The Study of US-69

What can be done to help US-69
in Crawford County safely and efficiently
handle traffic in the 21st century?

Searching for Options with an
Advanced Preliminary Engineering Study

K-7290-01

Kansas Department of Transportation

Kansas Department of Transportation, Docking State Office Building, 915 SW Harrison St., Topeka, KS 66612-1568

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As a KDOT customer, you have the right:

To be treated with courtesy, respect and honesty

~

To receive accurate answers to your questions in a timely manner

~

To have a safe and well-maintained transportation system

Kansas Department of Transportation

Providing a statewide transportation system to meet the needs of Kansans

Information in this booklet is available in alternative accessible formats
For more information, please contact:

Kansas Department of Transportation, Office of Transportation Information, 7th Floor, Docking State Office Bldg, Topeka, KS 66612-1568

Or call: 785-296-3585
(TTY) 785-296-3585

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The Kansas Department of Transportation (KDOT) assures full compliance by conducting its everyday business in accordance with all Federal and State related statutes. Title VI of the Civil Rights Act of 1964 ensures that no person shall on the grounds of race, color, age, national origin, sex, or low income be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any federal-aid programs or activity administered by the Kansas Department of Transportation.

A pamphlet is available from KDOT and at all KDOT public meetings which outlines prohibited discrimination in Federally Assisted Programs of the Kansas Department of Transportation.

If you have any questions concerning the KDOT and its non-discrimination activities, please feel free to contact the **Office of Engineering Support, Kansas Department of Transportation, 7th Floor, Docking State Office Building, Topeka, KS 66612, 785-296-7940.**

Specific Project Information...

Studying US-69

KDOT is studying feasible ways to improve US-69 in Crawford County. At this time, only a study is funded. No funds have been allocated to design or build any improvements unless the project is selected under the System Enhancement Program.

KDOT is studying US-69 in Crawford County, from north of the City of Arma to south of the City of Pittsburg to determine feasible strategies for improving the highway. Future improvements could result in changes to the highway and include the possibility of a bypass away from its current route.

The study is called an Advanced Preliminary Engineering Study and began in late 1998. It was prompted by increasing traffic and congestion, the presence of numerous intersections, vigorous development along the route, and the importance of US-69 as a travel corridor for eastern Kansas. The highway has been designated a part of the National Highway System.

Four strategies are being studied: do nothing or very little, upgrade the existing route to a freeway, build a freeway on a new route east of the communities served, or build a freeway on a new route west of the communities served.

The Purpose of the Study

The purpose of this study is to develop a strategy for improving US-69 that addresses the needs of the varied interests in the region and interstate travelers using US-69, and is supported by KDOT, the public, and agencies with concerns in the region.

Improving US-69 presents unique problems, so KDOT has hired a consulting firm to help study the issues and formulate a feasible improvement strategy. KDOT and the consultants have begun the process of identifying and evaluating feasible options.

Selecting an improvement concept would help area residents and businesses develop land use policies that would work in partnership with any future improvements. The strategy KDOT adopts would be used to develop designs and construction drawings when and if funding is identified.

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Studying US-69

continued

Why Do a Study?

An orderly study helps sort through complex questions and issues that surround the rebuilding of US-69. What route should the highway take? How is traffic to be handled during construction? What impact would rebuilding US-69 have on people and businesses in the area? Will the presence of mines impact the project? What is the highway's relationship to Arma, Franklin, Frontenac, and Pittsburg? How will other highway work in the area affect US-69? These are just a few of the many questions to be addressed before any strategies can be developed.

What's the Purpose of Improving US-69?

Future improvements would upgrade the safety, service, comfort, condition, and capacity of US-69 It is an important traffic corridor and one of the major highways serving the cities of Arma, Frontenac, Franklin, and Pittsburg. It has been designated a part of the National Highway System and is critical for interstate trips from Kansas City south to Tulsa, Oklahoma.

Are Improvements Really Needed?

The portion of US-69 being studied is congested with heavy traffic, numerous intersections, and vigorous roadside development. The existing road is inadequate for current and expected traffic demands in terms of safety, capacity, and speed. Highway design criteria have changed since US-69 was built in the late 1950's and early 1960's, so some design features also need to be modernized.

What the Future Holds

KDOT will continue to collect and analyze data as improvement strategies are developed and studied. The study is scheduled to be finished sometime in the year 2000, after which KDOT will select the preferred strategy. When that is done, local officials and the public will be notified of the selection.

