



CITY CONNECTING LINK IMPROVEMENT PROGRAM PROGRAM GUIDELINES

Program Description

The City Connecting Link Improvement Program (CCLIP) is a federal and state-funded program that provides funds to cities to address deficiencies or improve a City Connecting Link on the State Highway System. A City Connecting Link is defined as any routing of the State Highway System that is located within the corporate limits of a City. All City Connecting Links are eligible under this program except those on the Interstate System and fully controlled access sections on the Freeway System.

Program Categories

The City Connecting Link Improvement Program consists of three program categories that each target specific types of improvements:

1. **Surface Preservation (SP)**: (Previously known as KLINK) This fund category is intended to address deficiencies in or extend the life of the driving surface. Project scopes may consist of overlay, mill and overlay, pavement patching, joint repair, seals, or similar surface maintenance work. Parking lanes may be included. Construction of ADA curb ramps, as required by Federal Regulation and Department of Justice guidance, will be included regardless of the funding source. Bridge improvements, curb and gutter repair or replacement, drainage improvements, construction or improvement of sidewalks beyond the ADA ramps, or geometric improvements may be included in a project but shall not be eligible for program funding.
2. **Pavement Restoration (PR)**: (New fund category) This fund category is intended to address deficiencies in the road surface that are too extensive or expensive to be addressed by the measures under the SP category. Actions under this category could include full-depth pavement replacement of the entire driving surface or extensive pavement rehabilitation. Other related improvements, such as curb and gutter repair/replacement, storm sewer, parking lanes, or sidewalk construction may be included in the scope of projects and are eligible for the funding. Typically, PR projects will not

include any modification of the roadway geometrics other than restoring appropriate cross section.

3. **Geometric Improvement (GI)**: This category is intended to address a safety, capacity, or operational need that can be addressed by changing the roadway geometrics. Examples of projects under this category include, but are not limited to, intersection reconstruction to reduce encroachments over the curb from off-tracking of turning trucks; addition or extension of turn lanes; widening of the roadway to accommodate larger vehicles; or sight distance improvements.

Funding

Projects in the SP category will be funded solely with state and city funds. Funding for the Construction and Construction Engineering work phases in the PR and GI categories will be a combination of city, state, and/or federal funds. All other work phases in the PR and GI categories will be paid with city and/or state funds.

KDOT will determine the total amount and source of funds to be made available for the CCLIP annually as well as the amount and fund source(s) for each project awarded. In addition, KDOT will determine the distribution of the available funds among the three program categories based on the applications received and a prioritized selection process.

The maximum dollars that KDOT will provide for an individual project in each program category is as follows:

- | | |
|---------------------------|-------------|
| 1. Surface Preservation: | \$300,000 |
| 2. Pavement Restoration: | \$1,000,000 |
| 3. Geometric Improvement: | \$1,000,000 |

Required matching funds for projects in all program categories are based on population in accordance with the following table.

City Population Group	Participation Ratio	
	Minimum	Maximum
	City %	State\Feder al %
0 – 2,499	0	100
2,500 – 4,999	5	95
5,000 – 24,999	10	90
25,000 – 49,999	15	85
50,000 – 99,999	20	80
100,000 –	25	75

KDOT will determine the associated costs that receive the State’s participation.

Eligible costs for SP category projects include only construction and construction engineering. Eligible costs for PR projects include preliminary engineering, construction, and construction engineering. Eligible costs for GI projects include preliminary engineering, utility adjustments, right-of-way acquisition, construction, and construction engineering.

Rules and Procedures

KDOT will issue a “Call for Projects” for the City Connecting Link Improvement Program requesting project applications from Cities. The City shall submit a project application using forms provided by KDOT. Attachment #1 is a sample “City Connecting Link Improvement Program Application”.

The KDOT District Engineer (or their designated representative) and Bureau of Local Projects (BLP) staff will meet with city representatives and review each proposed project site. This meeting will be the opportunity for city representatives to identify the project’s importance and to provide sound reasons for funding priority.

BLP and the District Engineers will determine the appropriate program category for each project and prioritize project applications within each District. BLP will develop a statewide program based on this prioritization and input from all District Engineers. BLP will submit this list of projects to the Secretary for approval.

When a project is selected for funding, KDOT and the LPA will enter into an agreement that outlines the requirements and responsibilities for the project.

Cities with projects in the Surface Preservation category will be responsible for all preliminary engineering and construction administration, including plan preparation and letting of the

contract for construction. Plans and specifications must be approved by BLP for conformance to KDOT specifications prior to the city advertising the project for bids. The city will coordinate with the KDOT District for final acceptance of the construction activities. The city will be responsible for all payments to the contractor; KDOT will reimburse eligible costs upon completion of the project and receipt of appropriate documentation.

All contracts for the construction of projects in the Pavement Restoration and Geometric Improvement categories shall be let by KDOT unless the City has been approved under the KDOT LPA Locally Administered project development procedures. KDOT will be responsible for making payments to the contractor. KDOT will request the city's matching funds at the time of letting. Cities are responsible for plan development, right of way acquisition, and utility relocations. BLP will review the plans for compliance with applicable procedures and requirements.

Questions

Any questions regarding the City Connecting Link Improvement Program should be directed to the KDOT Bureau of Local Projects at (785) 296-3861 or at KDOT's toll-free number, 1-877-550-5368. As an alternative you may email us at KDOT.LPePlans@ks.gov.