More construction work ahead
This quarter will feature another major construction letting. More than $150 million worth of projects will be let in the next three months across the state and will include more than 950 miles of work. The bulk of the work will be preservation, which is repairing or reconstructing the roadway. These projects are part of T-WORKS, the $7.8 billion state transportation program.

Regional breakdown of the lettings for this Quarter
- **$8 M** 52 miles
- **$8 M** 192 miles
- **$4 M** 105 miles
- **$17 M** 266 miles
- **$21 M** 100 miles

**$8 million promise**
T-WORKS requires that at least $8 million be invested in every Kansas county by 2020. The map to the left indicates the amount of dollars spent to date across Kansas. Please note that this map only shows the dollars that have been spent. Many of the counties that haven’t received any dollars yet, have work scheduled to begin soon.

**World-class roads**
Kansas’ roads have long been considered among the nation’s best and a couple studies released this summer support that contention. The Reason Foundation rated the Kansas highway system the nation’s second best while spending 24 percent less than the U.S. average in per-mile disbursements. Kansas ranked number three in Reason’s previous two reports. A CNBC analysis ranked Kansas’ infrastructure/transportation fourth-best in the country. The CNBC ranking was part of a study of the best states for doing business. (Overall, the Kansas was rated the 14th best state for business.) In 2010, a Reader’s Digest report ranked Kansas roads the nation’s best.

**KDOT and KTA partnership under way**
As of July 1, KDOT and the Kansas Turnpike Authority (KTA) now fall under the same umbrella. Mike King will serve both as KDOT Secretary and KTA director. Staff from KDOT and KTA gathered in Topeka on July 23 for initial group discussions of how the two agencies will work together to produce savings and efficiencies. The group broke into six “innovation teams” to focus on topics ranging from revenues and expenditures to operations and maintenance. The groups will meet individually over the remainder of the year to develop a “one focus” innovation plan that will be rolled out in December.

For more information, log onto www.ksdot.org/tworks or call KDOT public affairs at (785) 296-3585.
From Transportation Secretary Mike King

A new era in Kansas transportation began July 1 when the formalized partnership between KDOT and the Kansas Turnpike Authority took effect. The idea of bringing the two agencies under one umbrella was introduced by Gov. Brownback in his State of the State speech in January. One transportation department in Kansas is enough, he said, and will serve the public better and more efficiently than two.

We have wasted no time pursuing that goal. Leaders at both agencies already have begun to learn each other’s best practices and determine how we can apply them to create savings for Kansas.

Collaborative teams made up of staff from both agencies will systematically review how we do the work we do and how to best move forward. The teams will examine maintenance, information technology, organizational and legislative development, revenue and expenditure, project delivery and construction contracting, operations and maintenance, organizational performance and communication, and technology capabilities and resources.

I want to thank Gov. Brownback and legislators for taking the right step at the right time to give a single voice to Kansas transportation. The KTA has built the turnpike into a first class facility and KDOT oversees a 10,000-mile highway system that has been ranked the nation’s best. By taking the strengths of both agencies and applying their best practices across the state/KTA system, we will continue to provide Kansans the world class transportation system they have come to expect.

Winter storm expenses

The winter of 2012-13 wasn’t cheap. The season that stretched into May and forced road closings later than any in recent memory cost the state $18.5 million – nearly $12 million more than the previous year. The table below shows how this season’s costs compare to the past five years.

<table>
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<tr>
<th></th>
<th>Labor</th>
<th>Equipment</th>
<th>Materials</th>
<th>Other</th>
<th>Total</th>
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<tr>
<td>FY 2009</td>
<td>$5,039,575</td>
<td>$2,888,938</td>
<td>$3,328,621</td>
<td>$13,948</td>
<td>$11,271,081</td>
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<td>FY 2010</td>
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<td>FY 2011</td>
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<td>FY 2013</td>
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<td>5 Year Average</td>
<td>$6,383,405</td>
<td>$4,659,253</td>
<td>$3,868,933</td>
<td>$15,462</td>
<td>$14,927,054</td>
</tr>
</tbody>
</table>

5 Year Average

Winter Storm Numbers 2013

575 trucks used
4,188,175 gallons of salt brine used
879,000 miles treated