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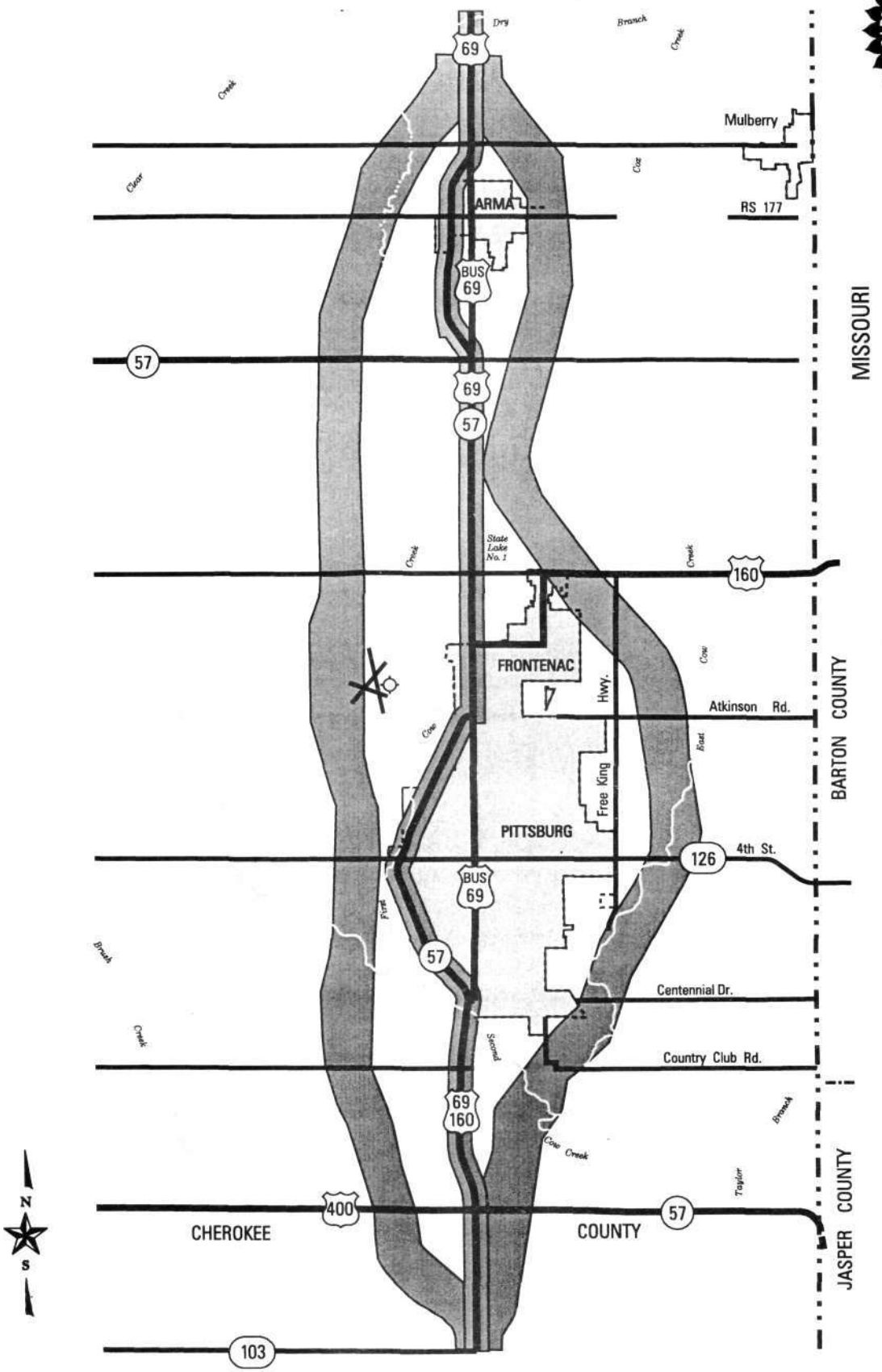
Preliminary Corridors for US–69
Crawford County



Preliminary Corridors
(Corridor locations subject to change)

August 17, 1999

A Look at Some Strategies

KDOT closely examines a variety of issues and studies numerous options when searching for a feasible strategy on which to base future designs. Information about the issues that are examined in a study can be found elswhere in this booklet.

