane with Greenwich interchange from Wiedemann to 127<sup>th</sup> Street in Sedgwick County</b></p> <p>This is one of Wichita's priorities and is considered phase II of the project listed above. It extends the 4-lane of US-54 which is critical to addressing growing congestion and supports economic development in the region. The economic impacts associated with this project are strong when compared to the cost. Wichita will provide \$15.6 million toward construction and \$63 million for project development to be utilized on this project and the one listed above.</p>	1	\$95	\$366	2014-2020*

E= Expansion Project    M= Modernization Project    PE= Preliminary Engineering Work Only      Project announced in Feb. 2011

\* For projects that will not be available for construction until 2014 or later, KDOT is continuing to develop specific project schedules and will announce those schedules later this year.

Type	Selected Project Description	Miles	Construction Cost Estimate (in millions)	Economic Impact (in millions)	Let Year
E	<p><b>US-54: Upgrade to 4-lane expressway through the Byron Walker Nature Preserve in Kingman County.</b></p> <p>KDOT has selected this as project as an expressway rather than adding less expensive passing lanes to be consistent with the vision of the corridor. In addition to the engineering design being complete and right-of-way having been purchased for this section of US-54, environmental permits have been issued to construct improvements through the Byron Walker Nature Preserve. By constructing the improvements now, it eliminates the risk of the permits lapsing.</p>	8	\$44	\$9	2012
E	<p><b>K-96: construct new 2-lane on 4-lane right of way from Hutchinson to Sterling</b></p> <p>Advocates were quick to suggest that the smaller scope of building 2-lanes on 4-lane right-of-way would be acceptable, and at that scope this was the most highly supported project in the region. KDOT has completed a conceptual study of the corridor and rates the project as having an engineering priority due to the curves and deteriorated pavement on the existing highway. Many in the region see this as the first step in completing the long advocated for Northwest Passage.</p>	15	\$63	\$118	2014-2020*
E	<p><b>US-54: 4-lane expressway from 5 miles east of Pratt to 1 mile east of Cairo</b></p> <p>Significant investment has been made in this corridor through previous transportation programs. During local consult participants stressed the importance to "finish what it (KDOT) had started." Design work is already underway.</p>	5	\$34	\$6	2013
PE	<p><b>Northwest Bypass in Wichita from Goddard east and northeast to K-96: State will assist with the purchasing of right-of-way.</b></p> <p>The State of Kansas agrees to provide two dollars for every one dollar of funds contributed by Sedgwick County, City of Goddard and City of Maize, but not to exceed a maximum of \$1,350,000 per year for five years (FY2011- FY2015, for a total of \$6,750,000). A substantial amount of design work and right-of-way acquisition was done on this proposed bypass during the Comprehensive Transportation Plan but those funds have all been expended and there are still right-of-way tracts to be acquired.</p>				
	<b>TOTAL</b>	<b>36</b>	<b>\$529</b>	<b>\$892</b>	

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 No construction dollars available

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