KDOT is considering four possible strategies for improving US-69 in Crawford County. Please refer to the accompanying map for general views of the possible locations being considered. *The corridors on new routes that are being studied are subject to change as the study progresses.*

No-Build Option

A strategy to do nothing (or very little) is an option. If the no-build option were chosen, drivers' delays and frustration would worsen. Congestion would increase and more traffic signals would have to be installed. There would be an increase in both accidents and maintenance costs as traffic increased in the future.

Freeway on the Existing Alignment

Constructing a freeway on the existing route would effectively handle the expected major increases in traffic and would accommodate long-term transportation issues such as access control and continuity of the US-69 route throughout the state. Crawford County residents could expect numerous homes and businesses to be displaced under this option. Access to the remaining homes and businesses would also change.

Alignment
The route a highway follows

Freeway on New Alignment (West) or Freeway on New Alignment (East)

KDOT is studying two possibilities for building a freeway on a new route away from the existing US-69. Broad corridors without design details are being compared. One would place the road west of the Arma, Frontenac, Franklin, and Pittsburg metropolitan area; the other would take it to the east side. Connections would be maintained with the existing US-69. Widely spaced interchanges would connect the freeway to towns, homes, and businesses in the metropolitan area. Either option would effectively handle expected increases in traffic and would address long-term transportation issues in the area.

Farms and other properties would b affected. Access to homes and properties could change.

US-69 Study Team Members

Studying and designing a highway or bridge improvement project is the responsibiltiy of the Bureau of Design in the Division of Engineering and Design. Here are the dedicated and talented people responsible for this highway study.

James O. Brewer, P.E.
Engineering Manager
State Road Office

Richard Adams, P.E.
State Road Design Engineer
State Road Office

Rex Fleming, P.E.
Road Design Leader
State Road Office
US-69 Study Manager

You can contact **Ron Kaufman**, Public Involvement Liaison at 785-296-6580 if you'd like to talk about the study. Or, you can write to us at the address shown below.

The study engineers are assisted by other staff who handle environmental assessments, utilities, contracts, mapping, scheduling, public information and involvement, and clerical support.

The lowest responsible and qualified bidder would be selected for construction, if the project progressed that far. The District and Area Engineers would oversee the construction.

KDOT often uses private consulting firms to help with the study and design of highway and bridge projects. The company conducting the study for this project is **Professional Engineering Consultants, PA** from Wichita.

The Factors Considered in a Study or Design

Highway projects are very complex and take several years to study, design, and build. Here are just some of the factors we consider when studying or designing a project. *

Physical and Engineering

- Landscape and geometry of the route
- Continuity of routes
- Drainage patterns and times
- Traffic safety and road capacity
- Traffic flow during construction
- Condition and capacity of bridges along the routes and possible detours
- Construction costs
- Right-of-way costs
- Water, electric, gas, and phone line routes
- Aesthetics of the landscape

Community Cohesion

- The character and location of neighborhoods and residential areas
- Impact on residences and businesses

Regional/Community Growth

- Economic development
- Parks and recreation
- Operation and use of existing highway
- Facilities & other transportation systems
- Detours required and their impact

Environmental

- Natural habitats, wetlands and flood plains
- Natural and historic landmarks
- Intrusion on parks, recreational areas, wildlife refuges, and historic sites.
- Cemeteries and archeological sites
- Threatened and endangered species
- Agriculture and timber lands
- Air, noise and water pollution
- Hazardous waste

Public Facilities & Services

- Flood protection
- Fire protection
- Public utilities
- Public health and safety
- Religious institutions
- Education facilities

Social and Economic

- Existing and future land use
- Access to adjacent development
- Public input
- Employment

**** Each project is unique. While all of these factors are addressed, some may be more relevant than others, depending on the situation.***

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General Information About...

The Life of a Project

Major highway projects stem from the need to modify or enhance an area's highway system. Once transportation planners identify a situation, designers begin an orderly process to resolve it. It takes 5 to 8 years or more to study, design and build a project.

1a Study the Issues

Designers begin by studying the situation and issues surrounding it. As they do, they begin to develop one or more strategies to address the problem. The engineers look at factors such as safety; impacts on farms, residents, and businesses; ease of access, environmental impacts, traffic volumes, and existing road conditions.

1b Study the Options

Designers study the strategic options as they're developed during the study. They sort and screen the options using many of the factors listed above. Often a **Preferred Option** or **Feasible Concept** can be identified at this time. The study results in the selection of a broad corridor the road will follow, with more detailed designs still to come.

2 Preliminary Design

Once we know where the road and bridges are to go, we start more detailed design. The process begins with a **Field Survey**. Surveyors doing a Field Survey are not laying out the exact course of the road, since we don't know that at this point. Rather, they're locating, measuring and recording features in the broad corridor through which the road will pass. They supply the elevations and locations of such things as creeks, ravines, structures, and utilities.

Using the survey data, the designers draw the lines depicting new roads and bridges. They evaluate their designs during this step and at the **Field Check,** when they travel to the site to be sure their plans correspond with the features on which they based their design. When done, we'll know the road's course and general right-of-way requirements.

3 Final Design

The Final Design stage ends with construction drawings. During this stage, we normally also start buying property for the **right-of-way**. We compute and describe property boundaries, appraise and buy the property, stake the right-of-way lines, and help residents and businesses relocate. **Moving utilities** (utility adjustment) is done as Final Design nears completion. Lastly, estimates and specifications are assembled to prepare for bidding by contractors.

4 Construction

The contractor works with the designers, the District and Area KDOT Engineers and with local officials to build the project. The work is monitored by KDOT to be sure it's proceeding according to the plans and specifications.

Studies can have different names, including Advanced Preliminary Engineering Study, Corridor Study, Major Investment Study, Location Study, or Feasibility Study.

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General Project Sequence*

FIVE TO EIGHT YEARS OR MORE

☆ Transportation planners identify a situation with a need to modify or enhance a travel route

Examine the Issues and Strategic Options
(This phase will vary for each project)

Engineers study the situation and develop one or more design strategies

Study the Issues, Develop Option(s)

($?) Study and Sort the Options

▲ Select Preferred Design Option

⬡ Field Survey

Preliminary Design

($?) **Final Design**

Preliminary Engineering

Buy Right-of-Way ($?)

Move Utilities ($?)

Construction ($?)

Oversee/Inspect Construction

* **Each project is unique, so there might be some variation from this general sequence.**

($?) Is there funding for this step? If not, the process stops until funds are available.

▲ An option is chosen that outlines the design strategy and general route of the project.

⬡ Surveyors locate, measure and record features along a broad corridor to get data needed for design.

Where Projects Come From

The State Highway System requires regular maintenance, continuous efforts to improve existing routes, and projects to add new routes, interchanges, and bypasses. How do we decide which routes are to be improved or what additions to make?

Large highway and bridge projects stem from the need to modify or enhance the highway system to solve an existing or expected problem. Most start with transportation planners in the Division of Planning and Development. They track the condition of the highway system and identify sections with the greatest need. Once a problem situation is targeted, designers in the Division of Engineering and Design set about to resolve it.

Major Modification Projects

These projects are created to improve the service, safety, comfort, condition, economy, and capacity of our roads and bridges. The size of a Major Modification project depends on the condition of the roadway and the work required to upgrade it to modern design standards. Some examples include rebuilding pavement, widening or adding traffic lanes or shoulders, and eliminating steep hills and sharp curves. Projects could also include widening or replacing narrow or obsolete bridges, overlaying decks, or modernizing bridge rails.

These projects sometimes involve changing the route, or alignment, of a road. The change might be an offset alignment near the original, a new alignment well away from the original, or a combination of the two. Changing the alignment is often the most practical way to modernize a route plagued with steep hills or sharp curves or one with no feasible detours to be used during construction.

Major Modification projects are chosen using a complex mathematical **Priority Formula** that ranks problem road sections by the severity of their deficiencies. It provides an objective way to prioritize improvements given the limited funds available.

More on next page ⇒

Where Do Projects Come From?

continued

Some of the factors included in the formula are traffic volume and capacity (including commercial traffic), speed limits, accident rates, shoulder and lane width and type, numbers (per mile) of substandard curves and hills with short sight distances, and the pavement condition.

Major modifications can take five to eight years or more to design and build, so they're planned 5 to 10 years ahead.

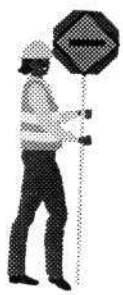
Priority Bridge Projects

The Priority Bridge program replaces or rehabilitates deteriorated bridges or those deficient in load-carrying capacity, width, or traffic service. A Priority Formula for Bridges is used to rank and select the highest priority bridge projects. Special consideration is given to replacing one-lane bridges, those with low clearance over highways, or those with temporary supports which keep them in service.

System Enhancements

Another type of highway program occurs only when specially funded for a limited time by the State Legislature. It's called the **System Enhancement Program** and consists of special projects that greatly improve safety or access, relieve congestion, or enhance economic development of an area.

The System Enhancement Program consists of **Corridor Improvement Projects** that boost the capacity of portions of the highway system, **Interchange/Separation Improvement Projects** that upgrade or build interchanges and overpasses, and **Bypass Construction Projects** that build bypasses around cities. System Enhancement Projects are selected by the Secretary of Transportation, who requests and evaluates project proposals from local units of government.



Substantial Maintenance Projects

Just as important as the major projects are those that keep the state's roads and bridges in good repair. The **Substantial Maintenance** program keeps our roads and bridges in a condition similar to the condition they were in when first built. Without such projects, roads would deteriorate to the point where they need major repair or replacement at a much higher cost. Some examples of Substantial Maintenance projects are resurfacing, signing, pavement marking, safety improvements, bridge painting, bridge and culvert repair, and emergency repairs. They are planned and scheduled with the help of the **Pavement Management System**. It helps KDOT objectively prioritize the state's repair and maintenance needs.

Two Lanes, Freeways, and Expressways

Each type of road offers a different mix of safety and convenience. Engineers look at each situation and consider many factors to help decide which type (or combinations) to use. Their goal is to move traffic safely and efficiently while helping drivers safely enter and exit the highway.

Two Lanes

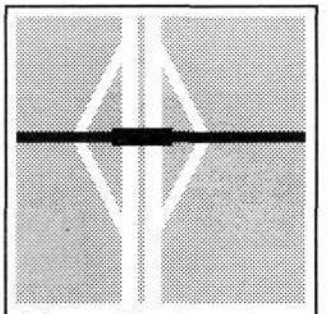
Two-lane highways are often used where traffic volume is low. There is usually **more access** than on an expressway.

Older two-lane highways can be upgraded by providing wider lanes, wider shoulders, and by eliminating steep hills and sharp curves so drivers can see farther along the roadway. Some might have signals, signs, lanes for acceleration or deceleration, or turn lanes (auxiliary lanes) at key intersections to help drivers enter or exit the highway safely. Climbing lanes might be added on long hills to let motorists pass slow-moving traffic.

Access
A place to enter or exit the highway

Expressways

An expressway is a multi-lane highway with a median. Crossroads meet the highway at the same level (at-grade) as the expressway. **Access is more controlled** than on two-lane highways, and intersections with public roads usually cross the highway about every mile. Driveways or other access points are eliminated, discouraged, rerouted, or limited to right-turn-in, right-turn-out designs.



A diamond interchange along a freeway, with an overpass for the crossroad.

Signals, signs, auxiliary lanes, or an interchange might be placed at heavily used intersections to accomodate entering and exiting traffic.

Freeways

A freeway is also a multi-lane highway with a median, but **access to it is provided only at interchanges**. Drivers enter or exit the highway using on and off ramps. Interchanges are usually spaced at three- to five-mile intervals in rural areas.

Traffic crossing a freeway is separated from the freeway with a bridge, creating an overpass or underpass (grade separation). If that's not practical, traffic is redirected to other roads. Freeways may have access roads parallel to the highway that drivers can use to enter and exit homes and businesses while ensuring safety for themselves and other drivers.

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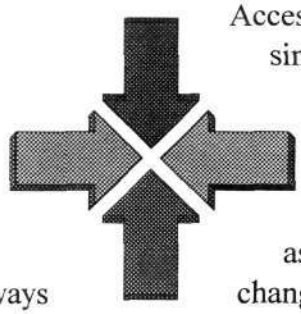
Intersections Along a Highway

Entering, leaving, or crossing a highway poses risks no matter how well the highway is designed. Be alert, never expect other drivers to watch for you, and proceed only when it's safe to do so. Access control is a way engineers can help make your trip safer.

Places where vehicles can enter, exit, or cross a highway are called access points. The number and frequency of access points along a highway are important safety features of modern highway design. Vehicles entering, leaving, or crossing a highway's path create a potential hazard because they conflict with the steady flow of traffic or simply cut across it.

Many older highways were built with numerous access points when traffic speeds and volumes were lower. Now, many state highways are used as thoroughfares with higher traffic volumes and speeds. Even today, little or no access control is best restricted to low-volume, two-lane roads.

One way engineers can reduce potential traffic conflicts is to fully or partially control access to a highway. Fully controlled access occurs on interstates and freeways with interchanges providing the only access. Partially controlled access is typical of expressways where some intersections are allowed to join the edge of the highway. Partial access means that closely spaced driveways and intersections might have to be closed, rearranged, combined, or diverted onto side roads with a safer speed. The side roads then join the highway at safe intervals and provide access to adjacent property. This might mean that your favorite intersection can no longer be used. While that could be inconvenient, it's also much safer.



Access points are designed and placed for prevailing or expected traffic conditions. Designers try to address the needs of local drivers when designing access points while ensuring the safety of all motorists who use the highway.

Access points can be as simple as an intersection that meets the highway's edge (an at-grade intersection) or as elaborate as a multilevel interchange. Sometimes, roads will cross the highway using an overpass or underpass (grade separations). Acceleration and deceleration lanes, stop signs, signals, or wide median waiting areas are some of the tools designers use to help control the traffic flow across, onto, or off of the highway.

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Property and Right-of-Way

Kansas sometimes needs to buy property for the right-of-way as a result of some highway projects. We wouldn't know exactly which properties (or parts of properties) might be needed until the Final Design stage is underway, if the project progressed that far.

This is general information to help you with concerns you might have about your property. It should not be implied that a project described in this booklet is at or near the right-of-way buying stage.

Highway projects are designed to lessen the adverse impact on adjacent property owners as much as possible. You would be contacted by a **Right-of-Way Agent** if and when we needed to talk about your property. That's usually when the Final Design stage begins. Before then, we wouldn't know which properties or parts of properties would be affected by a project. Kansas must pay "just compensation" for property it buys, an amount considered fair to both the seller and the public.

We're happy to answer questions about property and right-of-way matters. KDOT offers two booklets to help you understand your rights about your property and right-of-way: **Real Property Acquisition for Kansas Highways, Roads, Streets and Bridges,** and **Your Rights and Benefits as a Displacee Under the Federal Relocation Assistance Program**. Call the Bureau of Right-of-Way **toll-free at 1-877-461-6817** to ask questions or request your copies of the booklets.

Temporary Easements

Sometimes, we might need to use your property only temporarily. In that case, we might arrange for a temporary easement. Once again, you are entitled to "just compensation" for that use. A Right-of-Way Agent would contact you if we needed to make such arrangements.

More on next page ⇒

We Can Help You Relocate

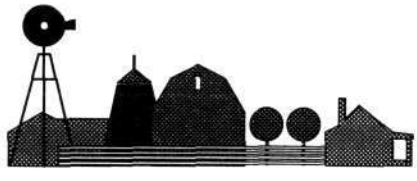
Anyone displaced by an improvement project would be eligible for help. A **Right-of-Way Relocation Agent** would be in contact with you if you needed to relocate. The Agent would help you complete the forms and advise you of your rights and benefits under the Relocation Assistance Program administered by the Kansas Department of Transportation (KDOT). It is authorized by the Relocations Assistance and Real Property Acquisition Policies Act of 1970 and its amendments. The Program can help pay the costs of relocating residential occupants, businesses, farms, and non-profit organizations displaced as a result of a highway improvement.

Displacees are provided advisory services which include referrals, help in filing for payments, and other assistance to help with a successful relocation.

No one displaced from a dwelling would be required to move unless at least one comparable dwelling is available that is decent, safe, and sanitary. The State of Kansas would not require any displaced person, business, farm, or nonprofit organization to move without a 90-day written notice to vacate.

A displaced resident could be eligible to receive certain supplemental payments as well as a moving payment. A displaced business, farm, or non-profit organization could be eligible for the reasonable, actual cost of their moving and related expenses. Any displacee not agreeing could appeal by making a written request for review or reconsideration.

Please refer to the booklets described earlier for specific details and definitions.

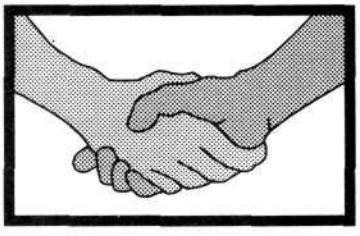


The Federal and State Partnership in the Federal-Aid Highway Program

Our modern highway system is the result of a long partnership between the states and the Federal government. Federal funds are sometimes used to help build or maintain the state highway system. The **Federal Highway Administration (FHWA)** represents the Federal government. Each state is represented by a highway agency, such as the **Kansas Department of Transportation (KDOT)**.

Highway location, design, purchase of right-of-way, and construction are under the supervision of the states. In Kansas, KDOT initiates the planning for development and improvement of the highway system. The FHWA does not initiate any of our highway projects, even if Federal funding is involved. When Federal funds are involved, the FHWA reviews, approves, and audits these activities. They're especially concerned with the continuity of routes from state to state and with uniform highway sign standards throughout the United States.

The fifty states, through the **American Association of State Highway and Transportation Officials**, recommend standards of design, construction, and signing of highways. The FHWA reviews and accepts the standards for highway improvements that are financed in part with Federal funds.



Federal taxes on gasoline, tires, oil, etc., are assigned to a **Federal Highway Trust Fund**. The Fund distributes money annually to the individual states on the basis of Federal apportionment laws. The amount of Federal funding used for highway improvements varies by highway system. On interstate highways, Federal funding is 90 percent. On other highways, Federal funding is up to 80 percent. State highway agencies, such as KDOT, provide matching funds from highway user revenues on motor fuels, vehicle registration, etc. Local governments provide matching funds on certain projects.

Through the years, Federal highway legislation created the present Federal Highway Administration, created the basis systems of roads, encouraged each state to organize a highway agency, established the Highway Trust Fund, set aside money for research, and acted in other related matters.

Bypasses: Friends or Foes?

Some towns want a bypass, while others hate the idea. A recent study concluded that in the long run, Kansas bypasses typically have not had significant negative effects on the local economy.

In a report prepared for KDOT in 1996*, Kansas University economist David Burress noted that many towns and counties enjoy lasting benefits from the building of a bypass. Bypasses attracted industry due to better transportation, with benefits to local retailing and services. He stated that many factors affect small town economy that, when combined, are more important than the effects of a bypass.

He also said that bypasses could create temporary hardships for some businesses, especially those related to travel. However, not all travel-related firms were harmed in the short term. He concluded that on the average, bypassed towns have not suffered long-term negative effects. He further noted some variation in the experiences of individual towns and businesses.

Here's how bypasses with connections to towns and business districts can benefit smaller towns.

Growth Potential

Business and industry are attracted to areas with easy access to a good transportation system. A bypass can create opportunities for towns and businesses wanting to explore new markets.

Visual Appeal

Running a highway through a town can lead industries and businesses to locate along the road at the city limits, resulting in poor first impressions for visitors. Main streets carrying highway traffic may lose their small-town appeal.

Less Congestion

High-speed traffic forced to slow or stop in a town creates congestion, frustrating motorists and shoppers alike. Bypasses make it easier and safer for residents and visitors to get to their favorite businesses.

Less Upkeep

City streets experience fewer maintenance problems with less traffic driving over them.

Safety

Highway traffic going through a town is hazardous for residents. Bypasses divert excess traffic around town, so it's safer to cross streets and enter or exit driveways. They lower traffic in school zones or around parks and playgrounds.

Quieter Streets

The number of large, noisy trucks and other traffic is reduced, resulting in a quieter town in which to live, visit, or do business.

*Impacts of Highway Bypasses on Kansas Towns, David Burress, Institute for Public Policy and Business Research, University of Kansas, October 1996. Internet location: www.ukan.edu/cwis/units/IPPBR/resrep/bypass.htm. See also www.ctre.iastate.edu/pubs/semiseq/proceedi/session2/burress/index.htm.

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Comments, Questions, and Concerns

Kansas Department of Transportation **(785) 296-3566** **(www.ink.org/public/kdot)**

Information about the project in this book Ron Kaufman, Public Involvement Liaison (785-296-6580)

Road Condition Hotline
1-800-585-7623
For state, U.S., and interstate highways in Kansas (not turnpike)

Division of Public Affairs
(785) 296-3585
Transportation and media information
Citizen input, concerns and inquiries

Bureau of Right-of-Way
1-877-461-6817 (toll-free)
Property appraising and buying
Relocating residents and businesses
Billboard and junkyard regulation

Bureau of Traffic Engineering
(785) 296-3618
Oversize and overweight permits
Road signs and signals
Travel attraction signs

Bureau of Traffic Safety
(785) 296-3756
Statewide safety education programs

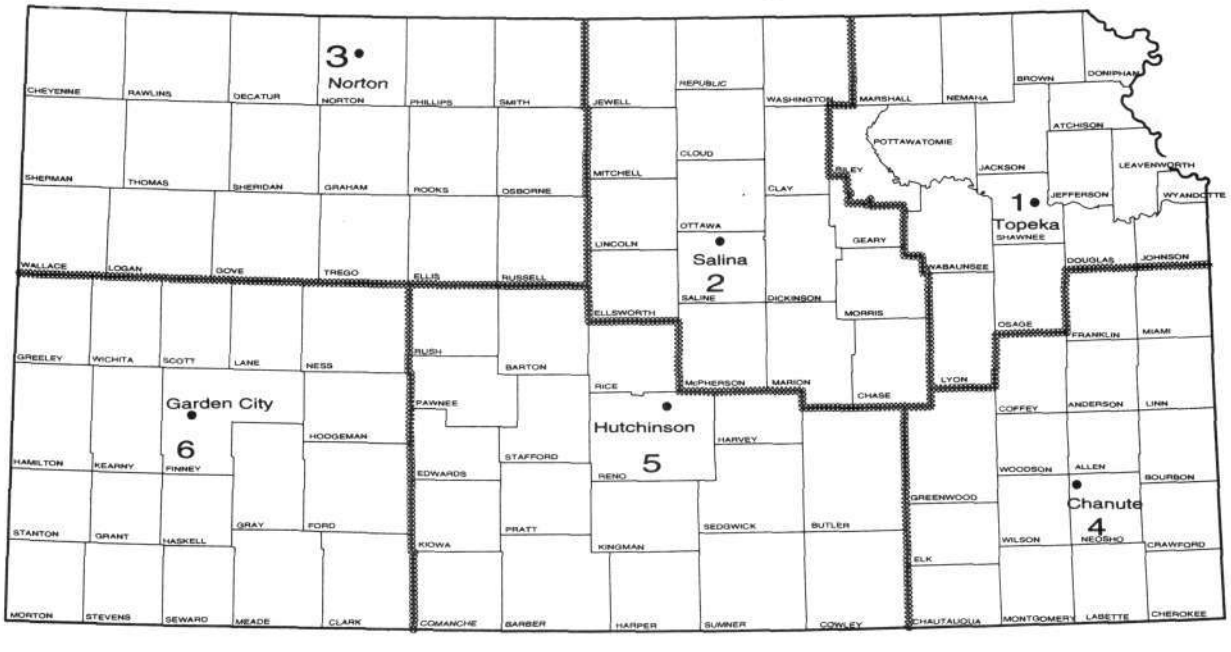
If You Want To:

- Report damaged pavement or signs
- Request property access to highway
- Join the Adopt-a-Highway Program
- Schedule Adopt-a-Highway cleaning
- Work within highway right-of-way
- Request intersection or speed studies
- Ask about construction in your area

Contact:

Your District Office below

District Offices and Engineers



KDOT divides the state into 6 districts managed by District Engineers. Each district includes several areas managed by Area Engineers. Some have a Public Involvement Liaison (PI Liaison) ready to help you with questions and concerns.

DISTRICT 1	DISTRICT 2	DISTRICT 3	DISTRICT 4	DISTRICT 5	DISTRICT 6
Roy Rissky	Don Drickey	Chriss McDiffett	John Leverenz	Chuck Luedders	Larry Thompson
(785) 296-3881	**(785) 823-3754**	**(785) 877-3315**	**(316) 431-1000**	**(316) 663-3361**	**(316) 276-3241**
			Priscilla Petersen, PI Liaison	Martin Miller, PI Liaison	

Kansas has a large transportation infrastructure with a small population base to support it. Vehicle miles of travel are increasing faster than the population, licensed drivers, or registered vehicles. Nationally, Kansas ranks **fourth** in public road miles, **third** in number of bridges, **fourth** in miles of rail line, **eighteenth** in the number of airports, but **thirty-second** in population.

The State Highway System has about 9,600 miles of roadway. This represents only eight percent of public road miles, but it carries over fifty percent of the state's total travel. The System includes the Interstates, U.S. highways, and State highways. The System does not include the Kansas Turnpike, which is under the jurisdiction of the Kansas Turnpike Authority.

Buckle Up!

Safety Belts Save Lives

Kansas Department of Transportation, Docking State Office Building, 915 SW Harrison St., Topeka, KS 66612-1568